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**David Pollock, Moorpark**

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**Sean Ashton, Downey**

## MEETING OF THE

# TRANSPORTATION CONFORMITY WORKING GROUP

## REMOTE PARTICIPATION ONLY

***Tuesday, September 28, 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](mailto: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. June 22, 2021 TCWG Meeting Minutes

**Attachment 3.1**

3.2. July 27, 2021 TCWG Meeting Minutes

**Attachment 3.2**

3.3. August 24, 2021 TCWG Meeting Minutes – Deferred to October TCWG Meeting

### 4. INFORMATION ITEMS

4.1. Review of PM Hot Spot Interagency Review Forms (10 minutes)

**Attachment 4.1 RIV170901**

4.2. Review of Conformity Exemption Request (15 minutes)

**Attachment 4.2 RCTC I-15 Auxiliary Lane (0.84 mile) Exemption Request Memo**

4.3. RTP Update (10 minutes)

*John Asuncion, SCAG*

4.3.1. Concurrent 2021 FTIP Modeling Amendment/2023 FTIP/Connect SoCal Consistency Amendment #2 Modeling Status Update

*Mana Sangkapichai, 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

### 6. ADJOURNMENT

The next meeting of the TCWG will be held on Tuesday, October 26, 2021 via teleconference and Zoom meeting only.



# TRANSPORTATION CONFORMITY WORKING GROUP

## Meeting Minutes

June 22, 2021

10:00 a.m. – 12:00 p.m.

The meeting was held via Zoom teleconference. A digital recording of the meeting is available for listening in SCAG's office.

### Attendee List

#### SCAG Staff:

Asuncion, John  
Barajas, Agustin  
Calderon, Karen  
Ekman, Annaleigh  
Luo, Rongsheng  
Sankapichai, Mana

#### Via Teleconference:

Acebo, Mervin  
Acosta, Brooke  
Aljabiry, Muhaned  
Anderson, Kelsie  
Arellano, Lexie  
Bade, Rabindra  
Bagde, Abhijit  
Brugger, Ron  
Cacatian, Ben  
Cheah, Andy  
Cooper, Keith  
Espinosa Araiza, Erika  
H., Kevin  
Huddleston, Lori  
Kuklarni, Anup  
Lay, Keith  
Lugaro, Julie  
Masters, Martha  
Miranda, Jude  
Mohai, Amie  
Moran, Nohemi  
Phan, Paul  
Sako, Alan  
Sanchez, Lucas  
Simmons, Andrew  
Simpson, James  
Smolke, Brian  
Todaro, Ryan  
Vaughn, Joseph  
Whiteaker, Warren  
Yoon, Andrew

FTA Region 9  
IBI Group  
Caltrans Headquarters  
TCA  
Caltrans Headquarters  
Caltrans District 12  
Caltrans Headquarters  
LSA Associates  
Ventura County APCD  
Angenious Engineer Service  
Environmental Review Partners  
Caltrans Headquarters  
CARB  
LA Metro  
OCTA  
ICF  
Caltrans District 12  
RCTC  
Caltrans District 12  
Caltrans Headquarters  
SBCTA  
Caltrans District 8  
ESA  
Caltrans Headquarters  
City of Coachella  
RCTC  
OCTA  
ESA  
FHWA  
OCTA  
Caltrans District 7



# TRANSPORTATION CONFORMITY WORKING GROUP

## MEETING SUMMARY

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### 1. CALL TO ORDER AND SELF-INTRODUCTIONS

Paul Phan, TCWG Chair, called the meeting to order at 10:05 am.

### 2. PUBLIC COMMENT PERIOD

None.

### 3. CONSENT CALENDAR

- 3.1. April 27, 2021 TCWG Meeting Minutes  
The meeting minutes were approved.
- 3.2. May 25, 2021 TCWG Meeting Minutes  
The meeting minutes were deferred to next TCWG Meeting.

### 4. INFORMATION ITEMS

- 4.1. Review of PM Hot Spot Interagency Review Forms
  - **RIV180142:** It was determined that this project is not a POAQC (EPA concurrence received via email before the meeting)
- 4.2. OCTA TCM Substitution Request  
Anup Kulkarni, OCTA, presented the following updated TCM substitution request for interagency consultation:
  - OCTA was proposing to substitute three new traffic signal synchronization projects along Portola Parkway, 1st Street/Bolsa Chica Street, and Alton Parkway for six committed TCM projects: Hazard Avenue Bikeway project (FTIP Project ID: ORA170205), 15 Expansion Paratransit Vans (FTIP Project ID: ORA130099), Placentia Metrolink Station (FTIP Project ID: ORA030612), and three Transportation Corridor Agencies (TCA) Capital Projects (FTIP Project IDs: 10254, ORA050, & ORA051).
  - Proposed TCM substitution met all requirements including equivalent emissions reduction, similar geographic area, full funding, similar time frame, timely implementation, and legal authority.
  - Emissions analysis followed same methodology previously presented to TCWG in June 2020 and demonstrated that proposed substitute TCMs would yield equivalent emissions reduction for all criteria pollutants in all milestone years.

In response to a question, Rongsheng Luo, SCAG confirmed that all three TCA committed projects are in HOV lane pricing alternative category of TCMs.

Rongsheng Luo added the following next steps:

- SCAG staff would prepare Draft TCM Substitution Report, present the draft report to TCWG for interagency consultation, release the draft report for a 30-day public review, address and incorporate any comments received into proposed final substitution report, bring proposed final substitution report to SCAG's Energy and Environment Committee for recommendation to SCAG's Regional Council for adoption, and submit it to ARB and EPA for their respective concurrence upon Regional Council adoption.
- The entire process was expected to take approximately six months.

#### 4.3. RTP Update

##### 4.3.1. Connect SoCal (2020 RTP/SCS) Amendment #1 Update

Agustin Barajas, SCAG, reported the following:

- 2020 Connect SoCal Amendment No. 1 would be presented to SCAG's Regional Council on July 1, 2021, and then released for a 30-day public comment period.
- Other changes included a fiscal impact analysis, a review of compliance with SB 375; a reassessment of



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performance measures including roadway safety, transit safety, and transit asset management; and the reassessment of transportation conformity.

