RTIP ID# *(required)* 1M1003

TCWG Consideration Date: May 26, 2020

Project Description *(clearly describe project)* 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.

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:

- 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

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:

- 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

All other aspects of the Design Options would be the same as the Build Alternative, including the proposed bridge modifications.

Project limits are depicted in Figure 1.

Type of Project *(use Table 1 on instruction sheet)*
Change to Existing State Highway

County	**Narrative Location/Route & Postmiles:**
Los Angeles	SR-91; PM R11.8 to R13.2 **Caltrans Projects – EA#** 07-354600

Lead Agency: Caltrans District 7

Contact Person	**Phone#**	**Fax#**	**Email**
Andrew Yoon P.E.	213.897.6117	213.897.1634	Andrew.yoon@dot.ca.gov

Hot Spot Pollutant of Concern *(check one or both)* x **PM2.5** x **PM10**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

	Categorical Exclusion (NEPA)		**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**
		x				

Scheduled Date of Federal Action: 2020

NEPA Assignment – Project Type *(check appropriate box)*

Exempt	**Section 326 –Categorical Exemption**		**Section 327 – Non-Categorical Exemption**
		x	

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): *(attach additional sheets as necessary)*

PROJECT PURPOSE

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).

PROJECT NEED

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.

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

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.

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

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.

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

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.

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

Opening year intersection LOS data is summarized in Table 12.

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 intersection LOS data is summarized in Table 13.

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

The project would include operational improvements to SR-91 and would not result in significant increases in overall traffic or truck volumes.

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 at I-710	26,426	2,907	11%	27,225	2,995	11%	799	88	3.0
I-710 NB to SR-91 EB Ramp (Direct Connector)	39,155	2,741	7%	40,301	2,821	7%	1,146	80	2.9
I-710 SB to SR-91 EB Ramp (Direct Connector)	35,224	2,466	7%	36,292	2,540	7%	1,068	75	3.0
EB SR-91 between I-710 SB Direct Connector and EB Atlantic Ave On-ramp	100,766	11,084	11%	103,818	11,420	11%	3,052	336	3.0
EB Atlantic Ave On-ramp	11,726	0		12,082	0		356	0	0
EB SR-91 Atlantic Ave to Cherry Ave	112,492	12,374	11%	115,900	12,749	11%	3,408	375	3.0
EB SR-91 HOV Lane at Cherry Ave	32,896	3,619	11%	32,896	3,619	11%	0	0	0
EB Cherry Ave Off-ramp	5,802	0		5,977	0		175	0	0
EB SR-91 Between Cherry Off-ramp & On-ramp*	106,690	11,736	11%	109,923	12,092	11%	3,233	356	3.0
EB Cherry Ave On-ramp	12,886	0		12,886	0		0	0	0
EB SR-91 Cherry Ave to Paramount Blvd	119,576	13,153	11%	122,809	13,509	11%	3,233	356	2.7
EB Paramount Blvd Off-ramp	7,663	0		7,663	0		0	0	0
EB SR-91 Between Paramount Off-ramp & Onramp	111,913	12,310	11%	115,146	12,666	11%	3,233	356	2.9
EB Paramount Blvd On-ramp	8,341	0		8,341	0		0	0	0
EB SR-91 East of Paramount Blvd	120,254	13,228	11%	123,487	13,584	11%	3,233	356	2.7

