

RTIP ID# <i>(required)</i> LA0G1453				
TCWG Consideration Date: September 22, 2020				
<p>Project Description <i>(clearly describe project)</i> The Los Angeles County Metropolitan Transportation Authority (Metro), in cooperation with the Gateway Cities Council of Governments (GCCOG) and the California Department of Transportation (Caltrans) District 7, propose to develop and implement an auxiliary lane on Eastbound (EB) State Route 91 (SR-91) within a 1.4-mile segment from the southbound Interstate 710 (I-710) interchange connector to eastbound SR-91, to Cherry Avenue. The project is located in the City of Long Beach and adjacent to the city of Paramount, California.</p> <p>The Build Alternative (Alternative 2) would include the addition of an auxiliary lane on EB SR-91 from the Atlantic Avenue on-ramp to the Cherry Avenue off-ramp. The proposed alternative would require modifications to the following bridges:</p> <ul style="list-style-type: none"> • Myrtle Avenue Undercrossing (Bridge No. 53-2121) 1-span widening • Orange Avenue Undercrossing (Bridge No. 53-2122) 1-span widening • Walnut Avenue Undercrossing (Bridge No. 53-2127) 1-span widening <p>The Design Options within the Build Alternative would extend the auxiliary lane westerly to the SB I-710/EB SR-91 Connector, and easterly to the Cherry Avenue undercrossing. The westerly extension would require:</p> <ul style="list-style-type: none"> • The Atlantic Avenue Undercrossing (Bridge No. 53-2124), 2-span to be widened on the south side • Restriping of the SB I-710/EB SR-91 Connector from one lane to two lanes • Restriping of the Atlantic Avenue off-ramp <p>All other aspects of the Design Options would be the same as the Build Alternative, including the proposed bridge modifications.</p> <p>Project limits are depicted in Figure 1.</p>				
Type of Project <i>(use Table 1 on instruction sheet)</i> Change to Existing State Highway				
County Los Angeles	Narrative Location/Route & Postmiles: SR-91; PM R11.8 to R13.2 Caltrans Projects – EA# 07-354600			
Lead Agency: Caltrans District 7				
Contact Person Andrew Yoon P.E.	Phone# 213.266.6892	Fax# 213.897.1634	Email Andrew.yoon@dot.ca.gov	
Hot Spot Pollutant of Concern <i>(check one or both)</i> <input checked="" type="checkbox"/> PM2.5 <input checked="" type="checkbox"/> PM10				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
Categorical Exclusion (NEPA)	<input checked="" type="checkbox"/> EA or Draft EIS	<input type="checkbox"/> FONSI or Final EIS	<input type="checkbox"/> PS&E or Construction	<input type="checkbox"/> Other
Scheduled Date of Federal Action: 2020				
NEPA Assignment – Project Type <i>(check appropriate box)</i>				
<input type="checkbox"/> Exempt	<input type="checkbox"/> Section 326 –Categorical Exemption	<input checked="" type="checkbox"/>	<input type="checkbox"/> Section 327 – Non-Categorical Exemption	

Current Programming Dates (as appropriate)				
	PE/Environmental	ENG	ROW	CON
Start	2018	2020	2020	2021
End	2020	2021	2021	2024
Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i>				
PROJECT PURPOSE				
<p>The purpose of the Eastbound (EB) State Route 91 (SR-91) Atlantic Avenue to Cherry Avenue Auxiliary Lane Improvements Project (Project) is to enhance safety conditions on the EB SR-91 mainline, reduce congestion, and improve EB freeway operations (both mainline and ramps).</p>				
PROJECT NEED				
<p>Eastbound SR-91 experiences substantial congestion due to operational deficiencies within the project area, which is forecast to increase if no physical and operational improvements are made to the facility. The Project is needed to address operational safety due to the short weaving distance along EB SR-91 between the closely spaced interchanges of the I-710 on-ramps, Atlantic Avenue, and Cherry Avenue which impacts mainline congestion.</p>				
Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i>				
<p>Nearby land uses consist of a mix of land uses, including commercial, public, and residential uses. The nearest residential land uses are generally located adjacent to SR-91, to the north and south of SR-91. A church/preschool is located south of SR-91, east of Orange Avenue. Commercial land uses are generally located south of SR-91, near Atlantic Avenue and Cherry Avenue, and to the north of SR-91, east of Cherry Avenue. Diesel truck traffic in the area is predominantly generated by nearby industrial land uses. The proposed project would not significantly affect overall traffic or truck volumes. Nearby land uses are depicted in Figure 1.</p>				
Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility				
<p>Overall vehicle AADT, truck AADT, and truck percentages for opening year are summarized in Table 2. Freeway segment levels of service for opening year, without project weaving, are summarized in Table 4 and Table 5, respectively. Freeway segment levels of service for opening year, with project weaving, are summarized in Table 6 and Table 7, respectively.</p>				
RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility				
<p>Overall vehicle AADT, truck AADT, and truck percentages for design year conditions are summarized in Table 3. Freeway segment levels of service for design year, without project weaving, are summarized in Table 8 and Table 9, respectively. Freeway segment levels of service for design year, with project weaving, are summarized in Table 10 and Table 11, respectively.</p>				
Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build Intersection AADT, % and # trucks, truck AADT				
<p>Opening year intersection LOS data is summarized in Table 12.</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				
<p>Design year intersection LOS data is summarized in Table 13.</p>				
Describe potential traffic redistribution effects of congestion relief <i>(impact on other facilities)</i>				
<p>The project would include operational improvements to SR-91 and would not result in significant increases in overall traffic or truck volumes.</p>				

