

PM Conformity Hot Spot Analysis Project Summary Form for Interagency Consultation

The purpose of this form is to provide sufficient information to allow the Transportation Conformity Working Group (TCWG) to determine if a project requires a project-level PM hot spot analysis pursuant to Federal Conformity Regulations.

The form is not required under the following circumstances:

1. The project sponsor determines that a project-level PM hot spot analysis is required or otherwise elects to perform the analysis; or
2. The project does not require a project-level PM hot spot analysis since it:
 - a. Is exempt pursuant to 40 CFR 93.126; or
 - b. Is a traffic signal synchronization project under 40 CFR 93.128; or
 - c. Uses no Federal funds AND requires no Federal approval; or
 - d. Is located in a Federal PM attainment area (note: PM10 and PM2.5 areas differ).

Projects other than those listed above may or may not need a project-level PM hot spot analysis depending on whether it is considered a "Project of Air Quality Concern" (POAQC), and should be brought before the TCWG for a determination.

It is the responsibility of the project sponsor to ensure that the form is filled out completely and provides a sufficient level of detail for the TCWG to make an informed decision on whether or not a project requires a project-level PM hot spot analysis. For example, the TCWG will be reviewing the effects of the project, and thus part of the required information includes build/no build traffic data. It is also the responsibility of the project sponsor to ensure a representative is available to discuss the project at the TCWG meeting if necessary.

Instructions:

- 1) Fill out form in its entirety. Enter information in gray input fields.**
- 2) Be sure to include FTIP ID#. See <http://www.scag.ca.gov/ftip/index.htm> if necessary.**
- 3) Submit completed form to your local Transportation Commission who will submit it to the MPO. Caltrans projects can be submitted by Caltrans District representatives.**

The TCWG meets the fourth Tuesday of each month at SCAG Headquarters, 818 W. 7th Street, 12th Floor, Los Angeles, CA 90017. Participation is also available via teleconference. Call (213) 236-1800 prior to meeting to get the call-in number and pass-code.

Forms must be submitted by the second Tuesday of the month to be considered at that month's TCWG meeting.

REFERENCE

Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)) – PM₁₀ and PM_{2.5} Hot Spots

- (i) New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles;
- (ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;
- (iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;
- (iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and
- (v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Links to more information:

<http://www.fhwa.dot.gov/environment/conform.htm>

<http://www.epa.gov/otaq/stateresources/transconf/index.htm>

TABLE 1
Type of Project

- | |
|--|
| <ul style="list-style-type: none">• New state highway• Change to existing state highway• New regionally significant street• Change to existing regionally significant street• New interchange• Reconfigure existing interchange• Intersection channelization• Intersection signalization• Roadway realignment• Bus, rail, or inter-modal facility/terminal/transfer point• Truck weight/inspection station• At or affects location identified in the SIP as a site of actual or possible violation of NAAQS |
|--|

FTIP ID# <i>(required)</i> LAMIP106 (funding transferred from TIP # LAMIP101)				
TCWG Consideration Date				
Project Description <i>(clearly describe project)</i> This project is located in the City of Los Angeles, on Figueroa St. from S. Ave 60 to Meridian St, on Meridian St. from Figueroa St. to N. Ave 63, and on N. Ave 63 from Meridian St. to Ruby St. It will improve pedestrian and transit rider safety, mobility, and connection to numerous public facilities near and adjacent to the project limits. Scope elements along Figueroa St. include sidewalk and bus stop improvements, curb ramp improvements, bumpouts where feasible, landscaping improvements at pedestrian plaza areas, new street trees, pedestrian lighting, and traffic signal safety upgrades, including a new signalized intersection at Figueroa St. / Piedmont Ave. and HAWK signal at Figueroa St. / Hamlet St. Elements along Meridian St. and N. Ave 63 include pedestrian lighting.				
Type of Project <i>(use Table 1 on instruction sheet)</i> Intersection signalization				
County Los Angeles	Narrative Location/Route & Postmiles In the City of Los Angeles, on Figueroa St. from S. Ave 60 to Meridian St (0.72 mi), on Meridian St. from Figueroa St. to N. Ave 63 (0.29 mi), and on N. Ave 63 from Meridian St. to Ruby St. (0.29 mi)			
Caltrans Projects – EA#				
Lead Agency: City of Los Angeles				
Contact Person David Owens	Phone# (213) 442-4296	Fax#	Email david.owens@lacity.org	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 ☒ PM10 ☒				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
☒ Categorical Exclusion (NEPA)	☐ EA or Draft EIS	☐ FONSI or Final EIS	☐ PS&E or Construction	☐ Other
Scheduled Date of Federal Action: 8/31/2026				
NEPA Assignment – Project Type <i>(check appropriate box)</i>				
☐ Exempt	☒ Section 326 –Categorical Exemption	☐ Section 327 – Non-Categorical Exemption		
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	September 2020	February 2025	April 2026	July 2026
End	April 2025	June 2026	June 2026	June 2029

