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MEETING OF THE

TRANSPORTATION CONFORMITY WORKING GROUP

REMOTE PARTICIPATION ONLY

***Tuesday, June 22, 2021
10:00 a.m. – 12:00 p.m.***

To Participate on Your Computer:

<https://scag.zoom.us/j/153963916>

To Participate by Phone:

Call-in Number: (646) 558-8656 or (669) 900-6833

Meeting ID: 153 963 916

PUBLIC ADVISORY

Given recent public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor's recent Executive Order N-29-20, the meeting will be held telephonically and electronically.

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Karen Calderon at (213) 236-1983 or via email at calderon@scag.ca.gov. Agendas & Minutes for the Transportation Conformity Working Group are also available at: <https://scag.ca.gov/transportation-conformity-working-group>

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 630-1402. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.



TRANSPORTATION CONFORMITY WORKING GROUP

AGENDA

1. CALL TO ORDER AND SELF-INTRODUCTIONS

Paul Phan, TCWG Chair

2. PUBLIC COMMENT PERIOD

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of the TCWG, must use the “raise hand” function on your computer or dial *9 by phone and wait for the Chair to announce your name/phone number. Limit oral comments to 3 minutes, or as otherwise directed by the Chair. The Chair may limit the total time for comments to twenty (20) minutes.

3. CONSENT CALENDAR

3.1. April 27, 2021 TCWG Meeting Minutes

Attachment 3.1-1

3.2. May 25, 2021 TCWG Meeting Minutes – Deferred to July 27, 2021 TCWG Meeting

4. INFORMATION ITEMS

4.1. Review of PM Hot Spot Interagency Review Forms

Attachment 4.1-1 RIV180142

4.2. OCTA TCM Substitution Request

Anup Kulkarni, OCTA

Attachment 4.2-1

4.3. RTP Update (10 minutes)

John Asuncion, SCAG

4.3.1. Connect SoCal-2020 RTP/SCS, Amendment #1 Update

Agustin Barajas, SCAG

4.4. FTIP Update (10 minutes)

John Asuncion, SCAG

4.5. EPA Update (10 minutes)

Karina O'Connor, EPA

4.6. ARB Update (10 minutes)

Nesamani Kalandiyur, ARB

4.7. Air Districts Update (10 minutes)

District Representatives

5. INFORMATION SHARING (5 minutes)

6. ADJOURNMENT

The next meeting of the TCWG will be held on Tuesday, July 27, 2021 via teleconference and Zoom meeting only.

**TRANSPORTATION CONFORMITY WORKING GROUP
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**April 27, 2021
Minutes**

THE FOLLOWING MINUTES ARE A SUMMARY OF THE MEETING OF THE TRANSPORTATION CONFORMITY WORKING GROUP. A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Meeting of the Transportation Conformity Working Group was held via teleconference.

SCAG

Asuncion, John
Calderon, Karen
Ekman, Annaleigh
Luo, Rongsheng
Sangkapichai, Mana

Via Teleconference

Acosta, Brooke	IBI Group
Aljabiry, Muhaned	Caltrans Headquarters
Anderson, Kelsie	TCA
Arellano, Lexie	Caltrans Headquarters
Bagde, Abhijit	Caltrans Headquarters
Bade, Rabindra	Caltrans District 12
Huddleston, Lori	LA Metro
Lau, Charles	Caltrans, District 7
Lay, Keith	HDR Engineering
Lee, David	Caltrans District 8
Lugaro, Julie	Caltrans District 12
Marroquin, Nancy	LA Metro
Masters, Martha	RCTC
Miranda, Jude	Caltrans District 12
Moran, Nohemi	SBCTA
O'Connor, Karina	EPA Region 9
Odufalu, Femi	Caltrans District 8
Phan, Paul	Caltrans District 8
Richmai, Michael	LA Metro
Sanchez, Lucas	Caltrans Headquarters
Shelley, Scott	Caltrans District 12
Simpson, James	LA Metro
Sun, Lijin	South Coast Air Quality Management
Vaughn, Joseph	FHWA
Whiteaker, Warren	OCTA
Yoon, Andrew	Caltrans, District 7

**TRANSPORTATION CONFORMITY WORKING GROUP
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**April 27, 2021
Minutes**

1.0 CALL TO ORDER AND SELF-INTRODUCTION

Paul Phan, Caltrans District 8, called the meeting to order at 10:07 am.