- SCAG would hold a virtual public hearing on July 15, 2021.
- It was expected that the Amendment would be adopted by SCAG's Regional Council in October 2021 and Federal Conformity Determination in December 2021 or January 2022.

Rongsheng Luo, SCAG, added that EMFAC2014 was used for regional emissions analysis since the analysis started within EMFAC2014 grace period; and transportation conformity analysis would be released as part of Draft Connect SoCal Amendment No. 1 for the 30-day public comment period.

#### 4.4. FTIP Update

John Asuncion, SCAG, reported the following:

- 2021 FTIP Amendment #21-06 and Administrative Modification #21-07 were in development; both amendments were anticipated to be posted by June 30, 2021.
- 2023 FTIP Guidelines were in development. It was expected that Draft 2023 FTIP Guidelines would be released to federal agencies for their review in July 2021, and taken to SCAG's Transportation Committee and Regional Council in September 2021.

#### 4.5. US EPA Update

Karen Calderon, SCAG, reported the following email update on behalf of Karina O'Connor, US EPA Region 9:

- EPA staff was meeting with management this week to discuss issues related to EMFAC2021 and adjustment factors for EMFAC2017.
- After the meeting, EPA Headquarters staff would need to talk further with EPA's Office of Regional Counsel on those issues before coming back to management again.

#### 4.6. CARB Update

Karen Calderon, SCAG, reported the email update on behalf of Nesamani Kalandiyur, CARB, that CARB is coordinating with US EPA regarding EMFAC2021 model submission for approval.

In response to a question, Rongsheng Luo, SCAG, stated that SCAG staff would follow up with EPA and ARB staff for details of EMFAC2017 adjustment factors.

#### 4.7. Air District Updates

Ben Cacatian, VCAPCD, reported the following:

- VCAPCD staff were continuing to develop Ventura County 2022 AQMP.
- A new Emissions Supervisor had been hired.
- VCAPCD staff looked forward to working with SCAG staff on TCM updates, transportation conformity, and TCM RACM process so that efforts could be coordinated and consistent between SCAQMD and VCAPCD.

In response to a question, Ben stated that Draft Ventura County 2022 AQMP would be developed by February 2022 and detailed AQMP development schedule would be shared at a future meeting.

## 5. INFORMATION SHARING

None.

## 6. ADJOURNMENT

The meeting was adjourned at 10:52 a.m. The next meeting of the TCWG will be held on Tuesday, July 27, 2021 via teleconference and Zoom meeting only.



# TRANSPORTATION CONFORMITY WORKING GROUP

## Meeting Minutes

July 27, 2021

10:00 a.m. – 12:00 p.m.

The meeting was held via Zoom teleconference. A digital recording of the meeting is available for listening in SCAG's office.

### Attendee List

#### SCAG Staff:

Asuncion, John  
 Amatya, Naresh  
 Barajas, Agustin  
 Calderon, Karen  
 Ekman, Annaleigh  
 Gutierrez, Pablo  
 Luo, Rongsheng  
 Milner, David  
 Sangkapichai, Mana

#### Via Teleconference:

Acebo, Mervin  
 Aljabiry, Muhaned  
 Anderson, Kelsie  
 Arellano, Lexie  
 Bagde, Abhijit  
 Bade, Rabindra  
 Brugger, Ron  
 Cacatian, Ben  
 Cooper, Keith  
 Espinoza Araiza, Erika  
 Gaschot, Bertrand  
 Huddleston, Lori  
 H., Kevin  
 Kalandiyur, Nesamani  
 Lee, David  
 Lugaro, Julie  
 Masters, Martha  
 McFall, Valarie  
 Miranda, Jude  
 Moran, Nohemi  
 O'Connor, Karina  
 Odufalu, Femi  
 Phan, Paul  
 Richmai, Michael  
 Sanchez, Lucas  
 Tavitas, Rodney  
 Vaughn, Joseph  
 Whiteaker, Warren  
 Yoon, Andrew

FTA Region 9  
 Caltrans Headquarters  
 TCA  
 Caltrans Headquarters  
 Caltrans Headquarters  
 Caltrans District 12  
 LSA  
 Ventura County APCD  
 ERP  
 Caltrans Headquarters  
 Mojave Desert AQMD  
 LA Metro  
 CARB  
 CARB  
 Caltrans District 8  
 Caltrans District 12  
 RCTC  
 TCA  
 Caltrans District 12  
 SBCTA  
 US EPA Region 9  
 Caltrans District 8  
 Caltrans District 8  
 LA Metro  
 Caltrans Headquarters  
 Caltrans Headquarters  
 FHWA  
 OCTA  
 Caltrans District 7



# TRANSPORTATION CONFORMITY WORKING GROUP

## MEETING SUMMARY

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### 1. CALL TO ORDER AND SELF-INTRODUCTIONS

Paul Phan, TCWG Chair, called the meeting to order at 10:05 am.

### 2. PUBLIC COMMENT PERIOD

None.

### 3. CONSENT CALENDAR

- 3.1. May 25, 2021 TCWG Meeting Minutes  
The meeting minutes were approved.
- 3.2. June 22, 2021 TCWG Meeting Minutes  
The meeting minutes were deferred to next TCWG Meeting.

### 4. INFORMATION ITEMS

- 4.1. Review of PM Hot Spot Interagency Review Forms
  - **LALS06:** It was determined that this project is not a Project of Air Quality Concern.
- 4.2. Review of Conformity Exemption Request
  - **ORA001103:** Collision data is required for conformity exemption determination based on safety justification. Project lead agency would update conformity exemption form with required collision data and resubmit for TCWG review.
- 4.3. RTP Update
  - 4.3.1. Connect SoCal (2020 RTP/SCS) Amendment #1 Update  
Agustin Barajas, SCAG, reported the following:
    - Connect SoCal Amendment No. 1 was presented to SCAG's Regional Council on July 1, 2021 and subsequently released for a 30-day comment period ending July 31<sup>st</sup>.
    - It was expected that the Amendment would be adopted by SCAG's Regional Council in November 2021 and receive final Federal Conformity Determination in January 2022.
  - 4.3.2. Concurrent 2021 FTIP Modeling Amendment/2023 FTIP/Connect SoCal Consistency Amendment #2 Update  
Pablo Gutierrez, SCAG, reported the following:
    - SCAG initiated concurrent 2021 FTIP Modeling Amendment/2023 FTIP/Connect SoCal Consistency Amendment #2 to account for critical near-term capacity projects that would otherwise be included in regular 2023 FTIP.
    - SCAG received 104 projects with modeling changes (16 completion date changes, 30 scope changes, and 14 new projects).
    - Attachment 4.3.2 Memo includes tentative schedules of concurrent 2021 FTIP Modeling Amendment/2023 FTIP/Connect SoCal Consistency Amendment #2 under two scenarios with and without EMFAC2017 adjustments available by June 2022.