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

The corridors targeted by this project experience high levels of pedestrian and transit needs due to the high concentration of public facilities in the immediate vicinity – the Arroyo Vista Family Health Center, Highland Park Recreation Center, Arroyo Seco Regional Branch Library, Highland Park Adult Senior Citizen Center, Garvanza Elementary School, Luther Burbank Middle School, and Garvanza Park – plus the Lutheran Church of the Good Shepherd and California New Canaan Presbyterian Church. This project will provide mobility and pedestrian access improvements to the critical corridors that serve these facilities, helping address access and safety concerns for all users.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Existing land uses adjacent to the project consist of a mix of single family residential, multi-family residential, commercial, public facility (middle & elementary schools & family center) and open space (park, rec center, senior center). See attachment.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**Opening Year, No-Build & Build Traffic Conditions**

Scenario / Analysis Year / Roadway Segment	Roadway Segment Location	AADT		% Trucks
		Total	Trucks	
Opening Year, No Build (2029)				
Figueroa St	At Piedmont / Marmion / Arroyo Glen	17308	560	3.2%
Figueroa St	At Hamlet	28482	922	3.2%
Opening Year, Build (2029)				
Figueroa St	At Piedmont / Marmion / Arroyo Glen	17308	560	3.2%
Figueroa St	At Hamlet	28482	922	3.2%

Notes:

- At the time of this submission, reliable, complete data was not available. Data presented here are estimations based on available partial counts, and borrowing from more complete available counts at the nearby Figueroa St / York Blvd intersection (see Comments section below for more information)
- Comparing older and newer traffic counts in this area indicates that traffic volumes used to be higher and have reduced over the years.
- Traffic volumes are not expected to change between either build or no-build scenarios

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

Design Year, No-Build & Build Traffic Conditions

Scenario / Analysis Year / Roadway Segment	Roadway Segment Location	AADT		% Trucks
		Total	Trucks	
Opening Year, No Build (2049)				
Figueroa St	At Piedmont / Marmion / Arroyo Glen	21119	684	3.2%
Figueroa St	At Hamlet	34753	1125	3.2%
Opening Year, Build (2049)				
Figueroa St	At Piedmont / Marmion / Arroyo Glen	21119	684	3.2%
Figueroa St	At Hamlet	34753	1125	3.2%

Notes:

- At the time of this submission, reliable, complete data was not available. Data presented here are estimations based on available partial counts, and borrowing from more complete available counts at the nearby Figueroa St / York Blvd intersection (see Comments section below for more information)
- Comparing older and newer traffic counts in this area indicates that traffic volumes used to be higher and have reduced over the years.
- Traffic volumes are not expected to change between either build or no-build scenarios

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

Opening Year, No-Build & Build Traffic Conditions

Scenario / Analysis Year / Roadway Segment	Roadway Segment Location	AADT		% Trucks
		Total	Trucks	
Opening Year, No Build (2029)				
Piedmont / Marmion / Arroyo Glen	At Figueroa St	232	7	3.2%
Hamlet St	At Figueroa St	UNK	UNK	3.2%
Opening Year, Build (2029)				
Piedmont / Marmion / Arroyo Glen	At Figueroa St	232	7	3.2%
Hamlet St	At Figueroa St	UNK	UNK	3.2%

