**FTIP ID#** *(required)* RIV090903

**TCWG Consideration Date** ~~April 22, 2025~~July 22, 2025

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

The Riverside County Transportation Department (County), in cooperation with the California Department of Transportation (Caltrans), proposes to widen Cajalco Road, or a combination of Cajalco Road and El Sobrante Road, between Temescal Canyon Road to the west and Interstate 215 (I-215) to the east. Caltrans, as assigned by the Federal Highway Administration (FHWA), is the lead agency under the National Environmental Policy Act (NEPA). The County is the lead agency under the California Environmental Quality Act (CEQA). The proposed project is located in Riverside County, California, and covers a distance of approximately 15.7 miles. In general, Cajalco Road through the project area is a two-lane undivided roadway with one 12-foot lane in each direction and shoulders of varying widths. Please refer to Figures 1 and 2 for project location and vicinity maps.

Three build alternatives were analyzed for the project and included in the Draft EIR/EIS/4(f) circulated for public review from December 3, 2021, to March 3, 2022. On June 2, 2022, the Project Development Team identified Build Alternative 1 as the Preferred Alternative following discussion and consideration of comments received from individuals, agencies, and stakeholder groups, project alternative comparisons, and data presented in the Draft EIR/EIS/4(f). Therefore, this revised form only addresses Alternative 1.

**Alternative 1**

The project is located in Riverside County, California, and would widen existing Cajalco Road from Temescal Canyon Road to the I-215 southbound ramps and include minor alignment changes between Temescal Canyon Road and Gustin Road. A small portion of the westernmost part of the alignment is located in the City of Corona. The proposed project covers a distance of approximately 15.7 miles.

Within the project limits, existing Cajalco Road is a two-lane, undivided roadway with one 12-foot lane in each direction and shoulders of varying widths. The project would widen the roadway to four lanes between Harvill Avenue and Temescal Creek Bridge and to six lanes between the I-215 southbound ramps and Harvill Avenue, and between west of Temescal Canyon Road and Temescal Creek Bridge, to improve east–west mobility and provide increased capacity and improved traffic flow and safety.

New striping is proposed along Cajalco Road between Temescal Canyon Road and Grand Oaks and between the I-215 southbound and northbound ramps; however, the limit of roadway construction at the western end of the project would end at Temescal Canyon Road, and the eastern end of the project would end at the I-215 southbound ramp.

**Proposed safety enhancements are described below.**

- Construct medians.
- Pave roadway shoulders.
- Add left- and right-turn pockets in select locations.
- Restrict left turns from Cajalco Road onto local streets except in locations where traffic signals are present.
- Restrict north–south cross traffic to designated intersection areas.
- Construct Americans with Disabilities Act-compliant sidewalks along one side of the portions of the project where residential and commercial properties are present.

- Improve curves between Temescal Canyon Road and El Sobrante Road.
- Add roadway signage.
- Improve existing traffic signals along Cajalco Road and install new traffic signals at select locations.
- Install object markers and safety lighting at intersections.
- Construct designated bus pull-outs at select locations along Cajalco Road.

Medians of various widths and types are proposed to provide for the separation of opposing traffic, control cross traffic, provide a recovery area for out of control vehicles, allow space for speed changes and for left- and U-turns, and minimize headlight glare. The median between Temescal Canyon Road and La Sierra Avenue along Cajalco Road would be designed wide enough to accommodate two additional travel lanes (one in each direction) in the future. The actual construction of these lanes is not proposed and is not an option that is being considered for inclusion as part of the proposed project. The intent of including the additional median area is to ensure that future impacts on the Lake Mathews Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan, Lake Mathews Multiple Species Reserve, Lake Mathews-Estelle Mountain Core Reserve, and Western Riverside County Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan Criteria Areas would be minimized to the extent feasible if the roadway is widened to six lanes in the future. Any future roadway improvements would occur independently of the proposed Cajalco Road Widening and Safety Enhancement Project and would therefore be subject to separate environmental review and approvals under the National Environmental Policy Act, the California Environmental Quality Act, and all applicable laws.

Left-turn lanes and right-turn pocket lanes are proposed to be constructed along the roadway at selected intersections to accommodate through traffic and control cross-traffic movement. These left- and right-turn lanes would be designed to accommodate vehicles with trailers and provide alternate access options for local residents and business owners. Improvements to existing intersections are proposed and would vary from minor widening and turn pocket additions to complete reconstruction and installation of new signals.