2.0 PUBLIC COMMENT PERIOD

None.

3.0 CONSENT CALENDAR

- 3.1 March 23, 2021 TCWG Meeting Minutes
The meeting summary was approved.

4.0 INFORMATION ITEMS

4.1 RTP Update

John Asuncion, SCAG, reported that modeling and analysis for 2020 Connect SoCal Amendment No. 1 were in progress.

4.2 FTIP Update

John Asuncion, SCAG, reported that 2021 FTIP and 2021 FTIP Amendment #21-01 were approved by FHWA and FTA earlier this month; acknowledged and thanked CTCs, Caltrans, FHWA, FTA, and EPA staff for their collaboration and assistance on 2021 FTIP; and stated that SCAG staff have started working on 2023 FTIP Guidelines.

In response to a question at the meeting, 2021 FTIP Project Listing is available on SCAG website at <https://scag.ca.gov/2021-adopted-ftip>.

4.3 Request for Questions re. Anticipated Conformity Lockdown post EMFAC2014 Grace Period

Rongsheng Luo, SCAG, introduced this item was a follow-up to two Interim Interagency Coordination (IAC) Focus Group meetings held by Caltrans Headquarters for San Joaquin Valley and SCAG region respectively and also in preparation for a joint IAC Focus Group meeting in June regarding anticipated regional transportation conformity lockdown after end of EMFAC2014 grace period on August 15, 2021.

Questions or comments about the anticipated conformity lockdown should be submitted to Karen Calderon, SCAG, at calderon@scag.ca.gov or (213) 236-1983 by May 31, 2021.

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Lucas Sanchez, Caltrans Headquarters, recommended that TCWG review March 17, 2021 Interim IAC SCAG Focus Group Meeting Notes (Attachment 4.3) for more details about region-specific challenges.

Lucas Sanchez provided a brief background of the issue, stating that end of two-year grace period for EMFAC2017 is approaching; On and after August 16, 2021, EMFAC2017 must be used for any new regional emissions analysis.

In response to a question, Karina O' Connor, EPA Region 9, confirmed that EMFAC2014 may be used as long as the emissions analysis has started before end of the grace period.

4.4 EPA Update

Karina O'Connor, EPA Region 9, reported that EPA had started adequacy review process for 2020 post-attainment year transportation conformity budgets from South Coast attainment plan for 2006 24-hour PM_{2.5} standard; Comment period ended on April 16, 2021 and EPA expected to finish adequacy review process within next month; And this should not impact conformity budgets that SCAG uses.

In response to a request, Karina O'Connor reported that last week, National Highway Traffic Safety Administration (NHTSA) signed a proposal to withdraw SAFE Vehicles Rule; EPA was also expected to develop an action item to reinstate waiver of Clean Air Act preemption for California's Advanced Clean Car (ACC) program; However, at this point, the rule has not changed, and EPA recommended that agencies continue to apply SAFE Vehicles Rule adjustment factors; EPA would coordinate with Caltrans and CARB to adjust their approach once federal actions have been completed.

Karina O'Connor also reported that two meetings between EPA and ARB legal teams had been scheduled for May 2021 to discuss status of waivers for different California measures in relation to EMFAC 2021 and off-model adjustment factors.

4.5 ARB Update

On behalf of Nesamani Kalandiyur, ARB, Karen Calderon, SCAG, reported that ARB was still working on technical documentation of EMFAC2021, and would be submitting the model to EPA in next two months.

In response to a question, Rongsheng Luo, SCAG, stated that SCAG staff is still evaluating EMFAC2021, but since the model includes most recent ARB regulations,

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it is expected to provide additional emissions reduction; Because EFMAC2021 has not been submitted to EPA and grace period has yet to be established, it is uncertain when EMFAC2021 will be required for new regional emissions analyses.

4.6 Air Districts Update

Lijin Sun, SCAQMD, reported the following:

- Meetings of 2022 AQMP Mobile Source Working Groups had been scheduled for early June, including meetings for Heavy-Duty Trucks, Construction and Industrial Equipment, Ocean-Going Vessels, and Aircraft.
- Residential and Commercial Buildings Working Group Meeting was scheduled for May 6, 2021 at 10:00 a.m.
- 2022 AQMP Advisory Group Meeting was scheduled for May 18, 2021 at 1:00 p.m.

