

RTIP ID# *(required)* RIV150901A

TCWG Consideration Date September 22, 2026

Project previously underwent TCWG review in May 2023. 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 changes to the project do not affect the determination.

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, 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 0.3 mile, for a total project length of approximately 1.1 miles. Widening Temescal Canyon Road, as well as Ontario Avenue, to a four-lane facility would be consistent with the roads' designation as an Arterial Highway on the Circulation Element of the County's General Plan. In lieu of a raised median, a painted two-way left-turn lane would be provided to allow 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 roundabout 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 approximately four relocations that include a single-family residence, one residential mobile home, one residential duplex within a multifamily unit complex, and a retail/commercial business.

The project improvements are shown in Figure 1.

TEMESCAL CANYON ROAD WIDENING PROJECT

- EL CERRITO SEGMENT

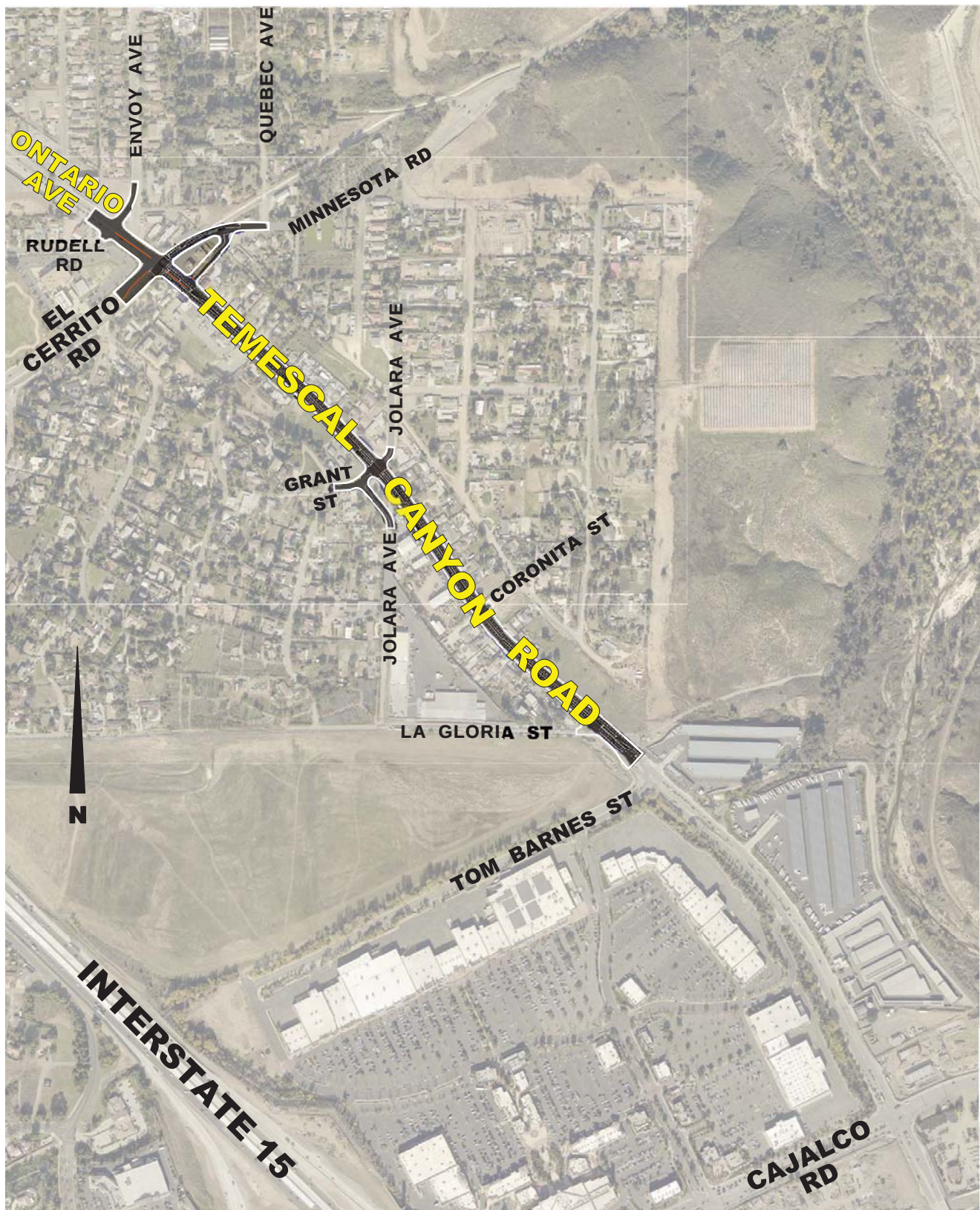


Figure 1: Map of the Project and Nearby Roadways

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Type of Project <i>(use Table 1 on instruction sheet)</i> Change to existing regionally significant street				
County Riverside	Narrative Location/Route & Postmiles 08-RIV-Temescal Canyon Road Caltrans Projects – EA# RPSTPL- 5956(289)			
Lead Agency: County of Riverside				
Contact Person Alfredo Martinez	Phone# (951) 955-0086	Fax# N/A	Email almartin@rivco.org	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 x PM10 x				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
☒ Categorical Exclusion (NEPA)	☐ EA or Draft EIS	☐ FONSI or Final EIS	☐ PS&E or Construction	☐ Other
