

RTIP ID# <i>(required)</i> RIV100107									
TCWG Consideration Date: 10/23/18									
<p>Project Description <i>(clearly describe project)</i></p> <p>The City of Murrieta in cooperation with the California Department of Transportation (Caltrans) District 8, proposes to construct improvements for a new interchange on Interstate 215 (I-215) at the existing Keller Road undercrossing located in the City of Murrieta, Riverside County, California (see attached Figures 1 – 4). The project’s primary improvements consist of the following:</p> <ul style="list-style-type: none"> • Construction northbound (NB) and southbound (SB) on and off-ramps for accessing I-215 from the existing Keller Road undercrossing. • Construct auxiliary lanes in the NB and SB direction of I-215, from the Scott Road interchange (IC) to the proposed Keller Road IC. • Remove Antelope Road from Brians Way to Mapleton Avenue, and circulate traffic onto an improved Brians Way and Warner Place. North (N) of Keller Road, Antelope Road is realigned to join Mapleton Avenue. • Remove Scenic View Drive on the west side of the future IC, due to a conflict with the SB on-ramp. Scenic View Drive will not be replaced. <p>Four alternatives, including the “No-Build” scenario, have been identified for further study and final approval prior to the Plans, Specifications and Estimate phase of the project. The build alternatives are included as attachments to this memorandum.</p> <p><u>Alternative 1 No-Build</u></p> <p>Alternative 1 proposes that the I-215 connection to Keller Road not be constructed. Traffic conditions are expected to worsen as a result of increased demand created by new development in the vicinity of the project. Despite the completion of planned improvements to the City arterial street system and the I-215/Scott Road IC, I-215 in the project vicinity would operate at a Caltrans non-compliant Level of Service (LOS) D or worse during peak hours. Nine of 13 local street intersections within the project vicinity would operate at LOS E or worse during peak hours with 5 non-compliant with Riverside County Congestion Management Plan minimum standards.</p> <p><u>Alternatives 2, 3 and 5 Build</u></p> <p>Proposed alternatives include Alternative 2, a spread diamond interchange (Type L-2), Alternative 3, a partial cloverleaf interchange (Type L-9), and Alternative 5, a compact diamond interchange (Type L-1). Proposed Alternative 4, a modified partial cloverleaf (Type L-9) was eliminated from further consideration. Proposed design elements for Alternatives 2 – 5 are below.</p> <table border="1"> <thead> <tr> <th>Planned Improvement</th> <th>Alternative(s)</th> </tr> </thead> <tbody> <tr> <td> <ul style="list-style-type: none"> • Antelope Road, adjacent to I-215 would be closed south of Mapleton Ave./ Antelope Road and turned into a cul-de-sac south of Brians Way/ Antelope Road to accommodate the proposed Keller Rd. NB off- and on-ramps. </td> <td>2, 3, 5</td> </tr> <tr> <td> <ul style="list-style-type: none"> • Construct new retaining walls to accommodate widening below the I-215 bridge structure and at the northbound off-ramp to Keller Road. </td> <td>2, 3, 5</td> </tr> <tr> <td> <ul style="list-style-type: none"> • Access to several properties along Antelope Road between Keller Rd and Brians Way will be removed due to construction of the NB off- and on-ramps. Access to these properties will be reestablished via construction of a new 1,600-foot cul-de-sac. Entrance to the new access road would be across from the Mapleton Ave/Keller Rd intersection. </td> <td>2, 3, 5</td> </tr> </tbody> </table>		Planned Improvement	Alternative(s)	<ul style="list-style-type: none"> • Antelope Road, adjacent to I-215 would be closed south of Mapleton Ave./ Antelope Road and turned into a cul-de-sac south of Brians Way/ Antelope Road to accommodate the proposed Keller Rd. NB off- and on-ramps. 	2, 3, 5	<ul style="list-style-type: none"> • Construct new retaining walls to accommodate widening below the I-215 bridge structure and at the northbound off-ramp to Keller Road. 	2, 3, 5	<ul style="list-style-type: none"> • Access to several properties along Antelope Road between Keller Rd and Brians Way will be removed due to construction of the NB off- and on-ramps. Access to these properties will be reestablished via construction of a new 1,600-foot cul-de-sac. Entrance to the new access road would be across from the Mapleton Ave/Keller Rd intersection. 	2, 3, 5
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PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Planned Improvement		Alternative(s)		
<ul style="list-style-type: none"> Widening and/or striping of the existing Keller Road from two to four lanes (two in each direction) east of I-215, including median and dedicated right turn lanes. Widening and/or striping of the existing Keller Road west of I-215 from two to four lanes (two in each direction), before transitioning to 2 lanes at Zeiders Road. 		2, 3, 5		
<ul style="list-style-type: none"> NB and SB on/off-ramps to and from the I-215 mainline. 		2, 3		
<ul style="list-style-type: none"> 300-foot NB auxiliary lane from the Keller Road NB on-ramp to the Scott Road NB off-ramp. 		2, 3, 5		
<ul style="list-style-type: none"> 1,300-foot SB auxiliary lane from the Scott Road SB on-ramp to the Keller Road SB off-ramp. 		2, 3, 5		
<ul style="list-style-type: none"> 300-foot SB auxiliary lane from the Keller Road SB on-ramp. 		2, 3		
<ul style="list-style-type: none"> SB loop on-ramp at the I-215/Keller Road northwest quadrant. 		3		
<ul style="list-style-type: none"> NB loop on-ramp at the I-215/Keller Road southeast quadrant. 		3		
<ul style="list-style-type: none"> Widening existing I-215 bridge to accommodate loop on-ramps. 		3		
<ul style="list-style-type: none"> Construct new SB and NB on- and off-ramps at Keller Road in a double roundabout configuration 		5		
<ul style="list-style-type: none"> Widening existing I-215 bridge to accommodate loop off-ramps. 		5		
Type of Project (use Table 1 on instruction sheet) Reconstruct existing underpass as an interchange.				
County Riverside		Narrative Location/Route & Postmiles: Interstate 215/Keller Road, Riverside County – Post Miles R14.1 to R15.26 Caltrans Projects – EA# 0Q2200		
Lead Agency: CALTRANS				
Contact Person Joe D'Onofrio		Phone# 602-650-4916	Fax# 602-253-1202	Email Joe.D'Onofri
Hot Spot Pollutant of Concern (check one or both) PM2.5 <input checked="" type="checkbox"/> PM10				
Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)				
Categorical Exclusion (NEPA)	<input checked="" type="checkbox"/> EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	<input checked="" type="checkbox"/> Other
Scheduled Date of Federal Action: 01/2020				
NEPA Assignment – Project Type (check appropriate box)				
<input type="checkbox"/> Exempt		<input type="checkbox"/> Section 326 –Categorical Exemption	<input checked="" type="checkbox"/> Section 327 – Non-Categorical Exemption	
Current Programming Dates (as appropriate)				
	PE/Environmental	ENG	ROW	CON
Start	1/2018	8/2018	1/2020	8/2020
End	1/2020	4/2020	8/2020	7/2023