Notes:

- At the time of this submission, reliable, complete data was not available. Data presented here are estimations based on available partial counts, and borrowing from more complete available counts at the nearby Figueroa St / York Blvd intersection (see Comments section below for more information)
- Traffic data for the Piedmont/Marmion/Arroyo Glen side streets was only available for Arroyo Glen at the time of this submission. Piedmont is slightly larger than Arroyo Glen, and Marmion is smaller.
- No traffic data was available for the Hamlet side street at the time of this submission.
- Comparing older and newer traffic counts in this area indicates that traffic volumes used to be higher and have reduced over the years.
- Truck volumes are likely overestimated due to borrowing available truck percentage from a much larger nearby intersection (Figueroa / York)
- Traffic volumes are not expected to change between either build or no-build scenarios

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

Design Year, No-Build & Build Traffic Conditions

Scenario / Analysis Year / Roadway Segment	Roadway Segment Location	AADT		% Trucks
		Total	Trucks	
Opening Year, No Build (2049)				
Piedmont / Marmion / Arroyo Glen	At Figueroa St	283	9	3.2%
Hamlet St	At Figueroa St	UNK	UNK	3.2%
Opening Year, Build (2049)				
Piedmont / Marmion / Arroyo Glen	At Figueroa St	283	9	3.2%
Hamlet St	At Figueroa St	UNK	UNK	3.2%

Notes:

- At the time of this submission, reliable, complete data was not available. Data presented here are estimations based on available partial counts, and borrowing from more complete available counts at the nearby Figueroa St / York Blvd intersection (see Comments section below for more information)
- Traffic data for the Piedmont/Marmion/Arroyo Glen side streets was only available for Arroyo Glen at the time of this submission. Piedmont is slightly larger than Arroyo Glen, and Marmion is smaller.
- No traffic data was available for the Hamlet side street at the time of this submission.
- Comparing older and newer traffic counts in this area indicates that traffic volumes used to be higher and have reduced over the years.
- Truck volumes are likely overestimated due to borrowing available truck percentage from a much larger nearby intersection (Figueroa / York)
- Traffic volumes are not expected to change between either build or no-build scenarios

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

This project is strictly a safety/accessibility project for pedestrians and bus/transit users. Traffic redistribution effects from this project are expected to be negligible.

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

This project is exempt because it addresses pedestrian and bicycle safety and increases access to those modes to the nearby destinations. There is one new traffic signal, however, the total AADT ranges from 17,308 to 35,043 which is under the threshold of 125,000 AADT. The diesel truck traffic is 3.2% which is under the threshold of 8%. Therefore, the project is exempt.

Figueroa St / York Blvd Traffic Data

As mentioned in the traffic data responses above, limited reliable, complete data was available at the time of this submission. The closest intersection to both Piedmont/Marmion/Arroyo Glen and Hamlet locations that complete data was available for is Figueroa St / York Blvd. This intersection sits directly between the two in question, and is less than 0.2 miles from either one. York Blvd is a much larger street than any of Piedmont, Marmion, Arroyo Glen, or Hamlet, and sees much larger traffic volumes than any of the other side streets studied above. It is this intersection which truck percentages were borrowed from for the other studies above, which is very likely an over-estimate for the side street truck counts. The traffic data for the Figueroa St / York Blvd intersection is shown below, for context and to present an intersection with complete data which is a worse case than either the of the intersections at Piedmont/Marmion/Arroyo Glen or Hamlet above.

