

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.scaq.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

RTIP ID# *(required)* RIV151218

TCWG Consideration Date January 23, 2024

Project Description (clearly describe project)

The City of Menifee (City), in cooperation with the California Department of Transportation (Caltrans), proposes to reconstruct the Interstate 215 (I-215)/McCall Boulevard interchange and widen McCall Boulevard to address traffic congestion and delays associated with new and proposed developments. The limits of work for this project are along I-215 between post mile (PM) PM R20.1 and PM 21.5 and includes the widening of the existing overcrossing structure along McCall Boulevard crossing I-215, modifications of the associated on- and off-ramps, and improvements at the nearby intersections of McCall Boulevard/Bradley Road and McCall Boulevard/Encanto Drive. The I-215/McCall Boulevard interchange is located in the City of Menifee, in the County of Riverside, California.

The proposed project improvements include widening of McCall Boulevard, the I-215 overcrossing, and the I-215 ramps. The existing Type L-1 Tight Diamond interchange configuration would not be modified; however, the McCall Boulevard overcrossing would be widened to allow for the proposed improvements consisting of three through lanes and two left turn lanes in each direction. Additional improvements include signal modifications at the proposed northbound and southbound ramps intersections, the Bradley Road intersection, and the Encanto Drive intersection.

Other improvements associated with the Build Alternative includes widening McCall Boulevard and the I-215 bridge overcrossing from two lanes to three in each direction from Sun City Boulevard to approximately 700 feet east of the Encanto Drive. The six through lanes would continue east where the ultimate facility is a six-lane Urban Arterial road. In the westbound direction, the sixth lane would be added/dropped at the Bradley Road intersection to match the four-lane facility west of the interchange in accordance with the City's General Plan designation, which is a 4-lane Major road.

The I-215/McCall Boulevard bridge overcrossing would be widened to include two left turn lanes, with storage shared within the median for both directions of travel along McCall Boulevard. The widening would also include a bike/Neighborhood Electric Vehicle (NEV) lane, and sidewalks on both sides of the bridge. The existing bridge would be widened while maintaining the existing vertical clearance.

The I-215 northbound and southbound on-ramps would be reconstructed and widened from one to two lanes with ramp metering. The I-215 northbound and southbound off-ramps would be partially reconstructed to provide three turn lanes to accommodate anticipated growth to the east. All existing ramp skew angles at McCall Boulevard would be aligned and improved to meet the 75-degree minimum to meet the Caltrans Highway Design Manual standards. The McCall Boulevard intersection improvements at Bradley Road and Encanto Drive include additional turn-lanes and standard pedestrian facilities such as two curb ramps and median pedestrian refuge islands.

The Build Alternative would impact areas in all four interchange quadrants, including a potential sliver acquisition from the existing commercial development located in the southeast quadrant of the interchange. Due to the new widening, the build alternative would also impact businesses and commercial development along both sides of McCall Boulevard from Sun City Boulevard to Encanto Drive. Additional right of way may be required to accommodate the proposed improvements.

The improvements associated with the widening of McCall Boulevard would also require utility relocations. While the majority of the utilities within the project area are underground, there may be impacts to a few utility poles and above ground boxes/vaults due to the widening improvements. Any existing utilities within the project area requiring relocation would be coordinated with the owner and operator of the utility.

Drainage in the project area is collected by various storm drain facilities and conveyed to the Sun City Channel, a regional flood control facility operated and maintained by the Riverside County Flood Control and Water Conservation District. The channel conveys flow from east to west and traverses under I-215 via a reinforced concrete box (RCB) culvert, which is currently at capacity and has a history of flooding in the Avila Apartment Homes community. Since the interchange project is anticipated to increase the impervious surfaces in the area, the project may attenuate additional runoff tributary to the Sun City Channel/RCB through the use of detention/retention basins within the interchange.