5.0 INFORMATION SHARING

None.

6.0 ADJOURNMENT

The meeting was adjourned at 10:45 am. The next Transportation Conformity Working Group meeting will be held on Tuesday, May 25, 2021 via teleconference and Zoom meeting only.

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

RTIP ID# *(required)* 3160029/FTIP: RIV180142

TCWG Consideration Date

June 22, 2021

Project Description *(clearly describe project)*

The California Department of Transportation (Caltrans), in cooperation with the Dillon Road Joint Powers Authority (JPA), proposes to widen the Dillon Road corridor from two to six lanes from Cabazon Road/Avenue 48 to the SR-86 Southbound interchange and reconstruct the existing bridge with new twin parallel bridges to span over the Coachella Valley Stormwater Channel (CVSC) (“the Project”). The purpose of the Project is to provide infrastructure improvements to the structurally deficient Dillon Road Bridge, address future traffic congestion associated with the increase in forecasted travel demand, and enhance safety along the Dillon Road corridor. The total length of the Project is 0.68 miles. Caltrans and the Bureau of Indian Affairs (BIA) are joint lead agencies under NEPA. The City of Coachella is the lead agency under CEQA.

The Project objectives are to provide infrastructure for future planned development, avoid or minimize adverse traffic effects associated with the forecasted travel demand within the Project area, correct the existing hydraulic deficiencies at the CVSC, and enhance safety along the Dillon Road corridor.

One build alternative and a No Build Alternative are proposed for this project. The proposed alternatives are further discussed below.

No Build Alternative

The No Build Alternative would maintain the existing width of Dillon Road and the existing bridge structure. Under this alternative, no reconstruction or improvements would be made to the existing Dillon Road corridor and the existing structurally deficient bridge other than routine maintenance.

Build Alternative

Under this alternative, the proposed new bridge would be comprised of two separate structures designed to carry four lanes of traffic each. In addition to the four lanes of traffic, the bridge decks would also accommodate standard-width inside and outside shoulders to allow for a bike lane, along with standard-width sidewalks. The new bridge profile would be the same as the current profile grade of the existing bridge. The proposed new bridge would be a 333-foot-long, 3-span structure carrying approximately 100-foot-long end spans and a 133-foot-long middle span. The width of the northbound structure would be approximately 63.5 feet and the southbound structure would be 58.5 feet. The superstructure would be a cast-in-place prestressed concrete box girder. The substructure would consist of two 3-foot-wide pier walls with rounded ends and two short seat-type abutments. The pier walls would be aligned with the flow path of the CVSC, while the bridge deck would remain at a 15-degree skew with the channel.

The proposed new bridge, along with channel grading within the CVSC, would provide a 9-foot freeboard for the 100-year flood event and a 3-foot freeboard for the standard project flood event, which exceeds the minimum 3-foot standard requirements of the CVWD.

Portions of the Dillon Road roadway would be modified to transition the existing lanes to meet the horizontal alignment of the bridge lanes. The roadway geometrics north of the proposed new bridge would be designed to meet an existing six-lane configuration at the SR-86 interchange.

The roadway, which would extend from Whitewater Bridge to Cabazon Road, would be built with an 8-foot-wide shoulder, as well as a bike lane and sidewalk to provide safer travel for bicyclists and pedestrians. Additionally, a 22-foot-wide median would separate the three lanes in each direction. Existing drainage features along Dillon Road would be modified to better accommodate stormwater runoff. Possible drainage modifications include large pipes built below the roadway for the length of the Project, box culverts, or concrete-lined v-ditches. Pavement flows from the proposed road widening would be addressed using BMPs to treat water before it terminates in the Whitewater River. Two 81-inch-diameter storm drain pipes along Dillon Road are being proposed that would drain to the Whitewater River; roadway runoff would be discharged into vegetated swales that would outlet into the storm drainage system and function as the BMP to reduce pollutants in the roadway runoff.

Roadway geometrics south of the proposed new bridge would be considered interim until the widening between the proposed bridge and the Avenue 48 grade separation begins, which will be a separate project by the City. This interim design would include a taper from six lanes at the bridge to the existing two-lane roadway.

