

RTIP ID# <i>(required)</i> 2002160				
TCWG Consideration Date				
Project Description <i>(clearly describe project)</i>				
<p>The City of Ontario proposes to widen Grove Avenue from a four-lane roadway to a six-lane roadway from 4th Street to State Street/Airport Drive. Grove Avenue is located approximately 1.4 miles east of Euclid Avenue and approximately 1.2 miles west of Vineyard Avenue along I-10.</p> <p>One Build Alternative and a No Build Alternative are being considered for the Grove Avenue Corridor Widening Project. The build alternative proposes local street improvements along Grove Avenue and improvements at the Grove Avenue/Holt Boulevard intersection. The alternative is bound on the north by 4th Street and on the south by State Street/ Airport Drive.</p>				
No-Build Alternative				
<p>The No Build Alternative proposes no improvements within the project area. Grove Avenue would maintain the existing four through lanes, and the existing configuration at the Grove Avenue/Holt Boulevard intersection would be maintained.</p>				
Build Alternative 1				
<p>Build Alternative 1 includes widening Grove Avenue from four lanes to six lanes between 4th Street and State Street/ Airport Drive in accordance with the City of Ontario Master Plan. South of 4th Street, Grove Avenue would be widened to the west to avoid impacts to the historic Jay Littleton Ballpark. Between I Street and Holt Boulevard, Grove Avenue would be widened to the east, and between Holt Boulevard and State Street/Airport Drive, Grove would be widened to both sides. Holt Boulevard would be widened at the Grove Avenue intersection from two through lanes, two through-right lanes, and one left turn lane to four through lanes, two through-right lanes, and two left turn lanes.</p>				
Type of Project <i>(use Table 1 on instruction sheet)</i>				
Change to existing regionally significant street				
County	Narrative Location/Route & Postmiles			
San Bernardino	City of Ontario, Local Road Caltrans Projects – Currently, there is no EA number for this Caltrans Local Assistance Project. However, a request has been made to Caltrans for a Federal Project Number			
Lead Agency: City of Ontario				
Contact Person	Phone#	Fax#	Email	
Jay Bautista	(909) 395-2120	(909) 395-2122	jbautista@ci.ontario.ca.us	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 ✓ PM10 ✓				
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:				
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	2014	Information not provided in 2019 FTIP	Information not provided in 2019 FTIP	Information not provided in 2019 FTIP
End	2020	Information not provided in 2019 FTIP	Information not provided in 2019 FTIP	Information not provided in 2019 FTIP
<p>Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i></p> <p>Purpose</p> <p>The purpose of the proposed Grove Avenue Corridor Widening Project is to accomplish the following objectives:</p> <ul style="list-style-type: none"> • To alleviate existing and anticipated future congestion along Grove Avenue between 4th Street and Airport Drive; • To improve traffic operations and mobility to and from LA/Ontario International Airport, existing and future cargo hub facilities near Grove Avenue and Holt Boulevard, and other planned uses; and • To provide route continuity along Grove Avenue in conformance with the City of Ontario General Plan Circulation Element, which identifies Grove Avenue as a six lane principal arterial. <p>Need</p> <p>Improvements to Grove Avenue are needed to accommodate recent and projected growth in passenger and goods/trucks movement associated with the LA/Ontario International Airport, and changes in land-use since Grove Avenue was originally constructed.</p> <p>Based on traffic projections and the existing and planned land uses in the vicinity, the existing Grove Avenue facility is forecast to operate at unsatisfactory level of service (LOS) at three intersections within the project limits by 2045 without improvements.</p>				
<p>Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i></p> <p>The area surrounding the site supports a variety of land uses including outdoor recreational use area, single family and multi-family residences, two motels, and commercial properties. Traffic generators with and without the project would be gasoline vehicular and diesel truck traffic.</p>				

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

2025 – Grove Avenue

The project proposes to widen Grove Avenue from a four-lane roadway to a six-lane roadway from 4th Street to State Street/Airport Drive. Improvements to Grove Avenue are needed to accommodate recent and projected growth in passenger and goods/trucks movement associated with the LA/Ontario International Airport, and changes in land use since Grove Avenue was originally constructed.

In the 2025 No Build conditions Grove Avenue operates at a range of LOS A to F. In the 2025 Build Alternative condition the estimated LOS for the widened corridor will range from LOS A to D. The LOS for Grove Avenue will improve from No Build to the Build Alternative condition at the intersections of Grove Avenue and 4th Street and Grove Avenue and Holt Boulevard.