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 at I-710	25,372	2,791	11%	26,141	2,876	11%	769	85	3.0
I-710 NB to SR-91 EB Ramp (Direct Connector)	40,419	2,829	7%	41,644	2,915	7%	1,225	86	3.0
I-710 SB to SR-91 EB Ramp (Direct Connector)	35,230	2,466	7%	36,297	2,541	7%	1,067	75	3.0
EB SR-91 between I-710 SB Direct Connector and EB Atlantic Ave On-ramp	101,020	11,112	11%	104,082	11,449	11%	3,062	337	3.0
EB Atlantic Ave On-ramp	12,111	0		12,478	0		367	0	0
EB SR-91 Atlantic Ave to Cherry Ave	113,131	12,444	11%	116,560	12,822	11%	3,429	377	3.0
EB SR-91 HOV Lane at Cherry Ave	32,899	3,619	11%	32,899	3,619	11%	0	0	0
EB Cherry Ave Off-ramp	6,434	0		6,629	0		195	0	0
EB SR-91 Between Cherry Off-ramp & On-ramp*	106,697	11,737	11%	109,931	12,092	11%	3,234	356	3.0
EB Cherry Ave On-ramp	14,008	0		14,008	0		0	0	0
EB SR-91 Cherry Ave to Paramount Blvd	120,705	13,278	11%	123,939	13,633	11%	3,234	356	2.7
EB Paramount Blvd Off-ramp	8,916	0		8,916	0		0	0	0
EB SR-91 Between Paramount Off-ramp & Onramp	111,789	12,297	11%	115,023	12,653	11%	3,234	356	2.9
EB Paramount Blvd On-ramp	9,218	0		9,218	0		0	0	0
EB SR-91 East of Paramount Blvd	121,007	13,311	11%	124,241	13,667	11%	3,234	356	2.7

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	10.9	A	11.0	A	28.0	D	18.0	B
I-710 NB Connector to I-710 SB Connector	10.9	A	18.1	C	28.0	D	21.4	C
I-710 SB Connector to Atlantic Avenue On-Ramp	10.9	A	20.3	C	28.0	D	24.0	C
Cherry Avenue Off-Ramp to Cherry Avenue On-Ramp	-[2]	F	25.8	C	-[2]	F	34.1	D
Paramount Blvd Off-Ramp to Paramount Boulevard On-Ramp	-[2]	F	26.7	D	-[2]	F	36.7	E
East of Paramount Boulevard On-Ramp	-[2]	F	22.4	C	-[2]	F	29.0	D

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

[2]Demand exceeds Capacity

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[3]	N/A[3]	26.5	C	N/A[3]	N/A[3]	32.6	D
Cross-weave from combined on-ramps to HOV	-[2]	F	-[2]	F	-[2]	F	32.2	D
Cross-weave from HOV to off-ramps	-[2]	F	-[2]	F	-[2]	F	32.2	D
Weave between HOV and freeway mainline number one lane	-[2]	F	-[2]	F	-[2]	F	32.2	D
Cherry Avenue On-Ramp to Paramount Boulevard Off-Ramp								
Conventional weave between auxiliary lane and the freeway mainline	-[2]	F	31.5	D	-[2]	F	37.6	E

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

[2]Demand exceeds Capacity

[3] 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	10.9	A	11.4	B	28.0	D	18.6	C
I-710 NB Connector to I-710 SB Connector	10.9	A	18.6	C	28.0	D	22.0	C
I-710 SB Connector to Atlantic Avenue On-Ramp	10.5	A	17.4	B	25.6	D	20.5	C
Cherry Avenue Off-Ramp to Cherry Avenue On-Ramp	-[2]	F	26.7	C	-[2]	F	35.8	E
Paramount Blvd Off-Ramp to Paramount Boulevard On-Ramp	-[2]	F	27.7	D	-[2]	F	38.6	E
East of Paramount Boulevard On-Ramp	-[2]	F	23.0	C	-[2]	F	30.0	D

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

[2]Demand exceeds Capacity

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[3]	N/A[3]	22.5	C	N/A[3]	N/A[3]	27.6	D
Cross-weave from combined on-ramps to HOV	-[2]	F	-[2]	F	-[2]	F	27.0	C
Cross-weave from HOV to off-ramps	-[2]	F	-[2]	F	-[2]	F	27.0	C
Weave between HOV and freeway mainline number one lane	-[2]	F	-[2]	F	-[2]	F	27.0	C
Cherry Avenue On-Ramp to Paramount Boulevard Off-Ramp								
Conventional weave between auxiliary lane and the freeway mainline	-[2]	F	32.4	D	-[2]	F	38.9	E

