Air Quality Conformity Analysis

State Route 138 (5th Street East to 10th Street East) Improvements Project (Phase 1)
Los Angeles County, California

District 07 – LA – 138 – PM 44.20 to PM 44.40

Sierra Highway – Avenue Q to Avenue R

Project EFIS: 0713000032

Project EA: 07-23620

March 2023

Prepared By: ______________________ Date: ______________________
Sam Silverman, Senior Associate
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Section 1. Introduction and Project Description

This Air Quality Conformity Analysis contains the information that is required to make a project-level air quality conformity determination for Phase 1 of the State Route (SR) 138 (5th Street East to 10th Street East) Improvements Project. This analysis has been prepared to be consistent with information published by FHWA related to Project-Level Conformity Analysis, the Standard Environmental Reference (SER) Air Quality Conformity Findings Checklist (included as Appendix B), applicable U.S. EPA project-level analysis guidance, the Transportation Conformity Regulations at 40 CFR 93 Subpart A, and Section 176(c) of the Federal Clean Air Act (42 USC 7506(c)).

This analysis only addresses the conformity requirements of the Federal Clean Air Act. It does not address general air quality analysis or studies conducted for the National Environmental Policy Act (NEPA) or the California Environmental Quality Act (CEQA), and only addresses pollutants for which the project area is designated nonattainment, or attainment with an approved Maintenance SIP, by the U.S. EPA.

This report is intended to provide all information needed by FHWA to make a project-level conformity determination for a project that falls under 23 USC 327 NEPA Assignment to Caltrans; or to support a full project-level conformity determination by Caltrans under 23 CFR 326 NEPA Assignment for projects that require a project-level conformity determination (including regionally significant projects as defined in 40 CFR 93.101), and are categorically excluded from NEPA analysis under 23 CFR 771.117(c)(22) or 23 CFR 771.117(c)(23).

1.1. Project Description

1.1.1 Introduction

Caltrans, in cooperation with the City of Palmdale (City), is proposing roadway modifications to the intersection of SR-138 (Palmdale Boulevard) and Sierra Highway in the City of Palmdale. Figure 1 shows the regional and local project locations. The proposed roadway modifications include widening of SR-138 (Palmdale Boulevard) between 5th Street East and 10th Street East from two to three lanes in each direction, a distance of about 0.6 mile, and the widening of Sierra Highway between Avenue R and a point 500 feet south of Avenue Q from two to three lanes in each direction, a distance of about 0.9 mile. An Initial Study with Mitigated Negative Declaration/Environmental Assessment with Finding of No Significant Impact was approved in December 2017 for more comprehensive improvements. Due to funding constraints, the City proposes to split the construction of the project into two phases. An approximately 10-month construction period is scheduled to commence in March 2025 and be complete in December 2025.
1.1.2 Purpose and Need
As documented in the approved Project Report, the primary purpose of the proposed roadway modifications is to relieve traffic congestion and improve traffic operations at the SR-138 (Palmdale Boulevard)/Sierra Highway intersection by increasing the traffic capacities along adjacent segments of these two roadways and by improving railroad preemption. Improving railroad preemption would reduce vehicle queuing and improve traffic safety at the SR-138 (Palmdale Boulevard) at-grade Union Pacific Railroad and Metrolink crossing between 6th Street East and Sierra Highway. The proposed roadway modifications also would improve safety along SR-138 (Palmdale Boulevard) and Sierra Highway by increasing the number of travel lanes, adding left-turn and right-turn pockets where needed, widening the shoulders, and adding Class II bicycle lanes. The proposed roadway modifications would be designed to implement the principles of “Complete Streets.” The proposed roadway modifications would better accommodate anticipated traffic increases, thereby minimizing delays and potential safety hazards. The proposed roadway modifications are being proposed in the context of several other improvements to local roads and highways that, together, are intended to substantially improve local traffic conditions. The proposed project is needed because the SR-138 (Palmdale Boulevard) / Sierra Highway intersection presently experiences heavy congestion during both the AM and PM peak periods due to conflicting traffic movements, inadequate signal queue capacity, and railroad preemption. Without the proposed project, congestion at this intersection will continue to increase.