Scheduled Date of Federal Action: December 2026				
NEPA Assignment – Project Type <i>(check appropriate box)</i>				
☐ Exempt	☐ Section 326 –Categorical Exemption	☒ Section 327 – Non-Categorical Exemption		
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	January 2020	July 2023	May 2024	July 2028
End	November 2025	April 2028	December 2027	September 2029
Project Purpose and Need (Summary): <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.				
Surrounding Land Use/Traffic Generators <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.				

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility Temescal Canyon Road/Ontario Avenue 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
RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility Temescal Canyon Road/Ontario Avenue 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
Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT Cajalco Road 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 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 Cajalco Road 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
Describe potential traffic redistribution effects of congestion relief (impact on other facilities) See attached analysis
Comments/Explanation/Details (attach additional sheets as necessary) See attached analysis

Environmental Revalidation

The Temescal Canyon Road Widening Project – El Cerrito Segment (Project) previously underwent TCWG review in May 2023. 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 changes to the project do not affect the determination.

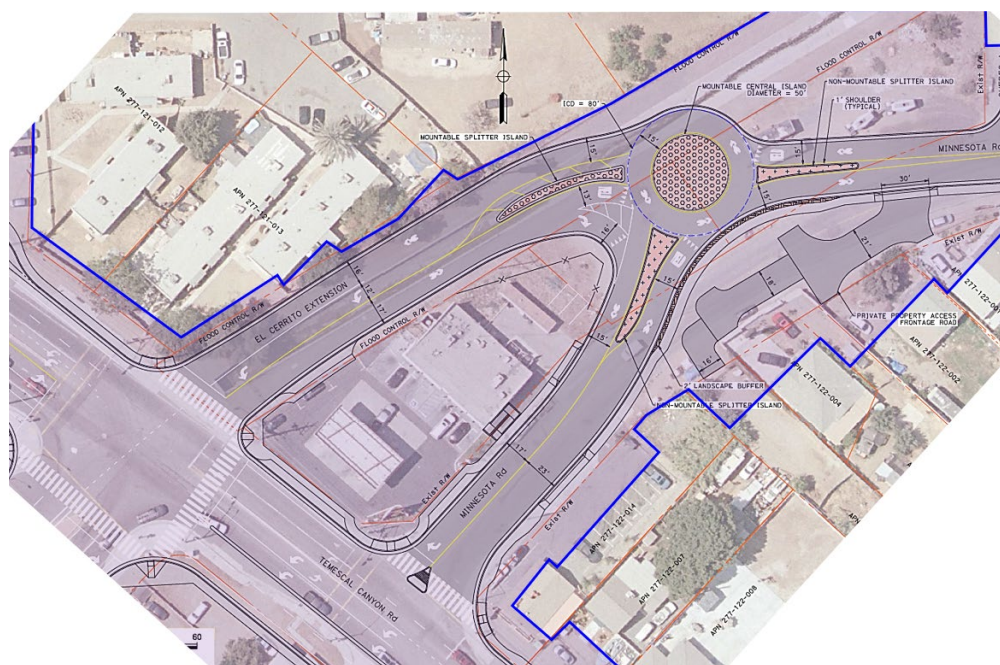
Summary of Project Scope Changes for Revalidation

The project has been changed in the following ways since it was previously reviewed by the TCWG in May 2023.