Mana Sangkapichai, SCAG, reported the following:

    - SCAG staff was updating transportation networks for regional travel demand model runs based on modeling changes received from county transportation commissions by July 1.
    - SCAG staff expected to complete all 14 regional travel demand model runs and start EMFAC2014 model runs by August 15, 2021.
    - Entire regional emissions analysis (120+ EMFAC2014 model runs) was anticipated to be completed by September 30, 2021.



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In response to a question, Rongsheng Luo, SCAG, clarified that all travel demand model runs for concurrent 2021 FTIP Modeling Amendment/2023 FTIP/Connect SoCal Consistency Amendment #2 would be completed prior to end of EMFAC2014 grace period, and no further modeling changes would be made for non-exempt projects after EMFAC2014 grace period unless EMFAC2017 adjustment factors become available.

Karina O'Connor, US EPA Region 9, confirmed that use of EMFAC2014 was appropriate for concurrent 2021 FTIP Modeling Amendment/2023 FTIP/Connect SoCal Consistency Amendment #2 as presented by SCAG staff.

Rongsheng Luo, SCAG, acknowledged all involved agencies particularly Caltrans Headquarters, ARB, and EPA for their proactive effort to address EMFAC2017 issues and reduce impact on regional transportation plans, programs, and projects in SCAG region.

#### 4.4. FTIP Update

John Asuncion, SCAG, reported the following:

- 2021 FTIP Administrative Modification #21-08 was expected to be completed by early week of August 2, 2021.
- 2023 FTIP guidelines were in development and SCAG staff would meet with CTCs to take comments and would also share with Caltrans.
- Major changes within 2023 FTIP guidelines would be presented at August or September 2021 TCWG meeting.

#### 4.5. US EPA Update

Karina O'Connor, US EPA Region 9, reported that EPA was working with ARB on EMFAC2021 and adjustment factors for EMFAC2017 and expected to share more updates at August 2021 TCWG meeting.

#### 4.6. CARB Update

Nesamani Kalandiyur, CARB, reported the following:

- ARB was working on developing EMFAC2017 adjustment factors and EMFAC2021 for submittal to US EPA for approval, anticipated in early 2022.
- ARB was working on transportation conformity budgets development for South Coast PM<sub>2.5</sub> Maintenance Plan and expected to present final conformity budgets at August 2021 TCWG meeting.

#### 4.7. Air District Updates

Ben Cacatian, VCAPCD, reported the following:

- VCAPCD was working on 2022 AQMP/SIP update for 2015 8-hour ozone standard (due to US EPA August 2022).
- Preliminary draft of 2022 AQMP was expected to be completed by November 2021 and final draft by February 2022.
- VCAPCD staff would work with SCAG staff to ensure consistency with South Coast 2022 AQMP TCM RACM process.

## 5. INFORMATION SHARING

None.

## 6. ADJOURNMENT

The meeting was adjourned at 10:48 a.m. The next TCWG meeting will be held on Tuesday, August 24, 2021 via teleconference and Zoom meeting only.



## PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

<b>RTIP ID#</b> <i>(required)</i> RIV170901				
<b>TCWG Consideration Date</b> September 28, 2021				
<b>Project Description</b> <i>(clearly describe project)</i> The Riverside County Transportation Commission (RCTC), in cooperation with the California Department of Transportation (Caltrans), is proposing to construct new lanes along Interstate 15 (I-15) between Post Mile (PM) 21.2 and PM 38.1 in Riverside County, California. The primary component of the I-15 Express Lanes Project Southern Extension Project (Project) would be the addition of two tolled express lanes in both the northbound and southbound directions within the median of I-15 from State Route 74 (SR-74) (Central Avenue) (PM 22.3) in the City of Lake Elsinore, through the unincorporated Riverside County community of Temescal Valley, to El Cerrito Road (PM 38.1) in the City of Corona, for a distance of approximately 15.8 miles. The proposed Project would also add a southbound auxiliary lane between both the Main Street (PM 21.2) Off-Ramp and SR-74 (Central Avenue) On-Ramp (approximately 0.75 mile), and the SR-74 (Central Avenue) Off-Ramp and Nichols Road On-Ramp (PM 23.9) (approximately one mile). Along with the lane additions, which would extend from PM 21.2 to 38.1, the proposed Project would include widening of up to 15 bridges; potential construction of noise barriers, retaining walls, and drainage systems; and implementation of electronic toll collection equipment and signs. Associated improvements for the toll lanes, including advance signage and transition striping, would extend approximately two miles from each end of the express lane limits to PM 20.3 in the south and PM 40.1 in the north. The proposed lane additions and supporting infrastructure are expected to be constructed primarily within the existing state right of way.				
<b>Type of Project</b> <i>(use Table 1 on instruction sheet)</i> Change to existing state highway				
<b>County</b> Riverside	<b>Narrative Location/Route &amp; Postmiles</b> I-15 (PM 21.2 to 38.1)  <b>Caltrans Projects – EA#</b> 08-0J0820			
<b>Lead Agency:</b> RCTC				
<b>Contact Person</b> Stephanie Blanco	<b>Phone#</b> 951-809-1617	<b>Fax#</b>	<b>Email</b> SBlanco@RCTC.org	
<b>Hot Spot Pollutant of Concern</b> <i>(check one or both)</i> <b>PM<sub>2.5</sub></b> X <b>PM<sub>10</sub></b> X				
<b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>				
<b>Categorical Exclusion (NEPA)</b>	X <b>EA or Draft EIS</b>	<b>FONSI or Final EIS</b>	<b>PS&amp;E or Construction</b>	<b>Other</b>
<b>Scheduled Date of Federal Action:</b> 6/2024				
<b>NEPA Assignment – Project Type</b> <i>(check appropriate box)</i>				
<b>Exempt</b>	<b>Section 326 – Categorical Exemption</b>	X <b>Section 327 – Non-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>	5/2019	6/2024	6/2024	1/2025
<b>End</b>	6/2024	12/2026	12/2024	12/2027