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

The purpose of the new I-215/Keller Road interchange is to:

- Accommodate forecasted traffic demand.
- Provide improved connectivity to the regional transportation system.

The I-215/Keller Road interchange is needed due to the following key factors:

- Forecasted increased traffic demand resulting in increased congestion and decreased mainline freeway operations.
- Forecasted increased traffic demand on local streets, including Keller Road, and I 215/Clinton Keith and I-215/Scott Road interchanges resulting from planned growth in accordance with North Murrieta Business Corridor described in the Murrieta 2035 General Plan (adopted July 19, 2011) and existing Kaiser-Permanente health facilities and Loma Linda University Medical Center south and north of Keller Road west of I-215.

As discussed in the City of Murrieta's current general plan, "Murrieta 2035 General Plan" (adopted July 19, 2011), the City's population has grown from 24,334 in 1992, to 100,714 in 2009, approximately quadrupling in size. The area south of Keller Road is identified as The North Murrieta Business Corridor Focus Area. It is anticipated that the corridor will add an additional 1.7 million square feet of commercial uses and 7.7 million square feet of office and research uses to create a medical corridor and a high technology/office/research employment center, along with commercial uses that support business and employment needs, such as restaurants or hotels.

It is forecasted that there will be a traffic demand of over 195,000 vehicles per day in year 2040 along the I-215 corridor within the project limits.

