

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 RTIP ID#. See <http://scaq.ca.gov/rtip/> 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 representative.**

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)(1)) – PM₁₀ and PM_{2.5} Hot Spots

- (i) New or expanded highway projects that have a significant number of or significant increase in 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 than 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

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| <ul style="list-style-type: none">• 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 |
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RTIP ID# <i>(required)</i> LA996415				
Project Description <i>(clearly describe project)</i> Upper 2nd Street Extension (Upper Grand Avenue to Olive Street): The City of Los Angeles, in cooperation with Caltrans and the Federal Highway Administration (FHWA), proposes a traffic improvement project located at Upper 2 nd Street from Upper Grand Avenue to Olive Street. The new roadway, 325-feet in length within an 80-foot-right-of-way, will connect Upper 2 nd Street from Upper Grand Avenue at the top of Bunker Hill to Olive Street and will be partially at-grade and partially a bridge structure. The design speed for the roadway is 20 mph. The roadway will include two travel lanes in each direction with left-turn pockets at the intersection approaches and 12-foot sidewalks on both sides of the street. The two existing signals at the intersections at both ends of the proposed roadway will be modified. The 2 nd Street segment east of Olive Street is currently and will remain a one-way secondary access road from Hill Street west to Olive Street. Construction work includes demolition and removal of existing retaining walls and surface parking lot, site grading, excavation for roadway footings, construction of abutments and stem walls, placement of pre-cast girders, placement of form and steel work for the roadway deck, pouring of concrete deck, approach work at the east end of the roadway, bridge joint work, and construction of a bridge expansion joint connection. All work will occur within existing right-of-way. The project will not generate more traffic in the area, but will provide a continuous pedestrian and vehicular connection within the Bunker Hill area.				
Type of Project <i>(use Table 1 on instruction sheet)</i> Change to existing regionally significant street				
County Los Angeles	Narrative Location/Route & Postmiles Upper 2 nd Street, Olive-Grand, City of Los Angeles; 07-LA-0 Caltrans Projects – EA# 07-932493			
Lead Agency: City of Los Angeles (CEQA); FHWA (NEPA)				
Contact Person Maria E. Martin, City of LA	Phone# (213) 485-5753	Fax# (213) 847-0656	Email Maria.Martin@lacity.org	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 X PM10				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	X PS&E or Construction	Other
Scheduled Date of Federal Action:				
Current Programming Dates <i>as appropriate</i>				
	PE/Environmental	ENG	ROW	CON
Start	2004	2001	N/A	2007
End	2005 (Categorical Exclusion)	2006	N/A	2008

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

This project will eliminate the gap in the Upper 2nd Street roadway at the top of Bunker Hill. The purpose of the project is to provide connectivity between Upper Grand Avenue and Olive Street thus enhancing the circulation system within Bunker Hill.

The Upper 2nd Street project has been identified as a critically needed transportation improvement to enhance the circulation system within the Bunker Hill area and provide capacity relief to the parallel 1st and 2nd streets. The need is associated with development on Grand Avenue, including the Walt Disney Concert Hall, the Colburn School of Performing Arts, the County of Los Angeles office development, and proposed mixed-use, high density residential and commercial projects. The improvement will also provide access for visitors to the Cathedral of Our Lady of Guadalupe of the Angels, the Central Library, the Music Center, and the Museum of Contemporary Art.

As indicated above, the project will not generate more traffic in the area, but will provide a continuous pedestrian and vehicular connection within the Bunker Hill area.

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

The project site is located within an area known as the Bunker Hill Redevelopment Plan area in downtown Los Angeles. The project site is bounded on the north by a parking structure, south by the Colburn School of Performing Arts, west by Upper Grand Avenue, and east by Olive Street. Other notable uses within the project area include the Museum of Contemporary Art, Disney Concert Hall, L.A. County Court, Intercontinental Hotel, multi-family (high-rise) residential, and offices. Regional access to the site is provided by the 110 Freeway, located approximately one-half mile west of the project site and the 101 Freeway, located approximately one-half mile north of the project site. Local access is provided by Upper Grand Avenue and Olive Street.

