SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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MEETING OF THE

TRANSPORTATION CONFORMITY WORKING GROUP

REMOTE PARTICIPATION ONLY

Tuesday, December 7, 2021
10:00 a.m. – 12:00 p.m.

To Participate on Your Computer:

https://scag.zoom.us/j/153963916

To Participate by Phone:

Call-in Number: (646) 558-8656 or (669) 900-6833

Meeting ID: 153 963 916

PUBLIC ADVISORY

Given recent public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor's recent Executive Order N-29-20, the meeting will be held telephonically and electronically.

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Karen Calderon at (213) 236-1983 or via email at calderon@scag.ca.gov. Agendas & Minutes for the Transportation Conformity Working Group are also available at: https://scag.ca.gov/transportation-conformity-working-group

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 630-1402. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.

TRANSPORTATION CONFORMITY WORKING GROUP

AGENDA

1. **CALL TO ORDER AND SELF-INTRODUCTIONS**
   Paul Phan, TCWG Chair

2. **PUBLIC COMMENT PERIOD**
   Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of the TCWG, must use the "raise hand" function on your computer or dial *9 by phone and wait for the Chair to announce your name/phone number. Limit oral comments to 3 minutes, or as otherwise directed by the Chair. The Chair may limit the total time for comments to twenty (20) minutes.

3. **CONSENT CALENDAR**
   - 3.1. August 24, 2021 TCWG Meeting Minutes
     Attachment 3.1
   - 3.2. September 28, 2021 TCWG Meeting Minutes
     Attachment 3.2
   - 3.3. October 26, 2021 TCWG Meeting Minutes – Deferred to January 2022 TCWG Meeting

4. **INFORMATION ITEMS**
   - 4.1. Review of PM Hot Spot Interagency Review Forms (10 minutes)
     Attachment 4.1-1 PM Conformity Hotspots Analysis RIV151218
     Attachment 4.1-2 PM Conformity Hotspots Analysis LA99ITC101
     Attachment 4.1-3 PM Conformity Hotspots Analysis RIV190901
     Attachment 4.1-4 Interim I-15 Stateline Project Description
   - 4.2. Preliminary South Coast 2022 Air Quality Management Plan Appendix IV-C (15 minutes)
     Attachment 4.2 Preliminary South Coast 2022 Air Quality Management Plan Appendix IV-C Presentation
     Rongsheng Luo, SCAG
   - 4.3. RTP Update (10 minutes)
     John Asuncion, SCAG
   - 4.4. RTP Update (10 minutes)
     John Asuncion, SCAG
   - 4.5. FTIP Update (10 minutes)
     John Asuncion, SCAG
   - 4.6. EPA Update (10 minutes)
     Karina O'Connor, EPA
   - 4.7. ARB Update (10 minutes)
     Nesamani Kalandiyur, ARB
   - 4.8. Air Districts Update (10 minutes)
     District Representatives

5. **INFORMATION SHARING**

6. **ADJOURNMENT**
   The next meeting of the TCWG will be held on Tuesday, January 25, 2022 via teleconference and Zoom meeting only.

TRANSPORTATION CONFORMITY WORKING GROUP

Meeting Minutes

August 24, 2021
10:00 a.m. – 12:00 p.m.

The meeting was held via Zoom teleconference. A digital recording of the meeting is available for listening in SCAG's office.

Attendee List

SCAG Staff:

Asuncion, John
Barajas, Agustin
Calderon, Karen
Ekman, Annaleigh
Gutierrez, Pablo
Luo, Rongsheng
Milner, David
Sangkapichai, Mana

Via Teleconference:

Anderson, Kelsie	*TCA*
Arellano, Lexie	*Caltrans Headquarters*
Bagde, Abhijit	*Caltrans Headquarters*
Bade, Rabindra	*Caltrans District 12*
Blanco, Stephanie	*RCTC*
Brugger, Ron	*LSA*
Cacatian, Ben	*Ventura County APCD*
Chan, Jenny	*RCTC*
Cooper, Keith	*ERP*
Espinoza Araiza, Erika	*Caltrans Headquarters*
Firger, Mark	*Parsons*
Gaschot, Bertrand	*Mojave Desert AQMD*
Huddleston, Lori	*LA Metro*
Hendrawan, Kevin	*CARB*
Hester, Nisa	*Bechtel*
Kalandiyur, Nesamani	*CARB*
Kulkarni, Anup	*OCTA*
Lay, Keith	*ICF*
Mar, Sheldon	*Stantec*
Masters, Martha	*RCTC*
Miranda, Jude	*Caltrans District 12*
Mohai, Amie	*Caltrans Headquarters*
Moran, Nohemi	*SBCTA*
Nord, Greg	*OCTA*
O'Connor, Karina	*US EPA Region 9*
Odufalu, Femi	*Caltrans District 8*
Phan, Paul	*Caltrans District 8*
Richmai, Michael	*LA Metro*
Sanchez, Lucas	*Caltrans Headquarters*
Shelley, Scott	*Caltrans District 12*
Smolke, Brian	*OCTA*
Tavitas, Rodney	*Caltrans Headquarters*
Thomas, David	*RCTC*
Vaughn, Joseph	*FHWA*
Whiteaker, Warren	*OCTA*
Yoon, Andrew	*Caltrans District 7*
Zhou, Diwu	*Fehr & Peers*

TRANSPORTATION CONFORMITY WORKING GROUP

MEETING SUMMARY

1. CALL TO ORDER AND SELF-INTRODUCTIONS

Paul Phan, TCWG Chair, called the meeting to order at 10:05 am.

2. PUBLIC COMMENT PERIOD

None.

3. CONSENT CALENDAR

3.1. June 22, 2021 TCWG Meeting Minutes

The meeting minutes were deferred to September TCWG Meeting.

3.2. July 27, 2021 TCWG Meeting Minutes

The meeting minutes were deferred to September TCWG Meeting.

4. INFORMATION ITEMS

4.1. Review of PM Hot Spot Interagency Review Forms

- **RIV071267B (Interim I-15 Express Lanes Project Shoulder Lane Project)**: This project was determined to be not an exempt project via email after the meeting.

4.2. Review of Conformity Exemption Request

- **Revised ORA001103 Exemption**: The project was determined to be an exempt project.

4.3. Proposed OCTA TCA TCM Substitution

Anup Kulkarni, OCTA, presented draft methodology and findings of proposed substitution of three Transportation Corridor Agencies (TCA) committed TCM projects (FTIP Project IDs: 10254, ORA050, & ORA051) with 33 miles of new traffic signal synchronization projects.

Karina O'Connor, US EPA Region 9, noted that TCM substitution requests had become less detailed over time and requested a detailed comparison of funding and timing between the original and substitute projects, justification for the delay of the original projects, and whether these projects are in the FTIP.

Nesamani Kalandiyur, CARB, requested detailed documentation on how the traffic signal synchronization projects were modeled (e.g., change in traffic volumes with and without the projects and number of intersections included in the projects) and the emissions changes between the existing and replacement projects.

Rongsheng Luo, SCAG, proposed the following steps forward:

- OCTA would update and resubmit the TCM Substitution request to SCAG with additional information requested by the TCWG.
- SCAG would prepare a Draft TCM Substitution Report for interagency consultation by the TCWG and for a 30-day public review concurrently.
- SCAG and OCTA would then address comments from the TCWG and the public at the same time.
- SCAG would bring the request to SCAG's Policy Committee for recommendation to Regional Council for adoption and submit it to ARB and EPA for their respective concurrences.

4.4. RTP Update

4.4.1. Connect SoCal-2020 RTP/SCS Amendment #1 Update

Agustin Barajas, SCAG, reported the following:

- The 2020 RTP/SCS Amendment No. 1 was approved for draft release by SCAG's Regional Council on July 1, 2021, and then released for a 30-day comment period, which ended on Friday July 31st.

- SCAG received 3 minor comments requiring minor project modifications with no substantive changes to the Amendment or changes that had an impact on transportation conformity.
- It was expected that the Amendment would be approved by SCAG's Regional Council in November 2021 and receive Federal Conformity Determination in January 2022.

4.4.2. Concurrent 2021 FTIP Modeling Amendment/2023 FTIP/Connect SoCal Consistency Amendment #2 Modeling Status Update

Mana Sangkapichai, SCAG, reported the following:

- All 14 Regional Travel Demand Model runs had been completed and EMFAC2014 emissions model runs were started before August 15, 2021.
- Regional Emissions Analysis (120+ model runs) was expected to be completed by September 30, 2021.

4.5. FTIP Update

John Asuncion, SCAG, reported that 2021 FTIP Amendment #21-06 had been approved and SCAG staff was analyzing 2021 FTIP Amendment #21-09 and Administrative Modification #21-10.

4.5.1. Draft 2023 FTIP Guidelines

Pablo Gutierrez, SCAG, reported the following:

- SCAG was preparing biennial 2023 FTIP update.
- 2023 FTIP would be due to Caltrans and the federal agencies by September 2022. It was expected that 2023 FTIP would receive FHWA certification by December 2022.
- SCAG transportation conformity and modeling staff had updated 2023 FTIP Guidelines to serve as a resource for CTCs to ensure that submittals of their respective adopted county TIPs to SCAG would be compliant with all applicable State and Federal guidelines.
- In July 2020, SCAG's Regional Council adopted Resolution 20-623-2, affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California. On May 6, 2021, SCAG's Regional Council adopted The Racial Equity Early Action Plan. As a result, 2023 FTIP would include a section on racial equity prepared at the regional level. SCAG staff would be working with CTCs to develop an equity statement.
- The following Administrative Modification Procedures updated by Caltrans in December 2019 had been included in the Draft 2023 FTIP Guidelines:
  - Projects with cost increases less than or equal to 50% of the total project cost, or $20 million, are allowed in administrative modifications.
  - There will be no cap on the cost increase for group projects in administrative modifications.
- Draft 2023 FTIP Guidelines included a new section on the state's Climate Action Plan for Transportation Infrastructure (CAPTI).
- SCAG sent the Draft 2023 FTIP Guidelines to the CTCs on June 23, 2021 and subsequently held a meeting on July 28, 2021 to review key changes and address questions received from the CTCs.
- The 2023 FTIP Guidelines were not required to go through a public review process.
- The next step was for SCAG staff to take the 2023 FTIP Guidelines to SCAG's Transportation Committee for approval and recommended adoption by SCAG's Regional Council.