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Table 2. SR-91 Average Daily Traffic & Truck Volumes - Opening Year 2024

Segment	Average-Daily Traffic Volumes								
	No-Build Conditions			Build Conditions			Change from No-Build Conditions		
	Total	Truck	%Truck	Total	Truck	%Truck	Total	Truck	%Truck
EB SR-91 HOV Lane at I-710 (Butler)	14,745	0	0%	14,745	0	0%	0	0	0%
EB SR-91 at I-710	29,274	1,171	4%	30,082	1,203	4%	808	32	3%
I-710 NB to SR-91 EB Ramp Direct Connector	39,155	2,738	7%	40,301	2,821	7%	1,186	83	3%
EB SR-91 between 710 NB Direct Connector & 710 SB Direct Connector	68,389	3,419	5%	70,383	3,519	5%	1,994	100	3%
I-710 SB to SR-91 EB Ramp Direct Connector	35,224	2,466	7%	36,292	2,540	7%	1,068	75	3%
EB SR-91 between I-710 SB Direct Connector and EB Atlantic Ave On-ramp	103,613	12,434	12%	106,675	12,801	12%	3,062	367	3%
EB Atlantic Ave On-ramp	11,716	351	3%	12,071	362	3%	355	11	3%
EB SR-91 Atlantic Ave to Cherry Ave (with cross-weave net difference)	115,329	13,839	12%	118,746	14,250	12%	3,417	410	3%
Cross-weave net difference	2,539	0	0%	2,539	0	0%	0	0	0%
EB SR-91 HOV Lane at Cherry Ave	17,284	0	0%	17,284	0	0%	0	0	0%
EB Cherry Ave Off-ramp	5,802	683	11%	5,977	657	11%	175	19	3%
EB SR-91 Between Cherry Off-ramp & On-ramp	106,988	12,839	12%	110,230	13,228	12%	3,242	389	3%
EB Cherry Ave On-ramp	12,885	773	6%	12,885	773	6%	0	0	0%
EB SR-91 Cherry Ave to Paramount Blvd	119,873	14,385	12%	123,115	14,774	12%	3,242	389	3%
EB Paramount Blvd Off-ramp	7,663	766	10%	7,663	766	10%	0	0	0%
EB SR-91 Between Paramount Off-ramp & Onramp	112,210	13,465	12%	115,452	13,854	12%	3,242	389	3%
EB Paramount Blvd On-ramp	8,341	918	11%	8,341	918	11%	0	0	0%
EB SR-91 East of Paramount Blvd	120,551	14,466	12%	123,793	14,855	12%	3,242	389	3%

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Table 3. SR-91 Average Daily Traffic & Truck Volumes - Design Year 2045