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Other project activities needed to support the design of the bridge include potholing and geotechnical investigations within the existing roadway and proposed improvement locations. The bridge is listed in the Federal Eligible Bridge List (EBL) with a Sufficiency Rating (SR) of 60 according to the Bridge Inspection Report prepared by Caltrans Structure Maintenance and Investigations (SM&I). Since the bridge has a SR lower than 80, the bridge is eligible for major rehabilitation in accordance with the Highway Bridge Program (HBP) guidelines.

Additionally, the FEMA Flood Plain Report indicated significant inundation for the Airport Boulevard Bridge in a 100 year flood event. Coachella Valley Water District (CVWD) has a plan to lower the riverbed and replace Whitewater River with a concrete lined channel at the Airport Boulevard Bridge.

Due to the geometric deficiency, costly seismic structural retrofit, and significant hydraulic constraint cited above, the County proposes to replace Airport Boulevard Bridge with a new concrete structure. This project proposes to replace the existing 2 lane Airport Boulevard Bridge over Whitewater River with a new 4 lane bridge and reconstruct the connecting approach roadways to meet current Caltrans seismic design codes. The new bridge would have foundations placed below the potential scour plane. The project would raise the bridge profile by approximately 2 feet in order to maintain a minimum freeboard from the flood water. The reprofiling would extend into approximately 1,000 feet of approach roadway that will also be reconstructed.

The new bridge will be constructed in two stages. Stage 1 is to construct north half of the bridge while the traffic on Airport Boulevard would remain on the existing bridge. After stage 1 is constructed, two lanes of traffic will be detoured to the newly constructed bridge. After demolishing the existing bridge, the remaining south half of the bridge will be constructed. A deck closure pour will be the final stage to connect the two structures to produce a continuous bridge deck.

This project is included in the Southern California Association of Governments (SCAG) 2020-2045 Connect SoCal plan, the current Regional Transportation Plan/Sustainable Communities Strategy, and the 2023 Federal Transportation Improvement Program (2023 FTIP). Caltrans is the lead agency under the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The City is the project proponent.

Type of Project (use Table 1 on instruction sheet)
Reconfigure existing interchange.

County Riverside	Narrative Location/Route & Postmiles The roadway improvements would occur along I-215 between post mile (PM) PM R20.1 and PM 21.5 and includes the widening of the existing overcrossing structure along McCall Boulevard crossing I-215, modifications of the associated on- and off-ramps, and improvements at the nearby intersections of McCall Boulevard/Bradley Road and McCall Boulevard/Encanto Drive. Caltrans Projects – EA# 1F700
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Lead Agency: Caltrans (NEPA)

Contact Person Zach Liptak	Phone# 916-858-0642	Fax# 916-858-0643	Email zliptak@dokkenengineering.com
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Hot Spot Pollutant of Concern (check one or both) **PM2.5 X** **PM10**

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
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Scheduled Date of Federal Action: 2023				
NEPA Assignment – Project Type <i>(check appropriate box)</i>				
Exempt	Section 326 – Categorical Exemption	X	Section 327 – Non-Categorical Exemption	
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environment al	ENG	ROW	CON
Start	Prior	Prior	2023/2024	2023/2024
End	Prior	Prior	2023/2024	2023/2024
Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i> The purpose of the proposed project is to increase capacity and improve traffic operations on McCall Boulevard between Bradley Road and Encanto Drive near I-215 to support the forecasted travel demand for the 2048 design year, accommodate a multimodal facility that has harmony with the community and preserves the values of the area, and improve existing geometric deficiencies. The proposed project is needed to accommodate for the projected increase from 30,000 ADT to 44,000 ADT by 2035, connect a gap along the westbound McCall Boulevard sidewalk that would add bicycle lanes in both directions which would allow a connection between communities and businesses across the interchange for all users, and to improve existing geometric deficiencies at the existing ramp intersections.				
Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i> Economic Development Corridor, Commercial Retail, Public/Quasi Public Facilities, and Residential, (City of Menifee).				