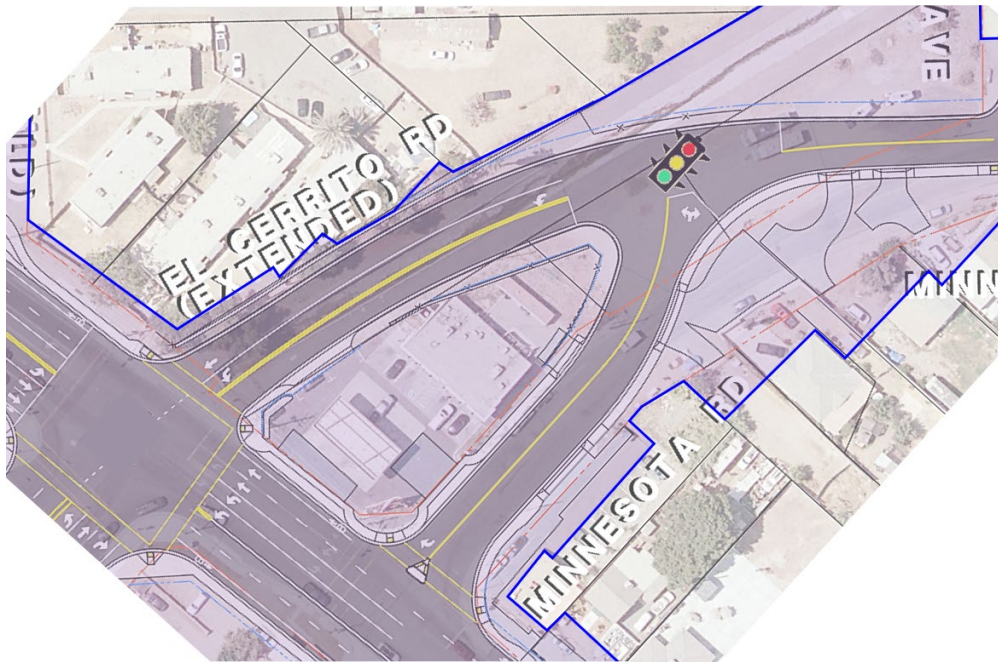
Changed Means of Traffic Control at One Intersection

The project scope has been changed to modify the traffic control at the intersection of Minnesota Road and El Cerrito Road Extension from a traffic signal to a roundabout.

Modified Intersection with Roundabout:



Original Intersection with Traffic Signal:



Removal of 200-Foot Segment for Widening North of Cajalco Road

The proposed widening was completed by the property owner as part of the frontage improvements associated with development of the property (Tommy's Car Wash) and is therefore removed from the project scope.

Completed Street Widening:



RCTC has noted the change in the FTIP project description.

Updated:

2025 Federal Transportation Improvement Program 25-28 ADMINISTRATIVE MODIFICATION Riverside County Transportation Commission (RCTC) Public Project Listings (in \$000's)								FOUND 1 PROJECTS		
FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM			
RIV150901A	RIVERSIDE COUNTY	Riverside	NON-EXEMPT	SCAB	\$55,952	3A04WT197	Local			
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT				
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S (NO HOV LANES):		From N/O El Cerrito Rd to Tom Barnes St			YES	25-28				
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED								
N/A		N/A								
DESCRIPTION										
IN WESTERN RIV. CO. SOUTHEAST OF CORONA - (GAP CLOSURE) WIDEN TEMESCAL CYN ROAD FROM TWO TO FOUR LANES INCLUDING BUT NOT LIMITED TO CURB&GUTTER, SIDEWALK, BIKE LANES, AND CURB RAMPS IN SEGMENT 1: N/O EL CERRITO RD TO TOM BARNES ST.										
PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	AGENCY	\$7,162	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,162
ROW	AGENCY	\$20,790	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,790
CON	AGENCY	\$0	\$0	\$0	\$0	\$0	\$7,850	\$0	\$0	\$7,850
CON	STATE CASH - RIP	\$0	\$0	\$0	\$0	\$0	\$20,150	\$0	\$0	\$20,150
TOTAL	TOTAL	\$27,952	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$55,952

