

<b>RTIP ID#: LA0G1679</b>				
<b>TCWG Consideration Date:</b> September 24, 2019				
<b>Project Description</b> The Los Angeles Department of Transportation (LADOT), in cooperation with the California Department of Transportation (Caltrans) District 7 and the City of Culver City, is proposing to reconfigure the I-10/Robertson Boulevard Interchange on Interstate 10 (I-10) from Post Mile (PM) 7.5 to 8.3. The project location is shown in Figure 1. The project is designed to improve local traffic circulation to and from the freeway, and to improve operations and safety. The following four alternatives are considered and analyzed for this project.				
<ol style="list-style-type: none"> <li>1. Alternative #1 – This is the No Build Alternative.</li> <li>2. Alternative #2 – This alternative would keep the location of the existing westbound off-ramp. The westbound on-ramp, eastbound on-ramp, and eastbound off-ramp will be relocated and combined into one intersection south of I-10. South of I-10 and north of Venice Boulevard, Robertson Boulevard, would be converted to a 2-way street. This alternative is shown in Figure 2.</li> <li>3. Alternative #3 – This alternative would keep the location of the existing westbound off-ramp and eastbound on-ramp. The westbound on-ramp and eastbound off-ramp will be relocated and combined into one intersection south of I-10. South of I-10 and north of Venice Boulevard, Robertson Boulevard, would be converted to a 2-way street. This alternative is shown in Figure 3.</li> <li>4. Alternative #4 – This alternative would keep the location of the existing westbound off-ramp, eastbound onramp, and westbound on-ramp. The eastbound off-ramp will be relocated to the intersection of Robertson Boulevard and Robertson Place. South of I-10 and north of Venice Boulevard, Robertson Boulevard, would be converted to a 2-way street. This alternative is shown in Figure 4.</li> </ol>				
<b>Type of Project:</b> Reconfigure Existing Interchange				
<b>County</b> Los Angeles	<b>Narrative Location/Route &amp; Postmiles:</b> 07-LA-10 PM 7.5/8.3			
	<b>Caltrans Projects – EA#:</b> EA 33620K – Project No. 0716000396			
<b>Lead Agency:</b> Caltrans District 7				
<b>Contact Person</b> Andrew Yoon, Senior Transportation Engineer		<b>Phone#</b> (213) 897-6117	<b>Fax#</b> (213) 897-1634	<b>Email</b> andrew.yoon@dot.ca.gov
<b>Hot Spot Pollutant of Concern:</b> PM2.5 X PM10 X				
<b>Federal Action for which Project-Level PM Conformity is Needed</b>				
<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> July 2020 (Anticipated FONSI)				
<b>NEPA Assignment – Project Type</b>				
<b>Exempt</b>	<b>Section 326 –Categorical Exemption</b>		X	<b>Section 327 – Non-Categorical Exemption</b>
<b>Current Programming Dates (as appropriate)</b>				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	06/2018	09/2021	03/2022	06/2023
<b>End</b>	05/2021	03/2023	03/2023	01/2025

**Project Purpose and Need (Summary):**

**Purpose:** The purpose of the project is to:

- Relieve traffic bottlenecks caused by the existing on/off-ramp system and the local street configuration and improve traffic operations.
- Improve safety for all modes of transportation.
- Address the adverse impacts created by traffic to and from parking facilities at Exposition Transit Corridor (EXPO) Light Rail Transit (LRT) Culver City Station.
- Accommodate traffic generated by developments in the area, including the proposed future high-density developments adjacent to the EXPO LRT Culver City Station.
- Improve pedestrian and bicycle connectivity through the project limits.

**Need:** The project is needed to address the following needs, transportation deficiencies and problems:

- The interchange ramps are located on different streets, more than one block apart. As a result, the area suffers from poor traffic conditions as motorists travel circuitously to and from the freeway ramps.
- The existing ramp alignments, ramp intersections, Robertson Boulevard, and National Boulevard contain geometric deficiencies, which also create challenging conditions for pedestrians and bicyclists and discourage active transportation within the project area. Without planned improvements, it is anticipated that the increased daily traffic may diminish the safety for both motorists and non-motorists traveling within the interchange related to these geometric deficiencies.
- Future traffic volumes are anticipated to rise from ongoing redevelopment within the urbanized areas of west Los Angeles and the project vicinity. Without circulation improvements to the interchange, the current interchange and ramp intersections are anticipated to operate with excessive delays and vehicle queues extending back onto the I-10 freeway lanes.

