

PM Conformity Hot Spot Analysis Project Summary Form for Interagency Consultation

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

The form is not required under the following circumstances:

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

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

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

Instructions:

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

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

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

REFERENCE

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

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

Links to more information:

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

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

TABLE 1
Type of Project

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

FTIP ID# (required) ORA250302					
TCWG Consideration Date October 27, 2026					
Project Description (clearly describe project) The project consists of replacing the La Novia Avenue Bridge over San Juan Creek and widening the segment of La Novia Avenue between Calle Arroyo to San Juan Creek Road in San Juan Capistrano (see Figure 1 – Regional Location and Project Vicinity). The existing bridge consists of a 60-year-old narrow two-lane bridge that lacks ADA compliant sidewalks, bike lanes, and lighting. The bridge would be replaced with a widened four-lane bridge with ADA compliant sidewalks and bike facilities. The project will enhance safety for vehicular traffic and pedestrians, improve traffic flow, and roadway capacity. The new bridge would be a 3-span pre-cast/pre-stressed concrete CA-WF girder structure supported on a group of piles or multi-column piers on CIDH concrete piles. The bridge would be approximately 280 feet long and 92 feet wide. The existing concrete lined sloped channel sides would be removed, and the creek channel would be widened and the sloped channel sides would be lined with concrete. An existing reinforced concrete box (RCB) storm drain would be partially removed and relocated to a new outlet within the widened channel and concrete lining. Utilities on the existing bridge would be relocated within the proposed new bridge structure. Existing street lighting on both sides of the bridge would be relocated to accommodate the new bridge structure (see Figure 2 - Build Alternative). The project would also improve the La Novia Avenue intersections at Calle Arroyo and San Juan Creek Road with two Project Options: Project Option 1: • La Novia Avenue at Calle Arroyo: Widen the south leg of the intersection and provide the northbound approach with an exclusive northbound left-turn lane, a northbound through lane, and a shared northbound through/right-turn lane. Restripe the trap southbound right-turn lane to a shared through/right-turn lane. Provide a second southbound departure lane. Modify the existing traffic signal. • La Novia Avenue at San Juan Creek Road: Widen the north leg of the intersection and provide the southbound approach with an exclusive southbound left-turn lane, two southbound through lanes, and an exclusive southbound right-turn lane. Provide a second northbound departure lane. Restripe the northbound right-turn lane to a shared through/right-turn lane. Modify the existing traffic signal and maintain the existing southbound right-turn overlap phasing. Project Option 2: Includes all of Project Option 1 improvements, except does not include the exclusive southbound right-turn lane at La Novia Avenue at San Juan Creek Road.					
Type of Project (use Table 1 on instruction sheet) Change to existing regionally significant street					
County Orange	Narrative Location/Route & Postmiles La Novia Avenue from Calle Arroyo to San Juan Creek Road. No postmiles available. Caltrans Projects – EA#				
Lead Agency: City of San Juan Capistrano					
Contact Person George Alvarez	Phone# (949) 443-6351	Fax#	Email galvarez@sanjuancapistrano.org		
Hot Spot Pollutant of Concern (check one or both) PM2.5 X PM10 X					
Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)					
X	Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action: December 2026					