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

Land uses in the immediate vicinity of the I-215/Keller Road interchange include a mix of commercial properties, residential uses and undeveloped land. The closest residential use is a mobile home park located approximately 150 meters east of I-215 on the south side of Keller Road. Single-family residential developments are located north of Keller Road, 160 meters west of I-215 and 155 – 400 meters east of I-215.

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

Table 1. Opening Year (2020) I-215 Level of Service (AM/PM)				
Location	Alt 1	Alt 2	Alt 3	Alt 5
I-215 Southbound				
Freeway Mainline N of Scott Rd	C/B	C/B	C/B	C/B
Freeway Mainline between Scott Rd and Keller Road	C/B	B/B	B/B	B/B
Freeway Mainline between Keller Rd and Clinton Keith Road	C/B	C/B	C/B	C/B
Freeway Mainline S of Clinton Keith Rd	D/B	C/B	C/B	C/B
I-215 Northbound				
Freeway Mainline N of Scott Rd	B/C	B/C	B/C	B/C
Freeway Mainline between Scott Rd and Keller Road	C/C	B/B	B/B	B/B
Freeway Mainline between Keller Rd and Clinton Keith Road	C/C	B/C	B/C	B/C
Freeway Mainline S of Clinton Keith Rd	B/C	B/C	B/C	B/C

As reported in the I-215/Keller Road Interchange PA-ED Traffic Operations Report (traffic report), the projected Level of Service (LOS) on I-215 for the opening year under No-Build and Build conditions (Table 1) indicates that the freeway will continue to operate at free flow or better conditions during the AM and PM peak hours in the 2020 opening year. Slight improvements are anticipated in both the NB and SB directions between Clinton Keith Road and Scott Road.

Location	Alt 1	Alt 2	Alt 3	Alt 5
Freeway Mainline S of Clinton Keith Rd	105,400	103,500	103,500	103,500
Freeway Mainline between Clinton Keith Rd and Scott Rd	95,000	96,000	96,000	96,000
Freeway Mainline N of Scott Rd	85,200	87,700	87,700	87,700

1. AADT estimated from Caltrans 2014 AADT counts multiplied by ratio of Caltrans 2014 peak hour counts to I-215/Keller Road Interchange PA-ED Traffic Operations Analysis (PN#: 8000020339, EA 0Q220) Values are rounded to the nearest 100.

As shown in Table 2, the 2020 opening year traffic will remain below the 125,000 AADT threshold established in Environmental Protection Agency (EPA) guidance (EPA420-B-06-902) for a POAQC, with a slight shift in volumes north of Scott Road under the Build Alternatives.

Location	Alt 1	Alt 2	Alt 3	Alt 5
Freeway Mainline S of Clinton Keith Rd				
Truck % ²	7.25	7.25	7.25	7.25
AADT	7,642	7,504	7,504	7,504
Truck Increase above No-Build	--	83	83	83
Freeway Mainline between Clinton Keith Rd and Scott Rd				
Truck % ²	7.25	7.25	7.25	7.25
AADT	6,888	6,960	6,960	6,960
Truck Increase above No-Build	--	83	83	83
Freeway Mainline N of Scott Rd				
Truck % ²	7.2	7.2	7.2	7.2
AADT	6,134	6,314	6,314	6,314
Truck Increase above No-Build	--	61	61	61

1. AADT estimated from Caltrans 2016 AADT counts multiplied by ratio of Caltrans 2016 peak hour counts to I-215/Keller Road Interchange PA-ED Traffic Operations Analysis (PN#: 8000020339, EA 0Q220) peak hour projections.
 2. As reported by Caltrans 2014 AADT Truck Traffic counts.

As shown in Table 3, the 2020 opening year truck traffic was calculated from total AADT and Caltrans 2014 peak hour traffic counts, which estimate volumes for 2 to 5-axle trucks between 7.2 to 7.25-percent of total traffic, below the 8-percent threshold for a POAQC per EPA guidelines.

