

PM Conformity Hot Spot Analysis Project Summary 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.**
- 2) Be sure to include MPO 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.**

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.

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Project Description <i>from TIP, RTP, and/or project documents</i>		RTIP ID#: ORA125	
3.9 mile segment of Bristol Street (Warner to Memory Lane) widen from 4 to 6 lanes (imprv at Bristol/Warner (add NB/EB/SB Thru LNS; WB RT TRN LN) and Bristol/First (Add NB/SB Thru LNS; SB LFT/RT/TRN LNS) (See attached maps)			
Type of project <i>see list below</i> Change to existing regionally significant street			
County: Orange	Narrative Location/Route & Postmiles: Bristol Street from Warner Ave. to Memory Lane		
Caltrans Projects – EA#: 12-931527			
Lead Agency: City of Santa Ana			
Contact Person Thomas Perez	Phone# (714) 647-5632	Fax# (714) 647-5635	Email tperez@ci.santa-ana.ca.us
Decision Desired <i>Check appropriate box below</i>			
PM2.5	<input type="checkbox"/>	MAYBE Project of Air Quality Concern	<input checked="" type="checkbox"/> NOT Project of Air Quality Concern
PM10	<input type="checkbox"/>	MAYBE Project of Air Quality Concern	<input checked="" type="checkbox"/> NOT Project of Air Quality Concern
Federal Action for which PM Analysis is Needed <i>Check appropriate box and describe in Comments below</i>			
<input type="checkbox"/> Categorical Exclusion (NEPA)	<input type="checkbox"/>	<input type="checkbox"/> EA or Draft EIS	<input checked="" type="checkbox"/> FONSI or Final EIS
	5/03		<input checked="" type="checkbox"/> PS&E or Construction
			<input type="checkbox"/> Other
Scheduled Date of Federal Action:			
Current Programming Dates <i>as appropriate</i>			
	PE/Environmental	ENG	ROW
Start			4/20/06
End	2003	2006	10/06
Project Purpose and Need (Summary): <i>Attach additional sheets as necessary</i> The purpose of the project is to provide sufficient roadway capacity, improve roadway performance and safety, and to reduce the delays at major intersections. The roadway segment has a LOS F and has experienced many traffic accidents in the past. These two facts show that the area is in need of increased capacity and additional traffic control measures.			
Surrounding Land Use/Traffic Generators (especially effect on diesel traffic) The surrounding land use is low density residential with smaller areas of low density commercial.			
Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (opening year) LOS F, 43,333 (ADT), 4.5% trucks, 1,950 (Truck ADT) Year 2006			
Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (RTP horizon year or design year) LOS D, 53,733 (ADT), 4.5% trucks, 2,418 (Truck ADT) Year 2020			

If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (opening year)

37,526 (ADT), 5% TRUCKS, 1,876 (Truck ADT)

If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (RTP horizon year):

49,609 (ADT), 5% Trucks, 2,480 (Truck ADT)

Describe potential traffic redistribution effects of congestion relief

The 1990 FEIS states that the traffic loads on Bristol street will be the same with or without the improvements. The re-evaluation follows this assumption and as such there are no anticipated traffic redistribution impacts as a result of congestion relief.

Comments/Explanation/Details

Attach additional sheets as necessary; include narrative reason why POAQC or Not POAQC decision is appropriate
The proposed improvements will not generate additional bus trips nor add trucks with diesel fuel. Per the re-evaluation approved by FHWA on 5/22/03 the project will increase oxides of Nitrogen only 6 pounds which is significantly below the South Coast Air Quality Management District's significance threshold of 100 pounds per day. Furthermore it states that the project would reduce the carbon monoxide concentrations and that, "The proposed project would result in less than significant impacts associated with emissions of carbon monoxide, total hydrocarbons, sulfur oxides, particulates (PM10 and PM2.5), oxides of nitrogen, and other pollutants." Because this project will not significantly increase oxides of nitrogen and other pollutants and will in fact lower carbon monoxide concentrations, it should receive a decision of "NOT POAQC".

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

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 PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*