AADT volumes for the future Build Alternative condition are all below 125,000 AADT. Truck percentages remain unchanged from No Build to Build conditions at 4% for all intersections. The truck AADT decrease from the No Build to Build conditions at all intersections, with the exception of the Grove Avenue and 4th Street intersection where the Truck AADT increases modestly. The increase in Truck AADT as this location is due to the proximity of this intersection to the interstate and commercial land uses within this area.

2025 Conditions	LOS	AADT	Truck %	Truck AADT
No Build				
Grove Avenue/4th Street	E	86,276	4%	3,710
Grove Avenue/I Street	A	49,892	4%	2,145
Grove Avenue/G Street	A	59,478	4%	2,260
Grove Avenue/D Street	A	57,953	4%	2,202
Grove Avenue/Holt Boulevard	F	120,918	4%	4,595
Grove Avenue/State Street-Airport Drive	C	100,656	4%	3,825
Build Alternative				
Grove Avenue/4th Street	D	93,030	4%	4,000
Grove Avenue/I Street	A	56,428	4%	2,426
Grove Avenue/G Street	A	62,964	4%	2,393
Grove Avenue/D Street	A	61,003	4%	2,318
Grove Avenue/Holt Boulevard	D	118,957	4%	4,520
Grove Avenue/State Street-Airport Drive	C	104,142	4%	3,957

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

2045 – Grove Avenue

In the 2045 No Build conditions, Grove Avenue operates at a range of LOS A to F. In the 2045 Build Alternative condition the estimated LOS for the widened corridor would range from LOS A to D. The LOS for Grove Avenue will not worsen; additionally, the LOS will improve from No Build to the Build Alternative conditions at the intersections of Grove Avenue and 4th Street and Grove Avenue and Holt Boulevard.

Furthermore, 2045 AADT volumes for intersections within the proposed project corridor are all below 125,000 AADT, with the exception of the intersections of Grove Avenue and Holt Boulevard and Grove Avenue and State Street-Airport Drive.

The truck AADT decrease from the No Build to Build conditions, and truck percentages remain unchanged from No Build to Build conditions at 4%.

2045 Conditions	LOS	AAADT	Truck %	Truck AADT
No Build				
Grove Ave/4th St	F	111,332	4%	4,787
Grove Ave/I St	A	64,060	4%	2,755
Grove Ave/G St	C	80,830	4%	3,072
Grove Ave/D St	B	78,433	4%	2,980
Grove Ave/Holt Blvd	F	175,385	4%	6,665
Grove Ave/State Street-Airport Drive	F	134,643	4%	5,116
Build Alternative				
Grove Ave/4th St	D	103,052	4%	4,431
Grove Ave/I St	A	69,507	4%	2,989
Grove Ave/G St	B	79,522	4%	3,022
Grove Ave/D St	A	77,562	4%	2,947
Grove Ave/Holt Blvd	E	168,413	4%	6,400
Grove Ave/State Street-Airport Drive	E	131,811	4%	5,009

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

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
See above tables.

Describe potential traffic redistribution effects of congestion relief (impact on other facilities)
There are no redistribution effects of congestion relief on other facilities. The improvements for this project are limited to the Grove Avenue corridor. This proposed project will address reducing the queue length and reduce vehicular delay at this intersection.

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

PM_{2.5}/PM₁₀ Hot Spot Analysis

The proposed project is located within a nonattainment area for federal PM_{2.5} and 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 40 CFR 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 has a significant increase in the number of diesel vehicles. The project is proposing to widen Grove Avenue from a four-lane roadway to a six-lane roadway from 4th Street to State Street/Airport Drive. According to the *Grove Avenue Corridor Widening Project - Traffic Operations Analysis* (January 2015), the proposed Build Alternative would redistribute vehicular traffic from 4th Street to Grove Avenue. However, the traffic volumes would not exceed the 125,000 average daily trips criteria for a POAQC, with the exception of the intersections of Grove Avenue/Holt Boulevard and Grove Avenue/State Street-Airport Drive; however, the total vehicles and truck AADT would both decrease from the No Build to Build conditions for this intersection. The total truck percentages along Grove Avenue from 4th Street to State Street/Airport Drive would not exceed the 8 percent criteria and the total truck average annual daily traffic (AADT) would not exceed the 10,000-vehicle criteria for POAQC. Truck percentages are 4% on Grove Avenue between 4th Street and State Street/Airport Drive, as land uses within this area are primarily residential, outdoor recreational use areas, and a few commercial properties. The future traffic volumes along Grove Avenue are shown in Tables 1 and 2.

