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 PM2.5 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# (required) RIV071267B TCWG Consideration Date 8/24/21 **Project Description** (clearly describe project) 15 ELP Shoulder Lane Project- Add Lane by restriping I-15 in the southbound direction from Cajalco Road interchange to the exit at Weirick Road. Type of Project (use Table 1 on instruction sheet) Change to existing state highway Narrative Location/Route & Postmiles In Riverside County on southbound Interstate 15 County RIV from Cajalco Road Interchange to Weirick Road off-ramp/RIV-15 PM 35.8 to 37.2 Caltrans Projects - EA# TBD Lead Agency: RCTC **Contact Person** Phone# Fax# **Email** Stephanie Blanco 909-354-6305 sblanco@rctc.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 EA or **FONSI or Final** PS&E or Χ Exclusion Other **Draft EIS** EIS Construction (NEPA) Scheduled Date of Federal Action: 12/2021 NEPA Assignment - Project Type (check appropriate box) Section 326 - Categorical Section 327 - Non-Exempt Χ Exemption **Categorical Exemption** Current Programming Dates (as appropriate) PE/Environmental **ENG ROW** CON **Start** 8/2021 9/2021 n/a 1/2022 **End** 12/2021 12/2021 n/a 8/2022

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

Construction of the I-15 Express Lanes Project (ELP) (EA 0J0800) was completed in early 2021, with the new express lanes along I-15 from the SR-60 interchange to Cajalco Road opening to traffic in April 2021. In the existing configuration, one auxiliary lane, three General Purpose (GP) lanes and one Express Lane (EL) approach the I-15 southbound off-ramp to Cajalco Road. The auxiliary lane traps at the I-15 southbound off ramp to Cajalco Road and prior to the Cajalco Road Overcrossing, GP lane #3 is dropped while the southbound EL ends and transitions into the GP #1 lane. Three GP lanes continue southbound on I-15 just south of Cajalco Road. The current configuration in conjunction with heavy traffic volumes contributes to a bottleneck in this area resulting in substantial traffic congestion and delays during the PM peak hours (3:00 – 6:00 PM) including weekends.

In response to this existing condition associated with the I-15 ELP terminus, the Riverside County Transportation Commission, proposes an interim operational improvement. To help improve traffic flow, the existing I-15 southbound GP lane #3 drop would convert to a continuous lane and exit at the I-15 Weirick Road (PM 35.6) southbound off-ramp by restriping the lanes and using the existing shoulders. The inside and outside shoulders would be upgraded to accommodate through traffic. Upgrades to the shoulders would include removal of rumble strips, cold planning, and asphalt overlays to strengthen the shoulder pavement. The gore taper of the southbound Cajalco Road on-ramp would be adjusted to accommodate the lane adjustments. Other roadway modifications would include the upgrade of median guardrails and new overhead signs to provide motorists notice of the Weirick Road exit only lane. There would be three 11-foot wide GP lanes, one 12-foot wide GP lane to accommodate trucks with a varying 2-5 foot wide median shoulder and a varying 3 – 8 foot wide outside shoulder between Cajalco Road and Weirick Road. No roadway widening is proposed and all work is within the existing right of way.

This interim shoulder lane project will be operational for approximately 3 years. Two follow-on projects, the 15 Corridor Operations Project and the 15 Express Lanes Project – Southern Extension, are currently in project development and will be constructed in this area within 3-6 years to permanently address traffic operations issues.

Surrounding Land Use/Traffic Generators (especially effect on diesel traffic) Majority residential with mixed use and commercial along freeway frontage.

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

Opening Year (2022):

Southbound I-15 is uncongested during the morning (AM) peak period but experiences congestion along the corridor within the study area during the afternoon (PM) peak period including weekends. Level of service results are provided for the PM peak hour (3:00 - 4:00 PM).