The project would generally follow the existing alignment of Cajalco Road between Temescal Canyon Road and I-215. West of Lake Mathews Drive and north of Lynette Lane, Cajalco Road would be realigned, bypassing the Hollis Lane residential area to the south, and would include the construction of a bridge south of Lake Mathews. A cul-de-sac would be added at a new terminus of existing Cajalco Road west of Hollis Lane/Lynette Lane, and the remaining segment of existing Cajalco Road west to the new, realigned Cajalco Road would be removed. A connection between Dirt Road and Lake Mathews Drive also would be constructed for secondary access to residences in the Hollis Lane/Lynette Lane area.

Between Temescal Creek Bridge and Harley John Road, wildlife crossings of various widths and types would be constructed beneath the roadway; a wildlife undercrossing with bridge structure may also be constructed between Temescal Canyon Road and La Sierra Avenue. Roadway features such as shoulders, fencing, and bridges would be designed to support and facilitate wildlife use of the wildlife crossings.

Retaining walls would be constructed where feasible to avoid or otherwise minimize permanent right of way acquisition and utility impacts, as well as to accommodate construction staging. Slope easements are proposed in the more steep and hilly terrain areas of the build alignments between Temescal Creek and Harley John Road. The slope easements would be used for the construction and maintenance of slopes located along steep areas adjacent to the proposed roadway right of way. Best management practices for erosion control would be provided as part of the proposed project where feasible. In more

hilly areas, cross-slopes would be included where appropriate to better conform to the natural terrain and handle drainage. Along the more populated sections of Cajalco Road from Harley John Road to Harvill Avenue, curb and gutter would be installed along with the drainage facilities described above to handle on-site as well as off-site storm runoff and limit drainage flows across the roadway.

Detention basins are included in the project design in order to minimize concentration of stormwater flow crossing the roadway. Several small stormwater detention basins would be constructed along the north and south sides of the roadway under all alternatives, and a few, larger basins would be constructed for locations anticipated to experience additional stormwater volumes. Designated staging areas also would be utilized during construction and geotechnical borings would be conducted within the project's limits of disturbance, as needed for design of the project. Temporary Construction Easements would be necessary during construction of the project; it is anticipated that the project would be constructed in phases and that localized TCEs would be utilized only for each area of the project being constructed.

Partial and full property acquisitions are proposed to accommodate the widened roadway, areas of realigned roadway, utility relocations, cut and fill, and related project facilities. Affected utility poles/lines would be relocated within the project limits, as needed, to accommodate the roadway widening between Temescal Canyon Road and Harvill Avenue.

The following new bridge and large culvert replacements are proposed.

- **Bridge No. 56C-155:** The existing Temescal Creek Bridge over Temescal Creek along Cajalco Road, would be removed and replaced with a widened, 120.33-foot-wide, 440-foot-long, four-span bridge structure.
- **New bridge (STA #110):** A new 112.8-foot-wide, 106-foot-long, single-span bridge along Cajalco Road would be constructed between the slopes west of La Sierra Avenue.
- **New bridge (STA #740):** A new 57.2-foot-wide, 301.5-foot-long, two-span bridge for the westbound lanes of Cajalco Road would be constructed over Cajalco Creek, north of the existing Cajalco Road near Barton Street.
- **Bridge No. 56-C196:** The existing Ramona Expressway Overhead Bridge over Burlington Northern Santa Fe Railroad along Cajalco Road would be widened to a 119.8-foot-wide, 125-foot-long bridge structure.
- **New bridge:** A new 112.8-foot-wide, 160-foot-long, single-span bridge along realigned Cajalco Road west of Lake Mathews Drive would be constructed over a drainage.
- **Large culvert replacement:** Three 48-inch culverts located at the intersection of Cajalco Road and Harley John Road would be replaced with a four-cell, 20-foot-wide by 10-foot-high reinforced concrete box.