NEPA Assignment – Project Type <i>(check appropriate box)</i>				
Exempt	Section 326 –Categorical Exemption		X Section 327 – Non-Categorical Exemption	
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	2025	2026	2028	2029
End	2026	2027	2029	2030
Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i>				
Project Purpose The purpose of the proposed project is to accomplish the following specific objectives: • Enhance the safety and operations of La Novia Avenue (reduce accidents) • Enhance the safety and mobility for pedestrians, bicyclists and equestrians on La Novia Bridge • Eliminate roadway deficiencies (eliminate nonstandard roadway section) • Eliminate hydraulic deficiencies (eliminate flow restriction on San Juan Creek) These objectives would be accomplished by adding one lane in each direction between Calle Arroyo and San Juan Creek Road, providing a continuous four-lane facility to match the existing road cross sections on La Novia Avenue, north and south of the proposed project. The project would also provide pedestrian, bicycle and equestrian facilities that will be physically separated from the travel lanes.				
Project Need Safety: La Novia Avenue narrows through the project area from a four-lane facility on both the north and south sides to a two-lane roadway, with only a narrow sidewalk on the east side that is not compliant with ADA requirements. In addition, the latest Bridge Inspection Report (BIR), OCPW, 2021, found that La Novia Bridge is structurally deficient. Hydraulic Deficiencies: According to the latest BIR, the existing La Novia Bridge is hydraulically deficient due to the abutments and low height of bridge that currently restricts the flow on San Juan Creek, leading to a long-term concern of the resiliency of the existing bridge to serve the community. Consistency with the General Plan: La Novia Avenue is a key roadway in the City, providing the only north-south link east of Interstate 5. Based on the General Plan and OCTA Master Plan for Arterial Highways (MPAH), La Novia Avenue in the vicinity of the project site is designated as a Primary Arterial (4-lanes divided) highway. However, within the project limits, the road is currently 2-lanes and does not meet current capacity needs.				
Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i> The land uses within and surrounding the project study area consist primarily of residential, school and commercial uses.				

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
 The *Traffic Circulation Analysis Report La Novia Avenue Bridge Replacement Project* (Traffic Analysis), prepared by Linscott, Law & Greenspan, February 18, 2026, analyzed the traffic impacts from the proposed project. La Novia Avenue has posted signs that restrict trucks over 6 tons. School buses, trash trucks and emergency vehicles are exempt from the truck restriction, however when compared to the daily traffic volumes on La Novia Avenue, the number of daily trips from these types of vehicles would be negligible. As such, the small truck category would effectively account for the truck traffic of operating on La Novia Avenue. The percent trucks were obtained from the nearest data point from Caltrans GIS Data on State Route 74 where 3.31% of the AADT consisted of 2-axle trucks. See Table 1

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
 See Table 2

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

See Table 3

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

See Table 4

Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)
 No traffic redistribution is anticipated from implementation of the Build scenario. The improvements for this project are limited to the La Novia Avenue corridor, which is the only north/south arterial within the City, providing the only crossing of San Juan Creek east of Interstate 5. The project will address reducing congestion and vehicle delay due to the bottleneck that occurs on La Novia Avenue between Calle Arroyo and San Juan Creek Road. Due to the distance to the nearest parallel route that is located on the west side of Interstate 5, no time savings would be achieved by utilizing another route and no potential traffic redistribution would occur from implementation of the Build scenario.

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

The proposed project is not a Project of Air Quality Concern (POAQC) because the project does not meet the following criteria:

1. 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 is not a new highway nor would the project result in a significant increase in the number of diesel vehicles.
2. Projects affecting intersections that are at level-of-service (LOS) D, E, or F with a significant number of diesel vehicles or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.
 - As shown in the Tables below, the project area roadways would have up to 427 truck trips per day. In order to determine how many of these truck trips are diesel-powered, the EMFAC2021 Model was run for the year 2026, which found that only 41.4% of small and medium trucks (Truck 1 Category) are currently diesel-powered, which would result in 175 of the 427 truck trips being diesel-powered. As such, the project area does not have a significant amount of diesel vehicles and would not deteriorate LOS due to a significant increase in the number of diesel vehicles.
3. 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 bus or rail terminal project.
4. Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location.
 - The project is not an expansion to an existing bus or rail terminal project.
5. Projects in or affecting locations, areas, or categories of sites that are identified in the PM2.5- or PM10-applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.
 - The project is not located in an area identified in applicable PM attainment plans.

The proposed project would not affect a major highway or expressway that serves a significant volume of diesel truck traffic, such as facilities with greater than 125,000 AADT of which 8 percent or more is heavy-duty diesel truck traffic. For this reason and the reasons noted above, the project would not be considered a POAQC.

