

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

RTIP ID# (required) LA0G1453				
TCWG Consideration Date: September 29 22 , 2020				
<p>Project Description (clearly describe project) The Los Angeles County Metropolitan Transportation Authority (Metro), in cooperation with the Gateway Cities Council of Governments (GCCOG) and the California Department of Transportation (Caltrans) District 7, propose to develop and implement an auxiliary lane on Eastbound (EB) State Route 91 (SR-91) within a 1.4-mile segment from the southbound Interstate 710 (I-710) interchange connector to eastbound SR-91, to Cherry Avenue. The project is located in the City of Long Beach and adjacent to the city of Paramount, California.</p> <p>The Build Alternative (Alternative 2) would include the addition of an auxiliary lane on EB SR-91 from the Atlantic Avenue on-ramp to the Cherry Avenue off-ramp. The proposed alternative would require modifications to the following bridges:</p> <ul style="list-style-type: none"> • Myrtle Avenue Undercrossing (Bridge No. 53-2121) 1-span widening • Orange Avenue Undercrossing (Bridge No. 53-2122) 1-span widening • Walnut Avenue Undercrossing (Bridge No. 53-2127) 1-span widening <p>The Design Options within the Build Alternative would extend the auxiliary lane westerly to the SB I-710/EB SR-91 Connector, and easterly to the Cherry Avenue undercrossing. The westerly extension would require:</p> <ul style="list-style-type: none"> • The Atlantic Avenue Undercrossing (Bridge No. 53-2124), 2-span to be widened on the south side • Restriping of the SB I-710/EB SR-91 Connector from one lane to two lanes • Restriping of the Atlantic Avenue off-ramp <p>All other aspects of the Design Options would be the same as the Build Alternative, including the proposed bridge modifications.</p> <p>Project limits are depicted in Figure 1.</p>				
Type of Project (use Table 1 on instruction sheet) Change to Existing State Highway				
County Los Angeles	Narrative Location/Route & Postmiles: SR-91; PM R11.8 to R13.2 Caltrans Projects – EA# 07-354600			
Lead Agency: Caltrans District 7				
Contact Person Andrew Yoon P.E.	Phone# 213.897 266.64 476800	Fax# 213.897.1634	Email Andrew.yoon@dot.ca.gov	
Hot Spot Pollutant of Concern (check one or both) x PM2.5 x PM10				
Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)				
Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
	x			
Scheduled Date of Federal Action: 2020				
NEPA Assignment – Project Type (check appropriate box)				
Exempt	Section 326 –Categorical Exemption	Section 327 – Non-Categorical Exemption		
		x		

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Current Programming Dates (as appropriate)				
	PE/Environmental	ENG	ROW	CON
Start	2018	2020	2020	2021
End	2020	2021	2021	2024
Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i>				
PROJECT PURPOSE				
The purpose of the Eastbound (EB) State Route 91 (SR-91) Atlantic Avenue to Cherry Avenue Auxiliary Lane Improvements Project (Project) is to enhance safety conditions on the EB SR-91 mainline, reduce congestion, and improve EB freeway operations (both mainline and ramps).				
PROJECT NEED				
Eastbound SR-91 experiences substantial congestion due to operational deficiencies within the project area, which is forecast to increase if no physical and operational improvements are made to the facility. The Project is needed to address operational safety due to the short weaving distance along EB SR-91 between the closely spaced interchanges of the I-710 on-ramps, Atlantic Avenue, and Cherry Avenue which impacts mainline congestion.				
Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i>				
Nearby land uses consist of a mix of land uses, including commercial, public, and residential uses. The nearest residential land uses are generally located adjacent to SR-91, to the north and south of SR-91. A church/preschool is located south of SR-91, east of Orange Avenue. Commercial land uses are generally located south of SR-91, near Atlantic Avenue and Cherry Avenue, and to the north of SR-91, east of Cherry Avenue. Diesel truck traffic in the area is predominantly generated by nearby industrial land uses. The proposed project would not significantly affect overall traffic or truck volumes. Nearby land uses are depicted in Figure 1.				
Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility				
Overall vehicle AADT, truck AADT, and truck percentages for opening year are summarized in Table 2. Freeway segment levels of service for opening year, without project weaving, are summarized in Table 4 and Table 5, respectively. Freeway segment levels of service for opening year, with project weaving, are summarized in Table 6 and Table 7, respectively.				
RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility				
Overall vehicle AADT, truck AADT, and truck percentages for design year conditions are summarized in Table 3. Freeway segment levels of service for design year, without project weaving, are summarized in Table 8 and Table 9, respectively. Freeway segment levels of service for design year, with project weaving, are summarized in Table 10 and Table 11, respectively.				
Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build Intersection AADT, % and # trucks, truck AADT				
Opening year intersection LOS data is summarized in Table 12.				
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				
Design year intersection LOS data is summarized in Table 13.				
Describe potential traffic redistribution effects of congestion relief <i>(impact on other facilities)</i>				
The project would include operational improvements to SR-91 and would not result in significant increases in overall traffic or truck volumes.				

