



**METROPOLITAN
TRANSPORTATION
COMMISSION**

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Air Quality Conformity Task Force

Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
Claremont Conference Room – 2nd Floor
101 Eighth Street, Oakland

Conference Call Number: 888-273-3658 (Access Code: 9427202)

Thursday, May 28, 2015
9:30 a.m. –11:00 a.m.

AGENDA

(Revised May 20th, 2015)

1. Welcome and Introductions
2. PM_{2.5} Project Conformity Interagency Consultations
 - a. Consultation to Determine Project of Air Quality Concern Status
 - i. US101/Holly Interchange Modification Project
 - ii. Adobe Road at E. Washington Street Project
 - iii. Vallejo SRTS Infrastructure Improvements Project
 - iv. Install Traffic Signal @ Treat Blvd/San Miguel Project
 - b. Confirm Projects Are Exempt from PM_{2.5} Conformity
3. Projects with Regional Air Quality Conformity Concerns
 - a. Review of the Regional Conformity Status for New and Revised Projects
4. Approach to the Conformity Analysis for the Amended 2015 Transportation Improvement Program (TIP) and Plan Bay Area
 - a. Proposed Approach to Conformity Analysis for the 2015 Transportation Improvement Program
5. Providing Additional Guidance to Project Sponsors for Consultation Process
6. Consent Calendar
 - a. April 23, 2015 Air Quality Conformity Task Force Meeting Summary
7. Other Items

Next Meeting: June 18, 2015

MTC Staff Liaison: Harold Brazil hbrazil@mtc.ca.gov



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Memorandum

TO: Air Quality Conformity Task Force

DATE: May 15, 2015

FR: Harold Brazil

W. I.

RE: PM_{2.5} Project Conformity Interagency Consultation

Project sponsors representing four projects, seek interagency consultation from the Air Quality Conformity Task Force (AQCTF) at today's meeting and the projects are as follows:

No.	Project Sponsor	Project Title
1	City of San Carlos	US101/Holly Interchange Modification Project
2	Sonoma County	Adobe Road at E. Washington Street Project
3	City of Vallejo	Vallejo SRTS Infrastructure Improvements Project
3	City of Concord	Install Traffic Signal @ Treat Blvd/San Miguel Project

2ai_US101_Holly Interchange Modification Project_Assessment_Form.pdf (for the US101/Holly Interchange Modification project)

2aii_Adobe_Rd_at_EWashington_St_Project_Assessment_Form.pdf (for the Adobe Road at E. Washington Street project)

2aiii_Vallejo_SRTS_Infrastructure_Improvements_Project_Assessment_Form.pdf (for the Vallejo SRTS Infrastructure Improvements project)

2aiv_Install_Traffic_Signal_at_Treat_Blvd_San_Miguel_Project_Assessment_Form.pdf (for the Install Traffic Signal @ Treat Blvd/San Miguel project)

MTC also requests the review and concurrence from the Task Force on project(s) that project sponsor(s) have identified as exempt and likely not to be a POAQC. **2b_Exempt List 51515.pdf** lists these exempt projects.

PM_{2.5} Project Assessment Form for Interagency Consultation

RTIP ID# *(required)* SM-090008

TIP ID# *(required)* SM-090008

Air Quality Conformity Task Force Consideration Date

May 28, 2015

Project Description *(clearly describe project)*

The City of San Carlos, in cooperation with Caltrans, proposes to modify the existing U.S. 101/Holly Street interchange from a Type L-10 four-quadrant cloverleaf to a Type L-9 partial cloverleaf interchange configuration. The existing loop off-ramps located at the southwest and northeast quadrants of the interchange (with U.S. 101 running north-south) would be eliminated, and the diagonal on- and off-ramps would be realigned into a more squared-up pedestrian and bicycle friendly configuration. The NB loop on-ramp would be widened from one lane to two lanes plus a third high occupancy vehicle (HOV) lane, and the NB diagonal off-ramp would be widened from one to two lanes at the freeway exit.

Build Alternative 1

The Build Alternative (modified from Alternative 1-H in the Project Study Report) would propose to modify the existing U.S. 101/Holly Street interchange from a Type L-10 four-quadrant cloverleaf to a Type L-9 partial cloverleaf interchange configuration. The existing loop off-ramps located at the southwest and northeast quadrants of the interchange (with U.S. 101 running north-south) would be eliminated, and the diagonal on- and off-ramps would be realigned into a more squared-up pedestrian and bicycle-friendly configuration. The NB loop on-ramp would be widened from one lane to two lanes plus a third HOV lane, and the NB diagonal off-ramp would be widened from one to two lanes at the freeway exit. The reconfigured interchange would provide signalized intersections at the termini of the NB and SB diagonal off-ramps. Westbound (WB) Holly Street would be widened between the NB diagonal on-ramp and loop off-ramp to provide a third through lane. A third through lane would also be added to EB Holly Street by widening between the SB diagonal on-ramp and the loop off-ramp. A NB through lane would be added to Industrial Road south of Holly Street. Ramp metering equipment would be maintained for the NB diagonal on-ramp and SB ramps along the collector-distributor (CD) road. Ramp metering equipment would be replaced for the NB loop on-ramp.