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

Diesel traffic in the project area is typically associated with commercial delivery trucks and construction activities. The project site is located within the City of Los Angeles, adjacent to the City of Culver City's northeastern boundary. The project area can be characterized as highly urbanized in nature. Development within or adjacent to the project site north of I-10 includes single- and multi-family residential uses, neighborhood commercial businesses, and public facilities. Development within the project site south of I-10 includes single- and multi-family residential uses, light industrial businesses, and neighborhood and community commercial businesses. Multiple food establishments and commercial businesses are situated both north and south of I-10 in the project area. A preschool and high school is located immediately west of Robertson Boulevard, north of I-10. The EXPO LRT Culver City Station, located south of I-10, provides opportunities for travel that are potentially impeded by this existing ramp/arterial network.

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

The project does not include the construction of a new highway or the expansion of an existing highway. There would be no change to vehicle movements or daily diesel vehicle volumes on I-10.

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

The project does not include the construction of a new highway or the expansion of an existing highway. There would be no change to vehicle movements or daily diesel vehicle volumes on I-10.

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

Table 1 shows AADT and truck volumes for 2025 (Opening Year). Implementation of the project would not change the percent of trucks traveling on roadways throughout the project area and would not have any effect on I-10 mainline volumes. The project would not increase vehicle or truck traffic along a majority of the roadway segments within the project area network and small increases at certain locations would be a result of redistribution effects of the project. Table 3 located at the end of this form shows intersection delay and LOS in the Opening Year of 2025.

Table 1: Opening Year (2025) AADT and Truck Volumes

Segment	Opening Year (2025)					
	Total AADT		Truck AADT		Truck AADT %	
	No Build Alternative (Alternative 1)	Build Alternatives 2, 3, and 4	No Build Alternative (Alternative 1)	Build Alternatives 2, 3, and 4	No Build Alternative (Alternative 1)	Build Alternatives 2, 3, and 4
I-10 Westbound Off-Ramp	7,715	7,715	265	265	3.4%	3.4%
I-10 Westbound On-Ramp	11,270	11,615	380	395	3.4%	3.4%
I-10 Eastbound Off-Ramp	11,280	12,115	385	410	3.4%	3.4%
I-10 Eastbound On-Ramp	8,780	8,780	295	295	3.4%	3.4%
Robertson Blvd North of I-10	30,610	30,395	4,655	4,620	15.2%	15.2%
Robertson Blvd South of I-10	12,995	12,855	1,880	1,860	14.5%	14.5%
National Blvd North of I-10	19,340	19,240	1,895	1,885	9.8%	9.8%
National Blvd South of I-10	26,695	26,695	3,765	3,765	14.1%	14.1%

Source: Traffic Operations Analysis Report, June 2019.

**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**

Table 2 shows AADT and truck volumes for 2040 (RTP Horizon Year). Implementation of the project would not change the percent of trucks traveling on roadways throughout the project area and would not have any effect on I-10 mainline volumes. The project would not increase vehicle or truck traffic along a majority of the roadway segments within the project area network and small increases at certain locations would be a result of redistribution effects of the project. Table 4 located at the end of this form shows intersection delay and LOS in the RTP Horizon Year of 2040.

Table 2: RTP Horizon Year (2040) AADT and Truck Volumes

Segment	RTP Horizon Year (2040)					
	Total AADT		Truck AADT		Truck AADT %	
	No Build Alternative (Alternative 1)	Build Alternatives 2, 3, and 4	No Build Alternative (Alternative 1)	Build Alternatives 2, 3, and 4	No Build Alternative (Alternative 1)	Build Alternatives 2, 3, and 4
I-10 Westbound Off-Ramp	7,948	7,783	273	265	3.4%	3.4%
I-10 Westbound On-Ramp	11,758	12,564	399	429	3.4%	3.4%
I-10 Eastbound Off-Ramp	11,663	12,434	396	421	3.4%	3.4%
I-10 Eastbound On-Ramp	9,309	9,309	318	318	3.4%	3.4%
Robertson Blvd North of I-10	31,908	31,411	4,850	4,778	15.2%	15.2%
Robertson Blvd South of I-10	14,034	13,999	2,034	2,029	14.5%	14.5%
National Blvd North of I-10	22,681	22,656	2,225	2,223	9.8%	9.8%
National Blvd South of I-10	30,378	30,378	4,286	4,286	14.1%	14.1%

Source: Traffic Operations Analysis Report, June 2019.