| | | | |
|---|---|---|---|
| **Type of Project** *(use Table 1 on instruction sheet)*<br>New regionally significant street | | | |
| **County**<br>Riverside | **Narrative Location/Route & Postmiles** Cajalco Road between I-15 and I-215<br><br>**Caltrans Projects – EA#** STPL 5956 (195) | | |
| **Lead Agency:** Riverside County Transportation Department | | | |
| **Contact Person**<br>Azan Junaid | **Phone#**<br>951-955-6781 | **Fax#**<br>N/A | **Email**<br>ajunaid@rivco.org |
| **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)* | | | | |
|---|---|---|---|---|
| **Categorical Exclusion (NEPA)** | **EA or Draft EIS** | X **FONSI or Final EIS** | **PS&E or Construction** | **Other** |

| | | | |
|---|---|---|---|
| **Scheduled Date of Federal Action:** March 2026 | | | |
| **NEPA Assignment – Project Type** *(check appropriate box)* | | | |
| **Exempt** | **Section 326 – Categorical Exemption** | X **Section 327 – Non-Categorical Exemption** | |

**Current Programming Dates** *(as appropriate)*

| | PE/Environmental | ENG | ROW | CON |
|---|---|---|---|---|
| **Start** | September 2012 | April 2026 | April 2026 | November 2026 |
| **End** | March 2026 | October 2026 | October 2026 | December 2028 |

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

Purpose

The purpose of the Cajalco Road Widening and Safety Enhancement Project (Project) is to:

- Improve the transportation facility to address anticipated growth and mobility needs;
- Improve interregional travel by improving east-west mobility in Riverside County;
- Improve roadway alignment and intersection design to enhance safety.

Need

**Capacity and Transportation Demand**

Under No-Build conditions, Cajalco Road is projected to continue operating at unsatisfactory LOS F between El Sobrante Road and Day Street in future years ~~2024~~ 2028 and ~~2044~~2048. When compared with existing conditions, annual average daily traffic (AADT) on Cajalco Road is estimated to increase an average of 6.4% by Year ~~2024~~ 2028 and 38.2% by Year ~~2044~~2048.

**Safety Needs**

Traffic collision data obtained from the RCTD for the three-year period from January 2015 to December 2017, was reviewed for Cajalco Road between Temescal Canyon Road and Harvill Avenue (a distance of approximately 16 miles). During the 3-year period, there were total of 355 collisions on Cajalco Road between Temescal Canyon Road and Harvill Avenue, including seven fatal accidents. The majority of collisions occurred between Alexander Street and Harvill Avenue, with 145 collisions over the three-year period.

**Operational Deficiencies**

Driveways and Intersections: The existing two-lane roadway of Cajalco Road has numerous driveways and intersecting cross-streets, which present conflict points that affect the operation of the roadway. Vehicles currently enter and exit Cajalco Road to access residences and businesses located directly along Cajalco Road as well as to areas accessed via connecting cross-streets. There are numerous cross-streets and driveways on Cajalco Road where these turning movements occur.

Route Continuity between Existing Four-lane Roadways: At the east and west terminus of the project, and between east of Wood Road and Carpinus Drive, Cajalco Road is a four-lane facility; however, between the east and west limits of the project, the majority of Cajalco Road is a two-lane facility. The narrower roadway section within the project area creates a bottleneck between the existing four-lane sections and decreases route continuity.

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

Land uses surrounding Cajalco Road include commercial and residential development as well as an aggregate operation near I-15. In the central portion of the alignment, vacant, undeveloped land predominates, with an occasional residence or cluster of residences. In the eastern third of the alignment, Cajalco Road is surrounded by low-density residences.

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

Original Opening Year: 2024 ADT=51,690; Truck ADT= 4,084 (7.9%)

Current Opening Year: 2028 ADT=32,830; Truck ADT= 2,594 (7.9%)

Table ~~1~~ 4 shows the ~~2024~~ 2028 Opening Year AADT, roadway segment LOS, and truck percentages and volumes in the project vicinity (trucks include medium- and heavy-duty trucks) for the No Build Alternative compared with Build Alternative 1.

As shown in Table ~~1~~4, the AADT for any roadway segment under the No Build Alternative would range from 10,200 in the western portion of the study area to 37,730 in the easternmost portion of the study area. Truck percentages range from 5.2% to 7.6% and truck volumes range from 564 to 2,641, with higher truck percentages and volumes occurring in the eastern portion of the study area.