1.1.3 Build Alternative
The Initial Study with Mitigated Negative Declaration/Environmental Assessment with Finding of No Significant Impact approved in December 2017, proposed widening of SR-138 (Palmdale Boulevard) between 5th Street East and 10th Street East from two lanes to three lanes in each direction and widening Sierra Highway from two lanes to three lanes in each direction between Avenue R and a point 500 feet south of Avenue Q in the City of Palmdale (City). Due to funding constraints, the construction would be split into two phases. The Phase 1 improvements focus on safety improvements between 6th Street East and 8th Street East shown in Figure 2 and include:

- Improving railroad preemption
- Adding a second left turn lane along eastbound SR-138 to northbound Sierra Highway
- Providing standard shoulders, Class II bicycle lanes, and sidewalks between 6th Street East and 8th Street East
- Upgrading existing curb ramps between 6th Street East and 8th Street East to conform with current standards
- Adding a right turn lane along southbound Sierra Highway to westbound SR-138
1.2.  Air Quality Regulatory Framework

Table 1 shows that the proposed roadway modifications are located in an area that is nonattainment for ozone (O₃) and attainment-maintenance for nitrogen dioxide (NO₂), carbon monoxide (CO), particulate matter (PM10), and particulate matter (PM2.5). This analysis focuses on these criteria pollutant(s). The conformity process does not address pollutants for which the area is attainment/unclassified, mobile source air toxics, other toxic air contaminants or hazardous air pollutants, or greenhouse gases.

Table 1. Project Area Attainment Status

<table>
<thead>
<tr>
<th>Criteria Pollutant</th>
<th>Federal Attainment Status</th>
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<td>Ozone (O₃)</td>
<td>Nonattainment (Severe-15)</td>
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<tr>
<td>Nitrogen Dioxide (NO₂)</td>
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</tr>
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<td>Carbon Monoxide (CO)</td>
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<tr>
<td>Particulate Matter (PM10)</td>
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<tr>
<td>Particulate Matter (PM2.5)</td>
<td>Attainment</td>
</tr>
</tbody>
</table>

The proposed roadway modifications are located in the City of Palmdale, which is situated in the Antelope Valley area of the Mojave Desert Air Basin in northeastern Los Angeles County. Antelope Valley and the Western Mojave Desert portion of Los Angeles County are geographically separated from the rest of the County by the San Gabriel Mountains and the Angeles National Forest. The U.S. EPA designates the Mojave Desert portion of Los Angeles County separately from the remainder of the County due to the geographic divide. The U.S. EPA groups the Mojave Desert Air Basin area of Los Angeles County with the western part of San Bernardino County, which together are referred to as the Los Angeles-San Bernardino Counties (West Mojave Desert) designation area.

1.3. Public Review Comments Related to Air Quality Conformity

Public comment regarding the conformity analysis is PENDING the completion of the public comment period. A copy of the public notice is included in Appendix A.

Section 2. Regional Conformity

The SR-138 (5th Street East to 10th Street East) Improvements Project (Phase 1) was included in the regional emissions analysis conducted by Southern California Association of Governments (SCAG) for Amendment No. 1 for the conforming 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS), which was adopted by SCAG on November 4, 2021. The project’s design concept and scope have not changed significantly from what was analyzed in the regional emission analysis. This analysis found that the plan, which
takes into account regionally significant projects and financial constraint, will conform to the state implementation plans (SIPs) for attaining and maintaining the National Ambient Air Quality Standards (NAAQS) as provided in Section 176(c) of the Clean Air Act. FHWA determined that the RTP conforms to the SIP on June 5, 2020. Additional documentation related to the regional emissions analysis is contained in Appendix B.

The SR-138 (5th Street East to 10th Street East) Improvements Project (Phase 1) is also included in the 2023 federal Transportation Improvement Program (2023 TIP). The project’s open-to-traffic year is consistent with (within the same regional emission analysis period as) the construction completion date identified in the 2023 TIP and 2020-2045 RTP/SCS. The 2023 TIP gives priority to eligible Transportation Control Measures (TCMs) identified in the SIP and provides sufficient funds to provide for their implementation. FHWA determined that the 2023 TIP conforms to the SIP on December 26, 2022. Documentation related to the public and interagency consultation process conducted to develop the 2023 TIP is contained in Appendix B.