<p><b>Project Purpose and Need (Summary):</b> <i>(attach additional sheets as necessary)</i></p> <p><b>Purpose</b></p> <p>The purpose of the proposed Project is to:</p> <ul style="list-style-type: none"> <li>• Improve and manage traffic operations, congestion, and travel times along the corridor</li> <li>• Expand travel mode choice along the corridor</li> <li>• Provide an option for travel time reliability</li> <li>• Provide a cost-effective mobility solution</li> <li>• Expand and maintain compatibility with the express lane network in the region</li> </ul> <p><b>Need</b></p> <p>Existing traffic volumes often exceed current highway capacity along several segments of I-15 between SR-74 (Central Avenue) and El Cerrito Road. Due to forecasted population growth and the continued development to support the projected growth in the region, the I-15 corridor is expected to continue to experience increased congestion and longer commute times that are projected to negatively affect traffic operations along the freeway mainline.</p>
<p><b>Surrounding Land Use/Traffic Generators</b> <i>(especially effect on diesel traffic)</i></p> <p>The land uses located along the Project corridor include residences, commercial developments, industrial uses, and open space. The majority of the sensitive receptors within or adjacent to the Project area are residential, park, church, and school uses.</p>
<p><b>Opening Year: Build and No Build LOS, AADT, % and # Trucks, Truck AADT of Proposed Facility</b> <u>I-15</u></p> <p>2030 No Build: ADT= 251,500, Truck ADT= 24,020 (9.6%), Level of Service (LOS) F 2030 Build: ADT= 258,200, Truck ADT= 24,020 (9.3%), LOS F</p>
<p><b>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # Trucks, Truck AADT of Proposed Facility</b> <u>I-15</u></p> <p>2050 No Build: ADT= 314,500, Truck ADT= 30,520 (9.7%), LOS F 2050 Build: ADT= 348,200, Truck ADT= 30,520 (8.8%), LOS F</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> N/A</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> N/A</p>
<p><b>Describe potential traffic redistribution effects of congestion relief</b> <i>(impact on other facilities)</i></p> <p>See attached analysis.</p>
<p><b>Comments/Explanation/Details</b> <i>(attach additional sheets as necessary)</i></p> <p>See attached analysis.</p>

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

The proposed Project is within a nonattainment area for federal standards for particulate matter less than 2.5 microns in diameter (PM<sub>2.5</sub>) and within an attainment/maintenance area for the federal standards for particulate matter less than 10 microns in diameter (PM<sub>10</sub>). Therefore, per 40 Code of Federal Regulations (CFR) Part 93, hot-spot analyses are required for conformity purposes. However, the U.S. Environmental Protection Agency 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.

According to 40 CFR Part 93.123(b)(1), the following are Projects 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;
- 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 PM<sub>10</sub> and PM<sub>2.5</sub> applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The Project does not qualify as a POAQC because of the following reasons:

- i) The build alternative proposed as part of the Project would expand I-15 through the addition of express lanes and auxiliary lanes. Tables 1 and 2 list the average daily traffic (ADT) and truck ADT volumes along the highway segments within the Project area for the opening year (2030) and horizon year (2050) conditions, respectively. These tables also compare the ADT and Truck ADT volumes associated with the build alternative to the No-Build conditions. As shown in Tables 1 and 2, the Project would increase the total ADT by up to 17,900 vehicles in 2030 and by up to 66,600 vehicles in 2050. The increase in ADT is anticipated to be a result of passenger car demand for this corridor. It is anticipated that the extension of the existing express lanes in the median of the I-15 corridor would not result in a significant increase in truck trips because heavy trucks are limited to the two outer lanes and would be restricted from utilizing the proposed express lanes. Peak period operational improvements of the GP lanes are also not anticipated to draw additional truck traffic as truck travel times are generally less sensitive to peak period travel timeframes. Additionally, generally trucks are already utilizing the I-15 corridor as a primary regional route due to a lack of viable alternative haul routes parallel to the I-15 corridor. Therefore, as illustrated in Tables 1 and 2, the expanded highway would not significantly increase in the number of diesel vehicles.
- ii) As discussed above, the proposed Project would not significantly increase the number of diesel vehicles operating within the Project study area. In addition, the mainline project will not affect local street intersections. Therefore, the proposed Project would not affect intersections that are at LOS D, E, or F with a significant number of diesel vehicles.
- iii) The proposed build alternative does not include the construction of a new bus or rail terminal.
- iv) The proposed build alternative does not expand an existing bus or rail terminal.

## PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

- v) The proposed build alternative 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 and would not create a new, or worsen an existing, PM<sub>2.5</sub> and PM<sub>10</sub> violation.

**Table 1. 2030 Traffic Volumes**

I-15 Freeway Segment	No-Build			Build			Project Increase		
	ADT	Truck ADT	Truck %	ADT	Truck ADT	Truck %	ADT	Truck ADT	% Increase in Trucks
South of Main Street	173,700	16,230	9.3%	185,200	16,230	8.8%	11,500	0	0%
Main Street to SR-74 (Central Avenue)	166,000	15,440	9.3%	178,900	15,440	8.6%	12,900	0	0%
SR-74 (Central Avenue) to Nichols Road	149,100	13,740	9.2%	163,200	13,740	8.4%	14,100	0	0%
Nichols Road to Lake Street	147,900	13,610	9.2%	161,700	13,610	8.4%	13,800	0	0%
Lake Street to Horsethief Canyon	155,900	14,460	9.3%	170,400	14,460	8.5%	14,500	0	0%
Horsethief Canyon to Indian Truck Trail	155,900	14,460	9.3%	170,400	14,460	8.5%	14,500	0	0%
Indian Truck Trail to Temescal Canyon Road	158,700	14,650	9.2%	174,200	14,650	8.4%	15,500	0	0%
Temescal Canyon Road to Weirick Road	161,000	14,750	9.2%	176,500	14,750	8.4%	15,500	0	0%
Weirick Road to Cajalco Road	185,000	17,190	9.3%	199,500	17,190	8.6%	14,500	0	0%
Cajalco Road to El Cerrito Road	205,000	19,290	9.4%	222,900	19,290	8.7%	17,900	0	0%
El Cerrito Road to Ontario Avenue	214,200	20,340	9.5%	229,400	20,340	8.9%	15,200	0	0%
Ontario Avenue to Magnolia Avenue	230,500	22,000	9.5%	239,700	22,000	9.2%	9,200	0	0%
Magnolia Avenue to SR-91	251,500	24,020	9.6%	258,200	24,020	9.3%	6,700	0	0%

