RTIP ID# *(required)* SBD031315

Project Description *(clearly describe project)*

The City of Ontario (City) proposes to widen an approximate 3.46-kilometer (km) (2.15-mile [mi]) segment of Mission Boulevard from four to six lanes (one additional lane in each direction) between Archibald Avenue and Haven Avenue in the City of Ontario, County of San Bernardino, California. The proposed Mission Boulevard Widening project would increase traffic capacity and improve safety within the project limits.

Type of Project *(use Table 1 on instruction sheet)*
Change to existing regionally significant street

County	**Narrative Location/Route & Postmiles** Mission Boulevard (3.46 km [2.15 mi])
San Bernardino	**Caltrans Projects – EA#** 08-924850

Lead Agency: City of Ontario

Contact Person	**Phone#**	**Fax#**	**Email**
Michael Blomquist	909-395-2128	909-395-2121	mblomqui@ci.ontario.ca.us

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	FONSI or Final EIS	PS&E or Construction	OTHER

Scheduled Date of Federal Action: April 2008

Current Programming Dates *as appropriate*

	PE/Environmental	ENG	ROW	CON
Start	Feb 2007	Jan 2008	Apr 2008	Jun 2008
End	Apr 2008	Apr 2008	Jun 2008	Dec 2008

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

Purpose

The purpose of the proposed project is to reduce congestion, improve traffic operations, and improve safety. To meet project goals, Mission Boulevard will be widened from four to six lanes from Archibald Avenue to Haven Avenue; left-turn and deceleration lanes will be added; drainage will be improved to eliminate water ponding and flooding in the westbound lanes; sight distance will be improved by raising the elevation of the Mission Boulevard westbound lanes and removing the dip at the UPRR crossing at Archibald Avenue; and driving hazards will be reduced, sight distance will be improved, and roadway maintenance will be reduced by removing eucalyptus trees as needed along the northern shoulder of westbound Mission Boulevard.

Need

The proposed Mission Boulevard Widening project is needed to increase traffic capacity and improve safety within the project limits. Archibald Avenue and Haven Avenue are major transportation corridors that traverse key industrial and goods distribution centers east and south of Ontario International Airport and provide a link to air cargo hubs for carriers such as UPS, Ontario's Foreign Trade Zone No. 50-1, and goods distribution routes such as I-10 and SR-60. Foreign Trade Zone No. 50-1 is a major hub and distribution center for goods destined from Los Angeles International Airport and the ports of Los Angeles and Long Beach to inland California. Therefore, Mission Boulevard, from Archibald Avenue to Haven Avenue, provides a vital link for the movement of goods in the region.

Mission Boulevard is currently experiencing heavy traffic volumes. The existing capacity on the project segment of Mission Boulevard will be insufficient to handle projected future traffic volumes at acceptable levels of service. Needed improvements include additional travel lanes, left-turn lanes, deceleration lanes, and modifications to improve safety.

At some locations within the project limits, the westbound lanes of Mission Boulevard are at a lower grade than the eastbound lanes, creating drainage and sight-distance problems. The north side of Mission Boulevard ponds water in many areas and some westbound lanes experience flooding. Also contributing to sight-distance problems are the eucalyptus trees along the shoulders of the westbound lanes, which are close to the roadway and cause hazards from frequently dropped limbs. There is also an existing sight-distance problem caused by the dip in the roadway on Archibald Avenue at the at-grade railroad crossing immediately north of the intersection with Mission Boulevard.

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

The Union Pacific Railroad (UPRR) borders the Mission Boulevard Widening project site to the north. Industrial and airport-related developments surround the project site to the north and the south. A Metrolink station is located north of Mission Boulevard and west of Haven Avenue. There are no sensitive land uses located within the proposed project area.

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

Roadway	Alternative	Design Year	Total AADT	Truck AADT	LOS
Mission Boulevard East of Archibald Avenue	No Build	2010	20,070	2,344 (11.7%)	C
	Build	2010	21,434	2,628 (12.3%)	C

Roadway	Alternative	Design Year	Total AADT	Truck AADT	LOS
Mission Boulevard West of Haven	Existing	2010	21,214	2,486 (11.7%)	C
	Build	2010	22,760	2,789 (12.3%)	C

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

Roadway	Alternative	Design Year	Total AADT	Truck AADT	LOS
Mission Boulevard East of Archibald Avenue	No Build	2030	43,000	7,766 (18.1%)	D
	Build	2030	51,176	9,469 (18.5%)	C