At-grade pedestrian crosswalks/sidewalks would be maintained along EB (south side) Holly Street, with the sidewalk widened to 8 feet (ft) wide. The pedestrian crosswalks/sidewalks would be added along WB (north side) Holly Street. Bike lanes/pockets would be provided along both directions of Holly Street.

Five bioretention basins would be constructed in the Area of Potential Effects (APE): one in the northwest quadrant, one in the northeast quadrant, one between NB loop on-ramp and NB off-ramp, and two adjacent to SB diagonal on-ramp.

Type of Project: Reconfigure existing interchange

Project Assessment Form for PM_{2.5} Interagency Consultation

County San Mateo	Narrative Location/Route & Postmiles U.S.101/Holly Street Interchange Reconstruction 4-SM-101 PM 8.1/8.6				
	Caltrans Projects – EA No. 04-1G6210 Project No. 0415000236				
Lead Agency: Caltrans					
Contact Person Richelle P. Perez	Phone# 510-286-4998	Fax# 510-622-5460	Email richelle.perez@dot.ca.gov		
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>					
<input checked="" type="checkbox"/>	Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action: June 2015					
NEPA Delegation – Project Type <i>(check appropriate box)</i>					
<input type="checkbox"/> Exempt		<input checked="" type="checkbox"/> Section 6004 – Categorical Exemption	Section 6005 – Non-Categorical Exemption		
Current Programming Dates <i>(as appropriate)</i>					
	PE/Environmental	ENG	ROW	CON	
Start	05/01/2013	05/01/2013	11/06/2015	09/23/2016	
End	04/30/2015	08/25/2016	05/19/2016	04/05/2018	
Project Purpose and Need (Summary): <i>(please be brief)</i>					
Purpose					
The primary purposes of the project are to:					
<ul style="list-style-type: none"> • Reduce existing weaving friction areas within the United States U.S. 101 (U.S. 101)/Holly Street interchange. • Reduce future traffic backups on the ramps from extending onto the U.S. 101 mainline during the a.m./p.m. peak hours. • Reduce future traffic congestion at the Holly Street/Industrial Road intersection. • Reduce pedestrian and bicycle conflicts with vehicles within the U.S. 101/Holly Street interchange and improve pedestrian and bicycle east-west connectivity across U.S. 101. 					
Need					
There are three categories of primary deficiencies at the U.S. 101/Holly Street Interchange:					
<ul style="list-style-type: none"> • All existing movements at the interchange loop ramps have weaving friction issues, especially along eastbound (EB) Holly Street between Industrial Road and the northbound (NB) loop on-ramp due to the existing high traffic volumes and disproportionate use of the single lane leading to the ramp entrance (lane imbalance). Bicyclists traveling along Holly Street are also presented with challenging maneuvers within the traffic weaving segments between the loop on- and off-ramps. • Traffic congestion within the interchange and adjacent Holly Street/Industrial Road intersection is projected to be high within the 20-year design period. The NB loop on-ramp and southbound (SB) loop off-ramp capacities will be insufficient by year 2035, causing long backups extending beyond the ramps, which would “lock up” the interchange during peak hours. Also by year 2035, the Holly Street/Industrial Road intersection is projected to operate at level of service (LOS) F during peak hours due to the existing lane imbalances that occur along NB Industrial Road and EB Holly Street. 					

PM_{2.5} Project Assessment Form for Interagency Consultation

- Pedestrians and bicyclists attempting to travel east-west on Holly Street across U.S. 101 are presented with challenging maneuvers. Low-speed pedestrians and bicyclists crossing at the ramps experience potential high-speed conflicts with vehicles because of the highspeed geometry configuration (large radius curves) of the on- and off-ramps at this interchange. There is also limited pedestrian and bicycle connectivity between the residential and commercial areas of the City of San Carlos to the west of U.S. 101 and the commercial and recreation areas east of U.S. 101.

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

Surrounding land uses within the project area include single-family residences, a hotel, a museum, an airport, fast food restaurants, office uses, vacant land, a hospital, and commercial and light industrial uses.

Brief summary of assumptions and methodology used for conducting analysis

Traffic volumes and truck percentages were obtained from the Traffic Operations Analysis dated March 2014.