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Table 2. SR-91 Average Daily Traffic & Truck Volumes - Opening Year 2024

Segment	Average-Daily Traffic Volumes									
	No-Build Conditions			Build Conditions			Change from No-Build Conditions			
	Total	Truck	%Truck	Total	Truck	%Truck	Total	Truck	%Truck	
EB SR-91 HOV Lane at I-710 (Butler)	14,745	0	0%	14,745	0	0%	0	0	0%	
EB SR-91 at I-710	29,274 26,426	1,171 907	4% 41%	30,082 27,225	1,203 2,995	4% 11%	808 799	32 88	3% 0%	
I-710 NB to SR-91 EB Ramp (Direct Connector)	39,155	2,744 738	7%	40,301	2,821	7%	1,446	803	2.93%	
EB SR-91 between 710 NB Direct Connector & 710 SB Direct Connector	68,389	3,419	5%	70,383	3,519	5%	1,994	100	3%	
I-710 SB to SR-91 EB Ramp (Direct Connector)	35,224	2,466	7%	36,292	2,540	7%	1,068	75	3.0%	
EB SR-91 between I-710 SB Direct Connector and EB Atlantic Ave On-ramp	103,613 90,766	12,434 4,084	12% 44%	106,675 93,818	12,801 4,420	12% 41%	3,052 2,062	336 7	3% 0%	
EB Atlantic Ave On-ramp	11,726 716	935	3%	12,082 71	936	3%	356	355	911	3% 0
EB SR-91 Atlantic Ave to Cherry Ave (with cross-weave net difference)	112,115 4,923	12,133 4,839	11% 12%	115,118 9,074	12,174 4,250	11% 12%	3,408 4,417	375 4,410	3% 0%	
Cross-weave net difference	2,539	0	0%	2,539	0	0%	0	0	0%	
EB SR-91 HOV Lane at Cherry Ave	32,178 896 284	3,649 0	11% 0%	32,178 896 284	3,649 0	11% 0%	0	0	0%	
EB Cherry Ave Off-ramp	5,802	683	11%	5,977	657	11%	175	19	03%	
EB SR-91 Between Cherry Off-ramp & On-ramp*	106,690 88	11,127 6,839	11% 12%	109,110 9,230	12,130 928	11% 12%	3,233 242	356 389	3% 0%	
EB Cherry Ave On-ramp	12,886 88 5	977 3	6% 6%	12,886 88 5	977 3	6% 6%	0	0	0%	
EB SR-91 Cherry Ave to Paramount Blvd	119,576 873	13,141 3,385	11% 12%	122,123 8,091	13,145 3,774	11% 12%	3,233 242	356 389	2% 73%	
EB Paramount Blvd Off-ramp	7,663	766	10%	7,663	766	10%	0	0	0%	
EB SR-91 Between Paramount Off-ramp & Onramp	111,112 9,432	12,133 4,465	11% 12%	115,446 4,52	12,136 666 854	11% 12%	3,233 242	356 389	2% 93%	
EB Paramount Blvd On-ramp	8,341	918	11%	8,341	918	11%	0	0	0%	
EB SR-91 East of Paramount Blvd	120,254 51	13,142 8,466	11% 12%	123,487 93	13,158 4,855	11% 12%	3,233 242	356 389	2% 73%	

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Table 3. SR-91 Average Daily Traffic & Truck Volumes - Design Year 2045

Segment	Average-Daily Traffic Volumes								
	No-Build Conditions			Build Conditions			Change from No-Build Conditions		
	Total	Truck	%Truck	Total	Truck	%Truck	Total	Truck	%Truck
EB SR-91 HOV Lane at I-710 (Butler)	14,876	0	0%	14,876	0	0%	0	0	0%
EB SR-91 at I-710	2529,372 169	21,794 75 0	44 6%	2629,144 949	21,876 79 7	44 6%	769780	8547	3.0%
I-710 NB to SR-91 EB Ramp (Direct Connector)	40,419	2,829	7%	41,644 64 3	2,915	7%	1,225224	86	3.0%
EB SR-91 between 710 NB Direct Connector & 710 SB Direct Connector	69,588	4,871	7%	71,592	5,011	7%	2,004	140	3%
I-710 SB to SR-91 EB Ramp (Direct Connector)	35,230	2,466	7%	36,297	2,541	7%	1,067	75	3.0%
EB SR-91 between I-710 SB Direct Connector and EB Atlantic Ave On-ramp	404104,0 20818	416,442 71	44 16%	404107,0 82889	417,449 262	44 16%	3,062071	337491	3.0%
EB Atlantic Ave On-ramp	12,444 11 6	9363	3%	12,478 49 8	9375	3%	367382	911	93%
EB SR-91 Atlantic Ave to Cherry Ave (with cross-weave net difference)	113116,4 34934	1218,444 709	44 16%	116120,5 60387	1219,822 262	44 16%	3,429453	377552	3.0%
Cross-weave net difference	2,562	0	0%	2,562	0	0%	0	0	0%
EB SR-91 HOV Lane at Cherry Ave	3217,899 438	3,649 0	11 0%	3217,899 438	3,649 0	11 0%	0	0	0%
EB Cherry Ave Off-ramp	6,434	9708	11%	6,629616	9728	11%	495182	20	93%
EB SR-91 Between Cherry Off-ramp & On-ramp*	406107,6 97938	4117,737 270	44 16%	409111,9 34209	4217,092 793	44 16%	3,234271	356523	3.0%
EB Cherry Ave On-ramp	14,008 00 4	840	6%	14,008 00 4	840	6%	0	0	0%
EB SR-91 Cherry Ave to Paramount Blvd	120121,7 05942	1319,278 511	44 16%	123125,9 39213	1320,633 034	44 16%	3,234271	356523	2.73%
EB Paramount Blvd Off-ramp	8,916	9892	10%	8,916	9892	10%	0	0	0%
EB SR-91 Between Paramount Off-ramp & Onramp	111113,7 89026	1218,297 084	44 16%	115116,0 23297	1218,653 608	44 16%	3,234271	356523	2.93%

