RTIP ID# *(required)* LA0G1457

TCWG Consideration Date: October 22, 2019

Project Description *(clearly describe project)* Project improvements would occur at the Interstate 605 (I-605) and Valley Boulevard interchange between post miles R18.9 and R19.5, and include improvements to Valley Boulevard, Temple Avenue, the southbound (SB) loop off-ramp and the northbound (NB) off-ramp onto Valley Boulevard, and the SB on-ramp, NB loop on-ramp from eastbound (EB) Valley Boulevard, and the NB on-ramp from westbound (WB) Valley Boulevard and SB Temple Avenue onto I-605. The new configuration and improvements would improve ramp queueing, capacity, and enhance motorist, bicyclist, and pedestrian safety. Operational and safety improvements would include roadway and ramp widening, new signalized intersections, replacing the "horseshoe" on-ramp, ADA upgrades to curb returns, sidewalks, and pedestrian routes, and crosswalk improvements. Project limits are depicted in Figure 1.

Type of Project *(use Table 1 on instruction sheet)*
Reconfigure existing interchange

County	**Narrative Location/Route & Postmiles:**
Los Angeles	Interstate 605/Valley Boulevard Interchange; PM R18.9 to R19.5 **Caltrans Projects – EA#** 07-28680

Lead Agency: Caltrans District 7

Contact Person	**Phone#**	**Fax#**	**Email**
Andrew Yoon P.E.	213.897.6117	213.897.1634	Andrew.yoon@dot.ca.gov

Hot Spot Pollutant of Concern *(check one or both)* *x* **PM2.5** x **PM10**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)	X **EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**

Scheduled Date of Federal Action: 2020

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	November 2018	December 2019	June 2020	March 2022
End	June 2020	December 2020	March 2022	May 2024

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

The purpose of the project is to reduce congestion on Valley Boulevard, improve the traffic operation of the Valley Boulevard/Temple Avenue intersection and the on- and off-ramp approaches, alleviate mobility constraints, and enhance overall safety.

The I-605/Valley Boulevard interchange currently experiences significant congestion, heavy truck traffic, and operational deficiencies which are forecasted to increase and exacerbate existing traffic conditions without any planned improvements. Operational deficiencies include insufficient mainline weaving space, inadequate vehicle queueing space on the existing off-ramps, and nonstandard roadway geometrics. The interchange currently operates at unacceptable levels of service with accident rates that exceed the statewide average. Additionally, the interchange does not have sufficient capacity to support the existing and planned traffic volumes.

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

Nearby land uses consist of a mix of land uses, including commercial, industrial, public, and residential uses. The nearest residential land uses are generally located within the southeastern quadrant of the interchange. Mountain View High School is located approximately 1,500 feet west of I-605, within the southwestern quadrant of the interchange.

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

Opening Year LOS data for the I-605 mainline build and no build conditions are summarized in Table 1. The AADT, including truck AADT and truck percentages, for the affected roadway segments for Opening Year of the proposed facility are summarized in Table 2.

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

Horizon Year/Design Year LOS data for the I-605 mainline build and no build conditions are summarized in Table 3. The AADT, including truck AADT and truck percentages, for the affected roadway segments for the Horizon Year/Design Year of the proposed facility are summarized in Table 4.

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

Opening Year LOS data for cross-street build and no build conditions are summarized in Table 5, and the AADT, including truck AADT and truck percentages, for the affected roadway segments for Opening Year of the cross-streets are summarized in Table 2.

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

Horizon Year/Design Year LOS data for cross-street build and no build conditions are summarized in Table 6, and the AADT, including truck AADT and truck percentages, for the affected roadway segments for the Horizon Year/Design Year of the cross-streets are summarized in Table 4. .

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

The project would include operational and safety improvements, including roadway and ramp widening, new signalized intersections, reconfiguring “horseshoe” on-ramp, ADA upgrades to curb returns, sidewalks, and pedestrian routes, and crosswalk improvements. The new configuration and improvements would improve ramp queueing, capacity, and enhance motorist, bicyclist, and pedestrian safety. The project would not result in significant increases in traffic volumes along area roadways.