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility						
Opening Year (2028)						
Study Roadway Segments	No Build	Build	Heavy Trucks %		AADT Trucks	AADT Trucks
	AADT	AADT	AM	PM	No Build	Build
I-215 Southbound Basic Segment between Ethanac Road and McCall Boulevard	61,280	61,280	2	1	1,838	1,838
I-215 Southbound Diverge Segment at McCall Boulevard Off-Ramp	61,280	61,280	2	1	1,838	1,838
I-215 Southbound Off-Ramp	16,110	16,110	8	3	1,772	1,772
I-215 Southbound Basic Segment between McCall Boulevard Off-Ramp and On-Ramp	45,170	45,170	2	1	1,355	1,355
I-215 Southbound On-Ramp	12,660	12,660	2	1	380	380
I-215 Southbound Merge Segment at McCall Boulevard On-Ramp	57,830	57,830	2	1	1,735	1,735
I-215 Northbound Basic Segment between Newport Road and McCall Boulevard	70,380	70,380	2	1	2,111	2,111
I-215 Northbound Diverge Segment at McCall Boulevard Off-Ramp	70,380	70,380	2	1	2,111	2,111
I-215 Northbound Off-Ramp	13,340	13,340	3	2	667	667
I-215 Northbound Basic Segment between McCall Boulevard Off-Ramp and On-Ramp	57,040	57,040	2	1	1,711	1,711
I-215 Northbound On-Ramp	6,860	6,860	3	3	412	412
I-215 Northbound Merge Segment at McCall Boulevard On-Ramp	63,900	63,900	2	1	1,917	1,917
McCall Boulevard between I-215 Ramps	32,300	32,300	3	2	969	646

Source: Fehr & Peers, 2021. Traffic information from *I-215 and McCall Boulevard Interchange Project Traffic Volumes Report, October 2021*