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

EB Paramount Blvd On-ramp	9,218	0 1,014	11%	9,218	0 1,014	11%	0	0	0%
EB SR-91 East of Paramount Blvd	124 122.0 0 7244	13 19,314 5 59	4 16%	124 125.2 4 4515	13 20,667 0 82	4 16%	3,234	3 56523	2 73%

Table 4. Opening Year 2024 Without Project Basic Freeway Segment Analysis

Segment Location	AM Peak Hour				PM Peak Hour			
	HOV		General Purpose		HOV		General Purpose	
	Density ¹	LOS	Density ¹	LOS	Density ¹	LOS	Density ¹	LOS
West of I-710 NB Connector	10.97	A	4 12.02	A B	2 875.40	D E	4 830.04	B D
I-710 NB Connector to I-710 SB Connector	10.97	A	4 819.47	C	7 5.428.0	F D	2 445.14	C E
I-710 SB Connector to Atlantic Avenue On-Ramp	10.79	A	2 024.36	C	7 5.428.0	F D	2 467.04	C E
Cherry Avenue Off-Ramp to Cherry Avenue On-Ramp	2 18.5	F C	2 530.8	C D	2 56.2	F	3 459.14	D E
Paramount Blvd Off-Ramp to Paramount Boulevard On-Ramp	1 8.5 ⁻²	C F	2 630.75	D	2 56.2	F	3 646.79	E F
East of Paramount Boulevard On-Ramp	1 8.5 ⁻²	C F	2 227.40	C D	2 56.2	F	2 945.01	D E

¹Density in passenger cars per mile per lane (pc/mi/ln)
²Demand exceeds Capacity

Table 5. Opening Year 2024 Without Project Weaving Freeway Segment Analysis

Weave Type	AM Peak Hour	PM Peak Hour
------------	--------------	--------------

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

	HOV		General Purpose		HOV		General Purpose	
	Density ¹	LOS	Density ¹	LOS	Density ¹	LOS	Density ¹	LOS
Atlantic Avenue On-Ramp to Cherry Avenue Off-Ramp								
Conventional weave between auxiliary lane and the freeway mainline	N/A ³ A ²	N/A ³ A ²	2628.63	C	N/A ³ A ²	N/A ³ A ²	32.650.3	D ² F
Managed lane access segment with cross-weaving Cross-weave from combined on-ramps to HOV	- ² 22.1	FC	- ² 22.1	FC	- ² 56.9	F	32.256.9	D ² F
Cross-weave from HOV to off-ramps	- ²	F	- ²	F	- ²	F	32.2	D
Weave between HOV and freeway mainline number one lane	- ²	F	- ²	F	- ²	F	32.2	D
Cherry Avenue On-Ramp to Paramount Boulevard Off-Ramp								
Conventional weave between auxiliary lane and the freeway mainline	- ² 18.5	FC	34.528.0	D	- ² 56.2	F	37.652.8	E ² F
¹ Density in passenger cars per mile per lane (pc/mi/lane) ² Demand exceeds Capacity ³ Not applicable because HOV LOS analysis is evaluated as part of the subsequent weave analysis								

Table 6. Opening Year 2024 With Project Basic Freeway Segment Analysis

Segment Location	AM Peak Hour				PM Peak Hour			
	HOV		General Purpose		HOV		General Purpose	
	Density ¹	LOS	Density ¹	LOS	Density ¹	LOS	Density ¹	LOS
West of I-710 NB Connector	10.97	A	11.49	B	2871.08	D ² F	4827.60	C ² D
I-710 NB Connector to I-710 SB Connector	10.97	A	1819.63	C	71.828.0	F ² D	2240.09	C ² E
I-710 SB Connector to Atlantic Avenue On-Ramp	10.57	A	1720.41	B ² C	71.825.6	F ² D	2053.2-5	C ² F
Cherry Avenue Off-Ramp to Cherry Avenue On-Ramp	- ² 18.5	FC	2631.7	C ² D	- ² 54.2	F	3661.82	E ² F
Paramount Blvd Off-Ramp to Paramount Boulevard On-Ramp	18.5- ²	C ² F	2731.74	D	54.2- ²	F	3848.63	E ² F
East of Paramount Boulevard On-Ramp	18.5- ²	C ² F	2327.07	C ² D	54.2- ²	F	3046.03	D ² F
¹ Density in passenger cars per mile per lane (pc/mi/lane)								

