FTIP ID# *(required)* LA0G1706 (FTIP Amendment 25-00)

TCWG Consideration Date: April 22, 2025~~March 25, 2025~~

Project Description *(clearly describe project)*
The Proposed Project entails the construction of approximately 150-foot-long, 13-foot-wide right turn lane at the existing eastbound street of E Washington Boulevard at Telegraph Road (See Attachment 1). The Project will also relocate the existing storm drain catch basin, modify and upgrade the existing traffic signal (including the push button), relocate electrical lines, upgrade the traffic loop detector, adjust the traffic signal box, relocate the streetlight, and restripe and remark walkway lines and traffic signs.

Type of Project *(use Table 1 on instruction sheet)*

Intersection channelization

County	**Narrative Location/Route & Postmiles:** Southwest corner of the intersection between E Washington Boulevard and Telegraph Road **Caltrans Projects – Federal Aid Project No.** FERPL24-5362(034)
LA	

Lead Agency: City of Commerce

Contact Person	**Phone#**	**Fax#**	**Email**
Gina Nila, Public Works	(323) 722-4805 ext. 2839		

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)*

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

Scheduled Date of Federal Action:

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

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

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start				6/2/2025
End				7/30/2025

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*
The goal of the proposed Washington Boulevard Widening Project (Project) located at the intersection of E Washington Boulevard and Telegraph Road in Commerce, CA, is to improve the capacity efficiency and reduce congestion for eastbound traffic along E Washington Boulevard.

In ~~2014~~2013, TransTech Engineers, Inc. (TransTech), collected data regarding existing roadway conditions, turning movement, traffic volumes, signal phasing, and traffic collisions. Accident data was obtained for the years 2010, 2011, and 2012. Turning movement counts were collected for peak AM and PM hours. ~~The relationship between capacity and traffic volumes for a roadway segment are expressed in terms of levels of service (LOS). The intersection's LOS classification was determined to be an E which corresponds to a roadway nearing absolute capacity. A complete description of an LOS E classification from the Transportation Research Board's Special Report 209, *Highway Capacity Manual*, is as follows: "Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand."~~

The analysis concluded that adding an exclusive right turn lane to the eastbound segment of E Washington Boulevard provided the best levels of operation for the flow of traffic in the intersection. TransTech recommended maintaining two eastbound thru lanes on E Washington Boulevard which necessitates the widening of the eastbound curb lane. (Refer to Traffic Report in Attachment 2).

Since the 2013 traffic data were over 10 years old, the City of Commerce has requested Hartzog & Crabill, Inc. (HCI) to prepare the Supplemental Traffic Signal Operations Analysis for Existing Condition, No Build and Build scenarios for the Opening Year 2025, and Horizon Year 2050 at the intersection of Washington Boulevard at Telegraph Road.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Adjacent land uses include fast food restaurants, commercial retails, and light industrial. There are no residential land uses or any other sensitive receptor land uses within 500 feet of a small project area. The E. Washington Boulevard and Telegraph Road intersection is a signalized intersection located in an industrial area that serves as a commuter road for passenger vehicles and large axle trucks.

Land uses east of Telegraph Road and south of E. Washington Blvd include commercial retails, restaurants, and light industrial uses.

Land uses west of Telegraph Road and south of E. Washington Blvd include office, commercial, and light industrial uses. hotel, restaurants, gas stations, car dealership lots, and office uses.

Land uses east of Telegraph Road and north of E. Washington Blvd include casino/hotel with small ball rooms/convention center rooms, and light industrial uses. A fast food restaurant (Chick-Fla-A) is being proposed on the existing vacant parking lot at the northeast corner of the intersection.

Land uses west of Telegraph Road and north of E. Washington Blvd include municipal water district, light industrial uses, single-family residences (located more than 1,560 feet from the project site), and commercial retail uses.

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

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

The traffic analysis is based on the Existing Year and Opening Year 2025 conditions because it provides the most relevant and representative data for evaluating near-term air quality impacts. Overall vehicle LOS, V/C, AADT, truck AADT, and truck percentages for Existing and Opening Year 2025 No Build and Build Scenarios are summarized in Table 1.