Type of Project (use Table 1 on instruction sheet) Roadway realignment				
County Riverside	Narrative Location/Route & Postmiles 08-RIV-Dillon Road between SR-86 Southbound Ramps and Cabazon Road/Avenue 46			
Caltrans Projects – EA# N/A				
Lead Agency: Caltrans				
Contact Person Olivia Chan	Phone# 949.870.1529	Fax#	Email ochan@esass.com	
Hot Spot Pollutant of Concern (check one or both) PM2.5 X PM10 X				
Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)				
Categorical Exclusion (NEPA)	X EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action: 2020				
NEPA Assignment – Project Type (check appropriate box)				
Exempt	Section 326 –Categorical Exemption	X	Section 327 – Non-Categorical Exemption	
Current Programming Dates (as appropriate)				
	PE/Environmental	ENG	ROW	CON
Start	2022	2022	2022	2022
End	2022	2022	2022	2022
Project Purpose and Need (Summary): (attach additional sheets as necessary)				
<p>Purpose The purpose of the proposed project is to:</p> <ul style="list-style-type: none"> • Provide infrastructure for future planned development; • Avoid or minimize adverse traffic effects associated with the forecasted travel demand within the Project area; • Correct the existing hydraulic deficiencies at the CVSC; • Enhance safety along the Dillon Road corridor. <p>Need The proposed Project is needed to address the following deficiencies: the existing two-lane bridge’s structural deficiency and functional obsolescence; vehicular, pedestrian and bicycle safety crossing SR-86 and the CVSC; and accommodate future growth and traffic demand. More importantly, the bridge replacement is needed to ensure safety of the traveling public, ensure connectivity of the network, and retain the significant intrinsic asset value of the bridge stock. The existing structurally deficient Dillon Road Bridge (Bridge #56c0318) is scour critical and received a bridge sufficiency rating of 16.6 out of 100 in February 2020.</p>				

In addition, City of Coachella planned land uses between the SR-86 and I-10 interchanges, are expected to generate a need for improved roadway capacity and safer facilities. Within the Project area, Dillon Road is operating as a two-lane roadway; however, the roadway widens to a four-lane facility north of the Project area. Based on future traffic forecasts, the average daily traffic (ADT) along the Dillon Road Bridge in 2050 is expected to increase to 47,800 vehicles from 7,100 vehicles in 2019. The reduction in travel lanes north of the Project area creates a bottleneck and would result in queues and traffic congestion delays along Dillon Road. The increase in future travel demand would also require improvements to non-motorized transportation to enhance bicycle and pedestrian safety. Currently, the two-lane Dillon Road (one-lane in each direction) is a shared roadway for vehicle and bicycle traffic. There are no paved sidewalks within the Project area

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
The area surrounding the site supports a variety of land uses including industrial uses, residential, place of worship, and schools. Residential uses are located southwest of Indio Boulevard, approximately 1,600 feet from Project limits. The New Seasons Church is located approximately 2,100 feet west of Project limits and the Islamic Society of Palm Springs is located approximately 2,900 feet south of Project limits. Martin Van Buren Elementary School is located approximately 2,700 feet west of Project limits and Cesar Chavez Elementary School is located approximately 4,000 feet south of Project limits.

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

See below.

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

See below.

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

During opening year (2030), under the No Build Alternative, with the exception of the new Harrison Street intersection and the I-10 ramp intersections, all intersections in the study area are forecast to operate at a high level of service (LOS C or better) in both the AM peak and the PM peak. Peak hour traffic volumes on Harrison Street are only 50 vehicles per hour in the peak direction. Under stop sign control, the Harrison Street traffic movement has LOS D in the AM peak and LOS F in the PM peak. The I-10 ramps are forecast to operate at LOS C during the AM peak, but at LOS E (eastbound ramp) and LOS F (westbound ramp) during the PM peak.

Under the Build Alternative, with exception of the Harrison Street intersection and the I-10 ramp intersections, all intersections in the study area are forecast to operate at a high level of service (LOS C or better) in both the AM peak and the PM peak. Under stop sign control, the Harrison Street traffic movement has LOS D in the AM peak and LOS E in the PM peak. At I-10, the eastbound ramps intersection is forecast to operate at a favorable LOS B in the AM peak, but LOS D in the PM peak. The I-10 westbound ramps intersections have forecasts of LOS D in the AM peak and LOS F in the PM peak.

AADT volumes were calculated assuming that peak hour traffic volumes account for 10 percent of ADT. In the No Build and Build conditions, AADT volumes at each intersection would be well below 125,000 AADT. Truck percentages would also remain unchanged between the No Build and Build conditions.