Rongsheng Luo, SCAG, clarified that Chapter III. Transportation Air Quality Conformity and Modeling and Chapter IV. Transportation Control Measures had no major changes. The primary change was updated modeling years.

In response to a request to clarify the approach for interim pilot demonstration projects and in reference to the interim I-15 project discussed under Item 4.1, Karina O'Connor, US EPA Region 9, suggested that the temporary nature of these projects may require a different approach. Karina also suggested that the most effective approach might be to review these projects on a case-by-case basis. Karina cautioned against relying on future actions that

are not yet defined or concluded.

Joseph Vaughn, FHWA, added that there would need to be a definition for an interim project and asked if maintenance projects could be considered interim or if the project would have independent utility and logical termini. Joseph would defer to Caltrans on the definition of an interim project.

Rongsheng stated that SCAG would continue to move forward with assessing temporary projects on a case-by-case basis and revisit this discussion in the future if necessary.

4.6. US EPA Update

Karina O'Connor, US EPA Region 9, reported the following:

- EPA was expected to sign the adequacy finding for the 2020 post-attainment year transportation conformity budgets from the South Coast AQMD attainment plan for the 2006 24-hour PM2.5 standard by September 2021. This should not impact the conformity budgets that SCAG uses.
- EPA continued to work with CARB on EMFAC2021 and off-model adjustment factors for EMFAC2017, and expected to share more updates concerning the timing at the September 2021 TCWG meeting.

In response to a question, Karina stated that EPA was proceeding on reviewing several air plans in SCAG region, including plans from Mojave Desert AQMD and Imperial County APCD.

4.7. CARB Update

Nesamani Kalandiyur, CARB, reported the following:

- ARB continued to work with EPA on EMFAC2021 and off-model adjustment factors for EMFAC2017, and expected to share more updates concerning the timing at the September 2021 TCWG meeting.
- ARB requested feedback from agencies that were testing EMFAC2021.
- ARB was working with SCAG and South Coast AQMD on emissions budgets development for South Coast 2006 24-hour $PM_{2.5}$ Maintenance Plan and expected to present the proposed budgets at the September 2021 TCWG meeting.

4.8. Air District Updates

Ben Cacatian, VCAPCD, reported the following:

- VCAPCD continued work on its 2022 AQMP/SIP update for the 2015 8-hour Ozone standard.
- It was expected that a preliminary draft of the 2022 AQMP would be completed by November 2021, a final draft in February 2022, District adoption in April 2022, ARB submittal and adoption in July 2022, and final submittal to US EPA by August 3, 2022.
- The preliminary draft 2022 AQMP would be sent to SCAG for review.

Rongsheng Luo, SCAG, reported that the South Coast AQMD's 2022 AQMP Advisory Group Meeting would be held on Friday, August 27, 2021 at 1 PM.

5. INFORMATION SHARING

Rodney Tavitas, Caltrans Headquarters, announced that the next Statewide Conformity Working Group Meeting was being planned for November 2021 to share the outcomes of the discussion on EMFAC2017 off-model adjustment factors and EMFAC2021.

6. ADJOURNMENT

The meeting was adjourned at 11:45 a.m. The next TCWG meeting will be held on Tuesday, September 28, 2021 via teleconference and Zoom meeting only.

TRANSPORTATION CONFORMITY WORKING GROUP

Meeting Minutes

September 28, 2021
10:00 a.m. – 12:00 p.m.

The meeting was held via Zoom teleconference. A digital recording of the meeting is available for listening in SCAG's office.

Attendee List

SCAG Staff:

Asuncion, John
Calderon, Karen
Luo, Rongsheng
Martinez, Jennifer
Sangkapichai, Mana

Via Teleconference:

Arellano, Lexie	*Caltrans Headquarters*
Bade, Rabindra	*Caltrans District 12*
Blanco, Stephanie	*RCTC*
Cacatian, Ben	*Ventura County APCD*
Chan, Jenny	*RCTC*
Cooper, Keith	*ERP*
Corpuz, Monica	*ICF*
Espinoza Araiza, Erika	*Caltrans Headquarters*
Hager, Mark	*HDR*
Hendrawan, Kevin	*CARB*
Huddleston, Lori	*LA Metro*
Lay, Keith	*ICF*
Lugaro, JulieCaltrans	*District 12*
Lau, Charles	*Caltrans District 7*
Lugaro, Julie	*Caltrans District 7*
Miranda, Jude	*Caltrans District 12*
Moran, Nohemi	*SBCTA*
O'Connor, Karina	*US EPA Region 9*
Pack, Jason	*Fehr & Peers*
Phan, Paul	*Caltrans District 8*
Richmai, Michael	*LA Metro*
Simpson, James	*RCTC*
Smith, Brian	*HDR*
Sun, Lijin	*South Coast AQMD*
Tamayo, Mae	*Fehr & Peers*
Tavitas, Rodney	*Caltrans Headquarters*
Thomas, David	*RCTC*
Vaughn, Joseph	*FHWA*
Whiteaker, Warren	*OCTA*
Yoon, Andrew	*Caltrans District 7*
Zhao, Jiaqi	*LA Metro*
Zhou, Diwu	*Fehr & Peers*

TRANSPORTATION CONFORMITY WORKING GROUP

MEETING SUMMARY

1. CALL TO ORDER AND SELF-INTRODUCTIONS

Paul Phan, TCWG Chair, called the meeting to order at 10:05 am.

2. PUBLIC COMMENT PERIOD

None.

3. CONSENT CALENDAR

3.1. June 22, 2021 TCWG Meeting Minutes

The meeting minutes were approved.

3.2. July 27, 2021 TCWG Meeting Minutes

The meeting minutes were approved.

3.3. August 24, 2021 TCWG Meeting Minutes

The meeting minutes were deferred to October TCWG Meeting.

4. INFORMATION ITEMS

4.1. Review of PM Hot Spot Interagency Review Forms

- **RIV170901**: It was determined that this project is not a project of air quality concern.

4.2. Review of Conformity Exemption Request

- **RCTC I-15 Interim Corridor Operations Project (ICOP) (0.84 mile of auxiliary lane)**: It was determined that this project is an exempt project.

4.3. RTP Update

John Asuncion, SCAG, reported that Connect SoCal Amendment No. 1 was scheduled to be reviewed by SCAG's Transportation Committee in October 2021, and expected to be adopted by SCAG's Regional Council in November 2021 and receive final Federal Conformity Determination in January 2022.

4.3.1. Concurrent 2021 FTIP Modeling Amendment/2023 FTIP/Connect SoCal Consistency Amendment #2 Modeling Status Update

Mana Sangkapichai, SCAG, reported that the full regional emissions analysis was anticipated to be completed by mid-October 2021 due to prioritized testing of EMFAC2017 Off-Model Adjustment Factors and EMFAC2021.

In response to a question, Rongsheng Luo, SCAG, clarified that the types of project changes allowed in Connect SoCal Consistency Amendment #2 would depend on the timing and availability of EMFAC2017 Off-Model Adjustment Factors and EMFAC2021 to fully address EMFAC2017 issues; No additional modeling project changes would be accepted for the time being beyond those received from CTCs by July 1, 2021.

4.4. FTIP Update

John Asuncion, SCAG, reported that the 2023 FTIP Guidelines were approved by SCAG's Transportation Committee in September 2021 and were expected to be approved by SCAG's Regional Council in October 2021. The deadline for the CTCs' 2023 FTIP project submittals to SCAG was set for early January 2022.

4.5. US EPA Update

Karina O'Connor, US EPA Region 9, reported the following:

- EPA received and started to review EMFAC2021 and off-model adjustment factors for EMFAC2017 submittals from CARB in August 2021. However, EPA would not be able to approve these submittals until CARB has submitted the waiver request for the applicable control measures.
- EPA would be coordinating with FHWA and FTA on the grace period associated with EMFAC2021.

- Adequacy finding was expected to be signed for the 2020 post-attainment year transportation conformity budgets from the South Coast AQMD attainment plan for the 2006 24-hour $PM_{2.5}$ standard by October 2021.
- EPA would make a correction on the transportation conformity budgets in the final Federal Register notice for the Western Mojave Desert Ozone Plan.

4.6. CARB Update

Kevin Hendrawan, CARB, reported that EMFAC2021 and off-model adjustment factors for EMFAC2017 were submitted to EPA in August 2021, and CARB staff was continuing to work with EPA staff to answer technical questions and provide waiver related information.

4.7. Air District Updates

Lijin Sun, South Coast AQMD, reported that based on latest inventory and preliminary modeling, South Coast AQMD staff expected to have the preliminary carrying capacity available for attainment demonstration by October 2021, which would likely confirm that significant NOx emissions reductions would be needed to attain the 2015 8-hour Ozone Standards in South Coast Air Basin by 2037 and in Coachella Valley Air Basin by 2033.