Section 3. Localized Impact (Hot-Spot) Conformity

The proposed roadway modifications are located in an area that is Attainment /Unclassifiable for both carbon monoxide (CO) and particulate matter (PM10 and PM2.5). Therefore, no hot-spot analysis is required for conformity purposes, and project-level conformity analysis requirements are satisfied by the regional conformity analysis described above.

3.1. Carbon Monoxide Hot-Spot Analysis

This project is located in an area that is designated attainment-unclassified for carbon monoxide (CO). Therefore, no project-level conformity analysis is necessary for CO.

The NEPA document for this project does not identify specific avoidance, minimization, and/or mitigation measures for CO. A written commitment to implement such control measures is therefore not required.

The approved RTP and TIP for the project area has no CO mitigation or control measures that relate to the project’s construction or operation. Therefore, a written commitment to implement CO control measures is not required.
3.2. PM2.5/PM10 Hot-Spot Analysis

The proposed roadway modifications are located in an area that is designated attainment-unclassified for particulate matter (both PM10 and PM2.5). Therefore, no project-level conformity analysis is necessary for particulate matter.

There is no approved PM10 and PM2.5 SIP for the project area. Therefore, a written commitment to implement control measures is not required.

The approved RTP and TIP for the project area has no PM mitigation or control measures that relate to the project’s construction or operation. Therefore, a written commitment to implement PM control measures is not required.

3.3. Construction-Related Hot-Spot Emissions

40 CFR 93.123(c)(5) states that: “CO, PM10, and PM2.5 hot-spot analyses are not required to consider construction-related activities which cause temporary increases in emissions. Each site which is affected by construction-related activities shall be considered separately, using established ‘Guideline’ methods. Temporary increases are defined as those which occur only during the construction phase and last five years or less at any individual site.”

Because construction of the proposed roadway modifications is expected to last less than five years, construction-related emissions related to it are not considered in the project-level or regional conformity analysis.
Appendix A. Public Review Comments and Responses Related to Air Quality Conformity

[PENDING PUBLIC CIRCULATION].
Public Notice

What is Being Planned?

In 2017, An Initial Study with Mitigated Negative Declaration/Environmental Assessment with Finding of No Significant Impact was approved by the California Department of Transportation (Caltrans) and Federal Highway Administration for the State Route 138 [SR-138] Improvements Project that proposes to widen Palmdale Boulevard (State Route 138 [SR-138]) between 5th Street East and 10th Street East from 2 lanes to 3 lanes in each direction, and widen Sierra Highway between Avenue R and 500 feet south of Avenue Q from 2 lanes to 3 lanes in each direction. Due to funding constraints, the City of Palmdale proposes to split the construction of the project into two phases with Phase 1 focusing on railroad safety improvements along SR-138 at the existing Union Pacific Railroad/Metrolink at-grade crossing. Phase 1 work will include improving railroad preemption, adding a second left turn lane along eastbound SR-138 to northbound Sierra Highway, providing standard shoulders, Class II bicycle lanes, and sidewalks between 6th Street East and 8th Street East, upgrading existing curb ramps between 6th Street East and 8th Street East to conform with current standards, and adding a right turn lane along southbound Sierra Highway to westbound SR-138. An air quality conformity analysis for Phase 1 was prepared in March 2023.

Why This Notice?

Project-level conformity analysis shows that the project will conform to the State Implementation Plan. Because the project area is Attainment/Unclassified for carbon monoxide (CO) and particulate matter (PM10 and PM2.5), no hot spot analysis is required for the project-level conformity determination by 40 CFR 93.116 and 93.123. The project comes from a conforming Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). Comment is requested regarding the project-level conformity analysis.

What is Available?