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

Table 4. FTIP Horizon Year (2040) I-215 Level of Service (AM/PM)				
Location	Alt 1	Alt 2	Alt 3	Alt 5
I-215 Southbound				
Freeway Mainline N of Scott Rd	C/B	C/B	C/B	C/B
Freeway Mainline between Scott Rd and Keller Road	D/B	C/B	C/B	C/B
Freeway Mainline between Keller Rd and Clinton Keith Road	D/B	C/B	C/B	C/B
Freeway Mainline S of Clinton Keith Rd	C/B	C/B	C/B	C/B
I-215 Northbound				
Freeway Mainline N of Scott Rd	B/C	B/C	B/C	B/C
Freeway Mainline between Scott Rd and Keller Road	B/C	B/B	B/B	B/B
Freeway Mainline between Keller Rd and Clinton Keith Road	B/C	C/D	C/D	C/D
Freeway Mainline S of Clinton Keith Rd	B/C	B/C	B/C	B/C

As presented in the traffic report, Level of Service (LOS) on I-215 for the Final 2017 Federal Transportation Improvement Program (FTIP) horizon year (2040) under No-Build and Build conditions (Table 4) indicates that the freeway will continue to operate at free flow or better conditions during the AM and PM peak hour, with the exception of the NB direction between Keller Road and Clinton Keith Road. Slight improvements are anticipated in both the NB and SB directions between Keller Road and Scott Road.

Table 5. FTIP Horizon Year (2040) I-215 Annual Average Daily Traffic (AADT) ¹				
Location	Alt 1	Alt 2	Alt 3	Alt 5
Freeway Mainline S of Clinton Keith Rd	121,900	125,200	125,200	125,200
Freeway Mainline between Clinton Keith Rd and Scott Rd	117,000	122,600	122,600	122,600
Freeway Mainline N of Scott Rd	104,000	111,400	111,400	111,400

1. AADT estimated from Caltrans 2016 AADT counts multiplied by ratio of Caltrans 2016 peak hour counts to I-215/Keller Road Interchange PA-ED Traffic Operations Analysis (PN#: 8000020339, EA 0Q220)

As shown in Table 5, the FTIP horizon year (2040) projections indicate that AADT will remain below the 125,000 POAQC threshold for all project alternatives; however, mainline freeway segments S of Clinton Keith Road may slightly exceed the threshold under the Build Alternatives.

Table 6. Horizon Year (2040) I-215 Percent Trucks, Truck Increase and AADT ¹					
Location	Alt 1	Alt 2	Alt 3	Alt 5	
Freeway Mainline S of Clinton Keith Rd					
Truck % ²	7.25	7.25	7.25	7.25	
AADT	8,838	9,077	9,077	9,077	
Truck Increase above No-Build	--	340	340	340	
Freeway Mainline between Clinton Keith Rd and Scott Rd					
Truck % ²	7.25	7.25	7.25	7.25	
AADT	8,483	8,889	8,889	8,889	
Truck Increase above No-Build	--	340	340	340	
Freeway Mainline N of Scott Rd					
Truck % ²	7.2	7.2	7.2	7.2	
AADT	7,488	8,021	8,021	8,021	
Truck Increase above No-Build	--	532	532	532	
1. AADT estimated from Caltrans 2016 AADT counts multiplied by ratio of Caltrans 2016 peak hour counts to I-215/Keller Road Interchange PA-ED Traffic Operations Analysis (PN#: 8000020339, EA 0Q220) peak hour projections. 2. As reported by Caltrans 2014 AADT Truck traffic counts.					
The FTIP horizon year (2040) truck traffic was calculated from total AADT and Caltrans 2014 peak hour traffic counts, which estimate volumes for 2 to 5-axle trucks between 7.2 to 7.25-percent of total traffic. Despite the exceedance of the AADT total traffic threshold for a POAQC, truck volumes are anticipated to remain below the 10,000 vehicles per day.					
Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street LOS, AADT, % and # trucks, truck AADT					
Table 7. Opening Year (2020) Keller Road Level of Service (AM/PM)					
Location	Alt 1	Alt 2	Alt 3	Alt 5	
Zeiders Road/Keller Road	A/A	D/D	D/D	D/D	
Scenic View Drive/Keller Road	A/A	Removed			
Antelope Road/Keller Road	B/A	Intersection Relocated			
Mapleton Avenue/Keller Road	B/B	C/C	C/C	C/C	
Whitewood Road/Keller Road	D/D	D/D	D/D	D/D	
n/a – data not available					
Per the traffic report, LOS at existing (2014) intersections of Keller Road with cross-streets (Zeiders Road, Scenic View Drive, Mapleton Avenue, Whitewood Road) are operating at free flow or better (LOS A – C) conditions, with the exception of the signalized intersection at Antelope Road during the AM peak period. FTIP opening year (2020) traffic on Keller Road for the No-Build scenario assumes a planned realignment of Antelope Road would occur without the project. As shown in Table 7, LOS for 2020 is predicted to degrade from A/D (AM and PM peak) under the No-Build to C/D (AM and PM peak) for the Build alternatives on Keller Road. However, the I-215/Keller Road interchange ramp terminus intersections (not listed) are forecast in the traffic report to operate at an acceptable LOS (B/C) for all alternatives in opening year 2020.					
Table 8. Opening Year (2020) Keller Road Percent Trucks, Truck Increase and AADT ¹					
Location	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5
Keller Road W of I-215					
AADT	3,298	17,752	17,752	17,752	17,752
Truck % ²	5.0	5.0	5.0	5.0	5.0
Truck AADT	165	888	888	888	888
Truck Increase above No-Build	--	723	723	723	723
Keller Road under I-215					
AADT	3,612	10,993	10,993	10,993	10,993
Truck % ²	5.0	5.0	5.0	5.0	5.0
Truck AADT	181	550	550	550	550
Truck Increase above No-Build	--	369	369	369	369

