

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 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

- 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

FTIP ID# LA9919158					
TCWG Consideration Date: February 27, 2024					
<p>Project Description <i>(clearly describe project)</i> The expansion of Henry Mayo Newhall Memorial Hospital operations is increasing motor vehicle traffic to the adjacent streets causing additional traffic congestion. By improving the traffic movements in, out, and adjacent to the medical complex, congestion will be reduced.</p> <p>The City of Santa Clarita is proposing to construct ingress and egress improvements to McBean Parkway for the traffic associated with Henry Mayo Newhall Hospital and the medical complex surrounding it. The improvements reconfigure three landscaped medians to extend two left-turn pockets, relocate one left-turn pocket, construct two right turn auxiliary lanes, shift approximately 650 linear feet of sidewalk 20 feet to the west, add a dedicated right-turn lane to the main entrance road by shifting the sidewalk approximately 15 feet south, and relocate the existing west entrance approximately 110 feet to the south. The roadway will also undergo an overlay.</p> <p>Traffic surveys were completed in 2019 and 2023; eastbound McBean Parkway was found to have PM peak traffic volumes (1-hr) of 1175 and 843 respectively and westbound PM peak volumes (1-hr) of 1383 and 1137 respectively. The percentage of heavy-duty vehicles in 2019 were, eastbound AM peak of 2.1% and westbound AM peak of 1.7%.</p> <p>Peak traffic volumes upon the horizon year are eastbound McBean Parkway AM/PM are 1393/2413 respectively and westbound McBean Parkway AM/PM are 1285/1900 respectively.</p> <p>Construction is anticipated to take 14 month and to be completed September of 2025.</p> <p>Please see attached exhibits which show the proposed improvements.</p>					
<p>Type of Project <i>(use Table 1 on instruction sheet)</i> Intersection Channelization</p>					
County Los Angeles		Narrative Location/Route & Postmiles Caltrans Projects – EA# N/A			
Lead Agency: City of Santa Clarita					
Contact Person Dan Duncan		Phone# 661-255-4348	Fax#	Email dduncan@santa-clarita.com	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 X PM10 X					
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>					
X	Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action: NEPA approval, estimated for May, 2024					
NEPA Assignment – Project Type <i>(check appropriate box)</i>					
Exempt		X Section 326 –Categorical Exemption		Section 327 – Non-Categorical Exemption	
Current Programming Dates <i>(as appropriate)</i>					
	PE/Environmental	ENG	ROW	CON	
Start	09/23	06/18	5/24	11/24	
End	05/24	10/20	8/24	1/26	

<p>Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i></p> <p>The Henry Mayo Hospital Ingress and Egress Access Improvements project will mitigate traffic congestion associated increased operations at the adjacent medical complex.</p> <p>The project will reconfigure three raised medians; two will extend left-turn pockets, and one will relocate a left-turn lane to accommodate the driveway relocation. Construct two right-turn auxiliary lanes and shift the sidewalk 20 feet to the west. Add a dedicated right-turn to the main entrance driveway. Relocate the existing west entrance approximately 110 feet to the south.</p>
<p>Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i></p> <p>The surrounding land uses are mature (50+ years) single-family residential and the adjacent hospital and medical complex. Residential traffic associated with trips to work, school, and other activities. Visits to the hospital and medical facilities.</p>
<p>Interim Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</p> <p>2019 No Build Alternative ADT = 41,000; Truck ADT = 533 (1.3%); LOS = C 2019 Build Alternative ADT = 43,000; Truck ADT = 559 (1.3%); LOS = C</p>
<p>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</p> <p>2030 No Build Alternative ADT =35,400; Truck ADT = 460 (1.3%); LOS = B 2030 Build Alternative ADT = 37,000; Truck ADT = 481 (1.3%); LOS = B</p>
<p>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT N/A</p> <p>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</p>
<p>Describe potential traffic redistribution effects of congestion relief <i>(impact on other facilities)</i></p> <p>The proposed project will reconfigure three landscaped medians to extend two left-turn pockets, relocate one left-turn pocket, construct two right turn auxiliary lanes, shift approximately 650 linear feet of sidewalk 20 feet to the west, add a dedicated right-turn lane to the main entrance road by shifting the sidewalk approximately 15 feet south, and relocate the existing west entrance approximately 110 feet to the south. The medical complex build-out is estimated to increase traffic 4-5%. Traffic changes due to the project are expected to be much less than this and mitigate the traffic impacts from the medical complex build-out.</p>

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

Data in this report was taken from the Henry Mayo Newhall Memorial Hospital Master Plan EIR. Specifically, Section 10. Traffic, Section 12. Air Quality, Appendix F1. Air Quality Impact Analysis, and Appendix E. Traffic Impact Analysis. In addition, traffic data was provided by the City of Santa Clarita's Traffic Division.

The following are the project responses to the five questions in 40CFR 93.123(b)(1)(i-v):

- (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;

The project location does not have significant number of diesel-powered heavy vehicles. Traffic surveys were completed in 2019; eastbound McBean Parkway was found to have PM/AM peak traffic volumes (1-hr) of heavy-duty vehicles of 4/17 respectively and westbound PM/AM peak volumes (1-hr) of 12/20 respectively.

- (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;

There is not a significant number of diesel vehicles (0.3% to 2.1%) at this location.

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

The project does not have either a bus or rail terminal.

- (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 does not have either a bus or rail terminal.

- (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

The proposed project is not in or affecting locations, areas, or categories of sites that are identified in the PM10 and PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation. Heavy-duty diesel-powered traffic does not exceed 2.1%.