The project-level conformity analysis is available for you to review at the City’s website: www.cityofpalmdale.org/SR138WideningProject. You may submit a written comment no later than April 17, 2023 to:

Dawn Kukla, Office Chief
California Department of Transportation
Division of Environmental Planning
100 S. Main Street – MS 16A
Los Angeles, CA 90012

Contact:

For more information about this study, contact Thoa Le, Senior Environmental Planner, at thoa.le@dot.ca.gov or 213-269-0238.
Appendix B. Documentation Related to Regional Conformity

Regional Emissions Analysis Conducted for Conforming RTP

The regional emissions analysis found that regional emissions will not exceed the SIP’s emission budgets for mobile sources in the build year, a horizon year at least 20 years from when conformity analysis started, and additional years meeting conformity regulation requirements for periodic analysis. The regional emissions analysis was based on the latest population and employment projections for Los Angeles County that were adopted by the SCAG at the time the conformity analysis was started in 2019. These assumptions are less than five years old. The modeling was conducted using current and future population, employment, traffic, and congestion estimates. The traffic data, including the fleet mix data, were based on the most recently available vehicle registration data included in the EMFAC model. EMFAC2014 was used, which was the most recent version of the model developed by the California Air Resources Board and approved for use in California by the U.S. EPA at the time of the analysis.

Public and Interagency Consultation Process for TIP

The federal TIP was developed in accordance with SCAG policies for community input and interagency consultation procedures. These procedures ensure that the public has adequate opportunity to be informed of the federal TIP development process and encourages public participation and comment.

SCAG’s Transportation Conformity Working Group served as the forum specifically for interagency consultation relative to conformity and, additionally, there were many ad-hoc meetings held between the stakeholder agencies for this purpose. The comprehensive public participation and interagency consultation conducted for the 2020-2045 RTP/SCS is detailed in the 2020-2045 RTP/SCS Public Participation and Consultation Appendix.
Transportation Air Quality Conformity Findings Checklist

PROJECT INFORMATION

Project Name: State Route 138 (5th Street East to 10th Street East) Improvements Project (Phase 1)
DIST-CO-RTE-PM: District 07 – LA – 138 – PM 44.20 to PM 44.40
EA: 07-23620 Federal Aid Number:

Document Type: ☐ 23 USC 326 CE ☐ 23 USC 327 CE ☒ EA ☐ EIS

CHECKLIST

Step 1. Is the project located in a nonattainment or maintenance area for ozone, nitrogen dioxide, carbon monoxide (CO), PM2.5, or PM10 per EPA’s Green Book listing of non-attainment areas?
☐ If no, go to Step 18. Transportation conformity does not apply to the project.
☒ If yes, go to Step 2.

Step 2. Is the project exempt from conformity per 40 CFR 93.126 or 40 CFR 93.128?
☐ If yes, go to Step 18. The project is exempt from all project-level conformity requirements (40 CFR 93.126 or 128) (check one box below and identify the project type, if applicable).
☐ 40 CFR 93.126
☒ 40 CFR 93.128

☐ If no, go to Step 3.

Step 3. Is the project exempt from regional conformity per 40 CFR 93.127?
☐ If yes, go to Step 8. The project is exempt from regional conformity requirements (40 CFR 93.127) (identify the project type).

Project type: _____
☒ If no, go to Step 4.

Step 4. Is the project located in a region with a currently conforming RTP and TIP?
☒ If yes, the project is included in a currently conforming RTP and TIP per 40 CFR 93.115. The project’s design and scope have not changed significantly from what was assumed in RTP conformity analysis (40 CFR 93.115[b]) Go to Step 8.
☐ If no and the project is located in an isolated rural area, go to Step 5.
☐ If no and the project is not located in an isolated rural area, STOP and do not proceed until a conforming RTP and TIP are adopted.

1 Please refer to Clarifications on Exempt Project Determinations to verify exempt project type from Table 2. Road diets, auxiliary lanes less than one-mile, and ramp metering may be exempt under “projects that correct, improve, or eliminate a hazardous location or feature.”
**Step 5.** For isolated rural areas, is the project regionally significant per 40 CFR 93.101, based on review by Interagency Consultation?

☐ If yes, go to Step 6.

☐ If no, go to Step 8. **The project, located in an isolated rural area, is not regionally significant and does not require a regional emissions analysis (40 CFR 93.101 and 93.109[e]).**

**Step 6.** Is the project included in another regional conformity analysis that meets the isolated rural area analysis requirements per 40 CFR 93.109, including Interagency Consultation and public involvement?

☐ If yes, go to Step 8. **The project, located in an isolated rural area, has met its regional analysis requirements through inclusion in a previously-approved regional conformity analysis that meets current requirements (40 CFR 93.109[e]).**

☐ If no, go to Step 7.