Original:

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM			
RIV150901A	RIVERSIDE COUNTY	Riverside	NON-EXEMPT	SCAB	\$46,952	3A04WT197	Local			
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT				
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S (NO HOV LANES):		From N/O El Cerrito Rd to Tom Barnes St			YES	25-04				
RS	SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED							
03/13/2025	N/A	N/A								
DESCRIPTION										
IN WESTERN RIV. CO. SOUTHEAST OF CORONA - (GAP CLOSURE) WIDEN TEMESCAL CYN ROAD FROM TWO TO FOUR LANES INCLUDING BUT NOT LIMITED TO CURB&GUTTER, SIDEWALK, BIKE LANES, AND CURB RAMPS IN SEGMENT 1: N/O EL CERRITO RD TO TOM BARNES ST, PLUS 200' SEGMENT OF WIDENING N/O CAJALCO RD (SEGMENT 1 OF RIV150901- NEW SPLIT PROJECT).										
PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	AGENCY	\$7,162	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,162
ROW	AGENCY	\$16,790	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,790
CON	AGENCY	\$0	\$0	\$0	\$2,850	\$0	\$0	\$0	\$0	\$2,850
CON	STATE CASH - RIP	\$0	\$0	\$0	\$13,000	\$0	\$0	\$0	\$0	\$13,000
CON	STP LOCAL	\$0	\$0	\$0	\$7,150	\$0	\$0	\$0	\$0	\$7,150
TOTAL	TOTAL	\$23,952	\$0	\$0	\$23,000	\$0	\$0	\$0	\$0	\$46,952

Traffic Revalidation

A memorandum was prepared by Translutions (August 2026) to address effect that the project changes would have on the Temescal Canyon Road Widening Project Traffic Operations Analysis (Translutions, Inc. 2023).

Change in Intersection Control

The Minnesota Road and El Cerrito Road Extension intersection was not evaluated in the Traffic Operations Analysis Report (TOAR) since the traffic volumes are minimal. Based on the forecast volumes at the intersection of Temescal Canyon Road and El Cerrito Road Extension, the maximum circulating volume at the roundabout would be approximately 140 vehicles during the a.m. peak hour and 95 vehicles during the p.m. peak hour. The roundabout would operate at satisfactory levels of service and would be a better alternative than a traffic signal, especially because signal warrants would not be met based on the low traffic volumes.

Removal of 200-Foot Segment for Widening North of Cajalco Road

Compared to the scope of the project, this 200-foot change is too small to change regional model forecasts as Regional Travel Demand Models are not sensitive to such small changes. Traffic volume forecasts are unlikely to change significantly beyond differences due to model noise (slight changes in outputs that occur in different model runs, even with the exact inputs). Therefore, this change should not have any measurable effect on either Vehicle Miles Traveled (VMT) or the Operations Analysis.

PM_{2.5}/PM₁₀ Hot-Spot Analysis

The Temescal Canyon Road Widening Project is located within a nonattainment area for federal PM_{2.5} standards and within an attainment/maintenance area for the federal PM₁₀ 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 PM₁₀ 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.

- 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 PM₁₀ 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_{2.5} and PM₁₀ 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
Temescal Canyon Road/Ontario Avenue								
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
El Cerrito Road								
Between I-15 NB Ramps and Temescal Canyon Road	8,271	232	2.8	10,620	297	2.8	2,349	66
Cajalco Road								
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
Temescal Canyon Road/Ontario Avenue								
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
El Cerrito Road								
Between I-15 NB Ramps and Temescal Canyon Road	9,703	272	2.8	10,572	296	2.8	869	24
Cajalco Road								
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