**Table 2. 2050 Traffic Volumes**

I-15 Freeway Segment	No-Build			Build			Project Increase		
	ADT	Truck ADT	Truck %	ADT	Truck ADT	Truck %	ADT	Truck ADT	% Increase in Trucks
South of Main Street	178,700	17,270	9.7%	225,300	17,270	7.7%	46,600	0	0%
Main Street to SR-74 (Central Avenue)	175,900	16,940	9.6%	227,100	16,940	7.5%	51,200	0	0%
SR-74 (Central Avenue) to Nichols Road	158,400	15,060	9.5%	211,000	15,060	7.1%	52,600	0	0%
Nichols Road to Lake Street	159,000	15,150	9.5%	216,800	15,150	7.0%	57,800	0	0%
Lake Street to Horsethief Canyon	167,700	16,080	9.6%	230,400	16,080	7.0%	62,700	0	0%
Horsethief Canyon to Indian Truck Trail	171,500	16,310	9.5%	231,900	16,310	7.0%	60,400	0	0%
Indian Truck Trail to Temescal Canyon Road	176,600	16,720	9.5%	237,700	16,720	7.0%	61,100	0	0%
Temescal Canyon Road to Weirick Road	180,700	17,090	9.5%	242,800	17,090	7.0%	62,100	0	0%
Weirick Road to Cajalco Road	209,300	20,030	9.6%	275,900	20,030	7.3%	66,600	0	0%
Cajalco Road to El Cerrito Road	264,900	25,540	9.6%	330,700	25,540	7.7%	65,800	0	0%
El Cerrito Road to Ontario Avenue	280,600	27,030	9.6%	334,400	27,030	8.1%	53,800	0	0%
Ontario Avenue to Magnolia Avenue	296,400	28,610	9.7%	338,100	28,610	8.5%	41,700	0	0%
Magnolia Avenue to SR-91	314,500	30,520	9.7%	348,200	30,520	8.8%	33,700	0	0%

# Memorandum

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**Date:** September 21, 2021

**To:** Transportation Conformity Working Group (TCWG)

**From:** Stephanie Blanco, Capital Projects Manager, Riverside County Transportation Commission (RCTC)

**Prepared By:** Stephanie Blanco (RCTC) and David Thomas (RCTC)

**Subject:** Interstate 15 Interim Corridor Operations Project – Request for Air Quality Conformity Exemption for Auxiliary Lane less than 1-mile

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## Introduction

The purpose of this memorandum is to request the Transportation Conformity Working Group (TCWG) to review the re-scoped Interstate 15 (I-15) Interim Corridor Operations Project (ICOP) and make a determination that it is exempt on the basis that it meets the definition of an auxiliary lane that is less than 1-mile.

At the July 2021 TCWG meeting, the RCTC originally proposed the I-15 Interim Shoulder Lane Project with a scope of adding a lane extension by restriping I-15 in the southbound direction removing the GP lane drop at Cajalco Road interchange and extending the additional lane to the exit at Weirick Road. The total proposed lane length was 1.1 mile. RCTC submitted this project for review by TCWG as an exempt project under the category of “Projects that correct, improve, or eliminate a hazardous feature or location.” Subsequently, RCTC submitted a modified form that included accident data on September 7, 2021.

On September 14, 2021, the TCWG reviewed the submitted project information and determined the 1.1-mile I-15 Interim Shoulder Lane Project was not exempt under the category of “Projects that correct, improve, or eliminate a hazardous feature or location.” The information submitted did not justify this finding based on the limited accident data provided. TCWG also indicated the project is capacity-increasing and must be modeled and in the amended TIP.

Since then, the RCTC reviewed options for improvements within this localized area, that could meet the purpose and need and FTIP exemption classification. RCTC made a decision to re-scope the 1.1-mile I-15 Interim Shoulder Lane Project to meet the exempt criteria for an auxiliary lane that is less than 1-mile. The re-scope includes changing the additional lane to an auxiliary lane that is less than 1-mile and the title of the project to I-15 ICOP. On September 15, 2021, the RCTC approved project development for the I-15 ICOP. The following paragraph describes the I-15 ICOP in detail.

The I-15 ICOP is to add an auxiliary lane on the Interstate 15 in the southbound direction starting from the Cajalco Road onramp (PM 36.75) and ending at the Weirick Road offramp (PM 35.91) for a distance of 0.84 miles. This improvement would be completed by restriping the lanes and using existing shoulders. The inside and outside shoulders would be upgraded to accommodate traffic. Upgrades to the shoulders would include removal of rumble strips, cold planning, and asphalt overlays to strengthen the shoulder pavement. The gore taper of the southbound Cajalco Road onramp would be adjusted to

accommodate the lane adjustments. Other roadway modifications would include the upgrade of guardrails and new overhead signs to provide motorists notice of the Weirick Road exit only auxiliary lane. There would be two 11-foot wide GP lanes, one 12-foot wide GP lane to accommodate trucks, and one 11-foot wide auxiliary lane with a varying 2-5 foot wide median shoulder and a varying 3-8 foot wide outside shoulder between Cajalco Road and Weirick Road. No roadway widening is proposed and all work is within the existing right of way. This operational improvement does not add any through lanes on the I-15 and does not make any improvements beyond the Cajalco and Weirick road interchanges. Limits of construction are PM 35.7 to 37.0. See attached project layout.