5. INFORMATION SHARING

Rodney Tavitas, Caltrans Headquarters, shared that the next Statewide Conformity Working Group Meeting would be held in November 2021.

6. ADJOURNMENT

The meeting was adjourned at 10:31 a.m. The next TCWG meeting will be held on Tuesday, October 26, 2021 via teleconference and Zoom meeting only.

RTIP ID# *(required)* RIV151218

TCWG Consideration Date November 23, 2021

Project Description (clearly describe project)
The City of Menifee (City), in cooperation with the California Department of Transportation (Caltrans), proposes to reconstruct the Interstate 215 (I-215)/McCall Boulevard interchange and widen McCall Boulevard to address traffic congestion and delays associated with new and proposed developments. The limits of work for this project are along I-215 between post mile (PM) PM R20.3 and PM 21.3 and includes the widening of the existing overcrossing structure along McCall Boulevard crossing I-215, modifications of the associated on- and off-ramps, and improvements at the nearby intersections of McCall Boulevard/Bradley Road and McCall Boulevard/Encanto Drive. The I-215/McCall Boulevard interchange is located in the City of Menifee, in the County of Riverside, California.

The proposed project improvements include widening of McCall Boulevard, the I-215 overcrossing, and the I-215 ramps. The existing Type L-1 Tight Diamond interchange configuration would not be modified; however, the McCall Boulevard overcrossing would be widened to allow for the proposed improvements consisting of three through lanes and two left turn lanes in each direction. Additional improvements include signal modifications at the proposed northbound and southbound ramps intersections, the Bradley Road intersection, and the Encanto Drive intersection.

Other improvements associated with the Build Alternative includes widening McCall Boulevard and the I-215 bridge overcrossing from two lanes to three in each direction from Sun City Boulevard to approximately 700 feet east of the Encanto Drive. The six through lanes would continue east where the ultimate facility is a six-lane Urban Arterial road. In the westbound direction, the sixth lane would be added/dropped at the Bradley Road intersection to match the four-lane facility west of the interchange in accordance with the City's General Plan designation, which is a 4-lane Major road.

The I-215/McCall Boulevard bridge overcrossing would be widened to include two left turn lanes, with storage shared within the median for both directions of travel along McCall Boulevard. The widening would also include a bike/Neighborhood Electric Vehicle (NEV) lane, and sidewalks on both sides of the bridge. The existing bridge would be widened while maintaining the existing vertical clearance.

The I-215 northbound and southbound on-ramps would be reconstructed and widened from one to two lanes with ramp metering. The I-215 northbound and southbound off-ramps would be partially reconstructed to provide three turn lanes to accommodate anticipated growth to the east. All existing ramp skew angles at McCall Boulevard would be aligned and improved to meet the 75-degree minimum to meet the Caltrans Highway Design Manual standards. The McCall Boulevard intersection improvements at Bradley Road and Encanto Drive include additional turn-lanes and standard pedestrian facilities such as two curb ramps and median pedestrian refuge islands.

The Build Alternative would impact areas in all four interchange quadrants, including a potential sliver acquisition from the existing commercial development located in the southeast quadrant of the interchange. Due to the new widening, the build alternative would also impact businesses and commercial development along both sides of McCall Boulevard from Sun City Boulevard to Encanto Drive. Additional right of way may be required to accommodate the proposed improvements.

The improvements associated with the widening of McCall Boulevard would also require utility relocations. While the majority of the utilities within the project area are underground, there may be impacts to a few utility poles and above ground boxes/vaults due to the widening improvements. Any existing utilities within the project area requiring relocation would be coordinated with the owner and operator of the utility.

Drainage in the project area is collected by various storm drain facilities and conveyed to the Sun City Channel, a regional flood control facility operated and maintained by the Riverside County Flood Control and Water Conservation District. The channel conveys flow from east to west and traverses under I-215 via a reinforced concrete box (RCB) culvert, which is currently at capacity and has a history of flooding in the Avila Apartment Homes community. Since the interchange project is anticipated to increase the impervious surfaces in the area, the project may attenuate additional runoff tributary to the Sun City Channel/RCB through the use of detention/retention basins within the interchange.

Other project activities needed to support the design of the bridge include potholing and geotechnical investigations within the existing roadway and proposed improvement locations.
The bridge is listed in the Federal Eligible Bridge List (EBL) with a Sufficiency Rating (SR) of 60 according to the Bridge Inspection Report prepared by Caltrans Structure Maintenance and Investigations (SM&I). Since the bridge has a SR lower than 80, the bridge is eligible for major rehabilitation in accordance with the Highway Bridge Program (HBP) guidelines.

Additionally, the FEMA Flood Plain Report indicated significant inundation for the Airport Boulevard Bridge in a 100 year flood event. Coachella Valley Water District (CVWD) has a plan to lower the riverbed and replace Whitewater River with a concrete lined channel at the Airport Boulevard Bridge.

Due to the geometric deficiency, costly seismic structural retrofit, and significant hydraulic constraint cited above, the County proposes to replace Airport Boulevard Bridge with a new concrete structure. This project proposes to replace the existing 2 lane Airport Boulevard Bridge over Whitewater River with a new 4 lane bridge and reconstruct the connecting approach roadways to meet current Caltrans seismic design codes. The new bridge would have foundations placed below the potential scour plane. The project would raise the bridge profile by approximately 2 feet in order to maintain a minimum freeboard from the flood water. The reprofiling would extend into approximately 1,000 feet of approach roadway that will also be reconstructed.

The new bridge will be constructed in two stages. Stage 1 is to construct north half of the bridge while the traffic on Airport Boulevard would remain on the existing bridge. After stage 1 is constructed, two lanes of traffic will be detoured to the newly constructed bridge. After demolishing the existing bridge, the remaining south half of the bridge will be constructed. A deck closure pour will be the final stage to connect the two structures to produce a continuous bridge deck.

This project is included in the Southern California Association of Governments (SCAG) 2020-2045 Connect SoCal plan, the current Regional Transportation Plan/Sustainable Communities Strategy, and the 2021 Federal Transportation Improvement Program (2021 FTIP). Caltrans is the lead agency under the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The City is the project proponent.

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

County	**Narrative Location/Route & Postmiles**
Riverside	The roadway improvements would occur along I-215 between post mile (PM) PM R20.3 and PM 21.3 and includes the widening of the existing overcrossing structure along McCall Boulevard crossing I-215, modifications of the associated on- and off-ramps, and improvements at the nearby intersections of McCall Boulevard/Bradley Road and McCall Boulevard/Encanto Drive. **Caltrans Projects – EA#** 1F700

Lead Agency: Caltrans (NEPA)

Contact Person	**Phone#**	**Fax#**	**Email**
Zach Liptak	916-858-0642	916-858-0643	zliptak@dokkenegineering.com

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

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**
	X				

Scheduled Date of Federal Action: 2023

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	Prior	Prior	2023/2024	2023/2024
End	Prior	Prior	2023/2024	2023/2024

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*
The purpose of the proposed project is to increase capacity and improve traffic operations on McCall Boulevard between Bradley Road and Encanto Drive near I-215 to support the forecasted travel demand for the 2048 design year, accommodate a multimodal facility that has harmony with the community and preserves the values of the area, and improve existing geometric deficiencies. The proposed project is needed to accommodate for the projected increase from 30,000 ADT to 44,000 ADT by 2035, connect a gap along the westbound McCall Boulevard sidewalk that would add bicycle lanes in both directions which would allow a connection between communities and businesses across the interchange for all users, and to improve existing geometric deficiencies at the existing ramp intersections.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
Economic Development Corridor, Commercial Retail, Public/Quasi Public Facilities, and Residential, (City of Menifee).

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
Opening Year (2028)

Study Roadway Segments	No Build	Build	Heavy Trucks %		AADT Trucks	AADT Trucks
	AADT	AADT	AM	PM	No Build	Build
I-215 Southbound Basic Segment between Ethanac Road and McCall Boulevard	61,280	61,280	2	1	1,838	1,838
I-215 Southbound Diverge Segment at McCall Boulevard Off-Ramp	61,280	61,280	2	1	1,838	1,838
I-215 Southbound Off-Ramp	16,110	16,110	8	3	1,772	1,772
I-215 Southbound Basic Segment between McCall Boulevard Off-Ramp and On-Ramp	45,170	45,170	2	1	1,355	1,355
I-215 Southbound On-Ramp	12,660	12,660	2	1	380	380
I-215 Southbound Merge Segment at McCall Boulevard On-Ramp	57,830	57,830	2	1	1,735	1,735
I-215 Northbound Basic Segment between Newport Road and McCall Boulevard	70,380	70,380	2	1	2,111	2,111
I-215 Northbound Diverge Segment at McCall Boulevard Off-Ramp	70,380	70,380	2	1	2,111	2,111
I-215 Northbound Off-Ramp	13,340	13,340	3	2	667	667
I-215 Northbound Basic Segment between McCall Boulevard Off-Ramp and On-Ramp	57,040	57,040	2	1	1,711	1,711
I-215 Northbound On-Ramp	6,860	6,860	3	3	412	412
I-215 Northbound Merge Segment at McCall Boulevard On-Ramp	63,900	63,900	2	1	1,917	1,917
McCall Boulevard between I-215 Ramps	32,300	32,300	3	2	969	646

Source: Fehr & Peers, 2021. Traffic information from *I-215 and McCall Boulevard Interchange Project Traffic Volumes Report, October* 2021

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

Design Year (2048)