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

Reconfiguring the interchange is necessary to enhance traffic conditions, improve freeway access, remove existing bottlenecks, and accommodate future growth that is anticipated to occur with or without the project. The project would not divert traffic to other routes, and the travel demand volume is not predicted to vary between the build and no build conditions. Thus, local traffic is not anticipated to be redistributed.

**Comments/Explanation/Details**

Under 40 CFR 93.123(b)—PM<sub>10</sub> and PM<sub>2.5</sub> Hot Spots—the following criteria are utilized to determine the potential for a proposed project to qualify as a Project of Air Quality Concern.

- (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;*

The project does not include the construction of a new highway or the expansion of an existing highway. There would be no change to daily diesel vehicle volumes on I-10. Therefore, the project would not be considered a Project of Air Quality Concern under this criterion.

- (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 project is an interchange reconfiguration project that would not result in a significant increase in the number of diesel vehicles at intersections operating at LOS D, E, or F within the project area relative to the No Build Alternative (Alternative 1). The intersection delay and LOS would improve or be unchanged at all analyzed intersections except at the intersection of Venice Boulevard and National Boulevard under Alternative 2 in 2025 and 2040. As shown in Tables 1 and 2, implementation of Alternative 2 would not increase truck percentage at the intersection of Venice Boulevard and National Boulevard, nor would the truck volumes be sufficient to warrant concern of PM<sub>10</sub> or PM<sub>2.5</sub> hot spots occurring. Average delay increasing at a single intersection will not offset the congestion relief benefits that would occur throughout the project area.

In addition, implementation of the project will only degrade the LOS conditions at the Venice Boulevard and National Boulevard intersection to D, E, or F relative to the No Build Alternative in either 2025 or 2040 because of the reconfigured roadway network, not because of an increase in diesel vehicle traffic. Implementation of the project would not increase diesel vehicle volumes at the intersection of Venice Boulevard and National Boulevard and would generally improve congestion and reduce vehicle delay throughout the reconfigured roadway network under all Build Alternatives relative to the No Build Alternative. Therefore, the project would not be considered a Project of Air Quality Concern under this criterion.

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

The project does not include a new bus or retail terminal or transfer point. Therefore, the project would not be considered a Project of Air Quality Concern under this criterion.

- (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 does not include the expansion of a bus or rail terminal or transfer point. Therefore, the project would not be considered a Project of Air Quality Concern under this criterion.

- (v) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM<sub>10</sub> or PM<sub>2.5</sub> applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*

The project is not in or affecting a site of PM<sub>10</sub> or PM<sub>2.5</sub> air quality standard violation. Therefore, the project would not be considered a Project of Air Quality Concern under this criterion.

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Table 3: Opening Year (2025) Intersection Delay and LOS