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

²Demand exceeds Capacity

Table 7. Opening Year 2024 With Project Weaving Freeway Segment Analysis

Weave Type	AM Peak Hour				PM Peak Hour			
	HOV		General Purpose		HOV		General Purpose	
	Density ¹	LOS	Density ¹	LOS	Density ¹	LOS	Density ¹	LOS
Atlantic Avenue On-Ramp to Cherry Avenue Off-Ramp								
Conventional weave between auxiliary lane and the freeway mainline	N/A ³ A ²	N/A ³ A ²	22.5 2	C	N/A ³ A ²	N/A ³ A ²	27.6 37.7	D E
Managed lane access segment with cross-weaving Cross-weave from combined on-ramps to HOV	- ² 19.5	F C	- ² 19.5	F	- ² 48.3	F	27.0 48.3	C F
Cross-weave from HOV to off-ramps	- ²	F	- ²	F	- ²	F	27.0	C
Weave between HOV and freeway mainline number one lane	- ²	F	- ²	F	- ²	F	27.0	C
Cherry Avenue On-Ramp to Paramount Boulevard Off-Ramp								
Conventional weave between auxiliary lane and the freeway mainline	- ² 18.5	F C	32.4 28.8	D	- ² 54.2	F	38.9 54.2	E F
¹ Density in passenger cars per mile per lane (pc/mi/ln) ² Demand exceeds Capacity ³ Not applicable because HOV LOS analysis is evaluated as part of the subsequent weave analysis								

Table 8. Horizon Year 2045 Without Project Basic Freeway Segment Analysis

Segment Location	AM Peak Hour				PM Peak Hour			
	HOV		General Purpose		HOV		General Purpose	
	Density ¹	LOS	Density ¹	LOS	Density ¹	LOS	Density ¹	LOS
West of I-710 NB Connector	41.0 10.8	A	41.6 13.0	B	28.4 76.1	D F	48.1 30.6	G D
I-710 NB Connector to I-710 SB Connector	10.8 44.0	A	48.6 20.7	C	76.1 28.4	F D	21.7 46.2	C F

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

I-710 SB Connector to Atlantic Avenue On-Ramp	10.844.0	A	20.826.3	CD	76.128.4	FD	24.370.2	GF
Cherry Avenue Off-Ramp to Cherry Avenue On-Ramp	-218.7	FC	26.232.5	D	-256.8	F	34.761.8	DF
Paramount Blvd Off-Ramp to Paramount Boulevard On-Ramp	18.7-2	CF	27.432.3	D	56.8-2	F	37.348.6	EF
East of Paramount Boulevard On-Ramp	18.7-2	CF	22.728.6	CD	56.8-2	F	29.547.0	DE
¹ Density in passenger cars per mile per lane (pc/mi/ln) ² Demand exceeds Capacity								

Table 9. Horizon Year 2045 Without Project Weaving Freeway Segment Analysis

Weave Type	AM Peak Hour				PM Peak Hour			
	HOV		General Purpose		HOV		General Purpose	
	Density ¹	LOS	Density ¹	LOS	Density ¹	LOS	Density ¹	LOS
Atlantic Avenue On-Ramp to Cherry Avenue Off-Ramp								
Conventional weave between auxiliary lane and the freeway mainline	N/A³A²	N/A³A²	27.330.0	CD	N/A³A²	N/A³A²	33.352.3	DF
Managed lane access segment with cross-weaving Cross-weave from combined on-ramps to HOV	-222.7	FC	-222.7	FC	-257.7	F	-257.7	F
Cross-weave from HOV to off-ramps	-2	F	-2	F	-2	F	-2	F
Weave between HOV and freeway mainline number one lane	-2	F	-2	F	-2	F	-2	F
Cherry Avenue On-Ramp to Paramount Boulevard Off-Ramp								
Conventional weave between auxiliary lane and the freeway mainline	-218.7	FC	32.629.5	D	-256.8	F	39.255.0	EF
¹ Density in passenger cars per mile per lane (pc/mi/ln) ² Demand exceeds Capacity ³ Not applicable because HOV LOS analysis is evaluated as part of the subsequent weave analysis								