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

[2]Demand exceeds Capacity

[3] 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	11.0	A	11.6	B	28.4	D	18.1	C
I-710 NB Connector to I-710 SB Connector	11.0	A	18.6	C	28.4	D	21.7	C
I-710 SB Connector to Atlantic Avenue On-Ramp	11.0	A	20.8	C	28.4	D	24.3	C
Cherry Avenue Off-Ramp to Cherry Avenue On-Ramp	-[2]	F	26.2	D	-[2]	F	34.7	D
Paramount Blvd Off-Ramp to Paramount Boulevard On-Ramp	-[2]	F	27.1	D	-[2]	F	37.3	E
East of Paramount Boulevard On-Ramp	-[2]	F	22.7	C	-[2]	F	29.5	D

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

[2]Demand exceeds Capacity

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[3]	N/A[3]	27.3	C	N/A[3]	N/A[3]	33.3	D
Cross-weave from combined on-ramps to HOV	-[2]	F	-[2]	F	-[2]	F	-[2]	F
Cross-weave from HOV to off-ramps	-[2]	F	-[2]	F	-[2]	F	-[2]	F
Weave between HOV and freeway mainline number one lane	-[2]	F	-[2]	F	-[2]	F	-[2]	F
Cherry Avenue On-Ramp to Paramount Boulevard Off-Ramp								
Conventional weave between auxiliary lane and the freeway mainline	-[2]	F	32.6	D	-[2]	F	39.2	E

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

[2]Demand exceeds Capacity

[3] 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	11.0	A	12.0	B	28.4	D	18.7	C
I-710 NB Connector to I-710 SB Connector	11.0	A	19.2	C	28.4	D	22.4	C
I-710 SB Connector to Atlantic Avenue On-Ramp	10.6	A	17.8	B	26.0	C	20.8	C
Cherry Avenue Off-Ramp to Cherry Avenue On-Ramp	-[2]	F	27.2	D	-[2]	F	36.5	E
Paramount Blvd Off-Ramp to Paramount Boulevard On-Ramp	-[2]	F	28.1	D	-[2]	F	39.3	E
East of Paramount Boulevard On-Ramp	-[2]	F	23.4	C	-[2]	F	30.7	D

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

[2]Demand exceeds Capacity

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[3]	N/A[3]	23.2	C	N/A[3]	N/A[3]	28.1	D
Cross-weave from combined on-ramps to HOV	-[2]	F	-[2]	F	-[2]	F	-[2]	F
Cross-weave from HOV to off-ramps	-[2]	F	-[2]	F	-[2]	F	-[2]	F
Weave between HOV and freeway mainline number one lane	-[2]	F	-[2]	F	-[2]	F	-[2]	F
Cherry Avenue On-Ramp to Paramount Boulevard Off-Ramp								
Conventional weave between auxiliary lane and the freeway mainline	-[2]	F	33.6	D	-[2]	F	40.5	E

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

[2]Demand exceeds Capacity

[3] Not applicable because HOV LOS analysis is evaluated as part of the subsequent weave analysis

Table 12. Opening Year 2024 Without Project 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/68th 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/68th St	2-Way Stop	32.0	D	33.7	D	32.0	D	33.7	D
8	Orange Ave/67th 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/68th 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

Table 13. Horizon Year 2045 Without Project 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/68th 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/68th St	2-Way Stop	51.7	F	42.7	E	51.7	F	42.7	E
8	Orange Ave/67th 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/68th 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*