As shown in Table ~~1~~4, Under Alternative 1, the maximum AADT for any roadway segment that would be improved would be 51,690 in the easternmost portion of the study area. Alternative 1 AADT along Cajalco Road would be lowest in the central portion of the study area (AADT of 22,300). Opening year truck percentages under Alternative 1 would range from 7.4% to 8.4%, with daily truck volumes ranging from 1,832 to 4,084.

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

Original Horizon Year: 2044 ADT=39,710; Truck ADT= 1,787 (4.5%)

Current Horizon Year: 2048 ADT=35,740; Truck ADT= 1,608 (4.5%)

Table ~~2~~ 5 shows the ~~2044~~ 2048 Opening Year AADT, roadway segment LOS, and truck percentages and volumes in the project vicinity (trucks include medium- and heavy-duty trucks) for the No Build Alternative compared with Build Alternative 1.

As shown in Table ~~2~~5, the AADT for any roadway segment under the No Build Alternative would range from 4,310 in the western portion of the study area to 28,800 in the easternmost portion of the study area. Truck percentages range from 4.6% to 8.5% and truck volumes range from 340 to 1,411, with higher truck percentages and volumes occurring in the eastern portion of the study area.

As shown in Table ~~2~~5, Under ~~2044~~ 2048 Alternative 1, the maximum AADT for any roadway segment that would be improved would be 39,710 in the eastern portion of the study area. ~~2044~~ 2048 Alternative 1 AADT along Cajalco Road would be lowest in the central portion of the study area (AADT of 8,950). Horizon year truck percentages under Alternative 1 would range from 4.5% to 5.8%, with daily truck volumes ranging from 519 to 1,807.

**Opening 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 neither an interchange nor an intersection, although the project would have signalized intersections along the alignment. Appendix A shows the intersection LOS for the Opening Year ~~2024~~ 2028 No Build and Build Alternatives. The following intersections that operate at LOS D, E, or F for one or both peak hours under the Opening Year ~~2024~~ 2028 No Build Alternative would experience an increase in delay of 5 seconds or greater under Build Alternative 1:

**Alternative 1**

- 3: I-15 SB Ramps & Ontario Ave
- 12: Cajalco Rd & Temescal Canyon Rd
- 61: I-215 SB Ramps & Cajalco Expy/Cajalco Expy
- 62: I-215 NB Ramps & Cajalco Expy/Ramona Expy
- 67: Webster Ave & Ramona Expy

Passenger vehicle and truck volumes and percentages at each of the intersections on the improved project segments would be similar to those included in the Table ~~14~~.

**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 neither an interchange nor an intersection, although the project would have signalized intersections along the alignment. Appendix A shows the intersection LOS for the Horizon Year ~~2044~~ 2048 No Build and Build Alternative 1. The following intersections that operate at LOS D, E, or F for one or both peak hours under the Horizon Year ~~2044~~ 2048 No Build Alternative would experience an increase in delay of 5 seconds or greater under Build Alternative 1:

**Alternative 1**

- 5: Bedford Canyon Rd & El Cerrito Rd
- 9: Cajalco Rd & Bedford Canyon Rd
- 12: Cajalco Rd & Temescal Canyon Rd
- 15: La Sierra Ave & Victoria Ave
- 18: Cajalco Rd & La Sierra Ave
- 23: Gavilian Rd & Cajalco Rd
- 26: Cajalco Rd & Harley John Rd
- 30: Alexander St & Cajalco Rd
- 36: Clark St & Cajalco Rd
- 41: Seaton Ave & Markham St
- 42: Seaton Ave & Cajalco Rd
- 47: Harvill Ave & Placentia Ave
- 48: Sycamore Cyn Rd & SR-60/I-215 SB Ramps
- 49: SR-60/I-215 NB Ramps & Fair Isle Dr/Box Springs Rd
- 51: Day St & SR-60 EB Ramps
- 52: I-215 Ramps & Eucalyptus Ave
- 54: I-215 NB Ramps & Alessandro Blvd
- 56: I-215 NB Ramps/Old 215 Frontage Rd & Cactus Ave
- 57: I-215 SB Ramps & Van Buren Blvd
- 61: I-215 SB Ramps & Cajalco Expy/Cajalco Expy
- 64: I-215 NB Frontage Rd & Placentia Ave
- 67: Webster Ave & Ramona Expy
- 68: Indian St & Ramona Expy

Passenger vehicle and truck volumes and percentages at each of the intersections on the improved project segments would be similar to those included in Table ~~25~~.