Opening Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

2018 - U.S. 101 at Holly Street

No Build: ADT = 231,000, Truck ADT = 11,320 (5%), LOS = D/F

Build: ADT = 231,000, Truck ADT = 11,320 (5%), LOS = D/F

RTP Horizon Year / Design Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

2038 - U.S. 101 at Holly Street

No Build: ADT = 280,000, Truck ADT = 13,720 (5%), LOS = F

Build: ADT = 280,000, Truck ADT = 13,720 (5%), LOS = F

Project Assessment Form for PM_{2.5} Interagency Consultation

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

2018 - Holly Street

No Build: ADT = 38,900, Truck ADT = 1,900 (5%), LOS = C

Build: ADT = 38,900, Truck ADT = 1,900 (5%), LOS = C

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

2038 - Holly Street

No Build: ADT = 41,400, Truck ADT = 2,030 (5%), LOS = C

Build: ADT = 41,400, Truck ADT = 2,030 (5%), LOS = C

Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

Not Applicable

RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

Not Applicable

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

See attached analysis.

Comments/Explanation/Details (*please be brief*)

See attached analysis.

PM_{2.5} Project Assessment Form for Interagency Consultation

PM_{2.5}/PM₁₀ Hot-Spot Analysis

The proposed project is located within a nonattainment area for the federal PM_{2.5} standards. Therefore, per 40 CFR Part 93 a hot-spot analysis is required for conformity purposes. However, the EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in section 93.123(b)(1) as an air quality concern. The project does not qualify as a project of air quality concern (POAQC) because of the following reasons:

- i. The proposed Project is not a new or expanded highway project and is not considered to significantly affect diesel truck traffic on U.S. 101. The proposed Project is an interchange reconfiguration project that does not increase the capacity of U.S. 101. This type of project improves freeway operations by reducing traffic congestion at existing interchanges and improving merge operations. Based on the Traffic Operations Analysis Report (Fehr & Peers, March 2014) the proposed Project would not increase the traffic volumes along U.S. 101 or Holly Street. The future traffic volumes along U.S. 101 and Holly Street are shown in Tables 1 and 2.

Table 1: Traffic Data-Daily Traffic on U.S. 101 at Holly Street (AADT/Trucks ADT)

Model Year	Without Project	With Project	Project Related Increase in Traffic
2018	231,000/11,320	231,000/11,320	0/0
2038	280,000/13,720	280,000/13,720	0/0

Source: Fehr & Peers, Draft Traffic Operations Analysis Report, March 2014.

Table 2: Traffic Data-Daily Traffic on Holly Street (AADT/Trucks ADT)

Model Year	Without Project	With Project	Project Related Increase in Traffic
2018	38,900/1,900	38,900/1,900	0/0
2038	41,400/2,030	41,400/2,030	0/0

Source: Fehr & Peers, Draft Traffic Operations Analysis Report, March 2014

- ii. The proposed Project does not affect intersections that are at level of service D, E, or F with a significant number of diesel vehicles. As indicated in Table 3: Intersection Analysis-Year 2018 Conditions and Table 4: Intersection Analysis-Year 2038 Conditions, the Project improves level of service at a majority of the intersections in the Project area. The intersections where the proposed Project will increase the delay would not be affected by a significant increase in the volume of diesel vehicles.
- iii. The proposed project does not include the construction of a new bus or rail terminal.
- iv. The proposed project does not expand an existing bus or rail terminal.
- v. The proposed project is not in or affecting locations, areas, or categories of sites that are identified in the PM_{2.5} and PM₁₀ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Project Assessment Form for PM_{2.5} Interagency Consultation

Table 3: Intersection Analysis – Year 2018 Conditions

Intersection	Peak Hour	No Build		Build Alternative	
		Control Delay	LOS	Control Delay	LOS
1. Holly Street/Airport Way	AM	26	C	27	C
	PM	182	F	180	F
2. Holly Street/Industrial Way	AM	32	C	29	C
	PM	35	C	27	C
3. Holly Street/Old Country Road	AM	41	D	40	D
	PM	85	F	80	F
4. Holly Street/El Camino Road	AM	164	F	145	F
	PM	55	D	50	D
5. Holly Street/NB Diagonal Ramps	AM	3	A	N/A	N/A
	PM	3	A	N/A	N/A
5. Holly Street/NB Ramps	AM	N/A	N/A	22	C
	PM	N/A	N/A	17	B
6. Holly Street/NB Loop Ramps	AM	3	A	N/A	N/A
	PM	3	A	N/A	N/A
7. Holly Street/SB Loop Ramps	AM	2	A	N/A	N/A
	PM	2	A	N/A	N/A
8. Holly Street/SB Diagonal Off-Ramp	AM	5	A	N/A	N/A
	PM	4	A	N/A	N/A
8. Holly Street/SB Ramps	AM	N/A	N/A	14	B
	PM	N/A	N/A	13	B
9. Holly Street/SB Diagonal On-Ramp	AM	4	A	N/A	N/A
	PM	3	A	N/A	N/A

Source: Fehr & Peers, Draft Traffic Operations Analysis Report, March 2014.