Table 8 cont'd. Opening Year (2020) Keller Road Percent Trucks, Truck Increase and AADT ¹						
Keller Road E of I-215						
AADT	10,262	24,987	24,987	24,987	24,987	24,987
Truck % ²	5.0	5.0	5.0	5.0	5.0	5.0
Truck AADT	513	1,249	1,249	1,249	1,249	1,249
Truck Increase above No-Build	--	736	736	736	736	736
1. AADT estimated from Caltrans 2016 AADT counts multiplied by ratio of Caltrans 2016 peak hour counts to I-215/Keller Road Interchange PA-ED Traffic Operations Analysis (PN#: 8000020339, EA 0Q220) peak hour projections. 2. Typical truck percentage for an arterial street.						

Opening year (2020) traffic at the I-215/Keller Road interchange (Table 8) for the No-Build scenario was extrapolated from total 2014 AADT reported in the traffic report using a 3.2-percent annual growth rate. For the Build Alternatives, opening year volumes are based on a 25 – 26% reduction factor from FTIP horizon year (2040) volumes. Truck percentages for all alternatives were assumed to be 5-percent for a typical arterial street and truck AADT was derived by taking this percentage of the extrapolated total AADT. Although LOS on Keller Road during AM peak hours is predicted to remain acceptable at Mapleton Avenue (Table 7), LOS will operate at less than acceptable levels at the remaining intersections; however, a significant number of diesel fueled vehicles including trucks, would not affect these intersections.

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

Table 9. Horizon Year (2040) Keller Road Level of Service (AM/PM)				
Location	Alt 1	Alt 2	Alt 3	Alt 5
Zeiders Road/Keller Road	E/F	C/D	C/D	C/D
Scenic View Drive/Keller Road	B/A	Removed		
Antelope Road/Keller Road	Intersection Relocated			
Mapleton Avenue/Keller Road	D/E	D/D	D/D	D/D
Whitewood Road/Keller Road	D/D	D/D	D/D	D/D
n/a – data not available				

FTIP horizon year (2040) traffic on Keller Road for the No-Build scenario assumes a planned realignment of Antelope Road would occur without the project. For the Build alternatives, the Antelope realignment and new I-215/Keller Road interchange were assumed. As shown in Table 9, LOS in 2040 is predicted to improve from B/E (AM peak) and A/F (PM peak) under the No-Build to C/D (AM peak) and D/D (PM peak) for the Build alternatives on Keller Road. Additionally, the I-215/Keller Road interchange ramp terminus intersections (not listed) are forecast in the traffic report to operate at an acceptable LOS for all alternatives in the FTIP horizon year 2040, with the exception of the NB on ramp during the PM peak hour. However, for the Build alternatives, the storage space provided at the off-ramps and along the Keller Road segment between the roundabout intersections is forecast to adequately accommodate the 95th percentile peak hour queue lengths.