Segment	Average-Daily Traffic Volumes								
	No-Build Conditions			Build Conditions			Change from No-Build Conditions		
	Total	Truck	%Truck	Total	Truck	%Truck	Total	Truck	%Truck
EB SR-91 HOV Lane at I-710 (Butler)	14,876	0	0%	14,876	0	0%	0	0	0%
EB SR-91 at I-710	29,169	1,750	6%	29,949	1,797	6%	780	47	3%
I-710 NB to SR-91 EB Ramp Direct Connector	40,419	2,829	7%	41,643	2,915	7%	1,224	86	3%
EB SR-91 between 710 NB Direct Connector & 710 SB Direct Connector	69,588	4,871	7%	71,592	5,011	7%	2,004	140	3%
I-710 SB to SR-91 EB Ramp Direct Connector	35,230	2,466	7%	36,297	2,541	7%	1,067	75	3%
EB SR-91 between I-710 SB Direct Connector and EB Atlantic Ave On-ramp	104,818	16,771	16%	107,889	17,262	16%	3,071	491	3%
EB Atlantic Ave On-ramp	12,116	363	3%	12,498	375	3%	382	11	3%
EB SR-91 Atlantic Ave to Cherry Ave (with cross-weave net difference)	116,934	18,709	16%	120,387	19,262	16%	3,453	552	3%
Cross-weave net difference	2,562	0	0%	2,562	0	0%	0	0	0%
EB SR-91 HOV Lane at Cherry Ave	17,438	0	0%	17,438	0	0%	0	0	0%
EB Cherry Ave Off-ramp	6,434	708	11%	6,616	728	11%	182	20	3%
EB SR-91 Between Cherry Off-ramp & On-ramp	107,938	17,270	16%	111,209	17,793	16%	3,271	523	3%
EB Cherry Ave On-ramp	14,004	840	6%	14,004	840	6%	0	0	0%
EB SR-91 Cherry Ave to Paramount Blvd	121,942	19,511	16%	125,213	20,034	16%	3,271	523	3%
EB Paramount Blvd Off-ramp	8,916	892	10%	8,916	892	10%	0	0	0%
EB SR-91 Between Paramount Off-ramp & Onramp	113,026	18,084	16%	116,297	18,608	16%	3,271	523	3%
EB Paramount Blvd On-ramp	9,218	1,014	11%	9,218	1,014	11%	0	0	0%
EB SR-91 East of Paramount Blvd	122,244	19,559	16%	125,515	20,082	16%	3,271	523	3%

Table 4. Opening Year 2024 Without Project Basic Freeway Segment Analysis

Segment Location	AM Peak Hour				PM Peak Hour			
	HOV		General Purpose		HOV		General Purpose	
	Density ¹	LOS	Density ¹	LOS	Density ¹	LOS	Density ¹	LOS
West of I-710 NB Connector	10.7	A	12.2	B	75.4	F	30.4	D
I-710 NB Connector to I-710 SB Connector	10.7	A	19.7	C	75.4	F	45.1	F
I-710 SB Connector to Atlantic Avenue On-Ramp	10.7	A	24.6	C	75.4	F	67.4	F
Cherry Avenue Off-Ramp to Cherry Avenue On-Ramp	18.5	C	30.8	D	56.2	F	59.4	F
Paramount Blvd Off-Ramp to Paramount Boulevard On-Ramp	18.5	C	30.5	D	56.2	F	46.9	F
East of Paramount Boulevard On-Ramp	18.5	C	27.0	D	56.2	F	45.1	F

¹Density in passenger cars per mile per lane (pc/mi/ln)

Table 5. Opening Year 2024 Without Project Weaving Freeway Segment Analysis

Weave Type	AM Peak Hour				PM Peak Hour			
	HOV		General Purpose		HOV		General Purpose	
	Density ¹	LOS	Density ¹	LOS	Density ¹	LOS	Density ¹	LOS
Atlantic Avenue On-Ramp to Cherry Avenue Off-Ramp								
Conventional weave between auxiliary lane and the freeway mainline	N/A ²	N/A ²	28.3	C	N/A ²	N/A ²	50.3	F
Managed lane access segment with cross-weaving	22.1	C	22.1	C	56.9	F	56.9	F
Cherry Avenue On-Ramp to Paramount Boulevard Off-Ramp								
Conventional weave between auxiliary lane and the freeway mainline	18.5	C	28.0	D	56.2	F	52.8	F

¹Density in passenger cars per mile per lane (pc/mi/ln)
² Not applicable because HOV LOS analysis is evaluated as part of the subsequent weave analysis