Attachments:

- Table 1. Opening Year 2032 Road Segment Analysis
- Table 2. Horizon Year 2050 Road Segment Analysis
- Table 3. Opening Year 2032 Intersection Analysis
- Table 4. Horizon Year 2050 Intersection Analysis
- Figure 1 – Regional Map
- Figure 2 – Project Location Map
- Figure 3 – Build Alternative

Table 1. Opening Year 2032 Road Segment Analysis

Roadway	Road Segment	No. of Lanes	LOS	AADT	Truck AADT ⁽¹⁾
No Build (Opening Year 2032)					
La Novia Avenue	Windsong Drive - Calle Arroyo	4D	A	8,577	284
La Novia Avenue	Calle Arroyo - San Juan Creek Road	2D	A	12,642	419
La Novia Avenue	Paseo Azalea - Via Entrada	4D	A	4,703	156
Build (Opening Year 2032)					
La Novia Avenue	Windsong Drive - Calle Arroyo	4D	A	8,577	284
La Novia Avenue	Calle Arroyo - San Juan Creek Road	4D	A	12,642	419
La Novia Avenue	Paseo Azalea - Via Entrada	4D	A	4,703	156

Notes:

(1) Truck AADT based on 3.31% of AADT

Source: Linscott Law & Greenspan, 2026; Caltrans, 2026.

Table 2. Horizon Year 2050 Road Segment Analysis

Roadway	Road Segment	No. of Lanes	LOS	AADT	Truck AADT ⁽¹⁾
No Build (Horizon Year 2050)					
La Novia Avenue	Windsong Drive - Calle Arroyo	4D	A	8,749	290
La Novia Avenue	Calle Arroyo - San Juan Creek Road	2D	A	12,895	427
La Novia Avenue	Paseo Azalea - Via Entrada	4D	A	4,797	159
Build (Horizon Year 2050)					
La Novia Avenue	Windsong Drive - Calle Arroyo	4D	A	8,749	290
La Novia Avenue	Calle Arroyo - San Juan Creek Road	4D	A	12,895	427
La Novia Avenue	Paseo Azalea - Via Entrada	4D	A	4,797	159

Notes:

(1) Truck AADT based on 3.31% of AADT

Source: Linscott Law & Greenspan, 2026; Caltrans, 2026.