Upon an exempt determination from the TCWG, RCTC proposes to include the following description as an emergency FTIP amendment:

**Start PM 35.7; End PM 37.0**

**Interstate 15 Interim Corridor Operations Project- Add auxiliary lane on southbound I-15 from Cajalco Road southbound onramp (PM 36.75) to Weirick Road southbound off-ramp (PM 35.91), for a distance of 0.84 mile. Limits of construction are PM 35.7 to 37.0.**

As defined by the FTIP guidelines (pages 58-59)- An auxiliary lane is defined as the portion of the roadway adjoining the traveled way for speed change, turning, weaving, truck climbing, maneuvering of entering and leaving traffic, and other purposes supplementary to through traffic movement. If an auxiliary lane is less than 1 mile in length, it can be considered exempt.

Purpose

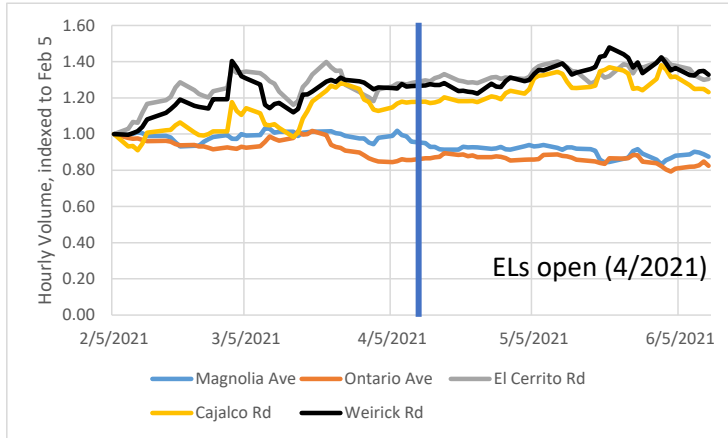
The purpose of the project is to improve traffic operations for a targeted area along the Interstate 15 in the southbound direction within the city of Corona between the Cajalco Road and Weirick Road interchanges.

Need

The I-15 Express Lanes Project (ELP) (EA 0J0800), a Transportation Control Measure, started operations of two new express lanes in both directions along a 15 mile stretch of I-15 from the SR-60 interchange to Cajalco Road in April 2021. Since the opening of the 15 ELP, heavy traffic volumes merging and weaving at the Cajalco Road and Weirick Road interchanges has contributed to degraded traffic operations on the I-15 during the PM peak hours (3:00 – 6:00 PM), including weekends. The proposed auxiliary lane is expected to improve these degraded operations by allowing a smoother weaving of traffic entering at exiting southbound I-15 between Cajalco Road on Weirick Road.

The project also aims to reduce local cut-through freeway-bound traffic utilizing local roads to bypass the congestion on southbound I-15. The trend graph shown below shows how local traffic entering southbound I-15 has adjusted after opening of the I-15 ELP. Vehicles that would typically use the Magnolia and Ontario on-ramps to enter southbound I-15 are now entering I-15 at more southerly on-ramps at El Cerrito, Cajalco, and Weirick to avoid the southbound I-15 congestion increasing cut-through traffic on local streets. The auxiliary lane would make it easier for traffic to enter the southbound I-15 at Cajalco Road onramp and reduce cut-through traffic.

Trend Graph showing I-15 Southbound ramp volumes,  
(5-day moving average, hourly traffic, 2-7 PM, ramps south of 91)



Source: Stantec, 2021

**Opening year information (LOS, AADT, Truck Percentages)**

The following table provides a summary of level of service results for the PM peak hour (3:00 – 4:00 PM). Although LOS in this area remains at F with the project, there are traffic operations benefits on the I-15 in the southbound direction related to more efficient merging and weaving between the Cajalco Road and Weirick Road interchanges.

**Opening Year (2022) PM Peak Hour Level of Service**

SB I-15 Mainline Segment	No-Build Alternative	Build Alternative
	LOS	
Cajalco Road Interchange to Weirick Road Off-Ramp	F	F

Source: Fehr & Peers, 2021

The following speed charts compare vehicle speeds in the general purpose lanes between the no-build and build alternatives. The Build Alternative improves operations between the Cajalco Road On-Ramp and the Weirick Road Off-Ramp to allow for merging and weaving between the I-15 mainline and these

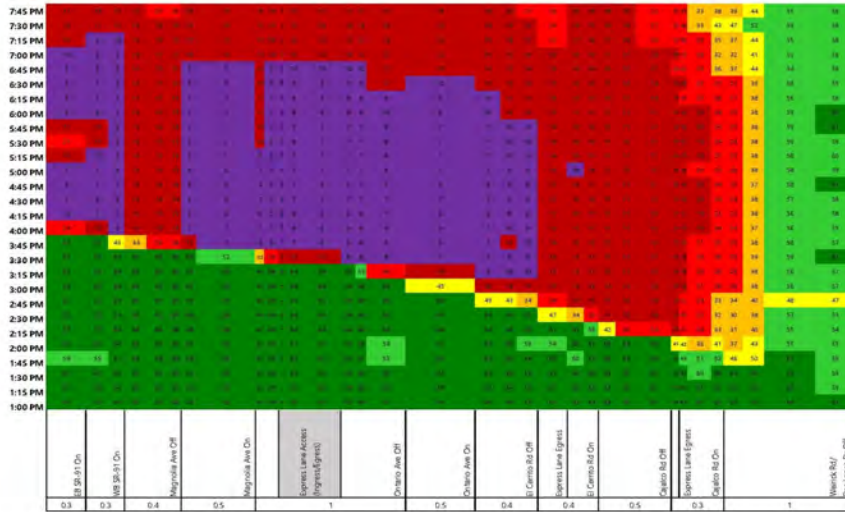


local interchanges. The project is also expected to improve travel time speeds in the general purpose lanes.