Table 6. Opening Year 2024 With Project Basic Freeway Segment Analysis

Segment Location	AM Peak Hour				PM Peak Hour			
	HOV		General Purpose		HOV		General Purpose	
	Density ¹	LOS	Density ¹	LOS	Density ¹	LOS	Density ¹	LOS
West of I-710 NB Connector	10.7	A	11.9	B	71.8	F	27.0	D
I-710 NB Connector to I-710 SB Connector	10.7	A	19.3	C	71.8	F	40.9	E
I-710 SB Connector to Atlantic Avenue On-Ramp	10.7	A	20.1	C	71.8	F	53.2	F
Cherry Avenue Off-Ramp to Cherry Avenue On-Ramp	18.5	C	31.7	D	54.2	F	61.2	F
Paramount Blvd Off-Ramp to Paramount Boulevard On-Ramp	18.5	C	31.4	D	54.2	F	48.3	F
East of Paramount Boulevard On-Ramp	18.5	C	27.7	D	54.2	F	46.3	F

¹Density in passenger cars per mile per lane (pc/mi/ln)

Table 7. Opening Year 2024 With Project Weaving Freeway Segment Analysis

Weave Type	AM Peak Hour				PM Peak Hour			
	HOV		General Purpose		HOV		General Purpose	
	Density ¹	LOS	Density ¹	LOS	Density ¹	LOS	Density ¹	LOS
Atlantic Avenue On-Ramp to Cherry Avenue Off-Ramp								
Conventional weave between auxiliary lane and the freeway mainline	N/A ²	N/A ²	22.2	C	N/A ²	N/A ²	37.7	E
Managed lane access segment with cross-weaving	19.5	C	19.5	F	48.3	F	48.3	F
Cherry Avenue On-Ramp to Paramount Boulevard Off-Ramp								
Conventional weave between auxiliary lane and the freeway mainline	18.5	C	28.8	D	54.2	F	54.2	F

¹Density in passenger cars per mile per lane (pc/mi/ln)
² Not applicable because HOV LOS analysis is evaluated as part of the subsequent weave analysis

Table 8. Horizon Year 2045 Without Project Basic Freeway Segment Analysis								
Segment Location	AM Peak Hour				PM Peak Hour			
	HOV		General Purpose		HOV		General Purpose	
	Density ¹	LOS	Density ¹	LOS	Density ¹	LOS	Density ¹	LOS
West of I-710 NB Connector	10.8	A	13.0	B	76.1	F	30.6	D
I-710 NB Connector to I-710 SB Connector	10.8	A	20.7	C	76.1	F	46.2	F
I-710 SB Connector to Atlantic Avenue On-Ramp	10.8	A	26.3	D	76.1	F	70.2	F
Cherry Avenue Off-Ramp to Cherry Avenue On-Ramp	18.7	C	32.5	D	56.8	F	61.8	F
Paramount Blvd Off-Ramp to Paramount Boulevard On-Ramp	18.7	C	32.3	D	56.8	F	48.6	F
East of Paramount Boulevard On-Ramp	18.7	C	28.6	D	56.8	F	47.0	F
¹ Density in passenger cars per mile per lane (pc/mi/ln)								

Table 9. Horizon Year 2045 Without Project Weaving Freeway Segment Analysis								
Weave Type	AM Peak Hour				PM Peak Hour			
	HOV		General Purpose		HOV		General Purpose	
	Density ¹	LOS	Density ¹	LOS	Density ¹	LOS	Density ¹	LOS
Atlantic Avenue On-Ramp to Cherry Avenue Off-Ramp								
Conventional weave between auxiliary lane and the freeway mainline	N/A ²	N/A ²	30.0	D	N/A ²	N/A ²	52.3	F
Managed lane access segment with cross-weaving	22.7	C	22.7	C	57.7	F	57.7	F
Cherry Avenue On-Ramp to Paramount Boulevard Off-Ramp								
Conventional weave between auxiliary lane and the freeway mainline	18.7	C	29.5	D	56.8	F	55.0	F
¹ Density in passenger cars per mile per lane (pc/mi/ln)								
² Not applicable because HOV LOS analysis is evaluated as part of the subsequent weave analysis								

Table 10. Horizon Year 2045 With Project Basic Freeway Segment Analysis

Segment Location	AM Peak Hour				PM Peak Hour			
	HOV		General Purpose		HOV		General Purpose	
	Density ¹	LOS	Density ¹	LOS	Density ¹	LOS	Density ¹	LOS
West of I-710 NB Connector	10.8	A	12.7	B	72.5	F	27.1	D
I-710 NB Connector to I-710 SB Connector	10.8	A	20.3	C	72.5	F	42.0	E
I-710 SB Connector to Atlantic Avenue On-Ramp	10.8	A	21.4	C	72.5	F	55.4	F
Cherry Avenue Off-Ramp to Cherry Avenue On-Ramp	18.7	C	33.5	D	54.8	F	63.6	F
Paramount Blvd Off-Ramp to Paramount Boulevard On-Ramp	18.7	C	33.2	D	54.8	F	50.1	F
East of Paramount Boulevard On-Ramp	18.7	C	29.3	D	54.8	F	48.3	F