Study Intersections	No Build					Build Alternative				
	AM LOS	PM LOS	AADT	Truck %	Truck AADT	AM LOS	PM LOS	AADT	Truck %	Truck AADT
Dillon Rd/Avenue 48	B	B	14,200	12.9	1,832	B	C	17,300	12.9	2,232
Dillon Rd/Cabazon	C	C	11,350	12.9	1,464	B	B	18,100	3.3	597
Dillon Rd/Harrison St	D	F	9,600	12.9	1,238	D	E	14,900	12.9	1,922
Dillon Rd/SR-86 EB Ramp	C	C	13,750	12.9	1,774	B	C	16,950	12.9	2,187
Dillon Rd/SR-86 WB Ramp	A	B	20,300	12.9	2,619	B	B	23,000	3.3	759
Dillon Rd/Harrison Pl	B	B	13,500	12.9	1,742	B	B	14,400	12.9	1,858
Dillon Rd/Shadow View Blvd	A	B	14,900	12.9	1,922	A	B	15,500	12.9	2,000
Dillon Rd/I-10 EB Ramp	C	E	33,550	29.7	9,964	B	D	26,400	15.5	4,092
Dillon Rd/I-10 WB Ramp	C	F	25,600	15.5	3,968	D	F	26,200	15.5	4,061

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

Under the future design year (2050) No-Build conditions, all signalized intersections are forecast to have significant delays in the AM and PM peak with the exception of intersections at Avenue 48 (LOS C during AM and PM peak), Cabazon Road (LOS B during AM and PM peak) and Harrison Place (LOS C during the AM and PM peak). Avenue 48 and Cabazon Road are forecast to operate at insufficient capacity. The intersection with Harrison Street is forecast to operate at LOS B during the AM peak and LOS D during the PM Peak. The SR-86 eastbound ramp intersection is forecast to operate at LOS E during the AM peak and LOS F during the PM peak. The SR-86 westbound ramp intersection is forecast to operate at LOS D during the AM peak and LOS F during the PM peak. The intersection at Shadow View Boulevard is forecast to operate at LOS D during the AM peak and LOS F during the PM peak. I-10 ramp intersections would operate at LOS F during both AM and Peak.

Under design year (2050) Build Alternative, the PM peak at Harrison Street and the AM peak at SR-86 eastbound ramps would be improved to acceptable operations. The PM peak at SR-86 eastbound ramps would be improved from LOS F to LOS E.

Study Intersections	No Build					Build Alternative				
	AM LOS	PM LOS	AADT	Truck %	Truck AADT	AM LOS	PM LOS	AADT	Truck %	Truck AADT
Dillon Rd/Avenue 48	C	C	23,000	12.9	2,967	C	D	35,600	3.3	1,175
Dillon Rd/Cabazon	B	B	20,500	12.9	2,645	B	B	36,800	3.3	1,214
Dillon Rd/Harrison St	B	D	21,100	12.9	2,722	B	B	30,300	12.9	3,909
Dillon Rd/SR-86 EB Ramp	E	F	24,250	12.9	3,128	D	E	40,650	12.9	5,244
Dillon Rd/SR-86 WB Ramp	D	F	29,850	12.9	3,851	E	F	36,250	12.9	4,676
Dillon Rd/Harrison Pl	C	C	38,000	3.3	1,254	C	D	33,400	12.9	4,309
Dillon Rd/Shadow View Blvd	D	F	32,400	12.9	4,180	E	F	34,600	12.9	4,463
Dillon Rd/I-10 EB Ramp	F	F	57,350	29.7	17,033	F	F	43,700	15.5	6,774
Dillon Rd/I-10 WB Ramp	F	F	60,200	29.7	17,879	F	F	45,200	15.5	7,006

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

There are no redistribution effects of congestion relief on other facilities. This proposed project would address reducing congestion, improving traffic operations, accommodating travel demand due to planned and approved developments, and improve safety of all modes of travel, including bicycles and pedestrians.