Study Roadway Segments	No Build	Build	Heavy Trucks %		AADT Trucks	AADT Trucks
	AADT	AADT	AM	PM	No Build	Build
I-215 Southbound Basic Segment between Ethanac Road and McCall Boulevard	69,410	69,410	2	1	2,082	2,082
I-215 Southbound Diverge Segment at McCall Boulevard Off-Ramp	69,410	69,410	2	1	2,082	2,082
I-215 Southbound Off-Ramp	20,790	20,790	8	3	2,287	2,287
I-215 Southbound Basic Segment between McCall Boulevard Off-Ramp and On-Ramp	48,620	48,620	2	1	1,459	1,459
I-215 Southbound On-Ramp	17,040	17,040	2	1	511	511
I-215 Southbound Merge Segment at McCall Boulevard On-Ramp	65,660	65,660	2	1	1,970	1,970
I-215 Northbound Basic Segment between Newport Road and McCall Boulevard	86,890	86,890	2	1	2,607	2,607
I-215 Northbound Diverge Segment at McCall Boulevard Off-Ramp	86,890	86,890	2	1	2,607	2,607
I-215 Northbound Off-Ramp	17,400	17,400	3	2	870	870
I-215 Northbound Basic Segment between McCall Boulevard Off-Ramp and On-Ramp	69,490	69,490	2	1	2,085	2,085
I-215 Northbound On-Ramp	9,020	9,020	3	3	541	541
I-215 Northbound Merge Segment at McCall Boulevard On-Ramp	78,510	78,510	2	1	2,355	2,355
McCall Boulevard between I-215 Ramps	42,500	42,500	3	2	2,125	2,125

Source: Fehr & Peers, 2021. Traffic information from *I-215 and McCall Boulevard Interchange Project Traffic Volumes Report, October* 2021

Intersection	PEAK HOUR	No Build		Build	
		DELAY	LOS	DELAY	LOS
McCall Boulevard & I-215 Southbound Ramps	AM	**>80**	**F**	29	C
	PM	**>80**	**F**	21	C
McCall Boulevard & I-215 Northbound Ramps	AM	**64**	**E**	14	B
	PM	**>80**	**F**	14	B

Bold text indicates unacceptable operations.

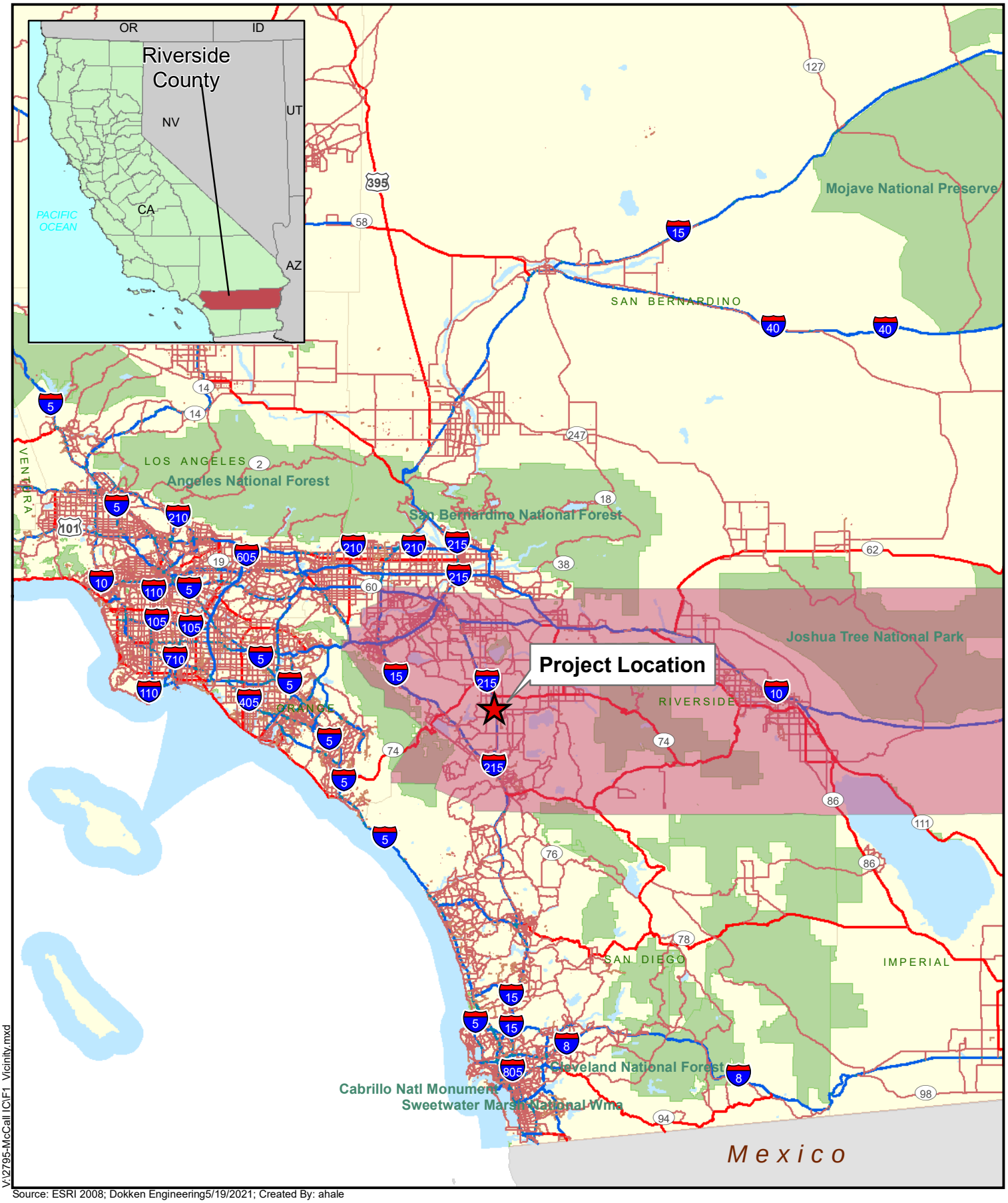
Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
See Table above.

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 Table above.

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
The proposed project improvements would increase capacity and improve traffic operations, as well as accommodate a multimodal facility that provides a continuous roadway along McCall Boulevard, reducing delay times.

Comments/Explanation/Details *(attach additional sheets as necessary)*
The following table details why the project does not meet the definition of a Project of Air Quality Concern.

EPA Definition of POAQC		Proposed Project
(i)	New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;	The I-215 and McCall Boulevard Interchange Project is not a new or expanded highway project with a significant number of or significant increase in diesel vehicles. Diesel/heavy truck traffic is expected to be between 3% and 11% on the segments. The greatest number of trucks on a segment is estimated to be 2,607, which is well below the general threshold of 10,000 diesel trucks (i.e. 125,000 volume of which 8% is diesel). The truck percentage is projected to remain the same for both the opening year and the horizon year.
(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 anticipated number of diesel vehicles is not significant (see above).
(iii)	New bus and rail terminals and transfer points than have a significant number of diesel vehicles congregating at a single location;	Bus and rail terminals and transfer points are not part of this project.
(iv)	Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and	Expanded bus and rail terminals and transfer points are not part of this project.
(v)	Projects in or affecting locations, areas, or categories of sites which are identified in the PM_{10} or $PM_{2.5}$ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.	The project is not in, nor will it affect, a location of violation or possible violation



V:\2795-McCall ICIF1_Vicinity.mxd

Source: ESRI 2008; Dokken Engineering5/19/2021; Created By: ahale

0 10 20 30 Miles

FIGURE 1
Project Vicinity

McCall Boulevard/I-215 Interchange Improvements Project
08 - Riv - 215 - R20.3/21.3 (EA 1F700K)
City of Menifee, Riverside County, California

v:\1836 11thStBridge\Cultural\F2 Loc 10-12-10.mxd

Source: ESRI World Street Maps Online; Dokken Engineering 7/8/2021; Created By: ahale

0 1 2 3 4 Miles

FIGURE 2
Project Location

McCall Boulevard/I-215 Interchange Improvements Project
08 - Riv - 215 - R20.3/21.3 (EA 1F700K)
City of Menifee, Riverside County, California

V:\2795-McCall IC\F3_McCall Project Features-20210503.mxd

Source: ESRI 2021. Dokken Engineering. Created by vchevreuil on 9/15/2021).

1 inch = 400 feet

0 330 660 990 1,320 Feet

FIGURE 3
Project Features
McCall Boulevard/I-215 Interchange Improvements Project
08 - Riv - 215 - R20.3/21.3 (EA 1F700K)
City of Menifee, Riverside County, California

RTIP ID#: LA99ITC101

TCWG Consideration Date: December 7, 2021

Project Description *(clearly describe project)*
The Federal Transit Administration, in cooperation with the City of Inglewood, is initiating the preparation of an Environmental Assessment for the proposed Inglewood Transit Connector (ITC) Project (proposed Project). The proposed Project is a 1.6-mile, three-station, fully elevated, electrically powered Automated Transit System (ATS) that would connect directly to the Metro K Line (Crenshaw/LAX) Downtown Inglewood Station. The ATS would be powered from the electrical grid through connections to power distribution system substations. The trains would not be powered by diesel or gasoline.

The elevated guideway is primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. The alignment runs south for approximately 0.35 miles on Market Street, turning east at Manchester Boulevard for another 0.50 miles until turning south on Prairie Avenue. The alignment continues south on Prairie Avenue for approximately 0.75 miles ending north of Century Boulevard at Hardy Street. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the proposed Project.