¹Density in passenger cars per mile per lane (pc/mi/ln)

Table 11. Horizon Year 2045 With Project Weaving Freeway Segment Analysis

Weave Type	AM Peak Hour				PM Peak Hour			
	HOV		General Purpose		HOV		General Purpose	
	Density ¹	LOS	Density ¹	LOS	Density ¹	LOS	Density ¹	LOS
Atlantic Avenue On-Ramp to Cherry Avenue Off-Ramp								
Conventional weave between auxiliary lane and the freeway mainline	N/A ²	N/A ²	23.6	C	N/A ²	N/A ²	39.2	E
Managed lane access segment with cross-weaving	19.9	C	19.9	C	48.9	F	48.9	F
Cherry Avenue On-Ramp to Paramount Boulevard Off-Ramp								
Conventional weave between auxiliary lane and the freeway mainline	18.7	C	30.3	D	54.8	F	56.5	F

¹Density in passenger cars per mile per lane (pc/mi/ln)

² Not applicable because HOV LOS analysis is evaluated as part of the subsequent weave analysis

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Table 12. Opening Year 2024 Intersection LOS Analysis

#	Intersection	Traffic Control Type	No-Build Alternative				Build Alternative			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Long Beach Blvd/SR-91 WB Ramps	Signalized	101.2	F	44.8	D	101.2	F	44.8	D
2	Long Beach Blvd/SR-91 EB Ramps	Signalized	34.5	C	36.7	D	34.5	C	36.7	D
3	Atlantic Ave/68 th St	2-Way Stop	> 300.0	F	266.8	F	> 300.0	F	266.8	F
4	Atlantic Ave/SR-91 WB Ramps	Signalized	19.1	B	29.3	C	19.1	B	29.3	C
5	Atlantic Ave/SR-91 EB Ramps	Signalized	18.8	B	40.5	D	18.6	B	42.3	D
6	Atlantic Ave/Artesia Blvd	Signalized	51.0	D	53.6	D	51.0	D	53.6	D
7	Orange Ave/68 th St	2-Way Stop	32.0	D	33.7	D	32.0	D	33.7	D
8	Orange Ave/67 th St	Signalized	6.2	A	5.6	A	6.2	A	5.6	A
9	Orange Ave/Artesia Blvd	Signalized	44.1	D	36.9	D	44.1	D	36.9	D
10	Cherry Ave/68 th St	Signalized	38.2	D	42.6	D	38.2	D	42.6	D
11	Cherry Ave/SR-91 WB Ramps	Signalized	34.3	C	40.8	D	34.4	C	40.9	D
12	Cherry Ave/SR-91 EB Ramps	Signalized	24.5	C	19.4	B	24.7	C	19.6	B
13	Cherry Ave/Artesia Blvd	Signalized	53.6	D	52.9	D	53.6	D	52.9	D
14	Paramount Blvd/SR-91 WB Ramps	Signalized	26.9	C	27.6	C	26.9	C	27.6	C
15	Paramount Blvd/SR-91 EB Ramps	Signalized	27.9	C	26.7	C	27.9	C	26.7	C

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Table 13. Horizon Year 2045 Intersection LOS Analysis