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

EPA's 2006 final transportation conformity rule (40 CFR 51.390 and Part 93) that addresses local air quality impacts in PM₁₀ and PM_{2.5} nonattainment and maintenance areas specifies in 40 CFR 93.123(b)(1) that only "projects of air quality concern" are required to undergo a PM_{2.5} or PM₁₀ hotspot analysis. EPA defines projects of air quality concern as certain highway and transit projects that involve significant levels of diesel vehicle traffic, or any other project that is identified by the PM₁₀/PM_{2.5} SIP as a localized concern. A list of projects of air quality concern, as defined by 40 CFR 93.123(b)(1), is provided below:

1. 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.
2. Projects affecting intersections that are at level –of –service (LOS) D, E, or F with a significant number of diesel vehicles or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.
3. New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location.
4. Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location.
5. Projects in or affecting locations, areas, or categories of sites that are identified in the PM_{2.5}- or PM₁₀-applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The proposed project is not considered a project of air quality concern (POAQC) for PM₁₀ and/or PM_{2.5} because it does not meet the definition of a POAQC as defined in EPA's Transportation Conformity Guidance.

1. The proposed project is not a new or expanded highway project that has a significant increase in the number of diesel vehicles. The project is proposing to reconstruct the existing bridge located in Riverside County, California. Reconstructing the bridge and widening Jackson Street will address existing deficiencies, remove the existing bottleneck, and accommodate further growth and development.

The project objectives are to provide infrastructure for future planned development, avoid or minimize adverse traffic effects associated with the forecasted travel demand within the Project area, correct the existing hydraulic deficiencies at the CVSC, and enhance safety along the Dillon Road corridor.

According to the *Traffic Operations Report for the Dillon Road Bridge over Coachella Valley Stormwater Channel* (FPL and Associates, Inc., 2020), based on future traffic forecasts, the two-lane bridge under the No-Build alternative would result in queues and traffic congestion delays. Therefore, the purpose of the Build alternative is to accommodate projected growth while maintaining/improving traffic congestion. On average, the PM delay is anticipated to improve by two percent. While the AM delay is anticipated to experience an average increase in delay, the AM delays under the 2050 Build Alternative would not be greater than the PM delays for each respective intersection. Therefore, the maximum delay, which is associated with the PM peak, would be improved under the Build Alternative compared to the No Build Alternative and, overall, the Build Alternative would not worsen traffic flow.

2. Under design year (2050) Build Alternative, the PM peak at Harrison Street and the AM peak at SR-86 eastbound ramps would be improved to acceptable operations. The PM peak at SR-86 eastbound ramps would be improved from LOS F to LOS E.
3. The proposed project does not include the construction of a new bus or rail terminal.
4. The proposed project does not expand an existing bus or rail terminal.
5. The proposed project is not in or affecting 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.

The traffic volumes presented for the proposed project Build Alternative demonstrate that the project meets CAA transportation requirements and 40 CFR 93.116 without the need to perform a quantitative analysis. The proposed Build Alternative would not create a new, or worsen an existing, PM₁₀ or PM_{2.5} violation.

Transportation Control Measure Substitute Program of Projects

Background

The following projects were previously committed as transportation control measures (TCM) and are included in SCAG's 2020 RTP/SCS (Connect SoCal) and 2016 South Coast AQMP/ Ozone SIPs:

Hazard Avenue Bikeway

The County of Orange previously committed the Hazard Avenue Bikeway project (FTIP Project ID: ORA170205) would be completed by December 2023. This project would have added approximately four miles of Class IV bikeway on Hazard Avenue between Goldenwest Street and Euclid Avenue. As part of this project, the number of lanes on Hazard Avenue would have been modified from four lanes to two lanes with a two-way left-turn lane median. The County of Orange has put this project on hold due to a lack of community support, and the December 2023 implementation date cannot be met.

15 Expansion Paratransit Vans

OCTA previously committed to purchase 15 Expansion Paratransit Vans (FTIP Project ID: ORA130099) by December 2022. These vans would have expanded OCTA's existing paratransit fleet. However, consistent with the OCTA Bus Fleet Plan, these expansion vehicles are no longer needed in the near term. This is particularly true following the impacts of the coronavirus pandemic, which has resulted in a reduction in the use of paratransit service.

Placentia Metrolink Station

OCTA previously committed to complete the Placentia Metrolink Station (FTIP Project ID: ORA030612) by December 2022. This project is planned to add a new Metrolink station in the City of Placentia near the intersection of Crowther Avenue and Melrose Street, to be served by Metrolink's 91 Line.

The project will include the construction of a parking facility to serve the station. Completion of this TCM project has been delayed beyond the committed completion date due to protracted negotiations with the Burlington Northern Santa Fe Railway, which owns the tracks that will serve the station.