Roadway	Alternative	Design Year	Total AADT	Truck AADT	LOS
Mission Boulevard West of Haven	Existing	2030	46,484	7,893 (17.0%)	C
	Build	2030	55,767	9,711 (17.4%)	C

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

Roadway	Alternative	Design Year	Total AADT	Truck AADT	LOS
Archibald Avenue North of Mission Boulevard	No Build	2010	14,684	1,718 (11.7%)	C
	Build	2010	14,684	1,718 (11.7%)	C

Roadway	Alternative	Design Year	Total AADT	Truck AADT	LOS
Archibald Avenue South of Mission Boulevard	No Build	2010	15,405	1,802 (11.7%)	C
	Build	2010	15,530	1,817 (11.7%)	C

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

Roadway	Alternative	Design Year	Total AADT	Truck AADT	LOS
Archibald Avenue North of Mission Boulevard	No Build	2030	39,897	7,221 (18.1%)	D
	Build	2030	39,897	7,221 (18.1%)	C

Roadway	Alternative	Design Year	Total AADT	Truck AADT	LOS
Archibald Avenue South of Mission Boulevard	No Build	2030	41,650	7,539 (18.1%)	D
	Build	2030	42,505	7,693 (18.1%)	C

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

Particulate Matter (PM_{10} and $PM_{2.5}$) Analysis

The proposed project is within a nonattainment area for federal $PM_{2.5}$ and PM_{10} standards. Therefore, per 40 CFR Part 93 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. The project does not qualify as a project of air quality concern (POAQC) because of the following reasons:

i. The proposed project is not a new or expanded highway project that would have a significant number or a significant increase in diesel vehicles. The proposed project would increase the traffic volumes along Mission Boulevard and the truck volumes would exceed the 8 percent threshold for POAQC. However, the future traffic volumes along Mission Boulevard are not projected to exceed the 125,000 average daily vehicles or the 10,000 daily truck traffic POAQC thresholds for new highway construction. In addition, there are no sensitive land uses located within the vicinity of the proposed project.

ii. The proposed project does not affect intersections that are at level of service (LOS) D, E, or F with a significant number of diesel vehicles. Based on the *Traffic Operations Analysis*, the proposed project would reduce the delay and improve the LOS at the intersections in the project vicinity. The LOS conditions in the project vicinity with and without the proposed project are shown in Tables A and B.

iii. The proposed project does not include the construction of a new bus or rail terminal.

iv. The proposed project does not expand an existing bus or rail terminal.

Therefore, the proposed project meets the CAA requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed project would not create a new, or worsen an existing, PM_{10} or $PM_{2.5}$ violation.

Table A: 2010 Without Project and 2010 With Project Intersection Levels of Service

Intersection		Without Project				With Project			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1.	Archibald Ave./Mission Blvd.	23.8 sec	C	19.5 sec	B	15.9 sec	B	15.1 sec	B
2.	Business Pkwy./Mission Blvd.	10.1 sec	B	15.2 sec	C	9.6 sec	A	12.6 sec	B
3.	Turner Ave./Mission Blvd.	9.9 sec	A	17.1 sec	C	4.7 sec	A	9.7 sec	A
4.	Sterling Ave./Mission Blvd.	9.9 sec	A	15.3 sec	C	9.4 sec	A	12.3 sec	B
5.	Haven Ave./Mission Blvd.	28.5 sec	C	32.2 sec	C	26.3 sec	C	29.9 sec	C

Delay = Average control delay.

Table B: 2030 Without Project and 2030 With Project Intersection Levels of Service

Intersection		Without Project				With Project			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1.	Archibald Ave./Mission Blvd.	***369.3 sec***	***F***	***358.1 sec***	***F***	23.6 sec	C	37.3 sec	D
2.	Business Pkwy./Mission Blvd.	12.5 sec	B	***39.2 sec***	***E***	11.3 sec	B	26.8 sec	D
3.	Turner Ave./Mission Blvd.	11.8 sec	B	***500.8 sec***	***F***	6.5 sec	A	16.5 sec	B
4.	Sterling Ave./Mission Blvd.	11.7 sec	B	***37.6 sec***	***E***	10.6 sec	B	22.9 sec	C
5.	Haven Ave./Mission Blvd.	***78.2 sec***	***E***	***109.8 sec***	***F***	***73.1 sec***	***E***	***107.6 sec***	***F***

Bold/Italic = Exceeds LOS standard
Delay = Average control delay.