Table 10. Horizon Year 2045 With Project Basic Freeway Segment Analysis

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Segment Location	AM Peak Hour				PM Peak Hour			
	HOV		General Purpose		HOV		General Purpose	
	Density ¹	LOS	Density ¹	LOS	Density ¹	LOS	Density ¹	LOS
West of I-710 NB Connector	11.0 10.8	A	12.07	B	28.4 27.5	D E	18.7 27.1	C D
I-710 NB Connector to I-710 SB Connector	11.0 10.8	A	19.2 20.3	C	72.5 28.4	F D	22.4 42.0	C E
I-710 SB Connector to Atlantic Avenue On-Ramp	10.68	A	17.8 21.4	B C	72.5 26.0	F C	20.8 55.4	C F
Cherry Avenue Off-Ramp to Cherry Avenue On-Ramp	2 18.7	F C	27.2 33.5	D	2 54.8	F	36.5 63.6	E F
Paramount Blvd Off-Ramp to Paramount Boulevard On-Ramp	18.7 ²	C F	28.4 33.2	D	2 54.8	F	39.3 50.1	E F
East of Paramount Boulevard On-Ramp	18.7 ²	C F	23.4 29.3	C D	54.8 ²	F	30.7 48.3	D E

¹Density in passenger cars per mile per lane (pc/mi/ln)
²Demand exceeds Capacity

Table 11. Horizon Year 2045 With Project Weaving Freeway Segment Analysis

Weave Type	AM Peak Hour				PM Peak Hour			
	HOV		General Purpose		HOV		General Purpose	
	Density ¹	LOS	Density ¹	LOS	Density ¹	LOS	Density ¹	LOS
Atlantic Avenue On-Ramp to Cherry Avenue Off-Ramp								
Conventional weave between auxiliary lane and the freeway mainline	N/A ³ A ²	N/A ³ A ²	23.26	C	N/A ³ A ²	N/A ³ A ²	28.4 39.2	D E
Managed lane access segment with cross-weaving weave from combined on-ramps to HOV	2 19.9	F C	2 19.9	F C	2 48.9	F	2 48.9	F
Cross-weave from HOV to off-ramps	2	F	2	F	2	F	2	F
Weave between HOV and freeway mainline number one lane	2	F	2	F	2	F	2	F
Cherry Avenue On-Ramp to Paramount Boulevard Off-Ramp								
Conventional weave between auxiliary lane and the freeway mainline	2 18.7	F C	33.6 0.3	D	2 54.8	F	40 56.5	E F

¹Density in passenger cars per mile per lane (pc/mi/ln)
²Demand exceeds Capacity
³Not applicable because HOV LOS analysis is evaluated as part of the subsequent weave analysis

Formatted: Space Before: 6 pt

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Table 12. Opening Year 2024 ~~Without Project~~ Intersection LOS Analysis

#	Intersection	Traffic Control Type	No-Build Alternative				Build Alternative			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Long Beach Blvd/SR-91 WB Ramps	Signalized	101.2	F	44.8	D	101.2	F	44.8	D
2	Long Beach Blvd/SR-91 EB Ramps	Signalized	34.5	C	36.7	D	34.5	C	36.7	D
3	Atlantic Ave/68 th St	2-Way Stop	> 300.0	F	266.8	F	> 300.0	F	266.8	F
4	Atlantic Ave/SR-91 WB Ramps	Signalized	19.1	B	29.3	C	19.1	B	29.3	C
5	Atlantic Ave/SR-91 EB Ramps	Signalized	18.8	B	40.5	D	18.6	B	42.3	D
6	Atlantic Ave/Artesia Blvd	Signalized	51.0	D	53.6	D	51.0	D	53.6	D
7	Orange Ave/68 th St	2-Way Stop	32.0	D	33.7	D	32.0	D	33.7	D
8	Orange Ave/67 th St	Signalized	6.2	A	5.6	A	6.2	A	5.6	A
9	Orange Ave/Artesia Blvd	Signalized	44.1	D	36.9	D	44.1	D	36.9	D
10	Cherry Ave/68 th St	Signalized	38.2	D	42.6	D	38.2	D	42.6	D
11	Cherry Ave/SR-91 WB Ramps	Signalized	34.3	C	40.8	D	34.4	C	40.9	D
12	Cherry Ave/SR-91 EB Ramps	Signalized	24.5	C	19.4	B	24.7	C	19.6	B
13	Cherry Ave/Artesia Blvd	Signalized	53.6	D	52.9	D	53.6	D	52.9	D
14	Paramount Blvd/SR-91 WB Ramps	Signalized	26.9	C	27.6	C	26.9	C	27.6	C
15	Paramount Blvd/SR-91 EB Ramps	Signalized	27.9	C	26.7	C	27.9	C	26.7	C

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Table 13. Horizon Year 2045 ~~Without Project~~-Intersection LOS Analysis