**Step 7.** The project, located in an isolated rural area, requires a separate regional emissions analysis.

☐ Regional emissions analysis for regionally significant project, located in an isolated rural area, is complete. Regional conformity analysis was conducted that includes the project and reasonably foreseeable regionally significant projects for at least 20 years. Interagency Consultation and public participation were conducted. Based on the analysis, the interim or emission budget conformity tests applicable to the area are met (40 CFR 93.109[e] and 95.105). Go to Step 8.

**Step 8.** Is the project located in a CO nonattainment or maintenance area? (South Coast Air Basin only)

☒ If no, go to Step 9. **CO conformity analysis is not required.**

☐ If yes, **hot-spot analysis requirements for CO per the CO Protocol** (or per EPA’s modeling guidance, CAL3QHCR can be used with EMFAC emission factors) **have been met. Project will not cause or contribute to a new localized CO violation (40 CFR 93.116 and 93.123)**. Go to Step 9.

**Step 9.** Is the project located in a PM10 and/or a PM2.5 nonattainment or maintenance area?

☒ If no, go to Step 13. **PM2.5/PM10 conformity analysis is not required.**

☐ If yes, go to Step 10.

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2 The analysis must support this conclusion before going to the next step.

3 Use of the CO Protocol is strongly recommended due to its use of screening methods to minimize the need for modeling. When modeling is needed, the Protocol simplifies the modeling approach. Use of CAL3QHCR must follow U.S. EPA’s latest CO hot spot guidance, using EMFAC instead of MOVES; see: http://www.epa.gov/otaq/stateresources/transconf/projectlevel-hotspot.htm#co-hotspot.

4 As of October 1, 2007, there are no CO nonattainment areas in California. Therefore, the requirements to not worsen existing violations and to reduce/eliminate existing violations do not apply.
Transportation Air Quality Conformity Findings Checklist

Step 10. Is the project considered to be a Project of Air Quality Concern (POAQC), as described in EPA’s Transportation Conformity Guidance for PM 10 and PM 2.5?

☐ If no, the project is not a project of concern for PM10 and/or PM2.5 hot-spot analysis based on 40 CFR 93.116 and 93.123 and EPA’s Hot-Spot Analysis Guidance. Interagency Consultation concurred with this determination on ______. Go to Step 12.

☐ If yes, go to Step 11.

Step 11. The project is a POAQC.

☐ The project is a project of concern for PM10 and/or PM2.5 hot-spot analysis based on 40 CFR 93.116 and 93.123, and EPA’s Hot-Spot Guidance. Interagency Consultation concurred with this determination on ______. Detailed PM hot-spot analysis, consistent with 40 CFR 93.116 and 93.123 and EPA’s Hot-Spot Guidance, shows that the project would not cause or contribute to, or worsen, any new localized violation of PM10 and/or PM2.5 standards. Go to Step 12.

Step 12. Does the approved PM SIP include any PM10 and/or PM2.5 control measures that apply to the project, and has a written commitment been made as part of the air quality analysis to implement the identified SIP control measures? [Control measures can be found in the applicable Federal Register notice at: https://www.epa.gov/state-and-local-transportation/conformity-adequacy-review-region-9#ca.]

☐ If yes, a written commitment is made to implement the identified SIP control measures for PM10 and/or PM2.5 through construction or operation of this project (40 CFR 93.117). Go to Step 14.

☐ If no, go to Step 13.

Step 13a. Have project-level mitigation or control measures for CO, PM10, and/or PM2.5, included as part of the project’s design concept and scope, been identified as a condition of the RTP or TIP conformity determination? AND/OR

Step 13b. Are project-level mitigation or control measures for CO, PM10, and/or PM2.5 included in the project’s NEPA document? AND

Step 13c (applies only if Step 13a and/or 13b are answered “yes”). Has a written commitment been made as part of the air quality analysis to implement the identified measures?

☐ If yes to 13a and/or 13b and 13c, a written commitment is made to implement the identified mitigation or control measures for CO, PM10, and/or PM2.5 through construction or operation of this project. These mitigation or control measures are identified in the project’s NEPA document and/or as conditions of the RTP or TIP conformity determination (40 CFR 93.125(a)). Go to Step 14.