Table 3. Opening Year 2032 Intersection Analysis

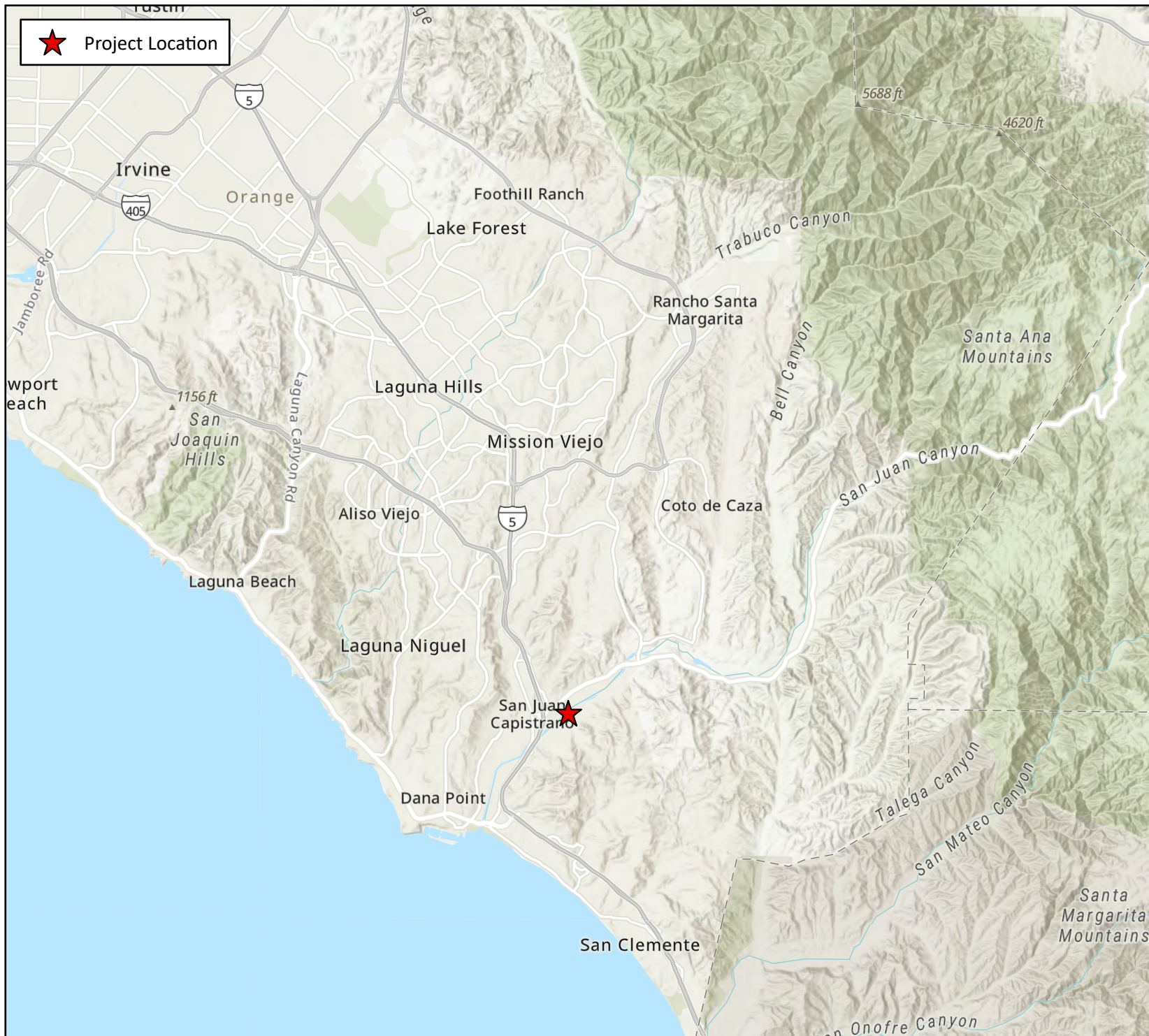
La Novia Avenue at Cross-Street	Volume		Delay (Sec/Vehicle)		Intersection LOS		Truck %
	AM Pk-Hr	PM Pk-Hr	AM Pk-Hr	PM Pk-Hr	AM Pk-Hr	PM Pk-Hr	
No Build (Opening Year 2032)							
Ortega Highway	3,800	3,292	24.3	17.2	C	B	11.7%
Calle Arroyo	1,540	1,332	49.7	44.9	D	D	3.3%
San Juan Creek	1,882	1,496	28.5	29.1	C	C	3.3%
Via Entrada	439	416	23.0	22.7	C	C	3.3%
Option 1 Build (Opening Year 2032)							
Ortega Highway	4,088	3,534	24.3	17.2	C	B	11.7%
Calle Arroyo	1,673	1,433	36.7	34.4	D	C	3.3%
San Juan Creek	1,500	1,616	30.9	30.0	C	C	3.3%
Via Entrada	495	460	23.0	22.7	C	C	3.3%
Option 2 Build (Opening Year 2032)							
Ortega Highway	4,088	3,534	24.3	17.2	C	B	11.7%
Calle Arroyo	1,673	1,433	36.7	34.4	D	C	3.3%
San Juan Creek	1,500	1,616	34.8	41.8	C	D	3.3%
Via Entrada	495	460	23.0	22.7	C	C	3.3%