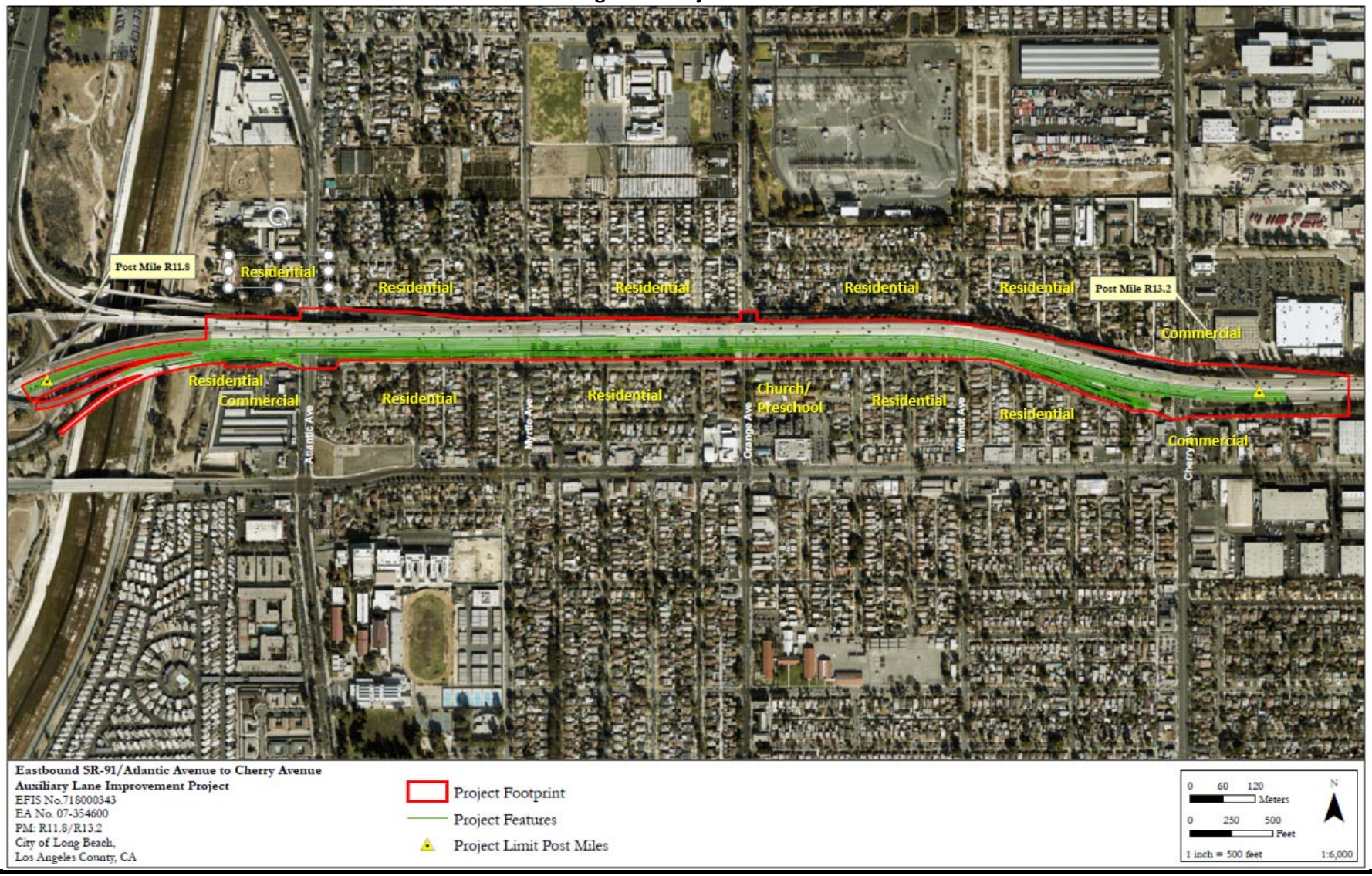
The project is not a new or expanded bus or rail terminal, nor would the project adversely impact transfer points that have a significant number of diesel vehicles congregating at a single location.

(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 PM_{10} 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



2019 Federal Transportation Improvement Program

Los Angeles County
State Highway
Including Amendments 1-11
(In $000`s)

MEASURE R 20H - HIGHWAY CAPITAL	5,514			5,514			5,514							5,514
LA0G1563 Total	5,514	20,000	154,486	180,000			5,514	174,486						180,000

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	Signage Begin	Signage End	System	Conformity Category	Amendment
LA0G1455	Los Angeles	SCAB		1M1003	NCRH3	91	9.16	9.16			S	EXEMPT - 93.127	3
Description:							PTC	42,000			Agency	LOS ANGELES COUNTY MTA	

SR-91 Wilmington Ave. Interchange Proposed improvements would reconfigure Wilmington Ave. interchange to a modified DDI (diverging diamond interchange). This project is a portion of parent project, FTIP ID# LA0G1563 which includes the capacity components.