☒ If no, go to Step 14.

Step 14. Does the project qualify for a Categorical Exclusion pursuant to 23 USC 326?

☐ If yes, go to step 15.

☒ If no, the project requires preparation of a Categorical Exclusion, EA, or EIS pursuant to 23 USC 327. Go to Step 16.
Step 15. Is any analysis required by steps 1-13 of this form?\(^5\)

☐ If yes, then Caltrans prepares the appropriate analysis and documentation for the project file and makes the conformity determination through its signature on the CE form. No FHWA involvement is required. See the AQCA Annotated Outline. Go to Step 18.

☐ If no, then Caltrans makes the conformity determination through its signature on the CE form. No FHWA involvement is required. Go to Step 18.

Step 16. Is the project located in a non-attainment/maintenance area for ozone only and considered not regionally significant/non-exempt?

☐ If yes, go to Step 18.\(^6\)

☒ If no, then an AQCA is needed. See the AQCA Annotated Outline. Caltrans submits a conformity determination request to FHWA for FHWA’s conformity determination. Go to Step 17.

Step 17. Send FHWA Request for Conformity Determination package and FHWA Submittal Package Checklist to DOTP- Air Quality (rodney.tavitas@dot.ca.gov) and DEA-Air Quality (daisy.laurino@dot.ca.gov) for completeness review. Please direct technical questions to DOTP-Air Quality office. Headquarters staff will coordinate with FHWA on behalf of the district.

Date of FHWA air quality conformity determination: ____

Step 18. STOP as all air quality conformity requirements have been met.

SIGNATURE

<table>
<thead>
<tr>
<th>Title</th>
<th>Signature</th>
<th>Date</th>
</tr>
</thead>
</table>

\(^5\) Please note that not all projects that qualify for a categorical exclusion will be exempt from air quality conformity requirements. Many types of projects that may qualify for a CE (such as the addition of auxiliary lanes less than one-mile, weaving lanes less than one-mile, turning lanes less than one-mile, climbing lanes less than one-mile, parking, road diets, ramp metering, and even many bridge projects) MAY require some level of project level conformity analysis and may even require interagency consultation. Additionally, please note that for ALL projects the project file must include evidence that one of the three following situations apply: 1) Conformity does not apply to the project area; or 2) The project is exempt from all conformity analysis requirements; or 3) The project is subject to project-level conformity analysis (and possibly regional conformity analysis) and meets the criteria for a conformity determination. The project file must include all supporting documentation and this checklist.

\(^6\) Project-level conformity analysis shows that the project will conform to the State Implementation Plan. Because the project area is Attainment/Unclassified for carbon monoxide (CO) and particulate matter (PM10 and PM2.5), no hot spot analysis is required for the project-level conformity determination by 40 CFR 93.116 and 93.123. The project comes from a conforming Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). Include documentation of interagency consultation review in the final CE/EA/EIS, if applicable.
## 2023 Federal Transportation Improvement Program

### Los Angeles County

#### State Highway - Project Listing

(In $000's)

<table>
<thead>
<tr>
<th>FTIP ID</th>
<th>LEAD AGENCY</th>
<th>COUNTY</th>
<th>CONFORM CATEGORY</th>
<th>AIR BASIN</th>
<th>PROJECT COST</th>
<th>RTP ID</th>
<th>SYSTEM</th>
</tr>
</thead>
<tbody>
<tr>
<td>LAGG1355</td>
<td>Manhattan Beach, City of Los Angeles</td>
<td>Exempt - 93.127</td>
<td>SCAB</td>
<td>$900</td>
<td>1AL04</td>
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<td>LAMPPR103</td>
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### NCRH1 - INTERSECTION IMPROVEMENTS/CHANNELIZATION

**From Rosecrans Avenue to 2nd St Post Miles: Begin 23.92 End 22.39**

**23-00**

**DESCRIPTION**

Intersection Improvements Along Sepulveda Boulevard at Rosecrans Avenue, 33rd Street, Marine and Cedar Avenue, 14th Street and 2nd Street. The purpose of this project is to help alleviate traffic congestion by improving left-hand turn pockets at these five intersections. Each turn lane is less than 1/8th mile.