Table 1. I-605 Mainline Segment Levels of Service – Opening Year 2024								
Mainline Segment	AM Peak Hour				PM Peak Hour			
	No Build (Density[1]/LOS)		Build Alternative (Density[1]/LOS)		No Build (Density[1]/LOS)		No Build (Density[1]/LOS)	
	HOV	General Purpose	HOV	General Purpose	HOV	General Purpose	HOV	General Purpose
I-605 Northbound								
South of Valley Blvd. Off-Ramp	15.7/B	30.4/D	15.7/B	30.4/D	24.1/C	32.0/D	24.1/C	32.0/D
Valley Blvd Off-Ramp to Valley Blvd Loop On-Ramp	15.7/B	26.1/D	15.7/B	26.1/D	24.1/C	26.9/D	24.1/C	26.9/D
Valley Blvd Loop On-Ramp to Valley Blvd Direct On-Ramp	15.7/B	26.8/D	15.7/B	26.8/D	24.1/C	27.6/D	24.1/C	27.6/D
I-605 Southbound								
Valley Blvd Off-Ramp to Valley Blvd Loop On-Ramp	23.7/C	26.8/D	23.7/C	26.8/D	18.0/B	27.1/D	18.0/B	27.1/D
South of Valley Blvd. Off-Ramp	27.8/D	35.5/E	27.8/D	35.5/E	18.0/B	32.3/D	18.0/B	32.3/D

Source: Traffic Counts (performed Feb 7, 2019) and I-605 Mainline and ramp volumes from Caltrans PeMS database.
[1]Density = passenger cars per mile per lane (pc/mi/ln)

Table 2. Proposed Facility Traffic Average Daily Traffic Volumes - Opening Year 2024			
Segment	Average-Daily Traffic Volumes (Total Vehicle/Truck/Truck %)		Change from No-Build Conditions
	No-Build	Build	
Valley Blvd - WB	16,166/323/2.0%	16,166/323/2.0%	No Change
Valley Blvd - EB	28,598/572/2.0%	28,598/572/2.0%	No Change
Temple Ave - NB	14,626/366/2.5%	14,626/366/2.5%	No Change
Temple Ave - SB	17,490/427/2.5%	17,490/427/2.5%	No Change
NB Loop On-Ramp	1,627/81/5.0%	1,627/81/5.0%	No Change
NB On-Ramp	12,748/1,147/9.0%	12,748/1,147/9.0%	No Change
SB Loop Off-Ramp	14,350/1,076/7.5%	14,350/1,076/7.5%	No Change
SB On-Ramp	15,378/615/4.0%	15,378/615/4.0%	No Change
NB Off-Ramp	13,839/830/6.0%	13,839/830/6.0%	No Change

Source: Traffic Counts (performed Feb 7, 2019) and I-605 Mainline and ramp volumes from Caltrans PeMS database.

Table 3. I-605 Mainline Segment Levels of Service – Design Year 2044

Mainline Segment	AM Peak Hour				PM Peak Hour			
	No Build (Density[1]/LOS)		Build Alternative (Density[1]/LOS)		No Build (Density[1]/LOS)		Build Alternative (Density[1]/LOS)	
	HOV	General Purpose	HOV	General Purpose	HOV	General Purpose	HOV	General Purpose
I-605 Northbound								
South of Valley Blvd. Off-Ramp	19.4/C	40.3/E	19.4/C	40.3/E	36.8/E	42.2/E	36.8/E	42.2/E
Valley Blvd Off-Ramp to Valley Blvd Loop On-Ramp	18.2/C	33.8/D	18.2/C	33.8/D	28.0/D	33.8/D	28.0/D	33.8/D
Valley Blvd Loop On-Ramp to Valley Blvd Direct On-Ramp	18.2/C	34.9/D	18.2/C	34.9/D	28.0/D	34.4/D	28.0/D	34.4/D
I-605 Southbound								
Valley Blvd Off-Ramp to Valley Blvd Loop On-Ramp	37.8/E	36.4/E	37.8/E	36.4/E	22.2/C	35.0/D	22.2/C	35.0/D
South of Valley Blvd. Off-Ramp	37.8/E	--[2]/F	37.8/E	--[2]/F	25.3/C	44.1/E	25.3/C	44.1/E

Source: Traffic Counts (performed Feb 7, 2019) and I-605 Mainline and ramp volumes from Caltrans PeMS database.