**Describe potential traffic redistribution effects of congestion relief** *(impact on other facilities)*
The proposed project would provide additional east-west capacity between I-215 and I-15, which would improve operations on Cajalco Road. Under Build conditions, the project improvements are expected to relieve congestion, reduce average delay and improve overall mobility in the surrounding region. The project is expected to help reduce overall vehicular delay in the study area by as much as 3% to 5%.

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

# Environmental Re-validation

The Cajalco Road Widening and Safety Enhancement Project (Project) previously underwent TCWG review in April 2017. At that time, the Project was determined to be not a POAQC. The purpose of this PM hot-spot analysis is to reaffirm that the Project is not a POAQC.

## Traffic Re-validation

The traffic analysis years for opening and design year conditions used in the April 2017 PM hot-spot form were 2024 and 2044, respectively. The traffic analysis years have been modified since the prior TCWG review. The opening year for the project is now 2028 and the design year is now 2048. ~~A~~ Future Year Validation ~~analysis~~ analyses ~~was~~ were prepared by Iteris (November 2024 and May 2025) to assess whether the forecast volumes and levels of service (LOS) for the 2024/2044 years can still be considered reasonable for the 2028/2048 analysis years.

### Daily Volumes

Table 1 shows the comparison of opening year daily volumes (2024 vs. 2028). As shown in Table 1, the projected 2028 volume (total of the five segments), using RIVCOM, is approximately 31% below the volume total from the 2024 scenario in the DEIR/EIS. In addition, the maximum daily traffic volume projected for 2028 is approximately 36% below the maximum volume projected for 2024.

**Table 1: Opening Years (2024 vs 2028) Daily Volume Comparison**

| Segment (West to East) | 2024 Volumes from DEIR | 2028 Volumes (RIVCOM, post processed) | Difference |
|---|---|---|---|
| East of Temescal Canyon Road | 28,940 | 26,370 | |
| East of La Sierra Avenue | 22,900 | 16,890 | |
| West of El Sobrante Road | 22,300 | 13,350 | |
| East of Harley John Road | 45,100 | 27,720 | |
| East of Day Street | 51,690 | 32,830 | |
| Total | 170,930 | 117,160 | -31% |
| Maximum | 51,690 | 32,830 | -36% |

Source: Iteris 2024

Table 2 shows the comparison of future buildout year daily volumes (2044 vs. 2048). As shown in Table 2, the projected 2048 volume (total of the five segments), using RIVCOM, is higher than the 2044 volume total from the DEIR/EIS, though within approximately 20%. This higher post-processed volume using RIVCOM is primarily the result of the previous RivTAM assigning a larger share of volume onto the future CETAP facility, thus lower share on Cajalco Road, than the RIVCOM assigns. In the absence of the separate CETAP corridor, regional traffic volumes connecting between I-215 and I-15 would be expected to use Cajalco Road. Thus, Cajalco Road is projected to carry higher volumes under future buildout without-CETAP conditions than under with-CETAP conditions. However, as shown in Table 2, the maximum daily traffic volume projected for 2048 is approximately 10% below the maximum volume projected for 2044.

**Table 2: Future Buildout Years (2044 vs 2048) Daily Volume Comparison**

| Segment (West to East) | 2044 Volumes from DEIR | 2048 Volumes (RIVCOM, post processed) | Difference |
|---|---|---|---|
| East of Temescal Canyon Road | 20,340 | 33,800 | |
| East of La Sierra Avenue | 8,950 | 17,010 | |
| West of El Sobrante Road | 12,200 | 15,720 | |
| East of Harley John Road | 39,710 | 35,740 | |
| East of Day Street | 35,950 | 35,540 | |
| Total | 117,150 | 137,810 | +18% |
| Maximum | 39,710 | 35,740 | -10% |

Source: Iteris 2024

Based on the results of the Future Year Validation, Caltrans concluded that the forecast volumes for the 2024/2044 years can still be considered reasonable for the 2028/2048 analysis years. Therefore, the 2024 and 2044 traffic volumes are used for the 2028/2048 analysis years~~used in the following hot-spot analysis remain applicable~~.

**Level of Service**

Table 3 shows the comparison of future levels of service (LOS) (2044 vs. 2048). As shown, the new future year 2048 with project traffic operations are generally consistent with the level of service results projected in the 2021 DEIR/EIS's future year 2044 with project scenario, with overall vehicle delay lower than those presented in the 2021 DEIR/EIS.