#	Intersection	Traffic Control Type	No-Build Alternative				Build Alternative			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Long Beach Blvd/SR-91 WB Ramps	Signalized	105.7	F	54.0	D	105.7	F	54.0	D
2	Long Beach Blvd/SR-91 EB Ramps	Signalized	36.6	C	38.3	D	36.6	C	38.3	D
3	Atlantic Ave/68 th St	2-Way Stop	> 300.0	F	> 300.0	F	> 300.0	F	> 300.0	F
4	Atlantic Ave/SR-91 WB Ramps	Signalized	21.2	C	37.6	D	21.2	C	37.5	D
5	Atlantic Ave/SR-91 EB Ramps	Signalized	18.1	B	40.9	D	18.1	B	42.7	D
6	Atlantic Ave/Artesia Blvd	Signalized	65.6	E	61.2	E	65.6	E	61.2	E
7	Orange Ave/68 th St	2-Way Stop	51.7	F	42.7	E	51.7	F	42.7	E
8	Orange Ave/67 th St	Signalized	6.3	A	5.6	A	6.3	A	5.6	A
9	Orange Ave/Artesia Blvd	Signalized	49.6	D	39.3	D	49.6	D	39.3	D
10	Cherry Ave/68 th St	Signalized	41.1	D	44.6	D	41.1	D	44.6	D
11	Cherry Ave/SR-91 WB Ramps	Signalized	35.5	D	41.8	D	35.6	D	41.8	D
12	Cherry Ave/SR-91 EB Ramps	Signalized	24.7	C	20.4	C	25.0	C	20.5	C
13	Cherry Ave/Artesia Blvd	Signalized	70.7	E	60.3	E	70.7	E	60.3	E
14	Paramount Blvd/SR-91 WB Ramps	Signalized	27.8	C	27.9	C	27.8	C	27.9	C
15	Paramount Blvd/SR-91 EB Ramps	Signalized	28.4	C	27.9	C	28.4	C	27.9	C

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

Under 40 CFR 93.123(b)—PM₁₀ and PM_{2.5} Hot Spots—the following criteria are utilized to determine the potential for the proposed project to qualify as a Project of Air Quality Concern (POAQC):

- (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;*

In comparison to no-build conditions, the proposed build alternative would not significantly increase the number of diesel vehicles operating within the project study area. Refer to Table 2 and Table 3.

- (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;*

As noted above and depicted in Table 2 and Table 3, the project would not result in significant increases in overall traffic or truck volumes along area roadways. As depicted in Table 12 and Table 13, the proposed build alternative would not result in significant changes in intersection operations. Based on this information, the proposed build alternative would not significantly increase the number of diesel vehicles operating within the project study area, nor would the proposed build alternative adversely impact nearby intersections that have a significant number of diesel vehicles.

- (iii) *New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;*

The project is not a new or expanded bus or rail terminal, nor would the project adversely impact 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*

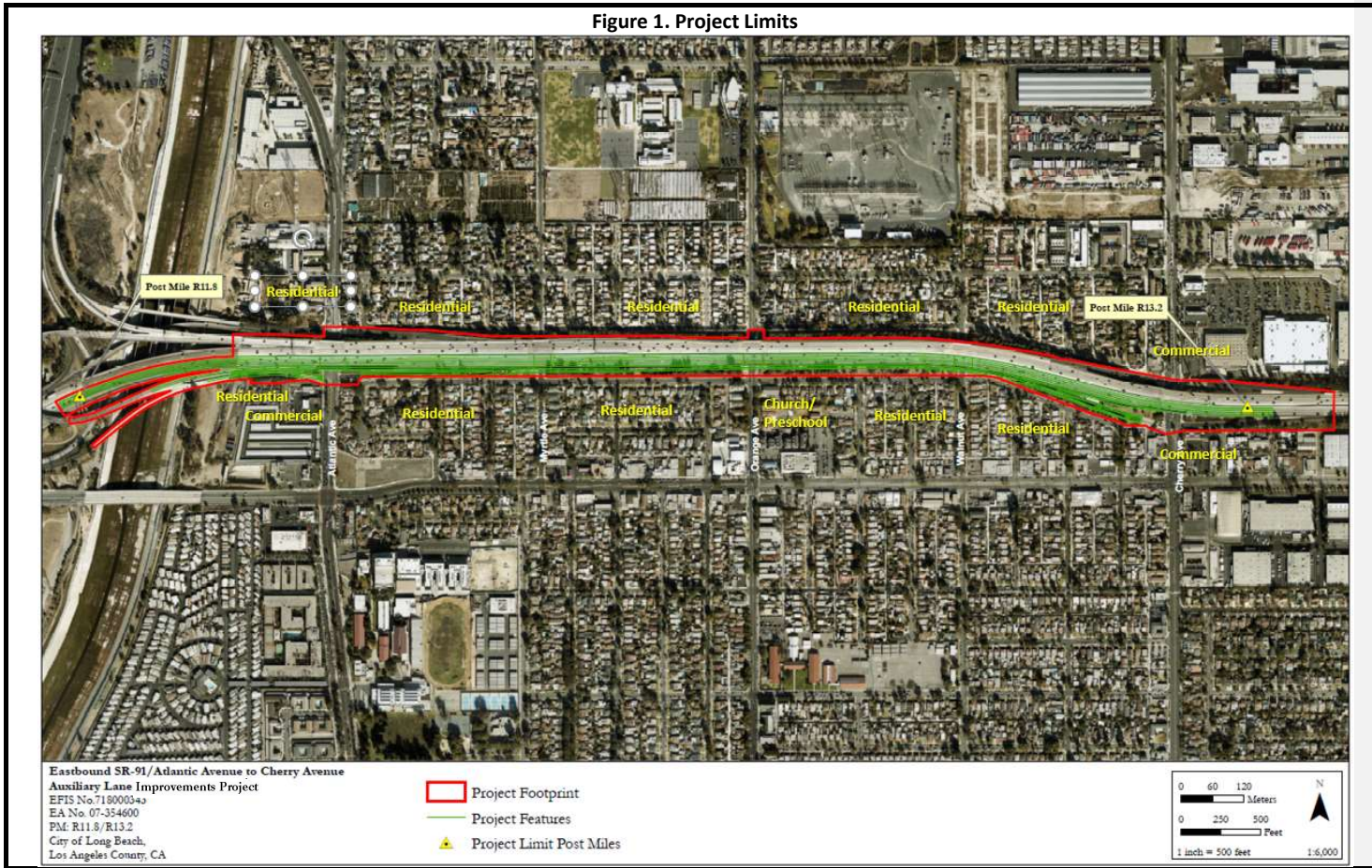
The project is not a new or expanded bus or rail terminal, nor would the project adversely impact transfer points that have a significant number of diesel vehicles congregating at a single location.