Source: Linscott Law & Greenspan, 2026; Caltrans, 2026

Table 4. Horizon Year 2050 Intersection Analysis

La Novia Avenue at Cross-Street	Volume		Delay (Sec/Vehicle)		Intersection LOS		Truck %
	AM Pk-Hr	PM Pk-Hr	AM Pk-Hr	PM Pk-Hr	AM Pk-Hr	PM Pk-Hr	
No Build (Horizon Year 2050)							
Ortega Highway	4,379	3,845	23.7	18.3	C	B	11.7%
Calle Arroyo	1,823	1,666	48.8	47.7	D	D	3.3%
San Juan Creek	2,469	2,278	34.7	34.6	C	C	3.3%
Via Entrada	505	470	23.0	22.7	C	C	3.3%
Option 1 Build (Horizon Year 2050)							
Ortega Highway	4379	3896	23.7	18.3	C	B	11.7%
Calle Arroyo	1826	1736	36.7	35.0	D	C	3.3%
San Juan Creek	2472	2333	33.7	39.5	C	D	3.3%
Via Entrada	505	470	23.0	22.7	C	C	3.3%
Option 2 Build (Horizon Year 2050)							
Ortega Highway	4379	3896	23.7	18.3	C	B	11.7%
Calle Arroyo	1826	1736	36.4	35.0	D	C	3.3%
San Juan Creek	2472	2333	38.5	41.5	D	D	3.3%
Via Entrada	505	470	23.0	22.7	C	C	3.3%

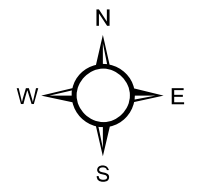
Source: Linscott Law & Greenspan, 2026; Caltrans, 2026



La Novia Bridge Widening

Figure 1

Regional Map



0 10,000 20,000
Feet

1:200,000

Map Date: August 2025
Data Sources: County
of Orange

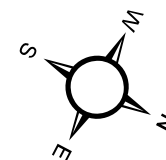
Service Layer Credits: World Topographic Map: Sources:
Esri, TomTom, Garmin, FAO, NOAA, USGS, ©
OpenStreetMap contributors, and the GIS User
Community
World Hillshade: Esri, NASA, NGA, USGS