**Table 3: Future Buildout Years (2044 vs 2048) Level of Service Comparison**

| | Intersection | Control Type | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|---|
| | | | 2044 Alt 1 Delay-LOS | 2048 Alt 1 Delay-LOS | 2044 Alt 1 Delay-LOS | 2048 Alt 1 Delay-LOS |
| 1 | La Sierra Ave/Cajalco Rd | Signalized | 25.0 – C | 33.2 – C | 95.0 – F | 64.2 – E |
| 2 | Lake Mathews Dr/Cajalco Rd | Signalized | 18.7 – B | 41.6 – D | 15.3 – B | 6.6 – A |
| 3 | El Sobrante Rd/Cajalco Rd | Signalized | 9.3 – A | 16.0 – B | 11.1 – B | 17.4 – B |
| 4 | Harley John Rd/Cajalco Rd | Signalized | 158.5 – F | 58.7 – E | 186.1 – F | 35.1 – D |
| 5 | Wood Rd/Cajalco Rd | Signalized | 23.4 – C | 17.7 – B | 26.2 – C | 14.9 – B |
| 6 | Clark St/Cajalco Rd | Signalized | 49.3 – D | 46.2 – D | 128.7 – F | 38.9 – D |
| 7 | Harvill Ave/Cajalco Rd | Signalized | 26.8 – C | 54.8 – D | 30.8 – C | 46.2 – D |

Source: Iteris 2025

This analysis shows that the use of more up-to-date traffic data (2025 traffic counts) and traffic forecast modeling (RIVCOM) methods are not forecast to result in new traffic impacts at intersections along Cajalco Road, as compared to the findings in the 2021 DEIR/EIS. Thus, it can be concluded that the traffic operations findings in the 2021 DEIR/EIS would still be valid. Therefore, the 2024 and 2044 levels of service are used for the 2028/2048 analysis years.

# $PM_{2.5}$/$PM_{10}$ Hot-Spot Analysis

The Cajalco Road Widening and Safety Enhancement Project (Project) is located within a nonattainment area for federal $PM_{2.5}$ standards and a maintenance area for the federal $PM_{10}$ 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 $PM_{2.5}$ and $PM_{10}$ 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 proposed project would involve the widening of existing roadways connecting I-15 and I-215. Under Opening Year ~~2024~~ 2028 conditions (Table ~~3~~4), medium- and heavy-duty truck traffic would increase in terms of AADT as well as percentage of total volumes. Truck volumes along improved Cajalco Road segments are expected to increase by 55% to 221% under Alternative 1 relative to the ~~2024~~ 2028 No Build scenario, with absolute increases of no more than 1,443 trucks per day. Diesel truck traffic would compose up to 8.4% of truck traffic under Alternative 1. Overall Opening Year AADT (including passenger vehicles) would be no greater than 52,170 under the build alternative.

   Under Horizon Year ~~2044~~ 2048 conditions (Table ~~4~~5), medium- and heavy-duty truck traffic would increase in terms of AADT as well as percentage of total volumes. Truck volumes along improved Cajalco Road segments are expected to increase by 25% to 79% under Alternative 1 relative to the ~~2044~~ 2048 No Build Scenario, with absolute increases of no more than 572 trucks per day. Diesel truck traffic would compose up to 5.8% of truck traffic under Alternatives 1. Overall Horizon Year AADT (including passenger vehicles) would be no greater than 43,860 under the build alternative. Of note, the total AADT as well as truck volumes and percentage of total AADT for most project roadway segments are lower under ~~2044~~ 2048 conditions than under ~~2024~~ 2028 conditions, as the parallel CETAP project (RTP ID: 3C01MA01) is assumed to be implemented prior to the ~~2044~~ 2048 Horizon Year.

ii) Overall, the proposed Project would reduce congestion at project vicinity intersections. Of the 69 study area intersections, some intersections that operate at LOS D, E, or F under the Opening Year ~~2024~~ 2028 No Build Alternative would experience an increase in peak-hour delay of 5 seconds or greater under Build Alternative 1. For Alternative 1, five intersections operating at LOS D, E, and F would experience delays of 5 seconds or greater.