Fund	ENG	R/W	CON	Total	Prior	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	Total
MEASURE R 20H - HIGHWAY CAPITAL	16,916	690	24,394	42,000		8,458	8,688	12,427	12,427			42,000
LA0G1455 Total	16,916	690	24,394	42,000		8,458	8,688	12,427	12,427			42,000

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	Signage Begin	Signage End	System	Conformity Category	Amendment
LA0G1454	Los Angeles	SCAB		1M1003	NCRH3	91	9.8	9.8			S	EXEMPT - 93.127	3
Description:							PTC	50,697			Agency	LOS ANGELES COUNTY MTA	

SR-91 Central Ave Interchange Improvements Proposed improvements would reconfigure Central Ave. interchange to a modified DDI (diverging diamond interchange). Project falls under LA0G1563 scope.

Fund	ENG	R/W	CON	Total	Prior	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	Total
MEASURE R 20H - HIGHWAY CAPITAL	4,902	854	44,941	50,697		2,000	2,902	22,427	23,368			50,697
LA0G1454 Total	4,902	854	44,941	50,697		2,000	2,902	22,427	23,368			50,697

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	Signage Begin	Signage End	System	Conformity Category	Amendment
LA0G1453	Los Angeles	SCAB		1M1003	CAX62	91	12.11	13.1			S	NON-EXEMPT	0
Description:							PTC	84,878			Agency	LOS ANGELES COUNTY MTA	

EB SR-91 Atlantic Ave to Cherry Ave. Improvements to the mailine by adding on mixed flow lane in the EB direction, which will merge the inside lane into the opening lane and the outside lane into Atlantic Ave WB off-ramp.

Fund	ENG	R/W	CON	Total	Prior	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	Total
MEASURE R 20H - HIGHWAY CAPITAL	8,349		76,529	84,878		349	4,000	4,000	38,000	38,529		84,878
LA0G1453 Total	8,349		76,529	84,878		349	4,000	4,000	38,000	38,529		84,878

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	Signage Begin	Signage End	System	Conformity Category	Amendment
LA0G598	Los Angeles	SCAB		1AL04	TDN64	101					S	TCM Committed	0
Description:							PTC	5,244			Agency	WESTLAKE VILLAGE	

Design and construction of a Park and Ride facility (31107 Thousand Oaks Blvd) with 375 parking spaces at the proposed community recreational facility will construction of a access road, retaining walls to the park and ride facility, bus stop shelter for waiting passengers, necessary drainage, utility and landscaping and irrigation improvements.

Fund	ENG	R/W	CON	Total	Prior	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	Total
MEASURE R 20H - HIGHWAY CAPITAL	261		4,983	5,244	4,819	425						5,244
LA0G598 Total	261		4,983	5,244	4,819	425						5,244

Metro | Project Tools | Reports | Other Tools | Search Project ID... | Advanced

TIP ID: LA0G1453 VERSION: 4 STATUS: Programmed

LAST MODIFIED BY: Julio Peruche LAST MODIFIED DATE: 2/26/2020 APPROVED BY: Nancy Marroquin APPROVED DATE: 2/26/2020 [DETAILS CHANGED]

TIP Programming | Obligation | Map | Project IDS/Contacts | Documents | Amendment History | Performance Metrics

THIS VERSION IS READ-ONLY
THIS VERSION IS PENDING APPROVAL
PLEASE CLICK HERE TO VIEW THE LATEST APPROVED VERSION

THIS PROJECT IS POTENTIAL MODELING

Administrative Area

TIP Sheet

ADOPTION/AMENDMENT	TIP ID	STATE PJ ID (TSP)	MPO	GROUP PROJ	GROUP NAME	CONFORMITY CATEGORY
21-00 FTIP METRO 2021	LA0G1453		LA County (METRO)	No		NON-EXEMPT

SCAG MODELING #	CAP INC	REGN SIG	MODE NO	MODELING YES	MODELING NO	COMMITED FIELDS	CFP	RTP REVIEW	STUDY ONLY	ES FUND CATEGORY	DISTRICT ID
											7

CMAQ

CMAQ PROJECT TYPE | CMAQ PROJECT DESCRIPTION

QUALITATIVE QUANTITATIVE

OUTREACH ACTIVITY? | INCLUDES TRANSIT OPERATING ASSISTANCE? | CONGESTION REDUCTION PROJECT?