Project Site

La Novia Bridge Widening

Figure 2
Project
Loca
Map

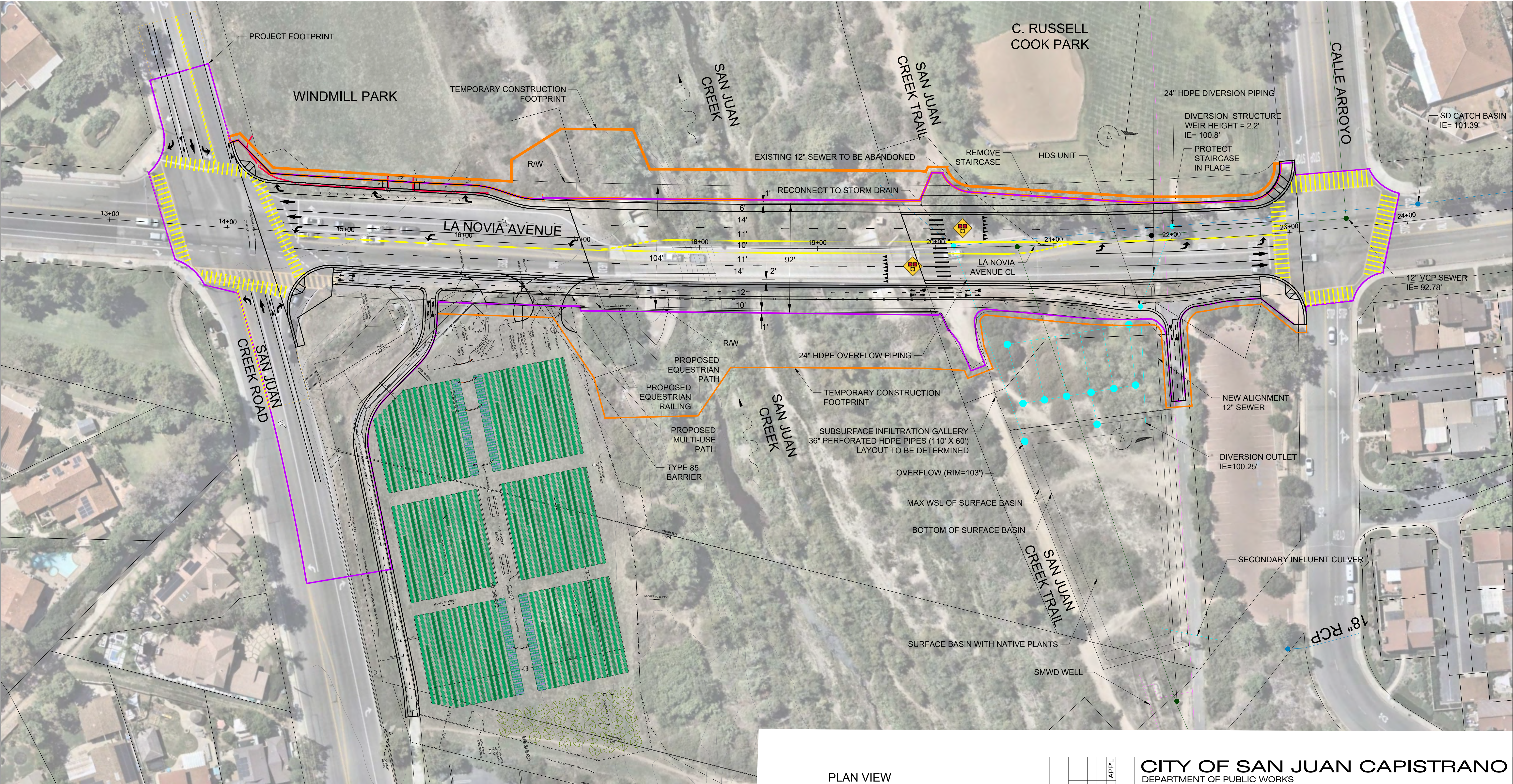


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Feet

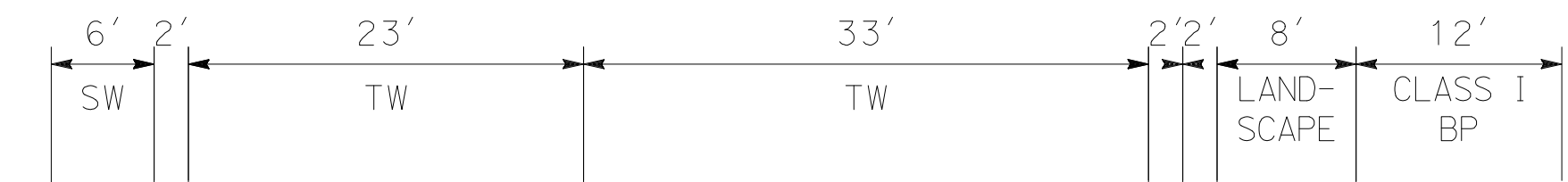
1:5,000

Map Date: August 2025
Data Sources: County
of Orange, Mark Thomas

Service Layer Credits: Hybrid Reference Layer- Labels
Only: Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, ©
OpenStreetMap contributors, and the GIS User
Community
World Imagery: Maxar



PLAN VIEW



SECTION A-A
NOT TO SCALE

PROPOSED SURFACE OF
STORMWATER BASIN
(BY OTHERS)



0 20 40
SCALE: 1"=40'

CITY OF SAN JUAN CAPISTRANO
DEPARTMENT OF PUBLIC WORKS

LA NOVIA AVENUE
SAN JUAN CREEK ROAD TO CALLE ARROYO
PROPOSED ROADWAY LAYOUT AND CROSS-SECTION

PREPARED BY:		MARK THOMAS	
DRAWN BY:	AM	DESIGN BY:	LO
CHECKED BY:	PS	ACCEPTED BY:	PAKZAD MESHKIN ACTING CITY ENGINEER, PE 40944
DATE		EXP. 03/31/2025	
SHEET		1 OF 1	