

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

<b>RTIP ID#</b> <i>(required)</i> RIV111202										
<b>TCWG Consideration Date</b> July 28, 2015										
<b>Project Description</b> <i>(clearly describe project)</i> In the City of Indio – Avenue 44 Bridge replacement project: Replace existing Avenue 44 two lane low water crossing of the Coachella Valley Stormwater Channel with a four lane bridge, including 6 foot sidewalks on each side of bridge.										
<b>Type of Project</b> <i>(use Table 1 on instruction sheet)</i> Change to existing regionally significant street										
<b>County</b> Riverside	<b>Narrative Location/Route &amp; Postmiles</b>  <b>Caltrans Projects – EA#</b> BRLKS-5275(024)									
<b>Lead Agency:</b> City of Indio										
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<b>Hot Spot Pollutant of Concern</b> <i>(check one or both)</i> <b>PM2.5</b> <b>PM10</b> ✓										
<b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>										
<input checked="" type="checkbox"/>	<b>Categorical Exclusion (NEPA)</b>	<input type="checkbox"/>	<b>EA or Draft EIS</b>	<input type="checkbox"/>	<b>FONSI or Final EIS</b>	<input type="checkbox"/>	<b>PS&amp;E or Construction</b>	<input type="checkbox"/>	<b>Other</b>	
<b>Scheduled Date of Federal Action:</b> 4/1/2016										
<b>NEPA Assignment – Project Type</b> <i>(check appropriate box)</i>										
<input type="checkbox"/>		<input type="checkbox"/>		<input checked="" type="checkbox"/>			<b>Section 327 – Non-Categorical Exemption</b>			
<b>Exempt</b>		<b>Section 326 –Categorical Exemption</b>								
<b>Current Programming Dates</b> <i>(as appropriate)</i>										
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>						
<b>Start</b>	7/23/2014	11/9/2015	7/24/2014	7/10/2017						
<b>End</b>	4/1/2016	7/7/2017	3/3/2015	11/3/2017						

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

**The purpose of the proposed project is to:**

1. Provide an all-weather Avenue 44 crossing of the Coachella Valley Storm Water Channel thus eliminating overtopping of the roadway during flood events.
2. Enhance the emergency response in the area by eliminating emergency vehicle detours during storm events.
3. Accommodate forecast travel demand on this section of Avenue 44
4. Consistent with the City of Indio General Plan Circulation Element, provide four traffic lanes plus pedestrian walkways along both sides of the roadway and thereby avoid a bottleneck condition on Avenue 44 east of I-10 when the roadway is widened to four lanes.
5. Discourage illegal waste disposal within the Coachella Valley Storm Water Channel by eliminating direct access to the channel from the roadway.
6. Provide sidewalks along the bridge thereby:
  - a. Improve the safety of pedestrians, and making walking a safer and healthier alternative mode of transportation.
  - b. Enhance the health of the community by providing sidewalks that will provide a link and safe avenue for the residents and encourage walking as part of an active and healthy community.
  - c. Improve overall road safety in the area for all users accessing the new bridge.

**The proposed project is needed for the following reasons:**

1. Creates a significant safety hazard to the travelling public, through detouring of traffic, thereby impacting adjacent roadways.
2. Leads to increased travel and emergency response time with each storm event.
3. Fails to meet the following transportation route criteria:
  - a. Allowing emergency relief access to and through the affected region.
  - b. Connecting adjacent communities during a storm event.
  - c. Serving as an emergency relief access.
  - d. Providing a direct or nearby access to and from other emergency routes.
  - e. Linking various modes of transportation.
4. Results in additional operational and maintenance costs for the City of Indio associated with clearing and repairing the roadway after a storm event.
5. In addition to storm related deficiencies, the existing low water crossing:
  - a. Fails to accommodate forecast travel demand.
  - b. Fails to safely accommodate pedestrians or encourage healthy non-motorized transportation options.
  - c. Encourages illegal dumping by providing direct access to the CVSWC

<p><b>Surrounding Land Use/Traffic Generators</b> (<i>especially effect on diesel traffic</i>) There are no land uses immediately next to the project area. There are residential and commercial land uses in the distant vicinity of the project area.</p>
<p><b>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</b> 2017 Avenue 44, ADT = 4,080, Truck ADT = 326 (8%), LOS A</p>
<p><b>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</b> 2040 Avenue 44, ADT = 25,000, Truck ADT = 2,000 (8%)</p>
<p><b>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</b> The proposed project is not an interchange or an intersection</p> <p><b>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</b> The proposed project is not an interchange or an intersection</p>
<p><b>Describe potential traffic redistribution effects of congestion relief</b> (<i>impact on other facilities</i>) The average daily traffic on Avenue 44 is currently 3,300 vehicles per day (2010) and is projected to increase to 12,000 by 2030 and 25,000 at build-out. Based on observations at the site, there is also a considerable volume of pedestrian traffic. The proposed project would help accommodate forecast travel demand on this section of Avenue 44.</p>
<p><b>Comments/Explanation/Details</b> (<i>attach additional sheets as necessary</i>) See attached analysis</p>

### **PM<sub>2.5</sub>/PM<sub>10</sub> Hot-Spot Analysis**

The proposed project is located within a nonattainment area for the federal PM<sub>10</sub> standard. Therefore, per 40 CFR Part 93 hot-spot analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in section 93.123(b)(1) as an air quality concern. The project does not qualify as a project of air quality concern (POAQC) because of the following reasons:

- i. The proposed project will replace an existing low water crossing with a new bridge. Based on the traffic data provided by LIN Consulting (October 2014), the proposed project would improve future forecast traffic flow without increasing the traffic volumes in the project area. The traffic volumes in the opening year (2017) are projected to be 4,080 daily trips. Using the worst case truck traffic percentage of 8 percent, the truck volumes would only be 326 daily trips. At buildout Avenue 44 is projected to carry up to 25,000 daily trips and up to 2,000 daily truck trips. These volumes are much lower than the 125,000 average daily trip and 10,000 daily truck trip criteria for a POAQC.
- ii. The proposed project does not affect intersections that are at LOS D, E, or F with a significant number of diesel vehicles. Based on the traffic data provided by LIN Consulting (October 2014), the proposed project would improve future forecast traffic flow without increasing the traffic volumes in the project area. Therefore, the LOS at local intersections would improve or remain the same after construction of the proposed project.
- iii. The proposed project does not include the construction of a new bus or rail terminal that would have a significant number of diesel vehicles congregating at a single location.
- iv. The proposed project does not expand an existing bus or rail terminal that would significantly increase the number of diesel vehicles congregating at a single location.
- v. The proposed project is not in or affecting locations, areas, or categories of sites that are identified in the PM<sub>2.5</sub> and PM<sub>10</sub> applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Therefore, the proposed project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed project would not create a new, or worsen an existing, PM<sub>10</sub> violation.