

PM Conformity Hot Spot Analysis Project Summary Form for Interagency Consultation

The purpose of this form is to provide sufficient information to allow the Transportation Conformity Working Group (TCWG) to determine if a project requires a project-level PM hot spot analysis pursuant to Federal Conformity Regulations.

The form is not required under the following circumstances:

1. The project sponsor determines that a project-level PM hot spot analysis is required or otherwise elects to perform the analysis; or
2. The project does not require a project-level PM hot spot analysis since it:
 - a. Is exempt pursuant to 40 CFR 93.126; or
 - b. Is a traffic signal synchronization project under 40 CFR 93.128; or
 - c. Uses no Federal funds AND requires no Federal approval; or
 - d. Is located in a Federal PM attainment area (note: PM10 and PM2.5 areas differ).

Projects other than those listed above may or may not need a project-level PM hot spot analysis depending on whether it is considered a "Project of Air Quality Concern" (POAQC), and should be brought before the TCWG for a determination.

It is the responsibility of the project sponsor to ensure that the form is filled out completely and provides a sufficient level of detail for the TCWG to make an informed decision on whether or not a project requires a project-level PM hot spot analysis. For example, the TCWG will be reviewing the effects of the project, and thus part of the required information includes build/no build traffic data. It is also the responsibility of the project sponsor to ensure a representative is available to discuss the project at the TCWG meeting if necessary.

Instructions:

- 1) Fill out form in its entirety. Enter information in gray input fields.**
- 2) Be sure to include FTIP ID#. See <http://www.scag.ca.gov/ftip/index.htm> if necessary.**
- 3) Submit completed form to your local Transportation Commission who will submit it to the MPO. Caltrans projects can be submitted by Caltrans District representatives.**

The TCWG meets the fourth Tuesday of each month at SCAG Headquarters, 818 W. 7th Street, 12th Floor, Los Angeles, CA 90017. Participation is also available via teleconference. Call (213) 236-1800 prior to meeting to get the call-in number and pass-code.

Forms must be submitted by the second Tuesday of the month to be considered at that month's TCWG meeting.

REFERENCE

Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)) – PM₁₀ and PM_{2.5} Hot Spots

- (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;
- (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;
- (iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;
- (iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and
- (v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Links to more information:

<http://www.fhwa.dot.gov/environment/conform.htm>

<http://www.epa.gov/otaq/stateresources/transconf/index.htm>

TABLE 1
Type of Project

- New state highway
- Change to existing state highway
- New regionally significant street
- Change to existing regionally significant street
- New interchange
- Reconfigure existing interchange
- Intersection channelization
- Intersection signalization
- Roadway realignment
- Bus, rail, or inter-modal facility/terminal/transfer point
- Truck weight/inspection station
- At or affects location identified in the SIP as a site of actual or possible violation of NAAQS