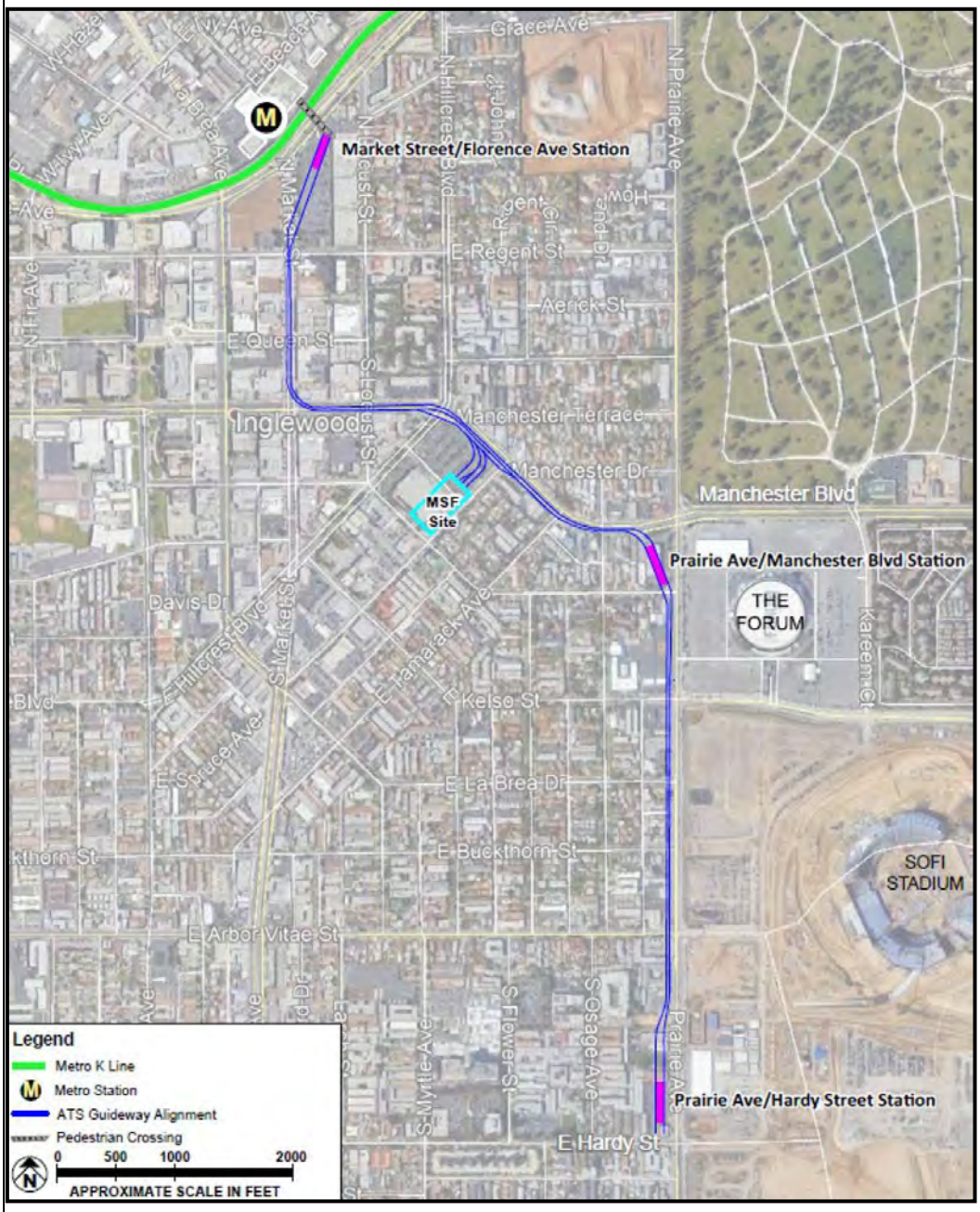
Components of the proposed Project include:

- ATS trains operating on an elevated dual-lane guideway with three stations;
- Passenger walkway systems connecting the stations to the street, mezzanine areas, escalators and elevators;
- Storage space, operations space, communications systems located within stations;
- Wayfinding, signs and communication program;
- A Maintenance and Storage Facility to provide regular and preventive maintenance of the ATS trains and equipment, as well as space for storage of the vehicle fleet and the operations control center, among other functions;
- Power distribution system substations located on the MSF and the Prairie Avenue/Hardy Street station sites to provide traction/propulsion power, auxiliary power, and housekeeping power;
- Utilities infrastructure—new, modified, and/or relocated—to support the proposed Project;
- Surface public parking lots located at Market/Florence and Prairie/Hardy stations containing multimodal pick-up and drop-off areas, and at 150 S. Market Street to support Downtown Inglewood; and
- Roadway, traffic devices, and streetscape modifications and improvements to accommodate the guideway alignment and support structures.

Construction is planned to occur in multiple phases over approximately 46 months between January 2024 and November 2027. The proposed Project would open in time to operate for the 2028 Olympics. The ATS trains would typically operate daily for commuters, activity center visitors and employees 7 days per week for 18 hours per day, from 6:00 AM to 11:59 PM (midnight). The proposed Project would typically be closed with no trains operating from 12 AM to 5:59 AM, for 6 hours per day; during this time, maintenance activity would occur.

Type of Project: Bus, rail, or inter-modal facility/terminal/transfer point

County LA	**Narrative Location/Route & Postmiles**: Route is 1.6-miles long located within public rights-of-way in the City of Inglewood along Market Street, Manchester Boulevard, and Prairie Avenue. Refer to Figure 1. **Caltrans Projects – EA#** Not Applicable



Lead Agency: City of Inglewood			
Contact Person Louis Atwell	**Phone#** (310) 412-5333	**Fax#** Not Applicable	**Email:** latwell@cityofinglewood.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)	X **EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**

Scheduled Date of Federal Action: 2022

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	2021	2022	2022	2024
End	2022	2027	2023	2027

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

The City of Inglewood is undergoing a historic transformation into a world-class sports and entertainment destination and a major employment center within the greater Los Angeles region. First, in 2012, over $100 million was invested in the Forum, making it one of the largest indoor concert venues and host of some of the largest entertainment acts in the country. Next, the redevelopment of approximately 298 acres at Hollywood Park includes thousands of new residential units and millions of square feet of commercial and recreational uses as part of the Los Angeles Stadium and Entertainment District (LASED) project. At the centerpiece of the LASED is the new $5 billion-dollar, 70,240-seat SoFi Stadium shared by the Los Angeles Rams and Los Angeles Chargers. SoFi Stadium will host Super Bowl LVI in Winter 2022, the 2026 FIFA World Cup, and the 2028 Summer Olympic Games. In August 2020, the City approved the Inglewood Basketball and Entertainment Center, which will be home to the Los Angeles Clippers of the National Basketball Association and includes the team's arena, headquarters, and training facilities.

The City of Inglewood proposes the ITC to address projected future congestion, improve overall mobility and levels of service, and advance its sustainability goals. The purpose of the proposed Project is to provide a direct and convenient extension of the Metro regional transit System for local residents and the region to access the City's new major housing, employment, commercial, and activity centers. Providing transit access to the City's activity centers would advance local and regional goals to increase transportation choice, significantly reduce greenhouse gas emissions, improve air quality and human health, reduce per-capita vehicle miles traveled, reduce the growth of congestion on local and regional roads, and encourage sustainable development patterns. The City recognizes that an efficient and effective transportation network is essential to achieving the full benefits of ongoing and widespread investment.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
The City of Inglewood was historically developed as a low-density single-family community and is transitioning to include higher-density development with the implementation of land use plans such as the New Downtown and Fairview Heights TOD Plan and the Hollywood Park Specific Plan. These plans allow and encourage mixed-use development focusing on walkability, density, and TOD. As of 2016, land uses in the City were comprised of residential (46.7 percent), right-of-way (23.5 percent), public/semi-public (20.3 percent), commercial (6.1 percent), and industrial (3.7 percent) uses.

Commercial uses are typically located along major arterials in the City of Inglewood. The two major components of commercial land uses include retail service and automobile sales and service, representing 63 percent and 20 percent, respectively, of all commercial uses. The City is experiencing a growth of light industrial oriented uses focused on shipping in and out of Los Angeles International Airport. Zoning for light industrial represents 75 percent of land zoned for industrial uses while the remaining 25 percent is zoned for heavy industrial uses.

Traffic generators are broadly characterized by land use because of the alignment length and size of the Study Area. The existing land uses in the Study Area are characterized primarily by residential and commercial uses. These uses generate limited diesel traffic. Diesel traffic generated by land uses near the proposed Project are primarily related to general construction activities and deliveries to commercial uses, including entertainment venues. Overall, diesel traffic on surface streets near the proposed Project is not substantial compared to diesel traffic that is common to local freeways.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
Not Applicable. The proposed Project does not include the construction of a new highway or the expansion of an existing highway.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
Not Applicable. The proposed Project does not include the construction of a new highway or the expansion of an existing highway.

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 an electrically powered Automated Transit System line that would not significantly change regional or local diesel truck volumes or related travel patterns. The Project team has not estimated truck average annual daily traffic and percentage on local roadway segments along the approximately 1.6-mile alignment. Many intersections in the Study Area would experience improved level-of-service due to the new transit option removing passenger vehicles from the roadway network. A level-of-service analysis has not been completed for the proposed Project. However, with the implementation of the ITC Project, daily traffic volumes are projected to decrease along key corridors including Prairie Avenue, Manchester Boulevard, and Century Boulevard within the study area, thereby improving traffic flows. Overall, the analyzed corridors would experience less congestion on a system-wide basis, particularly during the peak periods, with the implementation of the ITC Project. Refer to Table 1 for daily traffic volume reductions.