Table 1. Summary of Traffic Conditions for Baseline and Opening Year 2025

Washington Blvd at Telegraph Road	Level of Services (LOS)		Volume to Capacity Ratio (V/C)		Annual Average Daily Trips (AADT)		
2025 Scenario	AM	PM	AM	PM	Total	Truck	% Truck
Baseline Year	B~~C~~	C~~D~~	0.724~~0.691~~	0.850~~0.748~~	42,260	4,530	10.72
No Build ~~(Option 1)~~ Opening Year	E~~C~~	E~~D~~	0.724~~0.935~~	0.850~~0.969~~	42,260	4,530	10.72
Build ~~(Option 2)~~ Opening Year	B~~B~~	B~~C~~	0.667~~0.688~~	0.761~~0.660~~	42,260	4,530	10.72
Change from No Build Conditions	Improve LOS	Improve LOS	Improve V/C	Improve V/C	0	0	0

Notes: Existing Baseline roadway configuration of EB lanes on E. Washington Blvd: 2 exclusive left turn (LT) lanes, 1 EB Thru lane, and 1 EB Shared Thru and RT lane.
No Build scenario configuration with existing number of EB lanes on E. Washington Blvd: 2 EB LT lanes, 1 EB Thru lane and 1 EB exclusive RT lane.
Build scenario will provide an additional lane with 2 EB LT lanes, 2 EB through lanes and 1 EB exclusive right turn lane.

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

~~The proposed project is already accounted for in SCAG's 2024 RTP/SCS modeling, the regional conformity determination inherently addresses longer-term emissions impacts. According to the traffic report, the proposed project does not introduce significant long-term capacity increases, operational changes, or land use shifts that require a Horizon Year analysis.~~

The proposed project is already accounted for in SCAG's 2024 RTP/SCS modeling, the regional conformity determination inherently addresses longer-term emissions impacts. Table 2 provides the intersection LOS, V/C, AADT, truck AADT, and truck percentages for Horizon Year 2050 No Build and Build Scenarios.

Table 2. Summary of Traffic Conditions for Horizon Year 2050

Washington Blvd at Telegraph Road	Level of Services (LOS)		Volume to Capacity Ratio (V/C)		Annual Average Daily Trips (AADT)		
2050 Scenario	AM	PM	AM	PM	Total	Truck	% Truck
No Build Horizon Year	C	E	0.774	0.909	47,765	5,120	10.72
Build Horizon Year	C	D	0.713	0.814	47,765	5,120	10.72
Change from No Build Conditions	Improve LOS	Improve LOS	Improve V/C	Improve V/C	0	0	0

Notes: Roadway configuration of EB lanes on E. Washington Blvd: 2 exclusive left turn (LT) lanes, 1 EB Thru lane, and 1 EB Shared Thru and RT lane.
No Build scenario configuration with existing number of EB lanes on E. Washington Blvd: 2 EB LT lanes, 1 EB Thru lane and 1 EB exclusive RT lane.
Build scenario will provide an additional lane with 2 EB LT lanes, 2 EB through lanes and 1 EB exclusive right turn lane.

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

Table 1 identify a net difference of 0 for heavy truck traffic between the No-Build and Build conditions. This means that the projected number of heavy trucks on the road remains the same regardless of whether or not the proposed project is implemented. This can occur for several reasons:

1. Traffic Redistribution: The project would redistribute existing traffic rather than adding new traffic. For example, improvements would make the intersection more attractive, balancing out the overall traffic volume.

2. Capacity Constraints: The intersection is already operating at or near capacity, limiting the potential for additional heavy truck traffic.

3. Economic Factors: The local economy may not support an increase in heavy truck traffic as it is completely built out, which would keep the numbers stable.

Thereby there is a need to build the project to reduce delays, minimize points of vehicle interaction, reduce the risk of crashes, and lower emissions due to congested conditions with a Volume-to-Capacity (V/C) ratio of between ~~0.93~~ 0.72 and ~~0.97~~0.91. A V/C ratio of approximately ~~0.97~~0.91 indicates that the heavy traffic volume is at near the top of the intersection's capacity, which typically leads to congested conditions. In such scenarios, the road operates under high-density conditions, where traffic flow is heavily restricted, and vehicles experience significant delays and stop-and-go movements.

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

Under 40 CFR 93.123(b) - PM10 and PM2.5 Hot Spots - the following 5 criteria are utilized to determine the potential for the proposed project to qualify as a Project of Air Quality Concern (POAQC):

(i) New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles;

In comparison to no-build conditions, the proposed build alternative would not significantly increase the number of diesel vehicles operating within the project study area. Refer to Table 1.

(ii) Projects affecting intersections that are at 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;

As shown in Tables 1 and 2, the proposed build alternative would not result in significant changes in intersection operations. Based on this information, the proposed build alternative would not significantly increase the number of diesel vehicles operating within the project study area.

(iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;

The project is not a new or expanded bus or rail terminal, nor would the project adversely impact 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

The project is not a new or expanded bus or rail terminal, nor would the project adversely impact transfer points that have a significant number of diesel vehicles congregating at a single location.

(v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The proposed build alternative is not located in nor would it affect locations, areas, or categories of sites that are identified in the PM2.5 and PM10 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

For the reasons noted above, the proposed project would not be considered a POAQC.