Segment	Opening Year (2025)							
	AM Delay and LOS				PM Delay and LOS			
	No Build	Build Alt 2	Build Alt 3	Build Alt 4	No Build	Build Alt 2	Build Alt 3	Build Alt 4
Robertson Blvd/Cattaraugus Ave	39.2 D	39.2 D	39.2 D	39.2 D	27.4 C	27.4 C	27.4 C	27.4 C
Robertson Blvd/Kincardine Ave/I-10 WB Off-Ramp	19.4 B	14.3 B	14.3 B	14.3 B	32.4 C	27.7 C	27.7 C	27.7 C
Robertson Blvd/National Blvd	48.9 D	37.8 D	48.9 D	48.9 D	68.5 E	48.6 D	68.5 E	68.5 E
Robertson Blvd/Robertson Pl/I-10 WB On-Ramp	191.0 F	N/A	N/A	25.2 C	86.5 F	N/A	N/A	67.8 E
Robertson Blvd/Robertson Pl/I-10 EB On- & Off-Ramps/I-10 WB	N/A	53.2 D	21.5 C	N/A	N/A	37.2 D	17.4 B	N/A
Robertson Blvd/Exposition Blvd/Venice Blvd	109.0 F	55.4 E	55.7 E	55.7 E	97.9 F	46.3 D	46.7 D	46.7 D
Robertson Blvd/Higuera St/ Washington Blvd	28.4 C	28.4 C	28.4 C	28.4 C	28.5 C	28.5 C	28.5 C	28.5 C
Bagley Ave /National Blvd	25.4 C	25.4 C	25.4 C	25.4 C	21.7 C	21.7 C	21.7 C	21.7 C
I-10 EB On-Ramp/National Blvd	11.0 B	N/A	11.0 B	11.0 B	16.1 B	N/A	16.1 B	16.1 B
Venice Blvd/National Blvd	48.8 D	52.1 D	47.1 D	48.8 D	52.4 D	65.9 E	49.3 D	52.4 D
Washington Blvd/National Blvd	45.5 D	45.5 D	45.5 D	45.5 D	58.0 E	58.0 E	58.0 E	58.0 E
Culver Blvd/Venice Blvd	88.0 F	43.4 D	42.7 D	42.7 D	122.5 F	77.6 E	77.6 E	77.6 E
Bagley Ave/Venice Blvd	31.9 C	31.9 C	31.9 C	31.9 C	34.0 C	34.0 C	34.0 C	34.0 C
S. Canfield Ave/ Washington Blvd/Culver Blvd	30.6 C	30.6 C	30.6 C	30.6 C	36.8 D	36.8 D	36.8 D	36.8 D
Main St/Culver Blvd	7.1 A	7.1 A	7.1 A	7.1 A	10.5 B	10.5 B	10.5 B	10.5 B
Ince Blvd/Washington Blvd	18.1 B	18.1 B	18.1 B	18.1 B	17.3 B	17.3 B	17.3 B	17.3 B

Source: Traffic Operations Analysis Report, January 2019.

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Table 4: RTP Horizon Year (2040) Intersection Delay and LOS

Segment	Opening Year (2040)							
	AM Delay and LOS				PM Delay and LOS			
	No Build	Build Alt 2	Build Alt 3	Build Alt 4	No Build	Build Alt 2	Build Alt 3	Build Alt 4
Robertson Blvd/Cattaraugus Ave	67.2 E	67.2 E	67.2 E	67.2 E	36.1 D	36.1 D	36.1 D	36.1 D
Robertson Blvd/Kincardine Ave/I-10 WB Off-Ramp	20.9 C	14.7 B	14.7 B	14.7 B	41.0 D	33.4 C	33.4 C	33.4 C
Robertson Blvd/National Blvd	91.6 F	71.3 E	91.6 F	91.6 F	64.1 E	45.5 D	64.1 E	64.1 E
Robertson Blvd/Robertson Pl/I-10 WB On-Ramp	223.3 F	N/A	N/A	50.4 D	110.5 F	N/A	N/A	25.4 C
Robertson Blvd/Robertson Pl/I-10 EB On- & Off-Ramps/I-10 WB	N/A	67.2 D	18.9 B	N/A	N/A	50.6 D	13.9 B	N/A
Robertson Blvd/Exposition Blvd/Venice Blvd	134.4 F	69.1 E	65.6 E	65.6 E	115.8 F	55.3 E	54.9 D	54.9 D
Robertson Blvd/Higuera St/ Washington Blvd	63.1 E	63.1 E	63.1 E	63.1 E	35.1 D	35.1 D	35.1 D	35.1 D
Bagley Ave /National Blvd	85.6 F	85.6 F	85.6 F	85.6 F	30.6 C	30.6 C	30.6 C	30.6 C
I-10 EB On-Ramp/National Blvd	12.1 B	N/A	12.1 B	12.1 B	17.4 B	N/A	17.4 B	17.4 B
Venice Blvd/National Blvd	77.3 E	83.0 F	73.1 E	77.3 E	59.9 E	80.8 F	55.4 E	59.9 E
Washington Blvd/National Blvd	92.3 F	92.3 F	92.3 F	92.3 F	71.8 E	71.8 E	71.8 E	71.8 E
Culver Blvd/Venice Blvd	110.0 F	51.7 D	50.5 D	50.5 F	167.0 F	134.5 F	134.5 F	134.5 F
Bagley Ave/Venice Blvd	35.6 D	35.6 D	35.6 D	35.6 D	37.7 D	37.7 D	37.7 D	37.7 D
S. Canfield Ave/ Washington Blvd/Culver Blvd	40.5 D	37.8 D	40.5 D	40.5 D	81.0 F	81.0 F	81.0 F	81.0 F
Main St/Culver Blvd	7.5 A	8.4 A	7.5 A	7.5 A	14.9 B	14.9 B	14.9 B	14.9 B
Ince Blvd/Washington Blvd	24.3 C	24.0 C	24.3 C	24.3 C	18.6 B	18.6 B	18.6 B	18.6 B