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

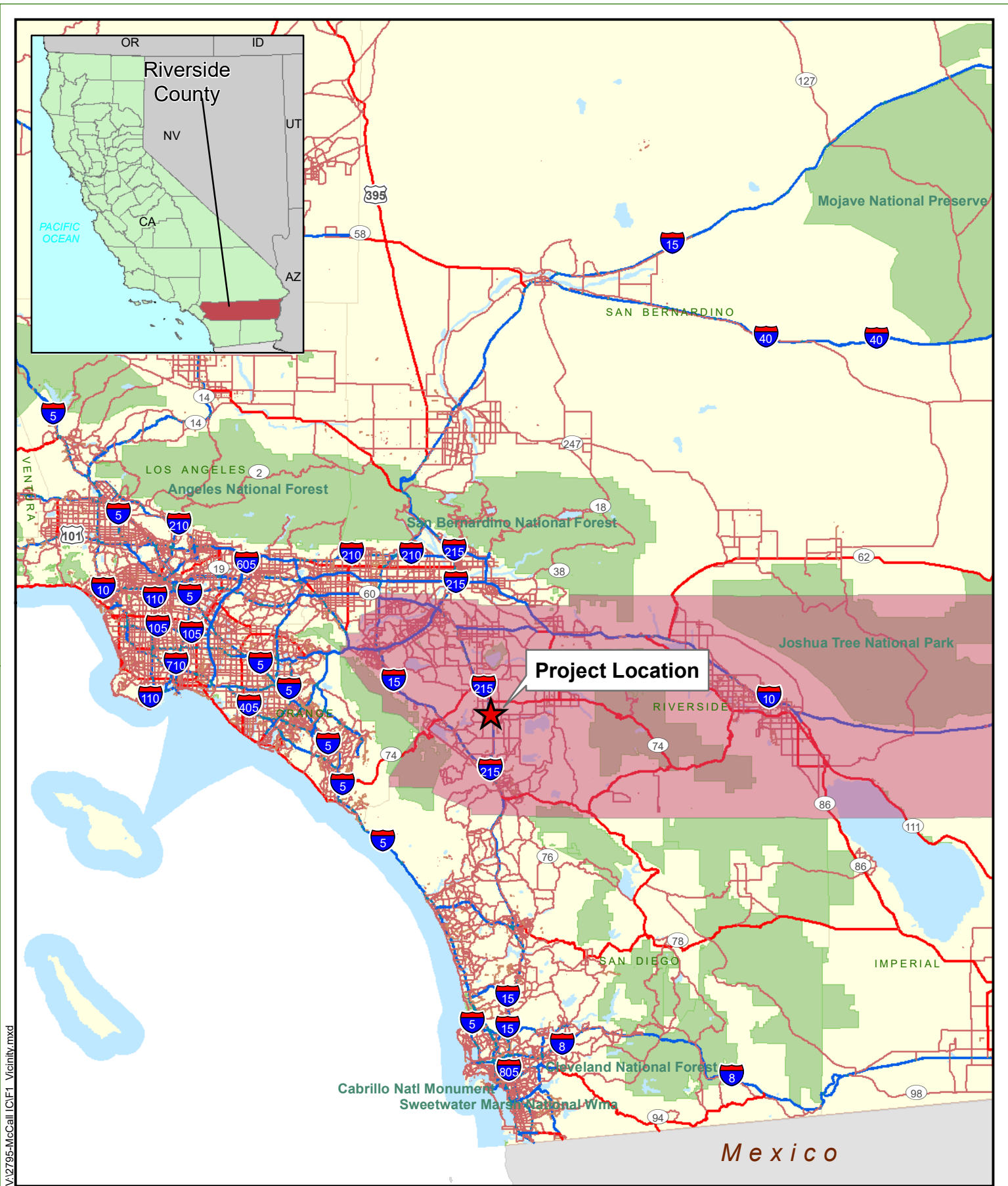
RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility						
Design Year (2048)						
Study Roadway Segments	No Build	Build	Heavy Trucks %		AADT Trucks	AADT Trucks
	AADT	AADT	AM	PM	No Build	Build
I-215 Southbound Basic Segment between Ethanac Road and McCall Boulevard	69,410	69,410	2	1	2,082	2,082
I-215 Southbound Diverge Segment at McCall Boulevard Off-Ramp	69,410	69,410	2	1	2,082	2,082
I-215 Southbound Off-Ramp	20,790	20,790	8	3	2,287	2,287
I-215 Southbound Basic Segment between McCall Boulevard Off-Ramp and On-Ramp	48,620	48,620	2	1	1,459	1,459
I-215 Southbound On-Ramp	17,040	17,040	2	1	511	511
I-215 Southbound Merge Segment at McCall Boulevard On-Ramp	65,660	65,660	2	1	1,970	1,970
I-215 Northbound Basic Segment between Newport Road and McCall Boulevard	86,890	86,890	2	1	2,607	2,607
I-215 Northbound Diverge Segment at McCall Boulevard Off-Ramp	86,890	86,890	2	1	2,607	2,607
I-215 Northbound Off-Ramp	17,400	17,400	3	2	870	870
I-215 Northbound Basic Segment between McCall Boulevard Off-Ramp and On-Ramp	69,490	69,490	2	1	2,085	2,085
I-215 Northbound On-Ramp	9,020	9,020	3	3	541	541
I-215 Northbound Merge Segment at McCall Boulevard On-Ramp	78,510	78,510	2	1	2,355	2,355
McCall Boulevard between I-215 Ramps	42,500	42,500	3	2	2,125	2,125

Source: Fehr & Peers, 2021. Traffic information from *I-215 and McCall Boulevard Interchange Project Traffic Volumes Report, October 2021*