Project Information

PROJECT TITLE Spell Check

EB SR-91 Atlantic Ave to Cherry Ave Improvement

PROJECT DESCRIPTION - GUIDELINES Spell Check

Add one eastbound auxiliary lane from I-710 to Cherry Avenue undercrossing.

LEAD AGENCY	COUNTY	CFP MODE
Los Angeles County MTA	Los Angeles	Freeway - HOV, TSM and Gap Closures

PRIMARY PROGRAM CODE - | SECONDARY PROGRAM CODE | [Add Tertiary Program Code]

CAX62 - HIGHWAY/ROAD IMP-LANE ADD'S W/ HOV LN: RS | NCR88 - RAMPS-MODIFY

FEDERAL UZA	SUB-REGION	POLITICAL DISTRICT - STATE SENATE	POLITICAL DISTRICT - STATE ASSEMBLY	POLITICAL DISTRICT - US HOUSE
Los Angeles-Long Beach-Santa Ana				

SYSTEM	ROUTE	SUFFIX	FROM	TO	MILEPOST:	BEGIN	END	LENGTH	
State Hwy	91		Atlantic Avenue	Cherry Ave		11.8	13.2	1.40	Map

STREET DIST	LANE # EXISTED	LANE # PROPOSED	IMPROVEMENT DESC	HOV ACCESS EGRESS LOC	TOLL $	TOLL COLLECT LOC	TOLL METHOD
1.5	6	7	Auxiliary lane.		$0		

[ADD NEW MODELING SECTION]

Environmental Information

AIR BASIN - MAP	ENVIRONMENTAL DOCUMENT	ENV DOC COMPLETION DATE
SCAB	INITIAL STUDY/NEGATIVE DECLARATION - CEQA	5/30/2021

Programming Information ($000)

Funding History

FFY	FUND TYPE	PE	ROW	CON	TOTAL
18/19	MR20H - Measure R 20% Highway	$349	$0	$0	$349
19/20	MR20H - Measure R 20% Highway	$4,000	$0	$0	$4,000
20/21	MR20H - Measure R 20% Highway	$4,000	$0	$0	$4,000
					$0
					$0

	PE	ROW	CON	TOTAL
FFY 18/19	$349	$0	$0	$349
FFY 19/20	$4,000	$0	$0	$4,000
FFY 20/21	$4,000	$0	$0	$4,000
MR20H - Measure R 20% Highway	$8,349	$0	$0	$8,349
GRAND TOTAL	$8,349	$0	$0	$8,349

☑ ESTIMATED TOTAL PROJECT COST IS EQUAL TO TOTAL PROGRAMMED $

WHY DID THE TOTAL PROJECT COST DECREASE? PLEASE EXPLAIN ANY CHANGES IN SCOPE.

Removed construction phase.

Schedule Information

HAS IMPLEMENTATION STATUS CHANGED?	PROJECT COMPLETION DATE	CURRENT IMPLEMENTATION STATUS	LAST UPDATED
N	12/31/2024	Environmental Document/Pre-Design Phase (PAED)	1/3/2019 3:14:32 PM

	SCHEDULED START MONTH	SCHEDULED START YEAR	ACTUAL START MONTH	ACTUAL START YEAR	SCHEDULED COMPLETION MONTH	SCHEDULED COMPLETION YEAR	ACTUAL COMPLETION MONTH	ACTUAL COMPLETION YEAR
PA&ED								
PS&E								
ROW								
CON								

Do you have an E-76 (or an approved grant) for the design/engineering phase of the project? N