#	Intersection	Traffic Control Type	No-Build Alternative				Build Alternative			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Long Beach Blvd/SR-91 WB Ramps	Signalized	105.7	F	54.0	D	105.7	F	54.0	D
2	Long Beach Blvd/SR-91 EB Ramps	Signalized	36.6	C	38.3	D	36.6	C	38.3	D
3	Atlantic Ave/68 th St	2-Way Stop	> 300.0	F	> 300.0	F	> 300.0	F	> 300.0	F
4	Atlantic Ave/SR-91 WB Ramps	Signalized	21.2	C	37.6	D	21.2	C	37.5	D
5	Atlantic Ave/SR-91 EB Ramps	Signalized	18.1	B	40.9	D	18.1	B	42.7	D
6	Atlantic Ave/Artesia Blvd	Signalized	65.6	E	61.2	E	65.6	E	61.2	E
7	Orange Ave/68 th St	2-Way Stop	51.7	F	42.7	E	51.7	F	42.7	E
8	Orange Ave/67 th St	Signalized	6.3	A	5.6	A	6.3	A	5.6	A
9	Orange Ave/Artesia Blvd	Signalized	49.6	D	39.3	D	49.6	D	39.3	D
10	Cherry Ave/68 th St	Signalized	41.1	D	44.6	D	41.1	D	44.6	D
11	Cherry Ave/SR-91 WB Ramps	Signalized	35.5	D	41.8	D	35.6	D	41.8	D
12	Cherry Ave/SR-91 EB Ramps	Signalized	24.7	C	20.4	C	25.0	C	20.5	C
13	Cherry Ave/Artesia Blvd	Signalized	70.7	E	60.3	E	70.7	E	60.3	E
14	Paramount Blvd/SR-91 WB Ramps	Signalized	27.8	C	27.9	C	27.8	C	27.9	C
15	Paramount Blvd/SR-91 EB Ramps	Signalized	28.4	C	27.9	C	28.4	C	27.9	C

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

Under 40 CFR 93.123(b)—PM10 and PM2.5 Hot Spots—the following criteria are utilized to determine the potential for the proposed project to qualify as a Project 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;*

In comparison to no-build conditions, the proposed build alternative would not significantly increase the number of diesel vehicles operating within the project study area. Refer to Table 2 and Table 3.

- (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;*

As noted above and depicted in Table 2 and Table 3, the project would not result in significant increases in overall traffic or truck volumes along area roadways. As depicted in Table 12 and Table 13, the proposed build alternative would not result in significant changes in intersection operations. Based on this information, the proposed build alternative would not significantly increase the number of diesel vehicles operating within the project study area, nor would the proposed build alternative adversely impact nearby intersections that have a significant number of diesel vehicles.

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

The project is not a new or expanded bus or rail terminal, nor would the project adversely impact 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*

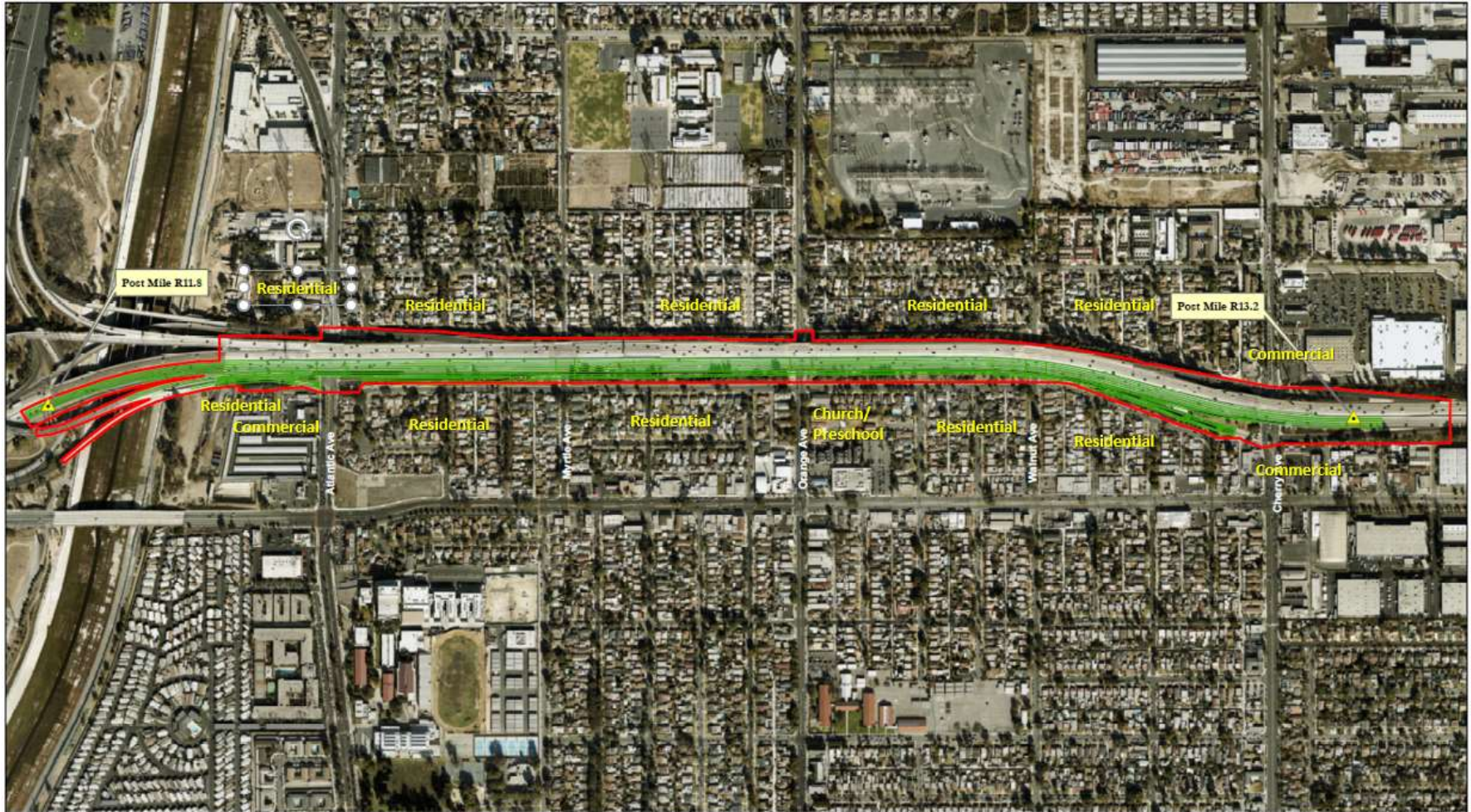
The project is not a new or expanded bus or rail terminal, nor would the project adversely impact transfer points that have a significant number of diesel vehicles congregating at a single location.