PM_{2.5} Project Assessment Form for Interagency Consultation

Table 4: Intersection Analysis – Year 2038 Conditions

Intersection	Peak Hour	No Build		Build Alternative	
		Control Delay	LOS	Control Delay	LOS
1. Holly Street/Airport Way	AM	44	D	41	D
	PM	215	F	205	F
2. Holly Street/Industrial Way	AM	46	D	34	C
	PM	59	E	32	C
3. Holly Street/Old Country Road	AM	58	E	57	E
	PM	168	F	167	F
4. Holly Street/El Camino Road	AM	197	F	190	F
	PM	123	F	115	F
5. Holly Street/NB Diagonal Ramps	AM	12	B	N/A	N/A
	PM	3	A	N/A	N/A
5. Holly Street/NB Ramps	AM	N/A	N/A	27	C
	PM	N/A	N/A	17	B
6. Holly Street/NB Loop Ramps	AM	15	C	N/A	N/A
	PM	3	A	N/A	N/A
7. Holly Street/SB Loop Ramps	AM	17	C	N/A	N/A
	PM	2	A	N/A	N/A
8. Holly Street/SB Diagonal Off-Ramp	AM	29	C	N/A	N/A
	PM	6	A	N/A	N/A
8. Holly Street/SB Ramps	AM	N/A	N/A	16	B
	PM	N/A	N/A	16	B
9. Holly Street/SB Diagonal On-Ramp	AM	19	C	N/A	N/A
	PM	3	A	N/A	N/A

Source: Fehr & Peers, Draft Traffic Operations Analysis Report, March 2014.

U.S. 101/Holly Street Interchange Project would improve traffic operations at the Project location. The interchange would alleviate congestion as well as accommodate future traffic numbers. The proposed Project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed Project would not create a new, or worsen an existing, PM_{2.5} violation; therefore, the Project is not a “Project of Air Quality Concern.” No further analysis is required.

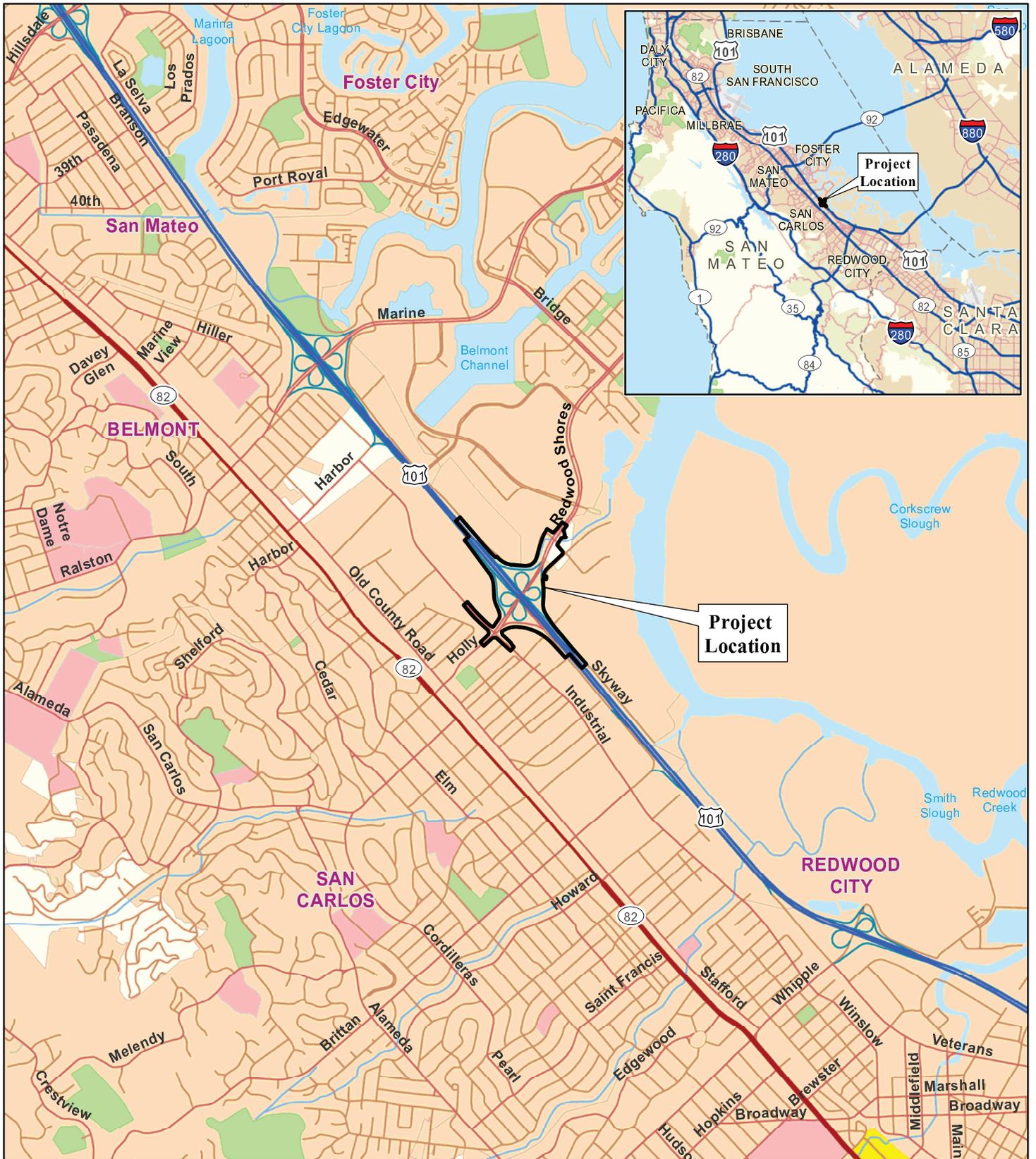
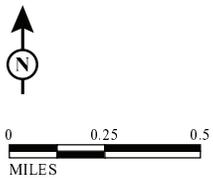