   Of the 69 study area intersections, some intersections that operate at LOS D, E, or F under the Horizon Year ~~2044~~ 2048 No Build Alternative would experience an increase in peak-hour delay of 5 seconds or greater under the build alternative. For Alternative 1, 23 intersections operating at LOS D, E, and F would experience delays of 5 seconds or greater.

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.

v) The proposed build alternatives are not in or affecting locations, areas, or categories of sites that are identified in the $PM_{2.5}$ and $PM_{10}$ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Therefore, the proposed Cajalco 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, $PM_{10}$ violations.

**Table ~~34~~: ~~2024~~ 2028 Roadway Segment Volumes and LOS (No-Build v. Alternative 1)**

| | No-Build Alternative | | | | | Alternative 1 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Segment | Lanes | ~~2024~~ 2028 NB AADT | LOS | Truck % | Truck AADT | Lanes | ~~2024~~ 2028 Alt 1 AADT | LOS | Truck % | Truck AADT |
| Cajalco Road between Temescal Canyon Road and La Sierra Avenue | 2 | 15,800 | D | 5.2% | 822 | 6 | 28,940 | A | 7.4% | 2,142 |
| Cajalco Road between La Sierra Avenue and Lake Mathews Drive | 2 | 10,200 | A | 5.6% | 571 | 4 | 22,900 | B | 8.0% | 1,832 |
| Cajalco Road between Lake Mathews Drive and El Sobrante Road | 2 | 10,250 | A | 5.5% | 564 | 4 | 22,300 | B | 8.4% | 1,873 |
| Cajalco Road between El Sobrante Road and Gavilian Road | 2 | 26,170 | F | 7.6% | 1,989 | 4 | 39,800 | F | 8.3% | 3,303 |
| Cajalco Road between Gavilian Road and Harley John Road | 2 | 30,050 | F | 7.0% | 2,104 | 4 | 44,570 | F | 7.8% | 3,476 |
| Cajalco Road East of Harley John Road | 2 | 30,130 | F | 7.4% | 2,230 | 4 | 45,100 | F | 8.0% | 3,608 |
| Cajalco Road East of Day Street | 2 | 37,730 | F | 7.0% | 2,641 | 4 | 51,690 | F | 7.9% | 4,084 |

Source: Iteris 2016

**Table 45: ~~2044~~ 2048 Roadway Segment Volumes and LOS (No-Build v. Alternative 1)**

| | No-Build Alternative | | | | | Alternative 1 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Segment | Lanes | ~~2044~~ 2048 NB AADT | LOS | Truck % | Truck AADT | Lanes | ~~2044~~ 2048 Alt 1 ADT | LOS | Truck % | Truck AADT |
| Cajalco Road between Temescal Canyon Road and La Sierra Avenue | 2 | 13,460 | C | 4.9% | 660 | 6 | 20,340 | A | 4.9% | 997 |
| Cajalco Road between La Sierra Avenue and Lake Mathews Drive | 2 | 4,310 | A | 8.5% | 366 | 4 | 8,950 | A | 5.8% | 519 |
| Cajalco Road between Lake Mathews Drive and El Sobrante Road | 2 | 5,770 | A | 5.9% | 340 | 4 | 12,200 | A | 5.0% | 610 |
| Cajalco Road between El Sobrante Road and Gavilian Road | 2 | 23,800 | F | 5.2% | 1,238 | 4 | 33,100 | E | 5.1% | 1,688 |
| Cajalco Road between Gavilian Road and Harley John Road | 2 | 27,330 | F | 4.7% | 1,285 | 4 | 39,280 | F | 4.6% | 1,807 |
| Cajalco Road East of Harley John Road | 2 | 26,420 | F | 4.6% | 1,215 | 4 | 39,710 | F | 4.5% | 1,787 |
| Cajalco Road East of Day Street | 2 | 28,800 | F | 4.9% | 1,411 | 4 | 35,950 | F | 4.9% | 1,762 |

Source: Iteris 2016

**Attachments:**
Figure 1. Project Location Map
Figure 2. Build Alternative 1
Appendix A. Roadway Segment Comparisons and Intersection Level of Service Data and Comparisons

## Figure 1: Project Location

**Figure 2: Build Alternative 1**

## Appendix A. Roadway Segment Comparisons and Intersection Level of Service Data and Comparisons