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
Refer to preceding paragraph and Table 2 for daily traffic volume reductions in the Horizon Year.

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
This new transit service will increase mobility and connectivity to the City of Inglewood activity centers. The Project would provide congestion relief by removing passenger vehicles from the roadway network. Unlike a highway project, the APM project does not have the potential to cause a significant redistribution of local traffic to other portions of the roadway network.

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

Under 40 Code of Federal Regulations 93.123(b)—PM_{10} and $PM_{2.5}$ Hot Spots—the following criteria are used to determine the potential for a proposed project to qualify as a Project of Air Quality Concern:

(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 proposed Project does not include the construction of a new highway or the expansion of an existing highway. Therefore, the proposed Project would not be considered a Project of Air Quality Concern under this criterion.

(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;

Many intersections in the Study Area would experience improved level-of-service due to the new transit option removing passenger vehicles from the roadway network. A level-of-service analysis has not been completed for the proposed Project. However, with the implementation of the ITC Project, daily traffic volumes are projected to decrease along key corridors including Prairie Avenue, Manchester Boulevard, and Century Boulevard within the study area, thereby improving traffic flows. Overall, the analyzed corridors would experience less congestion on a system-wide basis, particularly during the peak periods, with the implementation of the ITC Project. Refer to Tables 1 through 3 for daily traffic volume reductions. Therefore, the proposed Project would not be considered a Project of Air Quality Concern under this criterion.

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

Terminals, stations, and transfer points would not be serviced by a significant number of diesel vehicles. Fourteen bus lines provide services in the study area, including thirteen bus lines operated by the Los Angeles County Metropolitan Transportation Authority and one bus line operated by the County of Los Angeles. These buses are powered by alternative fuels as opposed to diesel fuels. Therefore, the Project would not be considered a Project of Air Quality Concern under this criterion.

(iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and

The proposed Project may result in changes to the Metro K Line (Crenshaw/LAX) Downtown Inglewood Station. However, no existing tracks that accommodate diesel locomotives would be modified by the proposed Project. As described above, local buses are powered by alternative fuels. There is no potential for a significant increase in the number of diesel vehicles. Therefore, the proposed Project would not be considered a Project of Air Quality Concern under this criterion.

(i) 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 Project is not in or affecting a site of PM_{10} or $PM_{2.5}$ air quality standard violation. Therefore, the Project would not be considered a proposed Project of Air Quality Concern under this criterion.

TABLE 1: WEEKDAY DAILY TRAFFIC VOLUMES FUTURE OPENING YEAR (2027)						
Street	Facility Type	Segment		Daily Traffic Volumes		
		From	To	No Build	Build	Change
NORTH/SOUTH STREETS						
La Brea Ave	Major Arterial	Hyde Park Blvd	Florence Ave	26,222	25,804	-418
		Florence Ave	Manchester Blvd	30,442	29,967	-475
		Manchester Blvd	Spruce Ave/Market St	25,372	25,137	-235
		Spruce Ave/Market St	Arbor Vitae St	34,531	33,647	-884
		Arbor Vitae St	Hardy St	33,430	32,725	-705
		Hardy St	Century Blvd	37,247	36,580	-667
Hawthorne Blvd	Major Arterial	Century Blvd	104th St	54,238	53,610	-628
		104th St	Lennox Blvd	59,511	58,954	-557
Prairie Ave	Major Arterial	Florence Ave	Regent St	25,969	25,267	-702
		Regent St	Manchester Blvd	25,280	24,549	-731
		Manchester Blvd	Pincay Dr/Kelso St	39,267	37,609	-1,658
		Pincay Dr/Kelso St	Arbor Vitae St	42,582	41,034	-1,548
		Arbor Vitae St	Hardy St	38,402	36,430	-1,972
		Hardy St	97th St	47,068	44,909	-2,159
		97th St	Century Blvd	47,068	44,910	-2,158
		Century Blvd	102nd St	42,353	40,687	-1,666
		102nd St	104th St	43,661	41,859	-1,802
		104th St	Lennox Blvd	43,735	42,041	-1,694
Crenshaw Blvd	Major Arterial	80th St	Manchester Blvd	29,355	28,952	-403
		Manchester Blvd	Pincay Dr/90th St	35,388	34,855	-533
		Pincay Dr/90th St	Arbor Vitae St	44,981	44,058	-923
		Arbor Vitae St	Hardy St	43,220	42,316	-904
		Hardy St	Century Blvd	44,527	43,606	-921
		Century Blvd	104th St	41,333	40,282	-1,051
Market St	Minor Arterial	Florence Ave	Regent St	4,524	4,495	-29
		Regent St	Manchester Blvd	9,367	9,236	-131
Myrtle Ave	Collector	Arbor Vitae St	Hardy St	4,636	4,261	-375
Doty Ave	Collector	Century Blvd	104th St	10,222	9,898	-324
Yukon Ave	Collector	Century Blvd	104th St	11,859	11,591	-268
Locust St	Collector	Florence Ave	Manchester Blvd	5,635	5,540	-95

TABLE 1: WEEKDAY DAILY TRAFFIC VOLUMES FUTURE OPENING YEAR (2027)						
	Facility Type	Segment		Daily Traffic Volumes		
Street		From	To	No Build	Build	Change
EAST/WEST STREETS						
Centinela Ave	Major Arterial	Hyde Park Blvd	Florence Ave	28,683	28,287	-396
Florence Ave	Major Arterial	Fir Ave	La Brea Ave	21,600	21,399	-201
		La Brea Ave	Market St	26,077	25,899	-178
		Market St	Centinela Ave	32,034	31,463	-571
		Centinela Ave	Prairie Ave	48,196	47,518	-678
		Prairie Ave	West Blvd	47,614	47,292	-322
Manchester Blvd	Major Arterial	Grevillea Ave	La Brea Ave	30,077	29,116	-961
		La Brea Ave	Market St	30,173	29,033	-1,140
		Market St	Locust St	24,607	23,572	-1,035
		Locust St	Hillcrest Blvd	28,702	27,647	-1,055
		Hillcrest Blvd	Spruce Ave	35,259	34,151	-1,108
		Spruce Ave	Prairie Ave	39,409	38,200	-1,209
		Prairie Ave	Kareem Ct	40,188	39,351	-837
		Kareem Ct	Crenshaw Dr	49,875	48,711	-1,164
		Crenshaw Dr	Crenshaw Blvd	37,283	36,352	-931
		Crenshaw Blvd	Van Ness Ave	40,073	39,202	-871
Arbor Vitae St	Major Arterial	Grevillea Ave	La Brea Ave	16,362	15,701	-661
		La Brea Ave	Myrtle Ave	14,505	13,903	-602
		Myrtle Ave	Prairie Ave	12,639	12,019	-620
Century Blvd	Major Arterial	Grevillea Ave	La Brea Ave/ Hawthorne Blvd	68,654	67,393	-1,261
		La Brea Ave/ Hawthorne Blvd	Myrtle Ave	56,586	55,309	-1,277
		Myrtle Ave	Freeman Ave	53,802	52,672	-1,130
		Freeman Ave	Prairie Ave	49,113	47,990	-1,123
		Prairie Ave	Doty Ave	57,910	56,294	-1,616
		Doty Ave	HP Casino Dr	57,392	55,762	-1,630
		HP Casino Dr	Yukon Ave	57,637	56,000	-1,637
		Yukon Ave	Club Dr	54,057	52,465	-1,592
		Club Dr	Crenshaw Blvd	55,755	54,113	-1,642
		Crenshaw Blvd	Van Ness Ave	46,262	45,217	-1,045

TABLE 1: WEEKDAY DAILY TRAFFIC VOLUMES FUTURE OPENING YEAR (2027)						
Street	**Facility Type**	**Segment**		**Daily Traffic Volumes**		
		From	**To**	**No Build**	**Build**	**Change**
Regent St	Collector	Grevillea Ave	La Brea Ave	7,490	7,395	-95
		La Brea Ave	Market St	18,874	18,628	-246
		Market St	Prairie Ave	9,189	9,078	-111
Hillcrest Blvd	Collector	Grevillea Ave	La Brea Ave	11,360	11,197	-163
		La Brea Ave	Market St	9,049	8,909	-140
		Market St	Nutwood St / Locust St	11,115	10,698	-417
		Nutwood St / Locust St	Manchester Blvd	6,570	6,261	-309
		Manchester Blvd	Florence Ave	10,256	9,911	-345
Spruce Ave	Collector	La Brea Ave	Manchester Ave	8,153	7,525	-628
Kelso St / Pincay Dr	Collector	Spruce Ave	Prairie Ave	7,250	6,941	-309
		Prairie Ave	Kareem Ct	24,905	24,224	-681
		Kareem Ct	Crenshaw Blvd	27,838	26,696	-1,142
Hardy St	Collector	La Brea Ave	Prairie Ave	7,370	6,359	-1,011
104th St	Collector	Grevillea Ave	Hawthorne Blvd	8,326	8,254	-72
		Hawthorne Blvd	Prairie Ave	5,152	5,140	-12
		Prairie Ave	Doty Ave	6,823	6,710	-113