- (v) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*

The proposed build alternative is not located in nor would it affect 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.

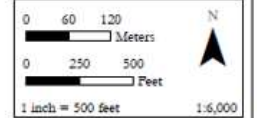
For the reasons noted above, the proposed project would not be considered a POAQC.

Figure 1. Project Limits



Eastbound SR-91/Adantic Avenue to Cherry Avenue
 Auxiliary Lane Improvements Project
 EFIS No. 718000343
 EA No. 07-354600
 PM: R11.8/R13.2
 City of Long Beach,
 Los Angeles County, CA

- Project Footprint
- Project Features
- ▲ Project Limit Post Miles



PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

6/28/2020

Project Report

**2019 Federal Transportation Improvement Program
Los Angeles County
State Highway - Project Listing
Including Amendments 1 - 22
(In \$000's)**

<i>FTIP ID</i>	LA0G1453	<i>FTIP Amendment</i>	LA County (METRO) 19-12				<i>Conform Category</i>	NON-EXEMPT	<i>Total Project Cost</i>	\$8,349		
<i>Lead Agency</i>	LOS ANGELES COUNTY MTA					<i>Modeling</i>	YES					
<i>County</i>	Los Angeles	<i>Primary Program Code</i>	CAX62 - HIGHWAY/ROAD IMP-LANE ADD'S W/ HOV LN: RS				<i>Air Basin</i>	SCAB	<i>RTP ID</i>	1163S005		
<i>System</i>	State Hwy											
<i>Project Limits</i>	Route 91 , From Atlantic Avenue to Cherry Ave, Milepost Begins at 11.85 Ends at 13.35 of Length 1.5											
<i>Description</i>	Add one eastbound auxiliary lane from I-710 ramps at Atlantic Avenue to past Cherry Avenue undercrossing.											
Phase	Fund Source		(in \$000s)	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Future	Total
PE	MR20H - Measure R 20% Highway			-	\$349	\$4,000	\$4,000	-	-	-	-	\$8,349
				-	\$349	\$4,000	\$4,000	-	-	-	-	\$8,349
				-	\$349	\$4,000	\$4,000	-	-	-	-	\$8,349

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

The postmiles in the 2019 FTIP are being updated as part of formal 2019 amendment #19-27 (see below). However, this does not affect regional air quality conformity modeling as the RTP postmiles are correct.