Transportation Corridor Agencies (TCA) Capital Projects

TCA previously committed to deliver three capital improvement projects along portions of TCA facilities within Orange County by December 2022 that are further described below.

- The San Joaquin Hills Transportation Corridor (State Route 73) would have added an additional mixed-flow lane in each direction, plus climbing and auxiliary lanes for 15 miles between Interstate 5 (I-5) in San Juan Capistrano and Irvine (FTIP Project ID: 10254).
- The Eastern Transportation Corridor (State Route 261) would have added an additional two mixed-flow lanes in each direction, plus climbing and auxiliary lanes for the length of the facility (26.4 miles) between I-5 via State Route 261 and State Route 133 to State Route 91 (FTIP Project ID: ORA050).
- The Foothill Transportation Corridor (State Route 241) would have added an additional two mixed-flow lanes in each direction, plus climbing and auxiliary lanes for 12.7 miles between Oso Parkway and State Route 261 (FTIP Project ID: ORA051).

Due to varying issues, these previously committed TCM projects will be delayed or deferred beyond their scheduled completion dates.

Project Description

OCTA is proposing a substitute program of projects as a replacement to these previously planned TCMs. The recommended substitute projects consist of three signal synchronization projects spanning approximately 33 miles of roadway. The substitute program of projects will be implemented by December 2022. Current funding, as part of Measure M2, will be used for these three signal synchronization projects. Project descriptions and air quality modeling results are discussed below.

Portola Parkway Signal Synchronization Project (SSP)

The Portola Parkway SSP implements optimized signal timing between Paloma Parkway to Plano Trabuco Road (7.1 miles). The project includes select upgrades to key equipment including Advanced Traffic Controllers (ATC), communications, and detection.

1st Street/Bolsa Chica Street SSP

The 1st Street/Bolsa Chica Street SSP implements optimized signal timing between Bolsa Chica Street to Newport Avenue (13.1 miles). The project includes select upgrades to key equipment including ATC, communications, and detection.

Alton Parkway SSP

The Alton Parkway SSP implements optimized signal timing between Red Hill Street to Portola Parkway (12.8 miles). The project includes select upgrades to key equipment including ATC, communications, and detection.

Compliance with the Substitution Requirements

The TCM substitution projects included as part of this request comply with the following substitution requirements.

- *Equivalent Emissions Reduction:* OCTA has analyzed the countywide emissions impacts of the substitute TCM projects relative to those of previously committed TCM projects. The replacement TCM projects will provide equivalent emission reductions. (See the Air Quality Analysis Findings below).
- *Similar Geographic Area:* The substitute TCM projects and the previously committed TCM projects are located in the Orange County portion of the South Coast Air Basin.
- *Full Funding:* OCTA has current funding is available for the replacement TCM projects.
- *Similar Time Frame:* The proposed substitute TCM projects will be operational by December 2022, equivalent to the schedule of the previously committed TCM projects.
- *Timely Implementation:* The proposed substitution is the means by which the obstacles to implementation of previously committed TCM projects is being overcome.
- *Legal Authority:* OCTA has legal authority and personnel to implement and operate the substitute TCM projects.

Air Quality Analysis Methodology

The air quality impacts were calculated for the previously committed TCM projects and the proposed substitute TCM projects using a multi-step method based on the SCAG emission methodology focused on Orange County. The following process was used:

Step 1: Obtain daily vehicle miles traveled (VMT) and speed data for freeways and arterials from the Orange County Transportation Analysis Model 5.0 (OCTAM). OCTAM is a conventional four step transportation model used to forecast travel demand with a base year of 2016 (sometimes referred to as the existing year) and a forecast year of 2045. It is consistent with SCAG's regional travel demand model as it incorporates the most recent approved socio-economic data for Orange County and the surrounding region.

Two alternatives for forecast year 2045 were run using OCTAM as part of this study. The coding of all alternatives was consistent with previous OCTAM modeling practices. The 2020 RTP/SCS network was used for all future year modeling.

The previously committed TCM projects includes the Hazard Avenue Bikeway, 15 Expansion Paratransit Vans, Placentia Metrolink Station, and TCA Capital Projects. This alternative was used for the modeling of previously committed TCM projects, referred to as the “no project” analysis.