TABLE 2: WEEKDAY DAILY TRAFFIC VOLUMES FUTURE HORIZON YEAR (2045)						
Street	Facility Type	Segment		Daily Traffic Volumes		
		From	To	No Build	Build	Change
NORTH/SOUTH STREETS						
La Brea Ave	Major Arterial	Hyde Park Blvd	Florence Ave	29,861	29,424	-437
		Florence Ave	Manchester Blvd	33,924	33,423	-501
		Manchester Blvd	Spruce Ave/Market St	29,068	28,809	-259
		Spruce Ave/Market St	Arbor Vitae St	39,767	38,837	-930
		Arbor Vitae St	Hardy St	39,352	38,586	-766
		Hardy St	Century Blvd	44,527	43,784	-743
Hawthorne Blvd	Major Arterial	Century Blvd	104th St	65,099	64,430	-669
		104th St	Lennox Blvd	71,544	70,947	-597
Prairie Ave	Major Arterial	Florence Ave	Regent St	29,203	28,424	-779
		Regent St	Manchester Blvd	27,091	26,280	-811
		Manchester Blvd	Pincay Dr/Kelso St	45,088	43,184	-1,904
		Pincay Dr/Kelso St	Arbor Vitae St	47,636	45,924	-1,712
		Arbor Vitae St	Hardy St	44,534	42,315	-2,219
		Hardy St	97th St	52,074	49,602	-2,472
		97th St	Century Blvd	52,074	49,602	-2,472
		Century Blvd	102nd St	47,960	45,930	-2,030
		102nd St	104th St	49,501	47,278	-2,223
		104th St	Lennox Blvd	48,963	46,866	-2,097
Crenshaw Blvd	Major Arterial	80th St	Manchester Blvd	33,571	33,104	-467
		Manchester Blvd	Pincay Dr/90th St	39,937	39,285	-652
		Pincay Dr/90th St	Arbor Vitae St	51,817	50,631	-1,186
		Arbor Vitae St	Hardy St	49,168	48,029	-1,139
		Hardy St	Century Blvd	50,453	49,308	-1,145
		Century Blvd	104th St	46,870	45,551	-1,319
Market St	Minor Arterial	Florence Ave	Regent St	5,650	5,615	-35
		Regent St	Manchester Blvd	10,690	10,542	-148
Myrtle Ave	Collector	Arbor Vitae St	Hardy St	6,099	5,680	-419
Doty Ave	Collector	Century Blvd	104th St	10,989	10,633	-356
Yukon Ave	Collector	Century Blvd	104th St	12,823	12,530	-293
Locust St	Collector	Florence Ave	Manchester Blvd	6,592	6,467	-125

TABLE 2: WEEKDAY DAILY TRAFFIC VOLUMES FUTURE HORIZON YEAR (2045)						
		Segment		Daily Traffic Volumes		
Street	Facility Type	From	To	No Build	Build	Change
EAST/WEST STREETS						
Centinela Ave	Major Arterial	Hyde Park Blvd	Florence Ave	32,424	31,971	-453
Florence Ave	Major Arterial	Fir Ave	La Brea Ave	26,322	26,068	-254
		La Brea Ave	Market St	31,261	31,021	-240
		Market St	Centinela Ave	37,988	37,349	-639
		Centinela Ave	Prairie Ave	55,160	54,398	-762
		Prairie Ave	West Blvd	55,224	54,870	-354
Manchester Blvd	Major Arterial	Grevillea Ave	La Brea Ave	32,931	31,774	-1,157
		La Brea Ave	Market St	32,771	31,434	-1,337
		Market St	Locust St	26,664	25,454	-1,210
		Locust St	Hillcrest Blvd	31,551	30,315	-1,236
		Hillcrest Blvd	Spruce Ave	39,895	38,581	-1,314
		Spruce Ave	Prairie Ave	44,370	42,962	-1,408
		Prairie Ave	Kareem Ct	45,758	44,778	-980
		Kareem Ct	Crenshaw Dr	58,090	56,697	-1,393
		Crenshaw Dr	Crenshaw Blvd	43,024	41,933	-1,091
		Crenshaw Blvd	Van Ness Ave	45,395	44,369	-1,026
Arbor Vitae St	Major Arterial	Grevillea Ave	La Brea Ave	19,238	18,571	-667
		La Brea Ave	Myrtle Ave	16,361	15,726	-635
		Myrtle Ave	Prairie Ave	14,304	13,657	-647
Century Blvd	Major Arterial	Grevillea Ave	La Brea Ave/ Hawthorne Blvd	82,484	80,965	-1,519
		La Brea Ave/ Hawthorne Blvd	Myrtle Ave	66,429	64,895	-1,534
		Myrtle Ave	Freeman Ave	64,171	62,773	-1,398
		Freeman Ave	Prairie Ave	58,322	56,930	-1,392
		Prairie Ave	Doty Ave	67,296	65,433	-1,863
		Doty Ave	HP Casino Dr	65,876	64,016	-1,860
		HP Casino Dr	Yukon Ave	65,917	64,055	-1,862
		Yukon Ave	Club Dr	61,973	60,166	-1,807
		Club Dr	Crenshaw Blvd	64,050	62,180	-1,870
		Crenshaw Blvd	Van Ness Ave	54,021	52,837	-1,184

TABLE 2: WEEKDAY DAILY TRAFFIC VOLUMES FUTURE HORIZON YEAR (2045)						
Street	**Facility Type**	**Segment**		**Daily Traffic Volumes**		
		From	**To**	**No Build**	**Build**	**Change**
Regent St	Collector	Grevillea Ave	La Brea Ave	9,403	9,300	-103
		La Brea Ave	Market St	22,440	22,166	-274
		Market St	Prairie Ave	10,836	10,715	-121
Hillcrest Blvd	Collector	Grevillea Ave	La Brea Ave	14,013	13,822	-191
		La Brea Ave	Market St	10,783	10,627	-156
		Market St	Nutwood St / Locust St	13,115	12,669	-446
		Nutwood St / Locust St	Manchester Blvd	7,663	7,354	-309
		Manchester Blvd	Florence Ave	11,716	11,344	-372
Spruce Ave	Collector	La Brea Ave	Manchester Ave	9,550	8,894	-656
Kelso St / Pincay Dr	Collector	Spruce Ave	Prairie Ave	8,763	8,415	-348
		Prairie Ave	Kareem Ct	28,522	27,680	-842
		Kareem Ct	Crenshaw Blvd	32,184	30,710	-1,474
Hardy St	Collector	La Brea Ave	Prairie Ave	8,330	7,296	-1,034
104th St	Collector	Grevillea Ave	Hawthorne Blvd	10,400	10,325	-75
		Hawthorne Blvd	Prairie Ave	6,495	6,477	-18
		Prairie Ave	Doty Ave	8,146	8,023	-123

RTIP ID# *(required)* 3200S002-RIV190901

TCWG Consideration Date
December 7, 2021

Project Description *(clearly describe project)*
The California Department of Transportation (Caltrans) District 8 is proposing the Interstate 15 (I-15) Temecula Auxiliary Lanes Project (Project or Proposed Project) that will include operational improvements such as constructing auxiliary lanes, lighting, drainage system restoration, and transportation management systems. The Project limit is from 0.1 miles north of Temecula Parkway (Pkwy) to 0.2 miles north of Winchester Road (Rd.) on Interstate 15 (I-15), The total length of the Project is approximately 1.9 miles. Project Location is shown in Figure 1.

Caltrans is considering one Build Alternative and the No-Build Alternative. The Build Alternative includes the following:

- Operational improvements: construct auxiliary lanes as follows:
- Northbound (NB) auxiliary lane from Rancho California Road on-ramp to Winchester Road off-ramp.
- Southbound (SB) auxiliary lane from Winchester Road on-ramp to Rancho California Road off-ramp.
- SB auxiliary lane from Rancho California Road on-ramp to Temecula Parkway off-ramp.
- Ramp widening at the NB and SB Rancho California Road on-ramps
- Bridge widening at Empire Creek Bridge (No. 56-261L and No. 56-261R) to accommodate auxiliary lanes between Rancho California Road and Winchester Road
- Lighting rehabilitation
- Drainage system rehabilitation
- Ramp metering installation at Rancho California Road on-ramps
- Upgrade Metal Beam Guard Rail (MBGR) to Midwest Guardrail System (MGS)

The Build Alternative alignment is shown in Figure 2.

Type of Project *(use Table 1 on instruction sheet)*
Change to existing state highway.

County	**Narrative Location/Route & Postmiles**
Riverside	Interstate 15 / PM 3.5 to 6.8 **Caltrans Projects – EA#** 1K400

Lead Agency: Caltrans

Contact Person	**Phone#**	**Fax#**	**Email**
Jeanine Gray	909-472-1301		jeanine.gray@dot.ca.gov

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**
	X				

Scheduled Date of Federal Action: 1/2024

NEPA Assignment – Project Type *(check appropriate box)*

Exempt	**Section 326 –Categorical Exemption**		**Section 327 – Non-Categorical Exemption**
		X	

Current Programming Dates *(as appropriate)*

	PE/Environmental	ENG	ROW	CON
Start	2019	2024	2024	2024
End	2024	2026	2026	2026

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

Purpose

The purpose of the project is to increase throughput on the mainline, increase speeds, and decrease the severity and duration of congestion within the project limits. In addition, vehicles need to be given more time to reach freeway speeds before merging into traffic. Auxiliary lanes would provide an opportunity for drivers to find gaps in the traffic flow before merging onto freeway lanes—and without causing unnecessary delay.

Need

This project is needed because this segment of the I-15 within the project limits experiences recurrent congestion during peak commute times and on weekends. I-15 is the only major freeway that connects Riverside County to San Diego County. The corridor is heavily used by passenger vehicles as well as freight carriers. Congestion is caused by the merge and diverge movements from the large volume of vehicles that enter and exit the freeway from Temecula Parkway and Rancho California Road. The combination of these operational issues significantly reduces the capacity of the mainline.