### Speed Plot Comparison – Opening Year (2022) No Build and Build (Aux Lane) Alternatives

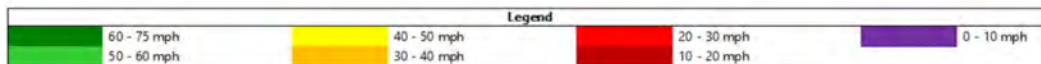
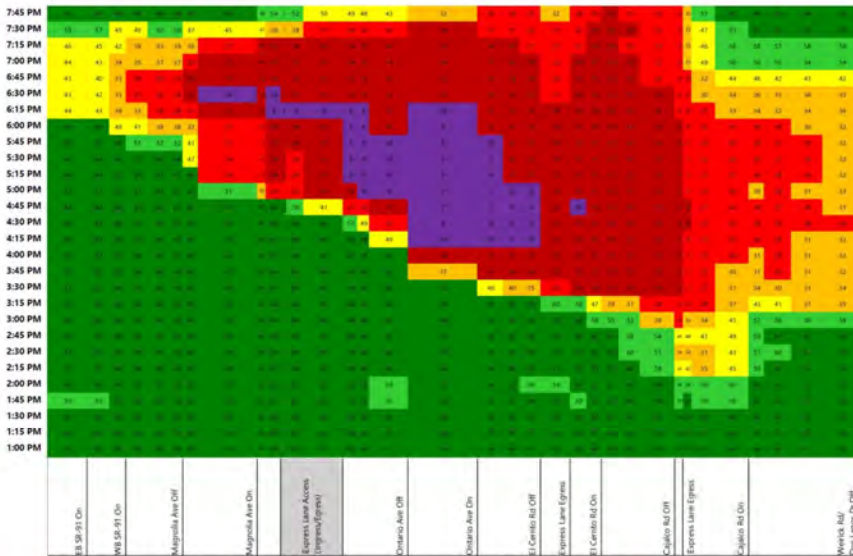
#### Opening Year (2022) PM Peak Period (1:00 – 8:00 PM) Speed Contour Plot: No-Build Alternative

Extents: Hidden Valley Pkwy On-Ramp to Weirick Road Off-Ramp



#### Opening Year (2022) PM Peak Period (1:00 – 8:00 PM) Speed Contour Plot: Build Alternative (Aux Lane)

Extents: Hidden Valley Pkwy On-Ramp to Weirick Road Off-Ramp



Source: Fehr & Peers, 2021

Forecasted volumes within this localized area were developed using the travel demand forecasting model taken from SCAG’s Regional Transportation Plan/Sustainable Communities Plan and Riverside County sub-area modeling. The calibrated and validated model also uses current land-use estimates that were available at the time of this analysis.

Summarized in the table below, the travel demand model indicates that traffic volumes on the corridor are the same between the No-Build and Build Alternatives, as the project is an auxiliary lane that provides merging and weaving efficiencies between two local interchanges and does not add lanes for through traffic along this section of the I-15.

**Opening Year (2022) Average Annual Daily Traffic (AADT)**

	Opening Year (2022) Average Annual Daily Traffic (AADT)							
	No Build Alternative				Build Alternative			
	Total	Autos	Trucks	Truck %	Total	Autos	Trucks	Truck %
SB I-15: On-Ramp from El Cerrito	9,170	8,460	710	7.70%	9,170	8,460	710	7.70%
SB I-15: El Cerrito Rd On-ramp to Cajalco Rd Off-ramp	97,640	90,180	7,460	7.70%	97,640	90,180	7,460	7.70%
SB I-15: Off-Ramp to Cajalco	8,120	7,500	620	7.60%	8,120	7,500	620	7.60%
SB I-15: Cajalco Rd Off-ramp to On-ramp	89,520	82,680	6,840	7.60%	89,520	82,680	6,840	7.60%
SB I-15: On-Ramp from Cajalco	7,070	6,530	540	7.60%	7,070	6,530	540	7.60%
SB I-15: Cajalco Rd On-ramp to Weirick Rd Dr Off-ramp	96,590	89,210	7,380	7.60%	96,590	89,210	7,380	7.60%
SB I-15: Off-Ramp to Weirick	11,850	10,940	910	7.70%	11,850	10,940	910	7.70%

Source: Fehr & Peers, 2021

Accident data for southbound I-15 from Weirick Road to Magnolia Avenue is summarized in the tables below. Additional data including a letter from the Caltrans District 8 Division of Traffic Operations is also included as an attachment. A three-and-a-half-month period in 2017 prior to beginning construction on the 15 ELP was compared to a similar duration prior to and after opening of the express lanes on April 15, 2021. Data was not provided between 2017 and 2020 because the 15 ELP was under construction during this period with a different roadway configuration and may show accident rates that are characteristic of active highway construction. The data in Table 1 shows that the number of congestion related accidents (Sideswipe and Rear End) have nearly doubled since opening the express lanes. The data in Table 2 shows that the total accident rate within this segment is about one-and-a-half times the statewide average when compared to similar facilities. Further analysis shows that the reason for the lower Fatality rate was due to one fatal motorcycle collision that occurred around 10 AM during the RIV I-15 southbound off-peak hours, caused by the driver who lost control. The other types of collisions

within this segment were congestion related collisions. See attached letter from Caltrans District 8 for more detail.

Table 1 Riverside I-15 Southbound Collision Data								
Segment	Dates	Number of Collisions			Type of Collisions			
		Total	Fatal	Injury	Sideswipe	Rear End	Hit Object	Overturn
Weirick to Magnolia	04/15/2017 to 07/31/2017	29	1*	8	8	15	5	1*
	01/01/2021 to 04/14/2021	33	0	10	9	21	3	0
	04/15/2021 to 07/31/2021	52	0	17	15	32	5	0

Table 2 Riverside I-15 Southbound Collision Data							
Segment	Dates	Collision Rates <sup>1</sup>					
		Actual			State Average		
		Fatal	Fatal + Injury	Total	Fatal	Fatal + Injury	Total
Weirick to Magnolia	04/15/2017 to 07/31/2017	0.024*	0.210	0.680	0.006	0.270	0.830
	01/01/2021 to 04/14/2021	0.000	0.240	0.800	0.006	0.270	0.830
	04/15/2021 to 07/31/2021	0.000	<b>0.400</b>	<b>1.220</b>	0.006	0.270	0.830

Notes:

\* Motorcycle lost control collision around 10:00 AM (Off Peak Hours for the Riv. I-15 Southbound)

<sup>1</sup> Accident rate is the number of accidents per million vehicle-miles

**Bold** font indicates an actual accident rate that is higher than the average accident rate

Source: Caltrans District 8 Division of Traffic Operations

### Conclusion/Recommendation

The I-15 ICOP is a traffic operations improvement that adds an auxiliary to facilitate weaving, maneuvering of entering and leaving traffic, on the I-15 between the Cajalco Road and Weirick Road interchanges. The total new auxiliary lane length is 0.84 mile. As indicated in the traffic operations data within this memo, the LOS remains the same in both the no-build and build alternatives, however, there are traffic operations benefits and improved travel times within this area of the I-15. The improvements

are serving a localized area of the I-15 in south Corona which is surrounded by mostly residential and commercial developments and does not lead to an increase in overall traffic volume and truck traffic. As shown with recent data, this area of the corridor is experiencing a higher rate of accidents than the statewide average. The improvements are located between two interchanges (on-ramp to off-ramp) to allow efficient merging and weaving and this is an interim project that is expected to be operational for 3 years.