- (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.*

The proposed build alternative is not located in nor would it affect locations, areas, or categories of sites that are identified in the PM_{2.5} and PM₁₀ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

For the reasons noted above, the proposed project would not be considered a POAQC.

Figure 1. Project Limits



PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

6/28/2020

Project Report

**2019 Federal Transportation Improvement Program
Los Angeles County
State Highway - Project Listing
Including Amendments 1 - 22
(in \$000's)**

<i>FTIP ID</i>	LA0G1453	<i>FTIP Amendment</i>	LA County (METRO) 19-12	<i>Conform Category</i>	NON-EXEMPT	<i>Total Project Cost</i>	\$8,349			
<i>Lead Agency</i>	LOS ANGELES COUNTY MTA			<i>Modeling</i>	YES					
<i>County</i>	Los Angeles	<i>Primary Program Code</i>	CAX62 - HIGHWAY/ROAD IMP-LANE ADD'S W/ HOV LN: RS	<i>Air Basin</i>	SCAB	<i>RTP ID</i>	1163S005			
<i>System</i>	State Hwy									
<i>Project Limits</i>	Route 91 , From Atlantic Avenue to Cherry Ave, Milepost Begins at 11.85 Ends at 13.35 of Length 1.5									
<i>Description</i>	Add one eastbound auxiliary lane from I-710 ramps at Atlantic Avenue to past Cherry Avenue undercrossing.									
Phase	Fund Source	(in \$000s)								
		Prior	18/19	19/20	20/21	21/22	22/23	23/24	Future	Total
PE	MR20H - Measure R 20% Highway	-	\$349	\$4,000	\$4,000	-	-	-	-	\$8,349
	<i>Total Preliminary Engineering</i>	-	\$349	\$4,000	\$4,000	-	-	-	-	\$8,349
	Total Programmed	-	\$349	\$4,000	\$4,000	-	-	-	-	\$8,349

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

The postmiles in the 2019 FTIP are being updated as part of formal 2019 amendment #19-27 (see below). However, this does not affect regional air quality conformity modeling as the RTP postmiles are correct.

**Los Angeles Metropolitan Transportation Authority
2019 Federal Transportation Improvement Program (\$000)**

TIP ID: LA0G1453		Implementing Agency: Los Angeles County MTA	
Project Description: Add one eastbound auxiliary lane from I-710 to Cherry Avenue undercrossing.			
		SCAG RTP Project #: 1163S005 Study/NA Is Model: YES Model # PM: Lucy Olimos - (213) 922-7099 Email: olimos@metro.net LS: N LS GROUP: Conformity Category: NON-EXEMPT	
System: State Hwy	Route: 91	Postmile: 11.8 to 13.2	Distance: 1.4 Phase: Environmental Document/Pre-Design Phase (PAED) Completion Date: 12/31/2024
Lane # Ext'd: 6	Lane # Prop: 7	Impvr Desc: Auxiliary lane	Air Basin: SCAB Envir Doc: INITIAL STUDY/NEGATIVE DECLARATION - CEQA - 05/09/2021
Toll Rate: 0.00	Toll Coll Loc:	Toll Method:	Hov acs eg loc:
Program Code: CAX62 - HIGHWAY/ROAD IMP-LANE ADD'S W/ HOV LN. RS Stop Loc:		Uza: Los Angeles-Long Beach-Santa Ana	Sub-Area: Sub-Region:
		CTIPS ID:	EA # PPNO:
	PHASE	PRIOR	18/19 19/20 20/21 21/22 22/23 23/24 BEYOND PROG TOTAL
MR20H - Measure R 20% Highway	PE		\$349 \$4,000 \$4,000 \$8,349
	RW		\$0 \$0 \$0 \$0
	CON		\$0 \$0 \$0 \$0
	SUBTOTAL		\$349 \$4,000 \$4,000 \$8,349
	TOTAL		\$349 \$4,000 \$4,000 \$8,349
	TOTAL PE:	\$8,349	TOTAL RW: \$0 TOTAL CON: \$0 TOTAL PROGRAMMED: \$8,349
<ul style="list-style-type: none"> -General Comment: Revised postmiles to be consistent with environmental document. Does not impact modeling/consistent with Connect SoCal 2020 RTP-SCS. -Modeling Comment: No significant change made. -TCM Comment: No significant change made. -Amendment Comment: No significant change made. -CMP Comment: No significant change made. -Narrative: 			
Last Revised: Amendment 19-27 - Accepted		Change reason: MINOR CHANGE	
		Total Project Cost: \$8,349	