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Intersection	PEAK HOUR	No Build		Build	
		DELAY	LOS	DELAY	LOS
McCall Boulevard & I-215 Southbound Ramps	AM	>80	F	29	C
	PM	>80	F	21	C
McCall Boulevard & I-215 Northbound Ramps	AM	64	E	14	B
	PM	>80	F	14	B
Bold text indicates unacceptable operations.					
<p>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT See Table above.</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 See Table above.</p>					
<p>Describe potential traffic redistribution effects of congestion relief (<i>impact on other facilities</i>) The proposed project improvements would increase capacity and improve traffic operations, as well as accommodate a multimodal facility that provides a continuous roadway along McCall Boulevard, reducing delay times.</p>					

Comments/Explanation/Details <i>(attach additional sheets as necessary)</i>	
The following table details why the project does not meet the definition of a Project of Air Quality Concern.	
EPA Definition of POAQC	Proposed Project
(i) New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;	The I-215 and McCall Boulevard Interchange Project is not a new or expanded highway project with a significant number of or significant increase in diesel vehicles. Diesel/heavy truck traffic is expected to be between 3% and 11% on the segments. The greatest number of trucks on a segment is estimated to be 2,607, which is well below the general threshold of 10,000 diesel trucks (i.e. 125,000 volume of which 8% is diesel). The truck percentage is projected to remain the same for both the opening year and the horizon year.
(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;	The anticipated number of diesel vehicles is not significant (see above).
(iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;	Bus and rail terminals and transfer points are not part of this project.
(iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and	Expanded bus and rail terminals and transfer points are not part of this project.
(v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM ₁₀ or PM _{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.	The project is not in, nor will it affect, a location of violation or possible violation



V:\2795-McCall ICF1_Vicinity.mxd

Source: ESRI 2008; Dokken Engineering 5/19/2021; Created By: ahale

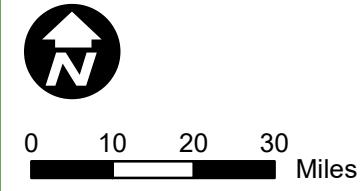
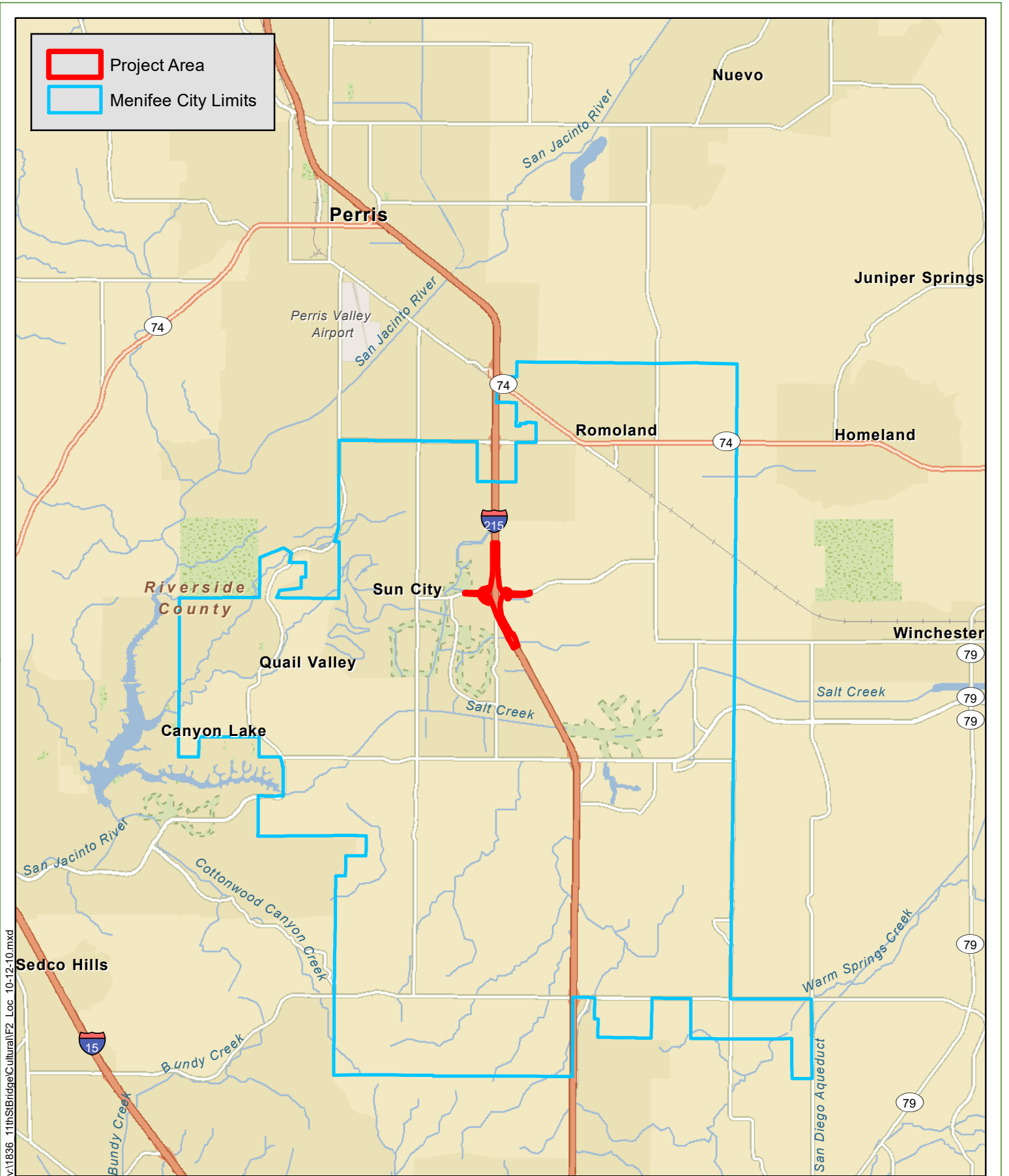