Source: Traffic Operations Analysis Report, January 2019.

Figure 1: No Build Alternative (Alternative 1)

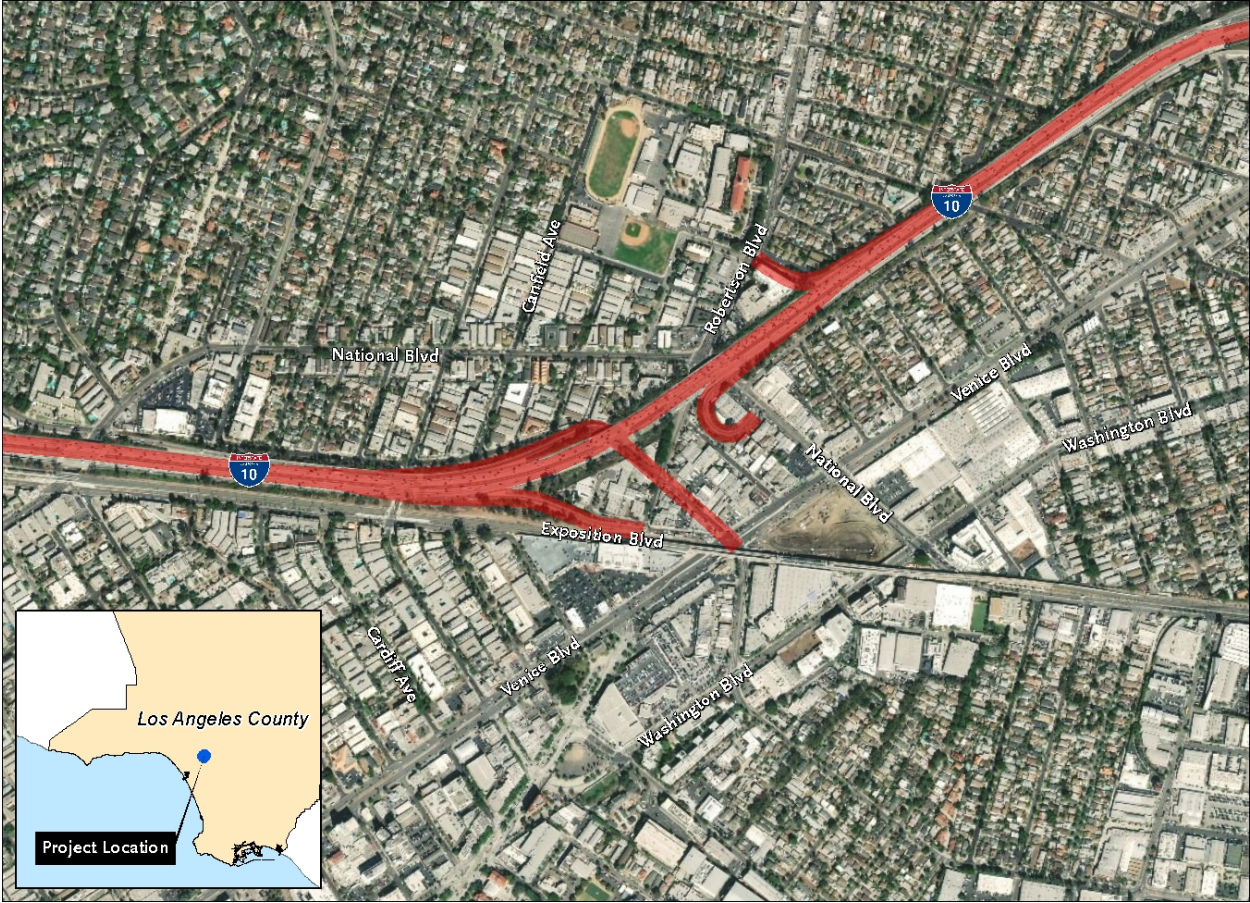