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

**Los Angeles Metropolitan Transportation Authority
2021 Federal Transportation Improvement Program (\$000)**

TIP ID: LA0G1453		Implementing Agency: Los Angeles County MTA																																																																														
Project Description: Add one eastbound auxiliary lane from I-710 to Cherry Avenue undercrossing.		SCAG RTP Project #: 1163S005 Study N/A Is Model: YES Model # PM: Lucy Olmos - (213) 922-7099 Email: olmosl@metro.net LS: N LS GROUP#: Conformity Category: NON-EXEMPT																																																																														
System: State Hwy	Route: 91	Postmile: 11.8 to 13.2	Distance: 1.4																																																																													
Phase: Environmental Document/Pre-Design Phase (PAED)		Completion Date: 12/31/2024																																																																														
Lane # Extd: 6	Lane # Prop: 7 Imprv Desc: Auxiliary lane.		Air Basin: SCAB																																																																													
Toll Rate: 0.00		Toll Cols Loc:	Toll Method:																																																																													
Hov ecs eg loc:		Uza: Los Angeles-Long Beach-Santa Ana	Sub-Area:																																																																													
Program Code: CAX62 - HIGHWAY/ROAD IMP-LANE ADD'S W/ HOV LN: RS		Stop Loc:	Sub-Region:																																																																													
C/TIPS ID:		FA #:	PPNO:																																																																													
<table border="1"> <thead> <tr> <th></th> <th>PHASE</th> <th>PRIOR</th> <th>20/21</th> <th>21/22</th> <th>22/23</th> <th>23/24</th> <th>24/25</th> <th>25/26</th> <th>BEYOND</th> <th>PROG TOTAL</th> </tr> </thead> <tbody> <tr> <td>MR20H - Measure R 20% Highway</td> <td>PE</td> <td>\$4,349</td> <td>\$4,000</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$8,349</td> </tr> <tr> <td></td> <td>RW</td> <td>\$0</td> <td>\$0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$0</td> </tr> <tr> <td></td> <td>CON</td> <td>\$0</td> <td>\$0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$0</td> </tr> <tr> <td></td> <td>SUBTOTAL</td> <td>\$4,349</td> <td>\$4,000</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$8,349</td> </tr> <tr> <td></td> <td>TOTAL</td> <td>\$4,349</td> <td>\$4,000</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$8,349</td> </tr> <tr> <td></td> <td>TOTAL PE:</td> <td>\$8,349</td> <td>TOTAL RW:</td> <td>\$0</td> <td>TOTAL CON:</td> <td>\$0</td> <td>TOTAL PROGRAMMED:</td> <td>\$8,349</td> <td></td> <td></td> </tr> </tbody> </table>					PHASE	PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	BEYOND	PROG TOTAL	MR20H - Measure R 20% Highway	PE	\$4,349	\$4,000							\$8,349		RW	\$0	\$0							\$0		CON	\$0	\$0							\$0		SUBTOTAL	\$4,349	\$4,000							\$8,349		TOTAL	\$4,349	\$4,000							\$8,349		TOTAL PE:	\$8,349	TOTAL RW:	\$0	TOTAL CON:	\$0	TOTAL PROGRAMMED:	\$8,349		
	PHASE	PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	BEYOND	PROG TOTAL																																																																						
MR20H - Measure R 20% Highway	PE	\$4,349	\$4,000							\$8,349																																																																						
	RW	\$0	\$0							\$0																																																																						
	CON	\$0	\$0							\$0																																																																						
	SUBTOTAL	\$4,349	\$4,000							\$8,349																																																																						
	TOTAL	\$4,349	\$4,000							\$8,349																																																																						
	TOTAL PE:	\$8,349	TOTAL RW:	\$0	TOTAL CON:	\$0	TOTAL PROGRAMMED:	\$8,349																																																																								
<ul style="list-style-type: none"> - General Comment: Project description and postmiles changed to reflect latest PA&E project description. - Modeling Comment: No significant change made. - TCM Comment: No significant change made. - Amendment Comment: No significant change made. - CMP Comment: - Narrative: 																																																																																
Last Revised: Adoption 21-00 - SCAG PENDING		Change reason: Carry over from 19TIP																																																																														
		Total Project Cost: \$8,349																																																																														