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

Year 2008 No Build: NA

Year 2008 “Build” estimates from existing (2004) volumes presented in the *Upper 2nd Street Traffic Study*:

AA DT = 4,316; % trucks 1.0*; truck AADT 43; % buses = 0.5*; bus AADT = 22

* According to Kimley-Horn and Associates, “[t]he planned segment of Upper 2nd Street is one block long with a significant incline. As designed, the segment would have no access driveways and no on-street loading zones. Therefore, it is expected that a minimal amount of truck traffic would utilize the roadway. The percentage of truck traffic that is assumed to use the roadway is 1%. Similarly, it is unlikely that many buses will utilize the roadway. Transit routes in the vicinity of Bunker Hill are designed such that it would be very unlikely that they would be rerouted to utilize the new segment of Upper 2nd Street. However, it is possible that school buses or other bus vehicles may utilize the roadway to access adjacent cultural land uses. Therefore, a 0.5% assumption was made to represent potential bus traffic on Upper 2nd Street between Upper Grand Avenue and Olive Street” (October 20, 2006).

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

Year 2025 No Build: NA

Year 2025 “Build” estimates from existing (2004) volumes presented in the *Upper 2nd Street Traffic Study*:

AA DT = 5,567; % trucks 1.0*; truck AADT 56; % buses = 0.5*; bus AADT = 28

* According to Kimley-Horn and Associates, “[t]he planned segment of Upper 2nd Street is one block long with a significant incline. As designed, the segment would have no access driveways and no on-street loading zones. Therefore, it is expected that a minimal amount of truck traffic would utilize the roadway. The percentage of truck traffic that is assumed to use the roadway is 1%. Similarly, it is unlikely that many buses will utilize the roadway. Transit routes in the vicinity of Bunker Hill are designed such that it would be very unlikely that they would be rerouted to utilize the new segment of Upper 2nd Street. However, it is possible that school buses or other bus vehicles may utilize the roadway to access adjacent cultural land uses. Therefore, a 0.5% assumption was made to represent potential bus traffic on Upper 2nd Street between Upper Grand Avenue and Olive Street” (October 20, 2006). Furthermore, no heavy-duty trucks drive in this area. The majority of the trucks using this area of downtown are delivery trucks.

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

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

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

The traffic analysis and report for this project (Kimley-Horn and Associates, Inc., 2004) indicate project implementation would not result in any trip generation, but rather a redistribution of traffic along local roadways. The redistribution of traffic within the Bunker Hill area would result in minimal changes to the level of service, both existing and future with project and without project scenarios, of the intersections that were studied as part of the traffic analysis for this project.

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

Although the proposed Upper 2nd Street Extension project is located within a non-attainment area for federal PM standards, the project would not be considered a project of air quality concern (POAQC), as defined by the Conformity Rule and 40 CFR 93.123(b)(1) for the following reasons:

- i. The proposed project is not a new or expanded highway project that has a significant number of or significant increase in diesel vehicles. The facility's AADT is 4,316 for 2008 and 5,567 for 2025. The truck and bus traffic would be 1.5% (1% for trucks + 0.5% for buses), or 65 (2008) and 84 (2025) AADT, which are well below the 8% diesel truck volume or the 10,000 truck AADT threshold for a POAQC.
- (ii) The proposed project would not affect 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. As indicated above, the facility would serve a very low percentage of trucks and buses and the percentage of truck and bus traffic is not anticipated to increase.
- (iii) The proposed project does not include the construction of a new bus or rail terminals.
- (iv) The proposed project does not expand an existing bus or rail terminal.

Therefore, no further air quality analysis is warranted for this project.

Figure 2: Project Site Plan