[1]Denisity = passenger cars per mile per lane (pc/mi/ln)

[2]Demand exceeds capacity

Table 4. Proposed Facility Traffic Average Daily Traffic Volumes - Design Year 2044

Segment	Average-Daily Traffic Volumes (Total Vehicle/Truck/Truck %)		Change from No-Build Conditions
	No-Build	Build	
Valley Blvd - WB	17,747/355/2.0%	17,747/355/2.0%	No Change
Valley Blvd - EB	30,045/751/2.5%	30,045/751/2.5%	No Change
Temple Ave - NB	15,763/473/3.0%	15,763/473/3.0%	No Change
Temple Ave - SB	18,861/472/2.5%	18,861/472/2.5%	No Change
NB Loop On-Ramp	1,892/114/6.0%	1,892/114/6.0%	No Change
NB On-Ramp	13,717/1,303/9.5%	13,717/1,303/9.5%	No Change
SB Loop Off-Ramp	15,085/1,358/9.0%	15,085/1,358/9.0%	No Change
SB On-Ramp	17,405/783/4.5%	17,405/783/4.5%	No Change
NB Off-Ramp	15,720/1,100/7.0%	15,720/1,100/7.0%	No Change

Source: Traffic Counts (performed Feb 7, 2019) and I-605 Mainline and ramp volumes from Caltrans PeMS database.

Table 5. Levels of Service - Opening Year 2024				
Intersection	A.M. Peak Hour		P.M. Peak Hour	
	No-Build (Delay/Volume/LOS)	Build Year 2024 (Delay/Volume/LOS)	No-Build (Delay/Volume/LOS)	Build Year 2024 (Delay/Volume/LOS)
I-605 SB Ramp/Valley Blvd.	33.3/3,471/D	72.5/4,576/E	65.4/4,145/F	86.6/4,767/F
I-605 NB Ramp/Temple Ave/Valley Blvd.	689.8/5,819/F	84.2/5,816/F	464.0/6,161/F	96.3/6,153/F
Temple Avenue/Railroad Ave.	95.3/2,115/F	12.0/2,015/B	344.9/2,241/F	13.9/2,119/B
Temple Avenue/Perez Place	7.3/1,949/A	7.1/1,946/A	12.6/2,117/B	12.6/2,110/B
Source: Traffic Counts (performed Feb 7, 2019) and I-605 Mainline and ramp volumes from Caltrans PeMS database.				

Table 6. Intersection Levels of Service - Design Year 2044				
Intersection	A.M. Peak Hour		P.M. Peak Hour	
	No-Build (Density/Volume/LOS)	Build (Density/Volume/LOS)	No-Build (Density/Volume/LOS)	Build (Density/Volume/LOS)
I-605 SB Ramp/Valley Blvd.	46.3/3698/E	99.5/5129/F	139.0/4312/F	124.4/5260/F
I-605 NB Ramp/Temple Ave./Valley Blvd.	869.3/6438/F	101.4/6434/F	689.1/6881/F	137.0/6871/F
Temple Avenue/Railroad Ave.	366.8/2512/F	14.1/2393/B	850.3/2638/F	14.8/2493/B
Temple Avenue/Perez Place	7.9/2303/A	7.7/2298/A	13.5/2497/B	13.5/2488/B
Source: Traffic Counts (performed Feb 7, 2019) and I-605 Mainline and ramp volumes from Caltrans PeMS database.				

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

Under 40 CFR 93.123(b)—PM10 and PM2.5 Hot Spots—the following criteria are utilized to determine the potential for the proposed project to qualify as a Project of Air Quality Concern (POAQC):

(i) *New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles;*

The project is not a new or expanded highway project, nor would the project significantly increase the number of diesel vehicles operating within the project study area.

(ii) *Projects affecting intersections that are at 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;*

The project would include operational and safety improvements, including roadway and ramp widening, new signalized intersections, replacing the "horseshoe" on-ramp, ADA upgrades to curb returns, sidewalks, and pedestrian routes, and crosswalk improvements. The new configuration and improvements would improve ramp queueing, capacity, and enhance motorist, bicyclist, and pedestrian safety. As noted in Table 4 and Table 6, the project would not result in significant increases in traffic volumes along area roadways. The project would not significantly increase the number of diesel vehicles operating within the project study area and would not adversely impact nearby intersections that are at LOS D, or worse, and that have a significant number of diesel vehicles.

(iii) *New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;*

The project is not a new or expanded bus or rail terminal, nor would the project adversely impact 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*

The project is not a new or expanded bus or rail terminal, nor would the project adversely impact transfer points that have a significant number of diesel vehicles congregating at a single location.

(v) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation*.

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.

It is also important to note that the proposed project is largely consistent with what was analyzed for the I-605 Corridor Improvement Project (CIP). The I-605 CIP project was previously reviewed by the TCWG on June 26, 2018 and was determined to not be a POAQC. For this reason and the reasons noted above, the proposed project would not be considered a POAQC.

Figure 1. Project Limits & Nearby Land Uses