RTIP ID# <i>(required)</i> LAF7123					
TCWG Consideration Date: February 26, 2019					
Project Description <i>(clearly describe project)</i>					
<p>The proposed project is located on the north side of Magnolia Blvd. between Cahuenga Blvd. and Vineland Ave. in Council District 2 and in the North Hollywood–Valley Village community of the City of Los Angeles (Figures 1 and 2). The proposed project is on the <i>Burbank</i> 7.5-minute U.S. Geological Survey quadrangle (California-Los Angeles County 7.5-minute topographic map series).</p> <p>The City of Los Angeles (City) Bureau of Engineering proposes to widen the north side of Magnolia Blvd. between Cahuenga Blvd. and Vineland Ave. - a distance of 2,600 feet (ft) - to improve traffic flow and reduce traffic congestion along this segment of the street. The proposed project would increase vehicular traffic safety by adding an east-bound through lane while maintaining a center turn lane.</p> <p>The Magnolia Blvd. right-of-way between Cahuenga Blvd. and Vineland Ave. varies from 80 to 90 ft wide, with the north side of the street generally consisting of a 25-ft-wide paved roadway and a sidewalk that varies in width from 15 to 25 ft along the alignment. In addition to one through lane eastbound and two through lanes westbound, Magnolia Blvd. has left-turn pockets at intersections and a parking lane on each side of the street. On the south side of Magnolia Blvd., the sidewalk is 7 ft wide. The south side of this segment of Magnolia Blvd. was widened, reconstructed, and resurfaced in 2011. To increase pedestrian safety for this street widening project, curb extensions will be added at three locations on the south side of Magnolia Blvd.</p> <p>The proposed project would reconfigure Magnolia Blvd. between Cahuenga Blvd. and Vineland Ave. to accommodate street parking on both sides, two travel lanes in each direction, and a center turn lane median. These changes would be accomplished by widening the northern half of the roadway between Cahuenga Blvd. and Vineland Ave. by 7 ft to a width of 32 ft, within an existing 40-ft-wide alignment, and narrowing the existing sidewalks on the north side to 8 ft wide (sidewalk width would vary). Proposed project improvements would include: concrete curbs, gutters, curb extensions, and 7-ft to 8-ft wide sidewalk; asphalt-concrete pavement; storm drains and sanitary sewers; street trees and lighting; and traffic signals. The road would be restriped between Cahuenga Blvd. and Vineland Ave. The reconfigured and upgraded project alignment would meet Avenue II Street standards.</p> <p>Construction of the proposed improvements is expected to start in January 2019 and to be completed within 12 months. During construction, one lane in each direction would be maintained and on-street parking would not be available. Construction would include grading, shoring, and resurfacing, as well as concrete forming and concrete pours. Approximately 16 street trees would be removed, 26 power poles would be relocated, and other utilities would be relocated as needed. Parking availability after completion of the project would be the same as at present.</p> <p>Funding for the project would include both City local funds and federal Regional Surface Transportation Program (RSTP) funds. Federal funding triggers a requirement to comply with the National Environmental Policy Act (NEPA) in addition to compliance with the California Environmental Quality Act (CEQA).</p> <p>The analysis in this document assumes that, unless otherwise stated, the project would be designed, constructed, and operated following all applicable laws, regulations, ordinances, and formally adopted City standards including but not limited to: Los Angeles Municipal Code (Reference 25); Bureau of Engineering Standard Plans (Reference 33); Standard Specifications for Public Works Construction (Reference 1); Work Area Traffic Control Handbook (Reference 2); Additions and Amendments to the Standard Specifications for Public Works Construction (Reference 32).</p>					
Type of Project <i>(use Table 1 on instruction sheet):</i> Roadway Widening					
County LA		Narrative Location/Route & Postmiles: Magnolia Blvd. between Vineland Ave. and Cahuenga Blvd. in the City of Los Angeles			
Caltrans Projects – EA# NA					
Lead Agency: City of Los Angeles Bureau of Engineering					
Contact Person Billy Ho		Phone# 213-485-5745		Fax#	Email Billy.ho@lacity.
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 X PM10 X					
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>					
X	Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other

Scheduled Date of Federal Action: 2019								
NEPA Assignment – Project Type <i>(check appropriate box)</i>								
<input type="checkbox"/> Exempt		<input type="checkbox"/> Section 326 –Categorical Exemption			<input checked="" type="checkbox"/> Section 327 – Non-Categorical Exemption			
Current Programming Dates <i>(as appropriate)</i>								
	Design		Bid and Award		CON			
Start	July 1, 2017		June 1, 2019		December 1, 2019			
End	June 1, 2019		December 1, 2019		July 1, 2021			
Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i>								
<p>The purpose of the proposed project is to improve traffic flow, reduce traffic congestion, and provide street infrastructure improvements along a 0.5-mile section of Magnolia Blvd. Curb extensions will be added at three locations on the south side of Magnolia Blvd. The widening of the northern side of Magnolia Blvd. would complete the City's improvements to this stretch of Magnolia Blvd. that began with the widening of the southern side of the street in 2011.</p> <p>The project is needed due to existing and projected future traffic congestion along Magnolia Blvd. As shown in Table 1, peak-hour conditions at Magnolia Blvd. and Cahuenga Blvd. and evening peak-hour conditions at Magnolia Blvd. and Vineland Ave. are congested.</p>								
Table 1: Existing (2017) Traffic Conditions								
Intersection with Magnolia	Peak-Hour Through Volume				Peak-Hour Level of Service (LOS)			
	Morning (AM)		Evening (PM)		Morning (AM)		Evening (PM)	
	West	East	West	East	v/c	LOS	v/c	LOS
Vineland Avenue	1,651	1,711	1,773	2,042	0.775	C	0.922	E
Riverton Avenue	1,711	1,659	2,042	2,006	0.663	B	0.682	B
Cahuenga Boulevard	1,659	1,748	2,006	2,301	1.279	F	1.152	F
Notes: AM – morning, PM – evening, LOS – Level of Service, v/c – volume to capacity. Level of Service is rated A (best) through F (worst)								
Source: Parsons, 2018, <i>Transportation Impact Study</i>								
Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i>								
Adjacent land uses include small-scale retail businesses, multi-family and single-family residential development, and small-scale institutional facilities.								
Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility								
Opening Year No-Build conditions are presented in Table 2. AADT is not available, but peak-hour traffic is believed to represent at least 10% of AADT. Truck counts are not available, but as there are no sources or destinations for heavy truck traffic in the vicinity of the project, heavy trucks are believed to be 2% or less of AADT.								
Table 2: Year 2019 No-Build Traffic Conditions								
Intersection with Magnolia	Peak-Hour Through Volume				Peak-Hour Level of Service			
	Morning (AM)		Evening (PM)		Morning (AM)		Evening (PM)	
	West	East	West	East	Delay	LOS	Delay	LOS
Vineland Avenue	1,649	1,732	1,795	2,067	31.1	C	92.6	F
Riverton Avenue	1,732	1,679	2,066	2,029	5.6	A	8.5	A
Cahuenga Boulevard	1,680	1,770	2,030	2,329	96.1	F	73.2	E
Notes: AM – morning, PM – evening, LOS – Level of Service, v/c – volume to capacity. Level of Service is rated A (best) through F (worst)								
Source: Parsons, 2018, <i>Transportation Impact Study</i>								