FIGURE 1



SOURCE: StreetMap NA (2012).

F:\RAJ1302\GIS\Maps\Community Impact Assessment\Figure 1_Project Location.mxd (2/16/2015)

*US 101/Holly Street
Interchange Reconstruction
San Carlos, San Mateo County, California
Project Location*

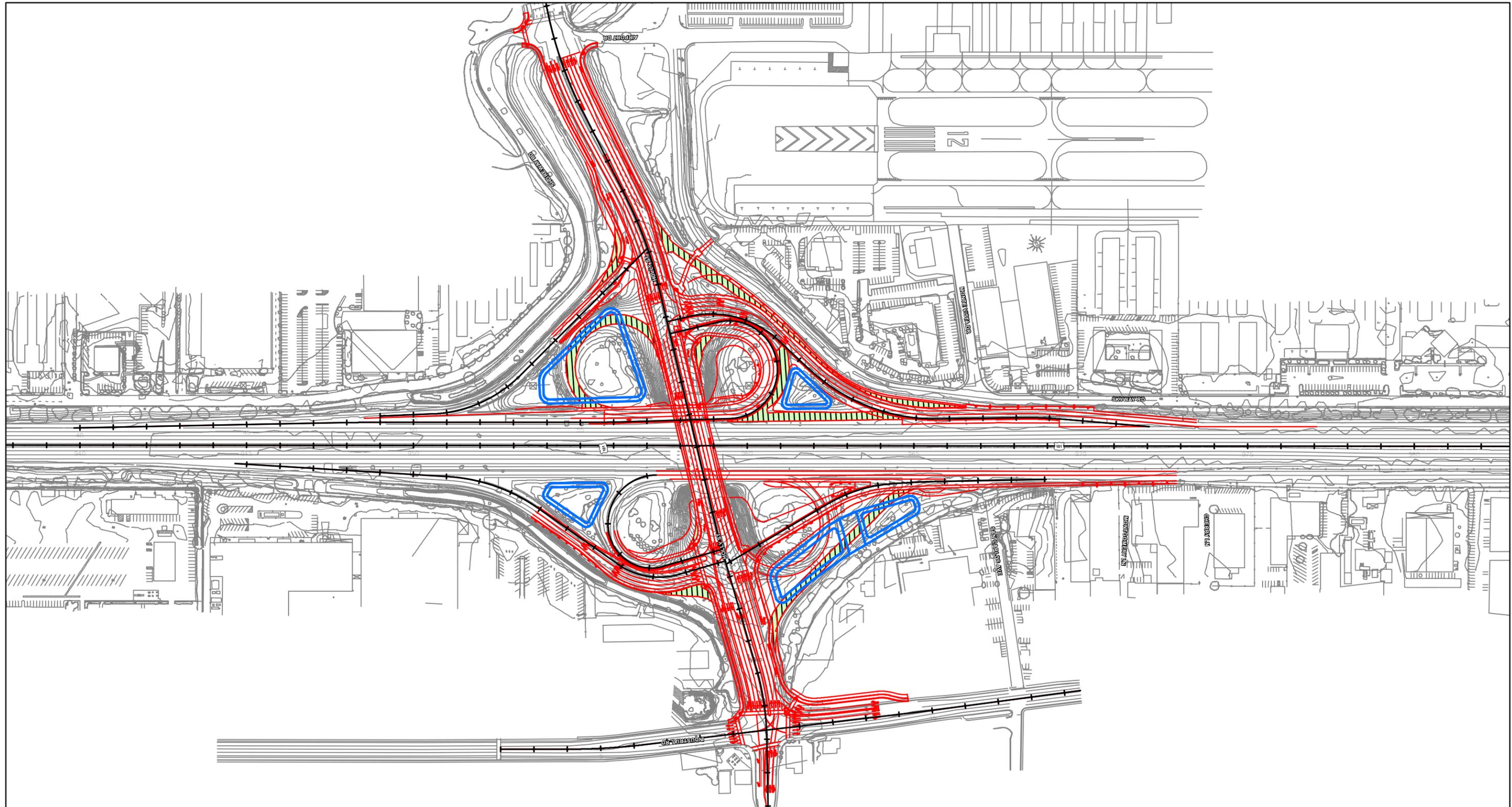


FIGURE 2

LEGEND

- Alternative 1 Alignment
- Basins
- ▨ Ramp Removal



SOURCE: Rajappan & Meyer Consulting Engineers, Inc. (03/03/2014)