Table 1. 2025 Average Daily Traffic Volumes

2025 Conditions	AADT	Truck AADT
No Build		
Grove Avenue/4th Street	86,276	3,710
Grove Avenue/I Street	49,892	2,145
Grove Avenue/G Street	59,478	2,260
Grove Avenue/D Street	57,953	2,202
Grove Avenue/Holt Boulevard	120,918	4,595
Grove Avenue/State Street-Airport Drive	100,656	3,825
Build Alternative		
Grove Avenue/4th Street	93,030	4,000
Grove Avenue/I Street	56,428	2,426
Grove Avenue/G Street	62,964	2,393
Grove Avenue/D Street	61,003	2,318
Grove Avenue/Holt Boulevard	118,957	4,520
Grove Avenue/State Street-Airport Drive	104,142	3,957

Table 2. 2045 Average Daily Traffic Volumes

2045 Conditions	AADT	Truck AADT
No Build		
Grove Ave/4th St	111,332	4,787
Grove Ave/I St	64,060	2,755
Grove Ave/G St	80,830	3,072
Grove Ave/D St	78,433	2,980
Grove Ave/Holt Blvd	175,385	6,665
Grove Avenue/State Street-Airport Drive	134,643	5,116
Build Alternative		
Grove Ave/4th St	103,052	4,431
Grove Ave/I St	69,507	2,989
Grove Ave/G St	79,522	3,022
Grove Ave/D St	77,562	2,947
Grove Ave/Holt Blvd	168,413	6,400
Grove Avenue/State Street-Airport Drive	131,811	5,009

- ii. The proposed project does not affect intersections that are at LOS D, E, or F with a significant number of diesel vehicles. According to the *Grove Avenue Corridor Widening Project - Traffic Operations Analysis* (January 2015), the proposed Build Alternative would reduce the delay and improve the LOS at intersections within the project corridor. In the 2025 No Build conditions Grove Avenue operates at a range of LOS A to F. The LOS at Grove Avenue will not worsen between the No Build and Build conditions; additionally, the LOS will improve from No Build to the Build Alternative condition at the intersections of Grove Avenue and 4th Street and Grove Avenue and Holt Boulevard in both 2025 and 2045. Furthermore, the delay at these two intersections will be reduced significantly. The LOS conditions in the project vicinity with and without the proposed project are shown in Tables 3 and 4.

Table 3. 2025 Peak Hour Intersection LOS

2025 Peak Hour Conditions	AM Peak Hour		PM Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS
No Build				
Grove Avenue/4th Street	44.7	D	63.8	E
Grove Avenue/I Street	6.7	A	6.3	A
Grove Avenue/G Street	9	A	9.0	A
Grove Avenue/D Street	6.4	A	9.2	A
Grove Avenue/Holt Boulevard	82.8	F	134.7	F
Grove Avenue/State Street-Airport Drive	25.1	C	29.3	C
Build Alternative				
Grove Avenue/4th Street	39.0	D	46.4	D
Grove Avenue/I Street	6.4	A	5.4	A
Grove Avenue/G Street	8.8	A	8.4	A
Grove Avenue/D Street	8.3	A	5.9	A
Grove Avenue/Holt Blvd	38.7	D	37.9	D
Grove Avenue/State Street-Airport Drive	27.0	C	30.4	C

Table 4. 2045 Peak Hour Intersection LOS

2045 Peak Hour Conditions	AM Peak Hour		PM Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS
No Build				
Grove Avenue/4th Street	51.2	D	117.4	F
Grove Avenue/I Street	8.0	A	7.5	A
Grove Avenue/G Street	11.1	B	20.6	C
Grove Avenue/D Street	18.3	B	14.8	B
Grove Avenue/Holt Blvd	213.8	F	352.9	F
Grove Avenue/State Street-Airport Drive	88.3	F	83.2	F
Build Alternative				
Grove Avenue/4th Street	49.4	D	47.8	D
Grove Avenue/I Street	5.9	A	5.0	A
Grove Avenue/G Street	11.5	B	10.9	B
Grove Avenue/D Street	7.6	A	6.9	A
Grove Avenue/Holt Boulevard	61.3	E	59.5	E
Grove Ave/State Street-Airport Drive	39.2	D	71.8	E

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

- 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.
- v. The proposed project is 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.

The traffic volumes presented for the proposed project Build Alternative demonstrate that the project meets CAA transportation requirements and 40 CFR 93.116 without the need to perform a quantitative analysis. The proposed Build Alternative would not create a new, or worsen an existing, PM₁₀ or PM_{2.5} violation.