Notes:

- Trucks % borrowed from manual count performed in 2023
- York Blvd data is from prior to a lane reconfiguration/reduction that was implemented sometime between August 2011 and July 2014

Fig / York Prior Traffic Conditions

Scenario / Analysis Year / Roadway Segment	Roadway Segment Location	AADT			Year
		Total	Trucks	Trucks %	
Figuerroa St	At York Blvd	19391	628	3.2%	2025
York Blvd	At Figuerroa St	23772	770	3.2%	2010

Fig / York Opening Year (2029) Traffic Conditions

Scenario / Analysis Year / Roadway Segment	Roadway Segment Location	AADT			Year
		Total	Trucks	Trucks %	
Figuerroa St	At York Blvd	20178	653	3.2%	2029
York Blvd	At Figuerroa St	28719	930	3.2%	2029

Fig / York Design Year (2049) Traffic Conditions

Scenario / Analysis Year / Roadway Segment	Roadway Segment Location	AADT			Year
		Total	Trucks	Trucks %	
Figuerroa St	At York Blvd	24621	797	3.2%	2049
York Blvd	At Figuerroa St	35043	1135	3.2%	2049

Highland Park
Recreation Center

Arroyo Seco Regional
Branch Library

FIGUEROA ST

PIEDMONT AVE

ARROYO