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Route 101/Holly Street Interchange Reconstruction

Geometric Drawing Layout

04-SM-101 PM 8.1/8.6

Project No. 0400020036K

PM_{2.5} Project Assessment Form for Interagency Consultation

Application of Criteria for a Project of Air Quality Concern

Project Title: Sonoma County – Adobe Road at East Washington Street Signal

Project Summary for Air Quality Conformity Task Force Meeting: May 28, 2015

Description

- Install traffic signal at existing 3-legged intersection controlled by stop signs
- add turn lanes by widening roadway and shoulders
- lengthen existing box culvert
- add bicycle lanes

Background

- NEPA process for Categorical Exclusion complete July 2013
- No comments received on air quality thus far
- Seeking air quality conformity determination on or before May 2015
- Schedule based on deadline for STIP funding allocation

Not a Project of Air Quality Concern (40 CFR 93.123(b)(1))

(i) New or expanded highway projects with significant number/increase in diesel vehicles?

- Not a new or expanded highway project
- No change in overall traffic volume or truck percentages as a result of the project

(ii) Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?

- Project does not include intersections that are or will be at LOS D, E, or F with a significant number of diesel vehicles.
- There will be no project changes to land use that would affect diesel traffic percentage.

(iii) New bus and rail terminals and transfer points?—Not Applicable

(iv) Expanded bus and rail terminals and transfer points?—Not Applicable

(v) Affects areas identified in PM₁₀ or PM_{2.5} implementation plan as site of violation?

The project is not in or affecting location, areas, or categories of sites that are identified in the PM 2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The project is the conversion of the traffic control at the Adobe Road and East Washington Street intersection from all-way stop control to traffic signal control. The conversion in traffic control results in reduced vehicle delay and congestion.

Project Assessment Form for PM_{2.5} Interagency Consultation

RTIP ID# <i>(required)</i> VAR110007									
TIP ID# <i>(required)</i> 240746									
Air Quality Conformity Task Force Consideration Date May 2015									
Project Description <i>(clearly describe project)</i> -Install traffic signal at existing 3-legged intersection controlled by stop signs -add turn lanes by widening roadway and shoulders -lengthen existing box culvert -add bicycle lanes									
Type of Project: Intersection signalization <i>Pick one project type:</i> 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 intermodal facility/terminal/transfer point, Truck weight/inspection station									
County Sonoma	Narrative Location/Route & Postmiles Adobe Road PM 13.97-14.47 Caltrans Projects – EA# 04-925375								
Lead Agency: Sonoma County Transportation and Public Works									
Contact Person Janice Thompson	Phone# 707 565 3609	Fax# 707 565 2620	Email Janice.Thompson@sonoma-county.org						
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>									
<input checked="" type="checkbox"/>	Categorical Exclusion (NEPA)	<input type="checkbox"/>	EA or Draft EIS	<input type="checkbox"/>	FONSI or Final EIS	<input type="checkbox"/>	PS&E or Construction	<input type="checkbox"/>	Other
Scheduled Date of Federal Action: NEPA approved July 2012									
NEPA Delegation – Project Type <i>(check appropriate box)</i>									
<input type="checkbox"/>	Exempt	<input checked="" type="checkbox"/>	Section 6004 – Categorical Exemption	<input type="checkbox"/>	Section 6005 – Non-Categorical Exemption				
Current Programming Dates <i>(as appropriate)</i>									
	PE/Environmental	ENG	ROW	CON					
Start	12/08	n/a	n/a	5/15					
End	7/12	n/a	n/a	12/16					
Project Purpose and Need (Summary): <i>(please be brief)</i> The conversion of the Adobe Road and east Washington Street intersection from all-way stop control to traffic signal control. Purpose: To address the collision history at the intersection and to reduce vehicle delay. Need: To provide enhanced traffic control at the intersection.									

PM_{2.5} Project Assessment Form for Interagency Consultation

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

Northeast Corner – Agricultural Lands, Nursery
Southeast Corner – Agricultural Lands, Dog Kennel
Northwest Corner – Science of the Soul Study Center
Southwest Corner – Agricultural Lands

Brief summary of assumptions and methodology used for conducting analysis (*please keep this concise – specifics may include date of when traffic counts were conducted, studies where truck percentages were derived*)

Traffic Counts collected in 2014. Truck percentages are estimated from Caltrans' 2009 Annual Average Daily Truck Traffic on the California State Highway System.