Figure 2: Build Alternative 2

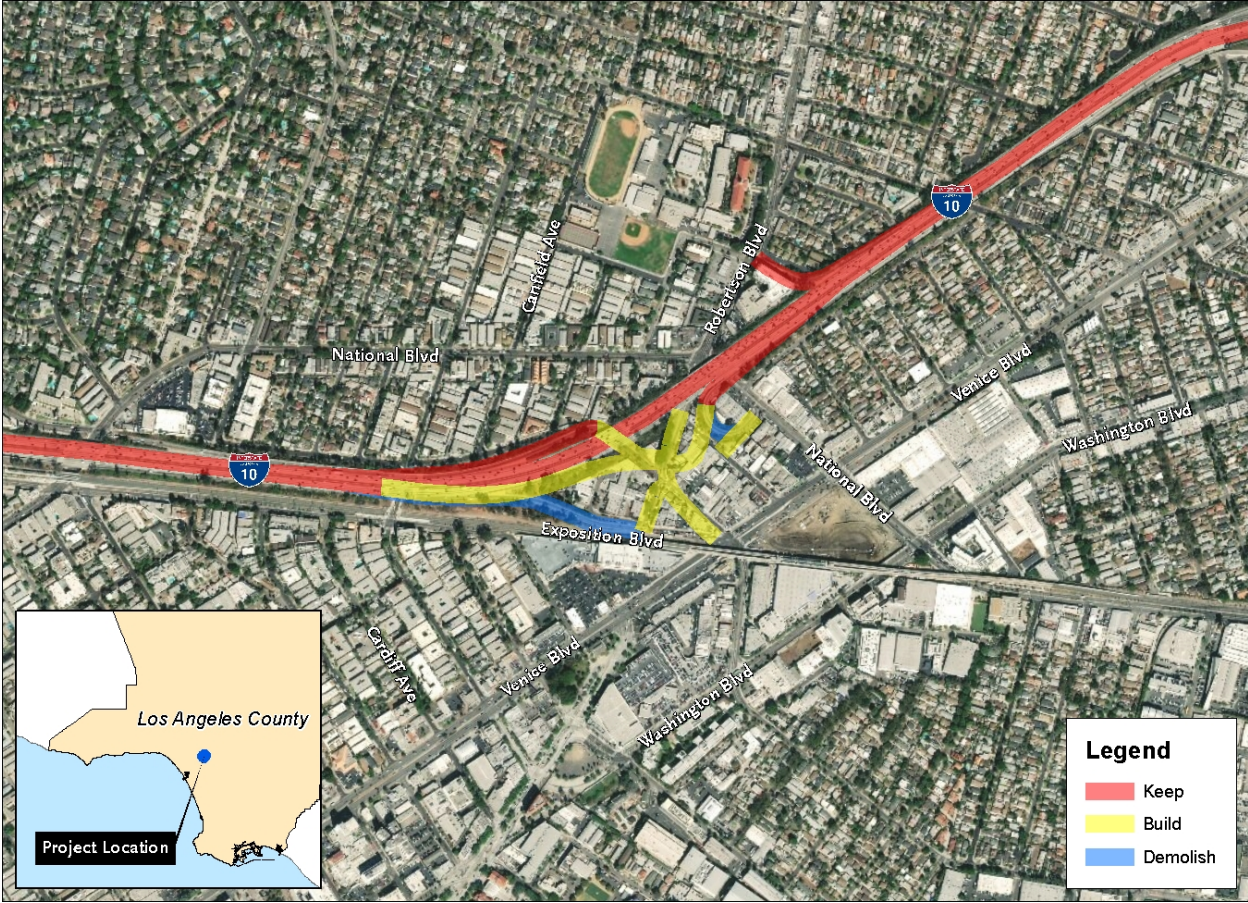




Figure 3: Build Alternative 3