GLEN ST

MARMION
WAY

FULL



MATCH TO
BOTTOM LEFT

HEART OF HISTORIC HIGHLAND PARK

MATCH TO
TOP RIGHT

FIGUEROA ST

YORK BLVD

Highland Park
Adult Senior
Citizen Center

MATCH TO
NEXT POSTER
TOP RIGHT

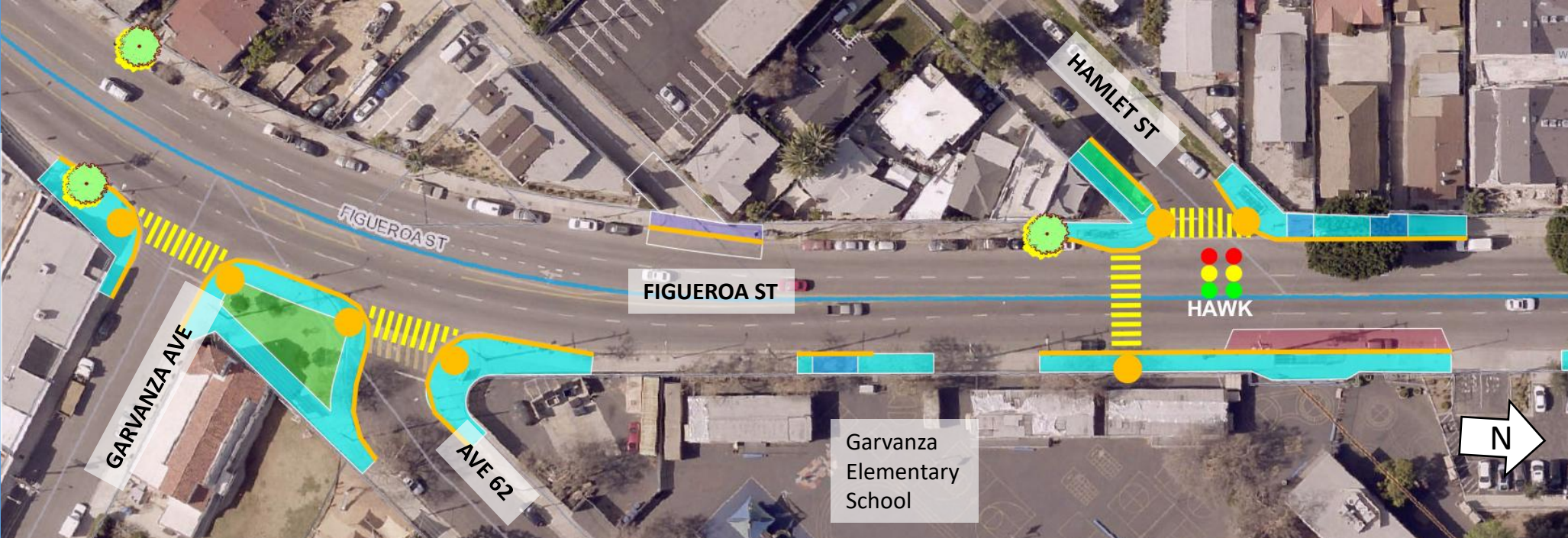
LEGEND

- CURB EXTENSION
- CURB RAMP
- BUS STOP IMPROVEMENTS
- SIDEWALK/CURB & GUTTER REPAIR
- HAWK/SIGNAL (LADOT)
- NEW CROSSWALK (LADOT)
- PED TUNNEL IMPROVEMENTS
- DRIVEWAY IMPROVEMENTS
- SIDEWALK IMPROVEMENTS
- LANDSCAPING IMPROVEMENT
- NEW STREET TREE



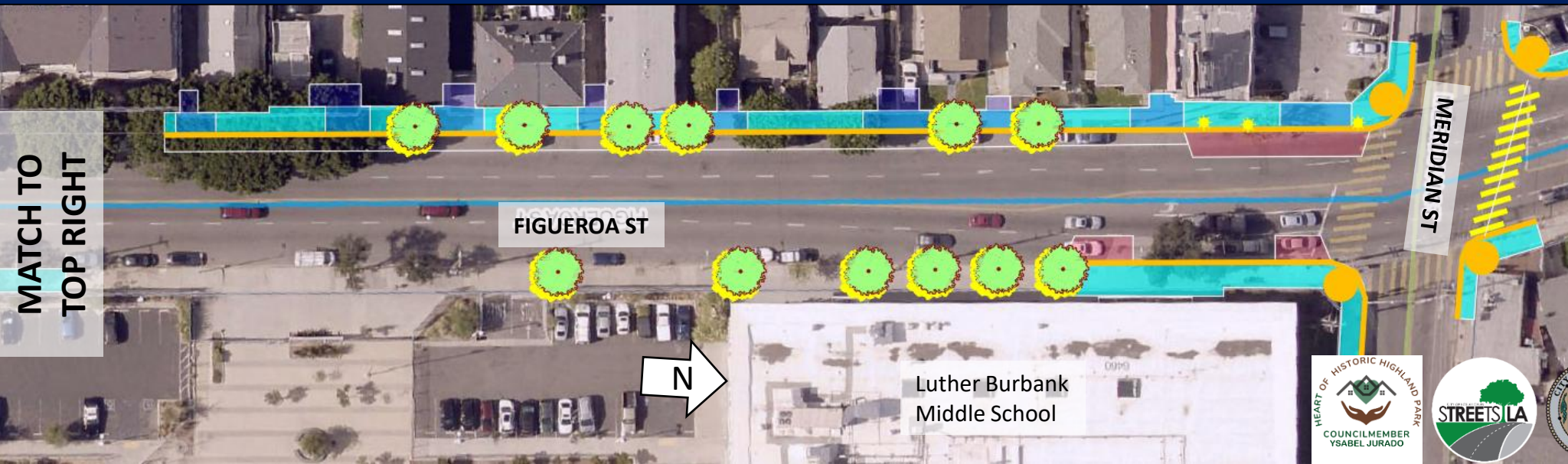
YSABEL JURADO
L.A. CITY COUNCIL MEMBER
DISTRICT 14

MATCH TO
PREVIOUS POSTER
BOTTOM LEFT



MATCH TO
BOTTOM LEFT

HEART OF HISTORIC HIGHLAND PARK



MATCH TO
TOP RIGHT

LEGEND

- CURB EXTENSION
- CURB RAMP
- BUS STOP IMPROVEMENTS
- SIDEWALK/CURB & GUTTER REPAIR
- HAWK/SIGNAL (LADOT)
- NEW CROSSWALK (LADOT)
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- SIDEWALK IMPROVEMENTS
- LANDSCAPING IMPROVEMENT
- NEW STREET TREE



YSABEL JURADO
L.A. CITY COUNCIL MEMBER
DISTRICT 14

Zoning Map