Table 10. Horizon Year (2040) Keller Road Percent Trucks, Truck Increase and AADT ¹					
Location	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5
Keller Road W of I-215					
Truck % ²	5.0	5.0	5.0	5.0	5.0
AADT	799	1189	1189	1189	1189
Truck Increase above No-Build	--	390	390	390	390
Keller Road @ I-215					
Truck % ²	5.0	5.0	5.0	5.0	5.0
AADT	828	736	736	736	736
Truck Increase above No-Build	--	-92	-92	-92	-92
Keller Road E of I-215					
Truck % ²	5.0	5.0	5.0	5.0	5.0
AADT	1,020	1,673	1,673	1,673	1,673
Truck Increase above No-Build	--	653	653	653	653
1. AADT estimated from Caltrans 2016 AADT counts multiplied by ratio of Caltrans 2016 peak hour counts to I-215/Keller Road Interchange PA-ED Traffic Operations Analysis (PN#: 8000020339, EA 0Q220) peak hour projections. 2. Typical truck percentage for an arterial street.					

Truck percentages were assumed to be 5-percent for a typical arterial street and truck AADT was derived by taking this percentage of the total AADT for all horizon year (2040) scenarios. All intersections on Keller Road are projected to operate at less than acceptable levels (Table 9); however, as shown in the Table 10, a significant number of diesel fueled vehicles including trucks, would not affect these intersections.

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

As discussed above, the purpose of the project is to accommodate forecasted intraregional traffic demand at the I-215/Clinton Keith and I-215/Scott Road interchanges and the I-215/Keller Road undercrossing. The project will provide improved connectivity to the regional transportation system for the existing Loma Linda University Medical Center-Murrieta and planned Kaiser-Permanente health facilities and help achieve the goals of the Murrieta 2035 General Plan Circulation Element and the Southern California Association of Government’s 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, regarding access to the regional transportation system.

While the operational LOS on I-215 mainline will improve over current conditions and future interchange ramps will operate at acceptable LOS, the potential redistribution effects of congestion relief on I-215 will maintain poor LOS on local arterials including Keller Road

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

The proposed I-215/Keller Road IC project is not a Project of Air Quality concern because:

- i) It is an expanded highway project that will not result in a significant increase in the number of diesel vehicles as the predicted future truck percentages are below 8% of 125,000 vehicles (10,000 AADT truck volumes) for the opening (2020) and RTP horizon (2040) years;
- ii) Although the project affects intersections that are predicted to operate at LOS C or D for the opening (2020) and horizon (2040) years, those intersections will not be affected by a significant number of diesel vehicles related to the project;

In addition, the project does not incorporate new bus or rail terminals and transfer points that significantly increase the number of diesel vehicles congregating in a single location nor expand existing bus or rail terminals or transfer points.

Finally, the project does not affect locations, areas, or categories of sites identified in the applicable PM10 or PM2.5 implementation plan or plan submission as sites of violation or possible violation. The closest SCAQMD monitoring location which measured a violation of the PM2.5 24-hour National Ambient Air Quality Standard as recently as 2017 is located approximately 30 miles to the northwest at the Mira Loma Van Buren station.

Although maximum 24-hour concentrations exceed the standard at two stations, the most recent 3-year average of the 98th percentile validated data (2015–2017), which is the threshold for violating the national standard, was exceeded at only one Basin station in Metropolitan Riverside County (Mira Loma Van Buren station) with a value of 39.9 $\mu\text{g}/\text{m}^3$ (114 percent of the 24-hour NAAQS). The design value at this station, which is a statistic measuring progress toward achieving a standard, exceeded the PM2.5 NAAQS at Mira Loma (39 $\mu\text{g}/\text{m}^3$), down from 43 $\mu\text{g}/\text{m}^3$ recorded in 2016. Similarly, the design value recorded at the Riverside-Rubidoux station (34 $\mu\text{g}/\text{m}^3$) is down from 36 $\mu\text{g}/\text{m}^3$ recorded in 2016. This indicates progress toward attainment of the PM2.5 24-hour standard for the South Coast Air Basin, with a target date of 12/31/2019.

No violations of the PM10 24-hour standard were recorded at these stations.

There is no State 24-hour PM2.5 standard.