The I-15 ICOP as currently described meets the definition of an auxiliary lane that is less than 1 mile in length, improves operations, and does not increase traffic volumes. Based on this information, RCTC requests that the I-15 ICOP be exempt from air quality conformity.



DEPARTMENT OF TRANSPORTATION  
DISTRICT 8  
TRAFFIC OPERATIONS DIVISION (MS 715)  
464 WEST 4TH STREET, 6<sup>TH</sup> FLOOR  
SAN BERNARDINO, CA 92401-1400  
MAIN (909) 255-2368  
PHONE (909) 383-4065  
TTY 711  
[www.dot.ca.gov/dist8](http://www.dot.ca.gov/dist8)



Making Conservation  
a California Way of Life.

September 2, 2021

Mr. David K. Thomas  
Project Manager  
Riverside County Transportation Commission  
4080 Lemon St. 3rd Fl. | P.O. Box 12008  
Riverside, CA 92502

Dear Mr. David K. Thomas:

This is in response to your collision data/analysis request for a segment that is part of the above referenced project. This segment is on Interstate 15 (I-15) southbound, from Weirick Rd. Undercrossing to Magnolia Ave. Overcrossing (PM 35.641 to PM 40.352) located in the City of Corona and Riverside County. The collision data/analysis is provided as a supporting document to the conformity streamlining exemption form for the project to be exempt under 40 CFR.126.

Caltrans Traffic Accident Surveillance & Analysis System (TASAS) Table B indicates the following summary during the three periods.

- From April 15<sup>th</sup>, 2017 to July 31<sup>st</sup>, 2017, the last three and half month prior to the actual start of construction.
- From January 1<sup>st</sup>, 2021 to April 14<sup>th</sup>, 2021, three and half month prior to open the Express lane to traffic.
- From April 15<sup>th</sup>, 2021 to July 31<sup>st</sup>, 2021, most current collision data available for this segment after the opening the Express lane to traffic.

According to the data shown in the attached excel sheet, the most recent three and half month after the opening of the Express lane to traffic, the Fatality + Injury and Total collision rates have doubled comparing to the two previous periods, while the Fatality rate went down. Further analysis shows that the reason for the low Fatality rate was due to a one fatal motorcycle collision around 10 AM during the RIV I-15 southbound off-peak hours, caused by the driver who lost control. The other types of collisions within this segment were congestion related collisions.

It is anticipated that the proposed modification by extending the number four lane to Weirick Rd. will improve the traffic flow, reduce congestion, and reduce the overall collision rates.

Mr. David K. Thomas  
Date  
Page 2

Should you have any questions or need additional information, please feel free to call me at (909) 383-4065 or (909)255-2368.

Sincerely,

A handwritten signature in cursive script that reads "Haissam Yahya".

Haissam Yahya  
Office Chief/Safety Program Advisor  
Division of Traffic Operations

Enclosure: Riverside I-15 Southbound Collision Data Excel Sheet.

**Riverside I-15 Southbound Collision Data**

Segment	Dates	Number of Collisions			Type of Collisions				Collision Rates					
		Total	Fatal	Injury	Sideswipe	Rear End	Hit Object	Overturn	Actual			State Average		
									Fatality	Fatality + Injury	Total	Fatality	Fatality + Injury	Total
Weirick to Cajalco	04/15/2017 to 07/31/2017	5	1*	0	2	1	1	1*	0.100*	0.100	0.500	0.006	0.260	0.790
	01/01/2021 to 04/14/2021	7	0	1	1	6	0	0	0.000	0.100	0.720	0.006	0.260	0.790
	04/15/2021 to 07/31/2021	9	0	5	1	5	3	0	0.000	0.500	0.900	0.006	0.260	0.790
Cajalco to El Cerrito	04/15/2017 to 07/31/2017	8	0	5	1	6	1	0	0.000	0.550	0.880	0.006	0.260	0.790
	01/01/2021 to 04/14/2021	8	0	1	2	5	1	0	0.000	0.110	0.910	0.006	0.260	0.790
	04/15/2021 to 07/31/2021	15	0	4	4	11	0	0	0.000	0.440	1.650	0.006	0.260	0.790
El Cerrito to Magnolia	04/15/2017 to 07/31/2017	16	0	3	5	8	3	0	0.000	0.130	0.690	0.005	0.280	0.860
	01/01/2021 to 04/14/2021	18	0	8	6	10	2	0	0.000	0.360	0.800	0.005	0.280	0.860
	04/15/2021 to 07/31/2021	28	0	8	10	16	2	0	0.000	0.340	1.200	0.005	0.280	0.860
Weirick to Magnolia	04/15/2017 to 07/31/2017	29	1*	8	8	15	5	1*	0.024*	0.210	0.680	0.006	0.270	0.830
	01/01/2021 to 04/14/2021	33	0	10	9	21	3	0	0.000	0.240	0.800	0.006	0.270	0.830
	04/15/2021 to 07/31/2021	52	0	17	15	32	5	0	0.000	0.400	1.220	0.006	0.270	0.830

**Note:**

\* Motorcycle lost control collision around 10:00 AM (Off Peak Hours for the Riv. I-15 Southbound)

If we exclude the above mentioned Motorcycle fatal collision from the table, we find that all actual rates were degraded after the opening of the express lanes except for the Fatality + Injury rate within the Cajalco to El Cerrito segment.