The “with project” analysis will include the addition of the substitute three signal synchronization projects along Portola Parkway, 1st Street/Bolsa Chica Street, and Alton Parkway and the removal of the previously committed TCM projects. The substitute TCM projects are expected to improve traffic operations, reduce vehicular stops, and fix traffic bottlenecks.

Both alternatives were modeled separately using OCTAM and post-processed using the National Cooperative Highway Research Program (NCHRP) 255 process. This process provides a standard methodology to refine forecasted volumes on links based on a combination of base year traffic counts, base year model estimates, and forecasted model estimates using incremental adjustments. The output of the travel demand model and post-processing will include travel information for both the “with project” and “no project” alternatives. Loaded link information, intrazonal travel speeds, and intrazonal travel volumes will be extracted for all time periods for both alternatives.

Step 2: The Emission Factors (EMFAC2017) model was developed by the California Air Resources Board and is used throughout California to calculate emission rates from motor vehicles, such as passenger cars and heavy-duty trucks, operating on freeways and local roads for typical summer, winter, and annual conditions. EMFAC model outputs include total emissions for all criteria pollutants for all Orange County.

A spreadsheet tool has been created to modify EMFAC input data to reflect the results of OCTAM runs. The tool was run for the base year and forecast year 2045 using the extracted information from Step 1 as input to update the VMT and vehicle speed data needed by EMFAC. This process was performed multiple times for each modeled alternative in order to analyze conditions for summer, winter, and averaged annual timeframes.

Note that interpolation of travel activity data between base year 2016 and forecast year 2045 (horizon year) results was used to estimate the emissions changes for interim year 2022 (completion year) and 2037 (2015 8-hour ozone standard attainment year).

Step 3: Determine the emissions output from Step 2 (see Attachments B-D) to identify the potential emissions-related impacts of the previously committed TCM projects and substitute TCM projects.

Step 4: Update the emissions output to reflect SAFE Vehicle Rule Part 1 for the previously committed TCM projects and substitute TCM projects. OCTA applied the SCAG developed tool.

Findings

The air quality forecasts for the previously committed TCM projects were compared with those of the substitute TCM projects using the methodology described in the previous section. Criteria pollutants (Ozone, CO, NO2, PM2.5, and PM10) were compared for the three forecast years (2022, 2037, and 2045) as well as three seasons (summer, winter, and annual) and their results are summarized in the tables below.

Year 2022

Summer Emissions - Ozone (Tons/Day)

	With Previously Committed	With Proposed Substitute
ROG	14.1	14.1
NOx	25.5	25.5

Carbon Monoxide, Nitrogen Dioxide - Winter Emissions (Tons/Day)

	With Previously Committed	With Proposed Substitute
NOx	27.1	27.1
CO	126.6	126.6

PM₁₀, PM_{2.5} - Annual Emissions (Tons/Day)

	With Previously Committed	With Proposed Substitute
ROG	13.9	13.9
NOx	27.5	27.5
PM10	4.4	4.4
PM2.5	2.0	2.0

Year 2037

Summer Emissions - Ozone (Tons/Day)

	With Previously Committed	With Proposed Substitute
ROG	8.9	8.9
NOx	15.8	15.8

Carbon Monoxide, Nitrogen Dioxide - Winter Emissions (Tons/Day)

	With Previously Committed	With Proposed Substitute
NOx	16.7	16.7
CO	87.1	87.1

PM₁₀, PM_{2.5} - Annual Emissions (Tons/Day)

	With Previously Committed	With Proposed Substitute
ROG	8.8	8.8
NOx	16.9	16.9
PM10	4.5	4.5
PM2.5	1.9	1.9

Year 2045

Summer Emissions - Ozone (Tons/Day)

	With Previously Committed	With Proposed Substitute
ROG	6.2	6.2
NOx	10.7	10.7

Carbon Monoxide, Nitrogen Dioxide - Winter Emissions (Tons/Day)

	With Previously Committed	With Proposed Substitute
NOx	11.2	11.2
CO	66.0	66.1

PM₁₀, PM_{2.5} - Annual Emissions (Tons/Day)

	With Previously Committed	With Proposed Substitute
ROG	6.1	6.1
NOx	11.3	11.3
PM10	4.5	4.5
PM2.5	1.8	1.8

Summary

In summary, the modeling results demonstrate that the proposed substitute TCM will generally have the same or lower amount of emissions compared with the previously committed TCM for all criteria pollutants for all milestone years.