Opening Year (2022) PM Peak Hour Level of Service

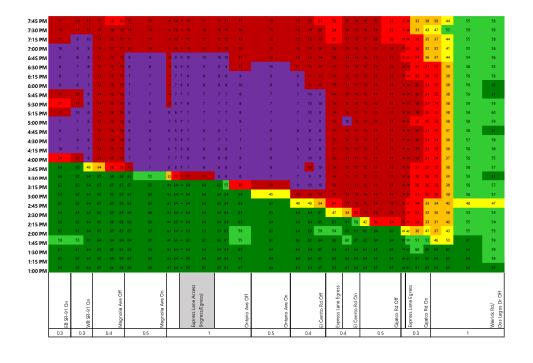
SB I-15 Mainline Segment	No-Build Build Alternative Alternative	
	LOS	
Cajalco Road Interchange to Weirick Road Off-Ramp	F	F

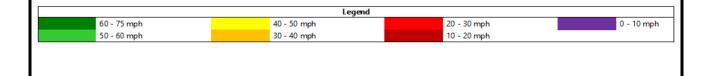
Source: Fehr & Peers, 2021

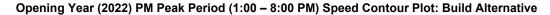
The Build Alternative improves operations between the Cajalco Road On-Ramp and the Weirick Road/Dos Lagos Drive Off-Ramp by reducing the queue length and the duration of congestion during the PM peak period (see contour plots).

Opening Year (2022) PM Peak Period (1:00 - 8:00 PM) Speed Contour Plot: No-Build Alternative

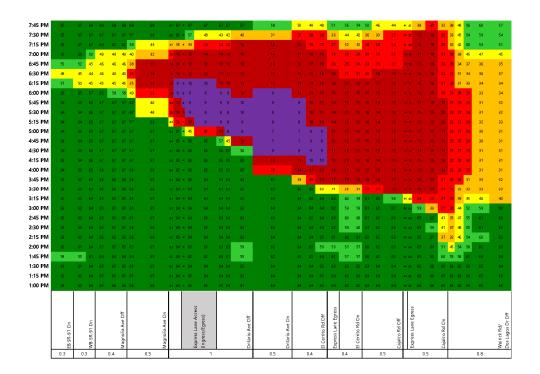
Extents: Hidden Valley Pkwy On-Ramp to Weirick Road Off-Ramp

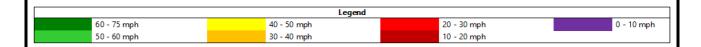






Extents: Hidden Valley Pkwy On-Ramp to Weirick Road Off-Ramp





Traffic volumes on the corridor would not vary between the No-Build and Build Alternatives, as the project serves an operational improvement and does not add downstream lane capacity south of the Weirick Road/Dos Lagos Drive interchange.

Opening Year (2022) Average Annual Daily Traffic (AADT)

No-Build and Build Alternative						
	AADT					
Location	Total	Autos	Trucks	Truck %		
SB I-15: On-Ramp from El Cerrito	9,170	8,460	710	7.7%		
SB I-15: El Cerrito Rd On-ramp to Cajalco Rd Off-ramp	97,640	90,180	7,460	7.7%		
SB I-15: Off-Ramp to Cajalco	8,120	7,500	620	7.6%		
SB I-15: Cajalco Rd Off-ramp to On-ramp	89,520	82,680	6,840	7.6%		
SB I-15: On-Ramp from Cajalco	7,070	6,530	540	7.6%		
SB I-15: Cajalco Rd On-ramp to Weirick Rd Dr Off-ramp	96,590	89,210	7,380	7.6%		
SB I-15: Off-Ramp to Weirick	11,850	10,940	910	7.7%		

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

n/a- Mainline Project

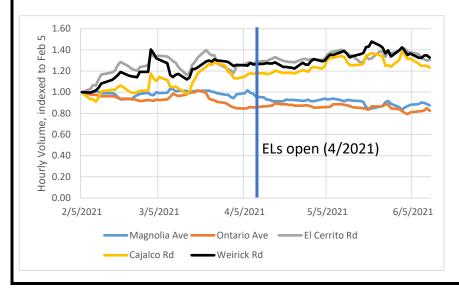
RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

n/a- Mainline Project

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

The project will help alleviate the bottleneck at this location and reduce cut-through traffic on local streets through the city of Corona. The graphic below shows how local traffic entering southbound 15 has adjusted after opening of the express lanes. Vehicles that would typically use the Magnolia and Ontario to enter the southbound 15 are now entering the 15 at more southerly onramps at El Cerrito, Cajalco and Weirick to avoid the southbound 15 congestion associated with weaving at the 15 express lanes terminus at Cajalco.

Trend Graph showing I-15 Southbound ramp volumes, (5-day moving average, hourly traffic, 2-7 PM, ramps south of 91)



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