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

Land uses primarily surrounding the Proposed Project area consist of commercial land uses, retail business, hotels, and restaurants. No schools, daycares, hospitals, or elder care facilities have been identified within 500 feet of the project location. The nearest residential community to the Proposed Project area is located approximately 1,600 feet to the east of the northbound travel lanes.

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

I-15

2026 No Build: AADT = 195,100; Truck AADT = 27,314 (14%)

2026 Build: AADT = 197,100; Truck AADT = 27,594 (14%)

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

I-15

2026 No Build: AADT = 270,000; Truck AADT = 37,800 (14%)

2026 Build: AADT = 272,700; Truck AADT = 38,178 (14%)

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

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
N/A

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
There are no redistribution effects of congestion relief on other facilities. The proposed project will increase throughput on the mainline, increase speeds, and decrease the severity and duration of congestion within the project limits

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

1. 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 construct auxiliary lanes on the I-15 from the Winchester Road to the Rancho California Road. Vehicles need to be given more time to reach freeway speeds before merging into traffic, auxiliary lanes would provide an opportunity for drivers to find gaps in the traffic flow before merging onto freeway lanes—and without causing unnecessary delay.

   The proposed project is expected to increase throughput on the mainline, increase speeds, and decrease the severity and duration of congestion within the project limits.

   According to the *I-15 1k400 Project VMT Analysis* (Fehr & Peers, 2021), the proposed project would not significantly increase average daily traffic or vehicle miles traveled (VMT) from No Build to Build conditions. Furthermore, truck traffic volumes would not significantly increase between No Build and Build conditions.

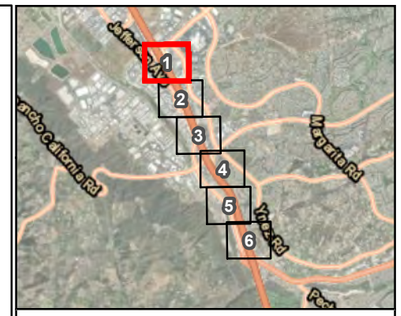
	Vehicle Miles Traveled				
Time Period	**2019 (Existing)**	**2026 No Build**	**2026 Build**	**2046 No Build**	**2046 Build**
Daily	2,070,537	2,212,162	2,214,771	2,616,809	2,626,870

1. The proposed project does not affect intersections with a significant number of diesel vehicles. The project would increase throughput on the mainline, increase speeds, and decrease the severity and duration of congestion within the project limits.
2. The proposed project does not include the construction of a new bus or rail terminal.
3. The proposed project does not expand an existing bus or rail terminal.
4. The proposed project is 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.

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, PM_{10} or $PM_{2.5}$ violations.

\\PDCCITRDSGIS1\Projects_1\Caltrans\D8_OnCall\TO_8_EA_1K400\Figures\Fig01_RegionalVicinity.mxd Date: 10/11/2021 37937

Figure 1
Regional Vicinity
I-15 Temecula Auxiliary Lanes Project



Legend

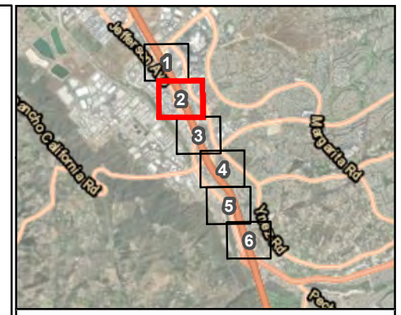
- 1K400 Project Improvements
- Striping
- Existing Right-of-Way

N

0 150 300 Feet

1:3,600

Figure 1, Sheet 1 of 6
Build Alternative
I-15 Temecula Auxiliary Lanes Project



Legend

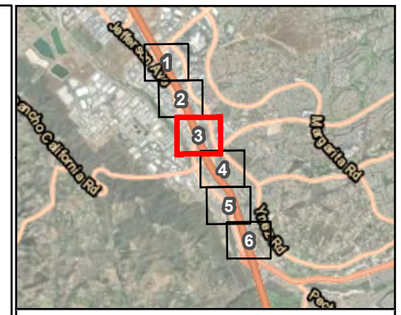
- 1K400 Project Improvements
- Striping
- Existing Right-of-Way

N

0 150 300 Feet

1:3,600

Figure 1, Sheet 2 of 6
Build Alternative
I-15 Temecula Auxiliary Lanes Project



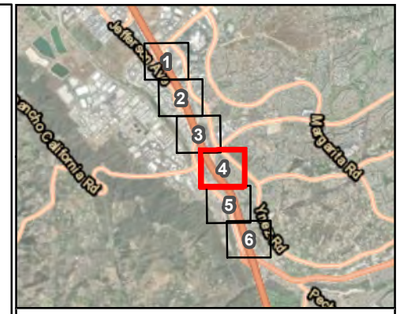
Legend

- 1K400 Project Improvements
- Striping
- Existing Right-of-Way

0 150 300 Feet
1:3,600

N

Figure 1, Sheet 3 of 6
Build Alternative
I-15 Temecula Auxiliary Lanes Project



Legend

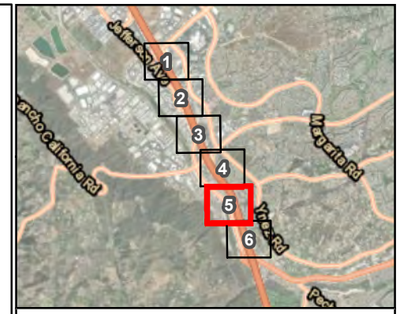
- 1K400 Project Improvements
- Striping
- Existing Right-of-Way

N

0 150 300 Feet

1:3,600

Figure 1, Sheet 4 of 6
Build Alternative
I-15 Temecula Auxiliary Lanes Project



Legend

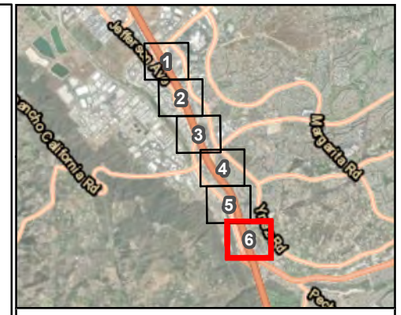
- 1K400 Project Improvements
- Striping
- Existing Right-of-Way

N

0 150 300 Feet

1:3,600

Figure 1, Sheet 5 of 6
Build Alternative
I-15 Temecula Auxiliary Lanes Project



Legend

- 1K400 Project Improvements
- Striping
- Existing Right-of-Way

N

0 150 300 Feet

1:3,600

Figure 1, Sheet 6 of 6
Build Alternative
I-15 Temecula Auxiliary Lanes Project

Interim I-15 Stateline Project PM 180.2- PM 186.2

Project Description

Caltrans is proposing a part-time shoulder use pilot project for 3-5 years on the Southbound Interstate 15 (I-15) from PM 186.2 CA/NV state line to PM 180.2 Agricultural station. Part-time shoulder use is the conversion of shoulders to travel lanes during some hours of day as a congestion relief strategy. In this case the shoulders would be opened to traffic on Sundays and Mondays. In order to allow for the use of the shoulder as a part time lane, the existing shoulder and mainline would have to be milled and overlayed, restriped and add signs as needed. Coordination with Nevada DOT will be needed for implementation of Transportation System Management Operation at Primm interchange and to match the operation of part time shoulder use in CA.

Preliminary South Coast 2022 Air Quality Management Plan Appendix IV-C Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures

A Presentation to the Transportation Conformity Working Group

Rongsheng Luo

Planning Strategy Department

December 7, 2021

www.scag.ca.gov

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Background

- South Coast AQMD 2022 Air Quality Management Plan (AQMP)
  - ✓ 2015 8-hour Ozone National Ambient Air Quality Standard
- SCAG Portion:
  - Appendix IV-C Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures

Preliminary 2022 AQMP Appendix IV-C Outline

- Executive Summary

- Three Sections
  - Section I. Introduction
  - Section II. Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures (TCM)
  - Section III. TCM Reasonably Available Control Measure (RACM) Analysis

- Two Attachments
  - Attachment A. Committed Transportation Control Measures (TCMs)
  - Attachment B. Reasonably Available Control Measure (RACM) Analysis – TCMs

Executive Summary

- Purpose of Appendix IV-C
- Overview of the Three Sections

Section I. Introduction

- Federal and State Requirements
- Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)
    - 2020 RTP/SCS (Connect SoCal)
- Federal Transportation Improvement Program (FTIP)
    - 2021 FTIP

Section II. Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures

- A Summary of Connect SoCal (2020 RTP/SCS)
- Key Challenges in the Region
- Regional Goals and Guiding Principles
- Plan Strategies and Transportation Control Measures
- Plan Emissions Reduction Benefits
- TCM Emission Reduction Benefits
- Plan Investment
- Cost-Benefit Analysis

Section III. TCM RACM Analysis

- Four-Step Analysis

    1. SCAG RACM/TCM Development Process
    2. Assembly and Review of Candidate TCM RACM
    3. Determining RCAM Measures
    4. Reasoned Justifications

- Conclusion:

    TCMs being implemented in the South Coast Air Basin are inclusive of all TCM RACM.

Two Attachments

- Attachment A. Committed Transportation Control Measures (TCMs)
- Attachment B. Reasonably Available Control Measure (RACM) TCM Analysis – TCMs

Next Steps

- February 2022: Transmittal of Draft Appendix IV-C to South Coast AQMD for Inclusion in Draft 2022 AQMP for Public Review
- May/June 2022: Transmittal of Final Appendix IV-C to South Coast AQMD for inclusion in Final 2022 AQMP
- August 3, 2022: Submittal to US EPA as part of Final 2022 AQMP

Questions?

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