Opening Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

RTP Horizon Year / Design Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

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

Adobe Road: No Build AADT = 14,850, Truck AADT = 890 (6.0%)
Build AADT = 14,850, Truck AADT = 890 (6.0%)
East Washington Street Northbound Approach: No Build AADT = 4,318, Truck AADT = 259 (6.0%)
Build AADT = 4,318, Truck AADT = 259 (6.0%)

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

Adobe Road: No Build AADT = 16,490, Truck AADT = 989 (6.0%)
Build AADT = 16,490, Truck AADT = 989 (6.0%)
East Washington Street Northbound Approach: No Build AADT = 4,790, Truck AADT = 287 (6.0%)
Build AADT = 4,790, Truck AADT = 287 (6.0%)

Note: Truck percentages are estimated from Caltrans' 2009 Annual Average Daily Truck Traffic on the California State Highway System.

Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)
None

Project Assessment Form for PM_{2.5} Interagency Consultation

Comments/Explanation/Details *(please be brief)*

The project is not considered a POAQC as defined in 40 CFR 93.123(b), for the following reasons:

1. The project is not a new or expanded highway project with a significant number of or increase in diesel vehicles.
2. The project does not include intersections that are or will be at D, E, or F with a significant number of diesel vehicles.
3. The project does not include the construction of a new bus or rail terminal with a significant number diesel vehicles congregating at a single location.
4. The project does not expand an existing bus or rail terminal with significant increases in the number of diesel vehicles congregating at a single location.
5. The project is not in or affecting location, areas, or categories of sites that are identified in the PM 2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The project is the conversion of the traffic control at the Adobe Road and East Washington Street intersection from all-way stop control to traffic signal control. The conversion in traffic control results in reduced vehicle delay and congestion. Therefore, the project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The project will not create or worsen an existing PM 2.5 violation.