FIGURE 1
Project Vicinity

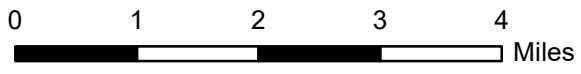
McCall Boulevard/I-215 Interchange Improvements Project
08 - Riv - 215 - R20.1/21.5 (EA 1F700K)
City of Menifee, Riverside County, California



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 Source: ESRI World Street Maps Online; Dokken Engineering 7/7/2022; Created By: zachl

FIGURE 2
Project Location

McCall Boulevard/I-215 Interchange Improvements Project
 08 - Riv - 215 - R20.1/21.5 (EA 1F700K)
 City of Menifee, Riverside County, California



**PM Conformity Hot Spot Analysis
Project Summary Form for Interagency Consultation**

**I-215/McCall Boulevard Interchange Improvements Project
City of Menifee, Riverside County, California
District 08-RIV-215-PM R20.1/21.5
Federal Aid Project No. EA-1F700/PN 0815000023
RTIP ID# RIV151218**

In December 2021, the I-215/McCall Boulevard Interchange Improvements Project underwent Interagency Consultation through the SCAG Transportation Conformity Working Group to determine if it is a Project of Air Quality Concern (POAQC). The SCAG Transportation Conformity Working Group determined the project is not a POAQC on December 7, 2021.

Since that time, it was determined the Post Miles needed to be updated in SCAG's FTIP from Post Miles R20.3/21.3 to R20.1/21.5 due to the need for traffic control during construction. This was a minor update to the FTIP and the project description and features remain the same as previously concurred upon, with the only change being the post mile limits. No new modeling was conducted for this change.

Due to the revision in Post Miles, the I-215/McCall Boulevard Interchange Improvements Project is required to go through Interagency Consultation again. There are no other changes to the *PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation form* with exception to the Post Miles reference in the Project Description and attached figures. Please use the revised form to provide concurrence that this project continues to not be a POAQC.