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

Design Year No-Build and Build conditions are shown in Tables 3 and 4. AADT is not available, but peak-hour traffic is believed to represent at least 10% of AADT. Truck counts are not available, but as there are no sources or destinations for heavy truck traffic in the vicinity of the project, heavy trucks are believed to be 2% or less of AADT.

Table 3: Year 2039 No-Build Traffic Conditions

Intersection with Magnolia	Peak-Hour Through Volume				Peak-Hour Level of Service			
	Morning (AM)		Evening (PM)		Morning (AM)		Evening (PM)	
	West	East	West	East	V/C	LOS	V/C	LOS
Vineland Avenue	1749	1,837	1,904	2,193	0.833	D	0.989	E
Riverton Avenue	1,837	1,781	2,193	2,154	0.713	C	0.733	C
Cahuenga Boulevard	1781	1,876	2,154	2,470	1.372	F	1.236	F
Notes: AM – morning, PM – evening, LOS – Level of Service, v/c – volume to capacity. Level of Service is rated A (best) through F (worst)								
Source: Parsons, 2018, <i>Transportation Impact Study</i>								

Table 4: Year 2039 Build Traffic Conditions

Intersection with Magnolia	Peak-Hour Through Volume				Peak-Hour Level of Service			
	Morning (AM)		Evening (PM)		Morning (AM)		Evening (PM)	
	West	East	West	East	V/C	LOS	V/C	LOS
Vineland Avenue	1,749	1,837	1,904	2,193	0.833	D	0.989	E
Riverton Avenue	1,837	1,781	2,193	2,154	0.389	A	0.440	A
Cahuenga Boulevard	1,781	1,876	2,154	2,470	1.316	F	1.171	F
Notes: AM – morning, PM – evening, LOS – Level of Service, v/c – volume to capacity. Level of Service is rated A (best) through F (worst)								
Source: Parsons, 2018, <i>Transportation Impact Study</i>								

As shown in Tables 3 and 4, the project would improve the LOS at the Riverton Ave. intersection with Magnolia Blvd., midway between the Vineland Ave. and Cahuenga Blvd. intersections. Conditions at those intersections would remain substantially the same as under No Build conditions.

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

Congestion relief would occur primarily at mid-block. Improvements at the signalized intersections at either end of the project would be minimal. Thus, the project is not expected to have redistribution effects.

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

The proposed project is not considered a Project of Air Quality Concern (POAQC) for PM₁₀ or PM_{2.5} because it does not meet the definition of a POAQC as defined in USEPA's *Transportation Conformity Guidance*:

- Average traffic volumes Magnolia Boulevard between Cahuenga Boulevard and Vineland Avenue are less than 125,000 vehicles per day, and diesel truck traffic on Magnolia Boulevard is less than 8 percent of this vehicle volume (less than 10,000 trucks per day);
- The intersections of Magnolia Boulevard with Cahuenga Boulevard and with Vineland Avenue do not experience significant numbers of diesel trucks, and the future No-Build LOS at these intersections would not be degraded to LOS D, E, or F with implementation of the project due to increased traffic volumes from a significant number of diesel vehicles;
- The project does not involve a new or expanded bus or rail terminal or transfer point; and
- The project is not in or affecting a location, area, or category of site that is identified in a PM_{2.5} or PM₁₀ implementation plan or implementation plan submission, as appropriate, as sites of possible violation.