### CAR88 - RAMPS - MODIFY/LANE ADDITIONS

**23-00**

**DESCRIPTION**

Improve Ramona Rd/I-710 off-ramp south of I-10 freeway to extend 2 lanes on the I-710 off-ramp further south; create a third lane as a free right-turn lane onto SB Corporate Center Drive; and add a third SB lane on Corporate Center Drive for approximately 300' feet which will transition into existing curb lane. Work will require retaining wall and coordination with Caltrans. PROJECT IS CAPACITY ENHANCING.

### CAXT2 - HIGHWAY/ROAD IMP - LANE ADD'S - w/TCM : RS

**From 6th East to 8th East Post Miles: Begin 44.20 End 44.40**

**23-00**

**DESCRIPTION**

Reduced scope: Street and full railway upgrades to Palmdale Blvd. from 6th East to 8th East. Palmdale WB will stay as existing (2 thru with 1 left at 6th); SB Sierra Hwy right turn lane to Palmdale Blvd; Palmdale EB at Sierra will add 1 left turn lane to existing turn and 2 thru; Intersection modifications/upgrades at Palmdale Blvd/6th E, Palmdale Blvd/Sierra Highway; Relocation/upgrades of exist. railroad signal mast-arms & rail equipment

### CAX62 - HIGHWAY/ROAD IMP-LANE ADD'S W/ HOV LN: RS

**From 800' south of Q to Palmdale Blvd Post Miles: Begin 59.50 End 60.00**

**23-00**

**DESCRIPTION**

Reduced scope: Street and full railway upgrades to Palmdale Blvd. from 6th East to 8th East. Palmdale WB will stay as existing (2 thru with 1 left at 6th); SB Sierra Hwy right turn lane to Palmdale Blvd; Palmdale EB at Sierra will add 1 left turn lane to existing turn and 2 thru; Intersection modifications/upgrades at Palmdale Blvd/6th E, Palmdale Blvd/Sierra Highway; Relocation/upgrades of exist. railroad signal mast-arms & rail equipment
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<td>STATE HIGHWAY</td>
<td>138</td>
<td>EXISTING: WIDEN &amp; MODIFY EXIST. STRIPING TO 3 LANES IN EACH DIRECTION ON SR 138 FROM 5TH E - 10TH E; INTERSECTION MODIFICATIONS/UPGRADES AT PALMDALE BLVD/6TH E &amp; PALMDALE BLVD/SIERRA HIGHWAY; RELOCATION OF EXIST. RAILROAD SIGNAL MAST-ARMS &amp; RAIL EQUIPMENT; S/O PALMDALE BLVD. WIDEN SIERRA HWY FROM 4 TO 6 LANES TO AVE R (INCLUDE S/B SIERRA HWY RIGHT TURN LANE @ AVE R); N/O PALMDALE BLVD., WIDEN SIERRA HWY FROM 4 TO 6 LANES TO AVE Q; EXTEND CLASS 1 BIKE LANE, 800' ON WEST SIDE OF SIERRA HWY TO AVE R.</td>
<td>EXISTING: 2022</td>
<td>EXISTING: $19,600</td>
<td>REVISED: $25,000</td>
<td>REVISED SCHEDULE AND PROJECT DESCRIPTION</td>
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<td>REVISED: STREET AND FULL RAILWAY UPGRADES TO PALMDALE BLVD. FROM 6TH EAST TO 8TH EAST. PALMDALE WB WILL STAY AS EXISTING (2 THRU WITH 1 LEFT AT 6TH); SB SIERRA HWY RIGHT TURN LANE TO PALMDALE BLVD; PALMDALE EB AT SIERRA WILL ADD 1 LEFT TURN LANE TO EXISTING TURN AND 2 THRU; INTERSECTION MODIFICATIONS/ UPGRADES AT PALMDALE BLVD/6TH E, PALMDALE BLVD/SIERRA HIGHWAY; RELOCATION/UPGRADE OF EXIST. RAILROAD SIGNAL MAST-ARMS &amp; RAIL EQUIPMENT</td>
<td>REVISED: 2025</td>
<td>REVISED: $25,000</td>
<td>REVISED: $25,000</td>
<td>REVISED SCHEDULE AND PROJECT DESCRIPTION</td>
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