**Los Angeles Metropolitan Transportation Authority
2019 Federal Transportation Improvement Program (\$000)**

TIP ID: LA0G1453		Implementing Agency: Los Angeles County MTA									
Project Description: Add one eastbound auxiliary lane from I-710 to Cherry Avenue undercrossing.					SCAG RTP Project #: 1163S005 Study N/A Is Model: YES Model #: PM: Lucy Olmos - (213) 922-7099 Email: olmosl@metro.net LS: N LS GROUP#: Conformity Category: NON-EXEMPT						
System: State Hwy	Route: 91	Postmile: 11.8 to 13.2	Distance: 1.4	Phase: Environmental Document/Pre-Design Phase (PAED)	Completion Date: 12/31/2024						
Lane # Extd: 6	Lane # Prop: 7	Imprv Desc: Auxiliary lane.			Air Basin: SCAB Envir Doc: INITIAL STUDY/NEGATIVE DECLARATION - CEQA - 05/30/2021						
Toll Rate: 0.00	Toll Colc Loc:	Toll Method:	Hov acs eg loc:	Uza: Los Angeles-Long Beach-Santa Ana	Sub-Area: Sub-Region:						
Program Code: CAX62 - HIGHWAY/ROAD IMP-LANE ADD'S W/ HOV LN; RS Stop Loc:				CTIPS ID:	EA #: PPNO:						
	PHASE	PRIOR	18/19	19/20	20/21	21/22	22/23	23/24	BEYOND	PROG TOTAL	
MR20H - Measure R 20% Highway	PE		\$349	\$4,000	\$4,000					\$8,349	
	RW		\$0	\$0	\$0					\$0	
	CON		\$0	\$0	\$0					\$0	
	SUBTOTAL		\$349	\$4,000	\$4,000					\$8,349	
	TOTAL		\$349	\$4,000	\$4,000					\$8,349	
TOTAL PE: \$8,349			TOTAL RW: \$0		TOTAL CON: \$0		TOTAL PROGRAMMED: \$8,349				
<ul style="list-style-type: none"> - General Comment: Revised postmiles to be consistent with environmental document. Does not impact modeling/consistent with Connect SoCal 2020 RTP-SCS. - Modeling Comment: No significant change made. - TCM Comment: No significant change made. - Amendment Comment: No significant change made. - CMP Comment: No significant change made. - Narrative: 											
Last Revised Amendment 19-27 - Accepted				Change reason: MINOR CHANGE				Total Project Cost		\$8,349	

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

**Los Angeles Metropolitan Transportation Authority
2021 Federal Transportation Improvement Program (\$000)**

TIP ID LA0G1453		Implementing Agency Los Angeles County MTA											
Project Description: Add one eastbound auxiliary lane from I-710 to Cherry Avenue undercrossing.							SCAG RTP Project #: 1163S005 Study: N/A Is Model: YES Model #: PM: Lucy Olmos - (213) 922-7099 Email: olmosl@metro.net LS: N LS GROUP#: Conformity Category: NON-EXEMPT						
System :State Hwy	Route :91	Postmile: 11.8 to 13.2	Distance: 1.4	Phase: Environmental Document/Pre-Design Phase (PAED)			Completion Date: 12/31/2024						
Lane # Extd: 6 Lane # Prop: 7 Imprv Desc: Auxiliary lane.					Air Basin: SCAB		Envir Doc: INITIAL STUDY/NEGATIVE DECLARATION - CEQA - 05/30/2021						
Toll Rate: 0.00	Toll Colo Loc:	Toll Method:	Hov acs eg loc:			Uza: Los Angeles-Long Beach-Santa Ana	Sub-Area:	Sub-Region:					
Program Code: CAX62 - HIGHWAY/ROAD IMP-LANE ADD'S W/ HOV LN: RS Stop Loc:					CTIPS ID:	FA #:	PPNO:						
				PHASE	PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	BEYOND	PROG TOTAL
MR20H - Measure R 20% Highway				PE	\$4,349	\$4,000							\$8,349
				RW	\$0	\$0							\$0
				CON	\$0	\$0							\$0
				SUBTOTAL	\$4,349	\$4,000							\$8,349
				TOTAL	\$4,349	\$4,000							\$8,349
				TOTAL PE: \$8,349	TOTAL RW: \$0	TOTAL CON: \$0	TOTAL PROGRAMMED: \$8,349						
<ul style="list-style-type: none"> - General Comment: Project description and postmiles changed to reflect latest PA&ED project description. - Modeling Comment: No significant change made. - TCM Comment: No significant change made. - Amendment Comment: No significant change made. - CMP Comment: - Narrative: 													
Last Revised Adoption 21-00 - SCAG PENDING							Change reason: Carry over from 19TIP			Total Project Cost \$8,349			