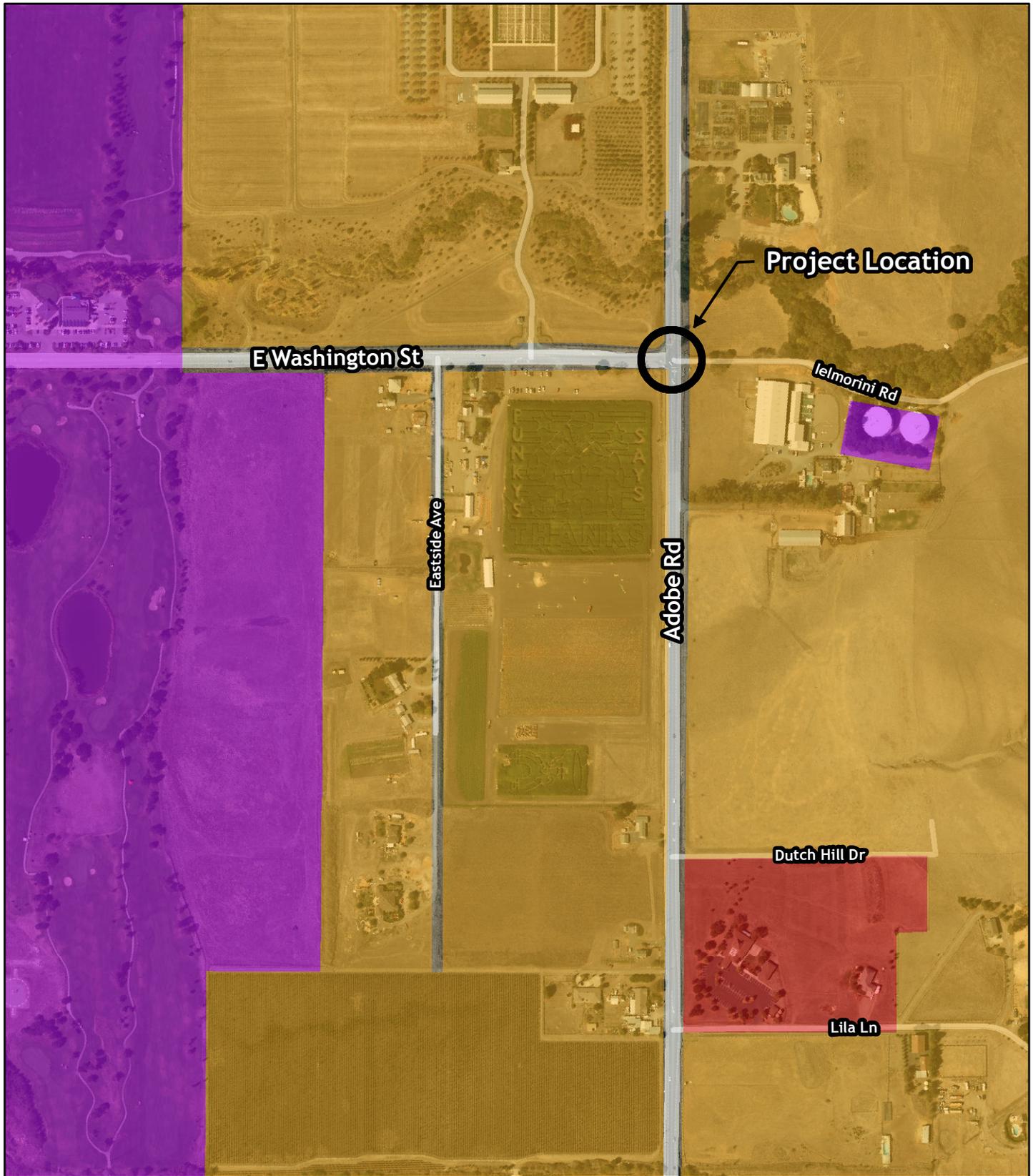
Location Map

Adobe Road at East Washington Road Signalization Project



Surrounding Land Use

Adobe Road at East Washington Road Signalization Project



Land Use:

-  Diverse Agriculture
-  Public Facilities
-  City of Petaluma



0 250 500 Feet

Project Assessment Form for PM_{2.5} Interagency Consultation

RTIP ID# 240605				
TIP ID# SOL130015				
Air Quality Conformity Task Force Consideration Date May 28, 2015				
Project Description <i>(clearly describe project)</i> This project will install safety improvements on Oakwood Drive in the City of Vallejo including flashing beacons and crosswalk; solar power with buried conduit for the beacons; new or upgraded ADA ramps; modifications to median and sidewalk, curb and gutter; additional signing and striping and/or modifications; and a road diet (lane reduction) from Wardlaw School entrance as far as the Tennessee Street intersection' Road diet changes the road from 4 lanes to 2 lanes with a parking lane and class II bicycle lane in each direction, and free-left-turn lane in the center. This work includes bicycle signing and no changes to the curb lines for the road diet.				
Type of Project: Safe Routes to School project involving bicycle and pedestrian facilities (exempt as per 40 CFR 93.126)				
County Solano		Narrative Location/Route & Postmiles: Oakwood Dr. from Tennessee St to Redwood PKWY in the City of Vallejo Caltrans Projects – EA# 04-SOL-0-VAL		
Lead Agency: City of Vallejo				
Contact Person Gary Cullen		Phone# 707-648-5306	Fax# 707-648-4691	Email Gary.Cullen@cityofvallejo.net
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
<input checked="" type="checkbox"/> Categorical Exclusion (NEPA)	<input type="checkbox"/> EA or Draft EIS	<input type="checkbox"/> FONSI or Final EIS	<input type="checkbox"/> PS&E or Construction	<input type="checkbox"/> Other
Scheduled Date of Federal Action:				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
<input checked="" type="checkbox"/> Exempt		<input type="checkbox"/> Section 6004 – Categorical Exemption		<input type="checkbox"/> Section 6005 – Non-Categorical Exemption
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	12/2014	3/2015		
End	3/2015	7/2015		
Project Purpose and Need (Summary): <i>(please be brief)</i> The project will improve safety for students and parents at the Wardlaw Elementary School. Students need a high visibility safe crosswalk and route along Oakwood Drive to bike and walk to school. Safer student pick-up and drop-off is also a goal. The roadway diet will provide enhanced safety for Bike-to-School programs as well as the general cycling public.				

Project Assessment Form for PM_{2.5} Interagency Consultation

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

The project lies in a Residential area with front on residential on Oakwood Avenue, Wardlaw Elementary School and a high school nearby. Traffic generated in this area is predominantly passenger vehicles, and basic service vehicles such as delivery service, waste disposal, and fire response that serve all residential neighborhoods. Land uses are residential, school, and open space (neighborhood park) which has little effect on diesel traffic.

Brief summary of assumptions and methodology used for conducting analysis *(please keep this concise – specifics may include date of when traffic counts were conducted, studies where truck percentages were derived)*

Traffic count data was collected in October 2014, the area served by Oakwood Avenue is an older part of the city and there is little to no land adjacent for development. This neighborhood is surrounded by arterial streets (Redwood Pkwy, Columbus Pkwy, and Tennessee St.), which would accommodate any traffic from development in this section of the city.

Opening Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Opening year is expected to be summer 2015. Based upon LOS table used for the City's General Plan Update both the build and no build LOS will be "B". This segment has only residential uses; truck traffic is limited to residential delivery, garbage and general public works services. It is estimated that truck traffic is less than 1% of daily volume (less than 100 trucks per day).

RTP Horizon Year / Design Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

The horizon year is 2035 (Same as General Plan), based upon recent traffic counts the volume growth on Oakwood Avenue averages 2% per year. Based upon a 2% growth, no build LOS would remain at "B", build alternative would start at "B", 2020 "C", 2026 "D", and 2030 "E". As stated above, this segment only has residential uses; truck traffic is limited to residential delivery, garbage and general public works services. It is estimated that truck traffic is less than 1% of daily volume (less than 100 trucks per day in 2015 and less than 115 in 2030).

Project Assessment Form for PM_{2.5} Interagency Consultation

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

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

Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

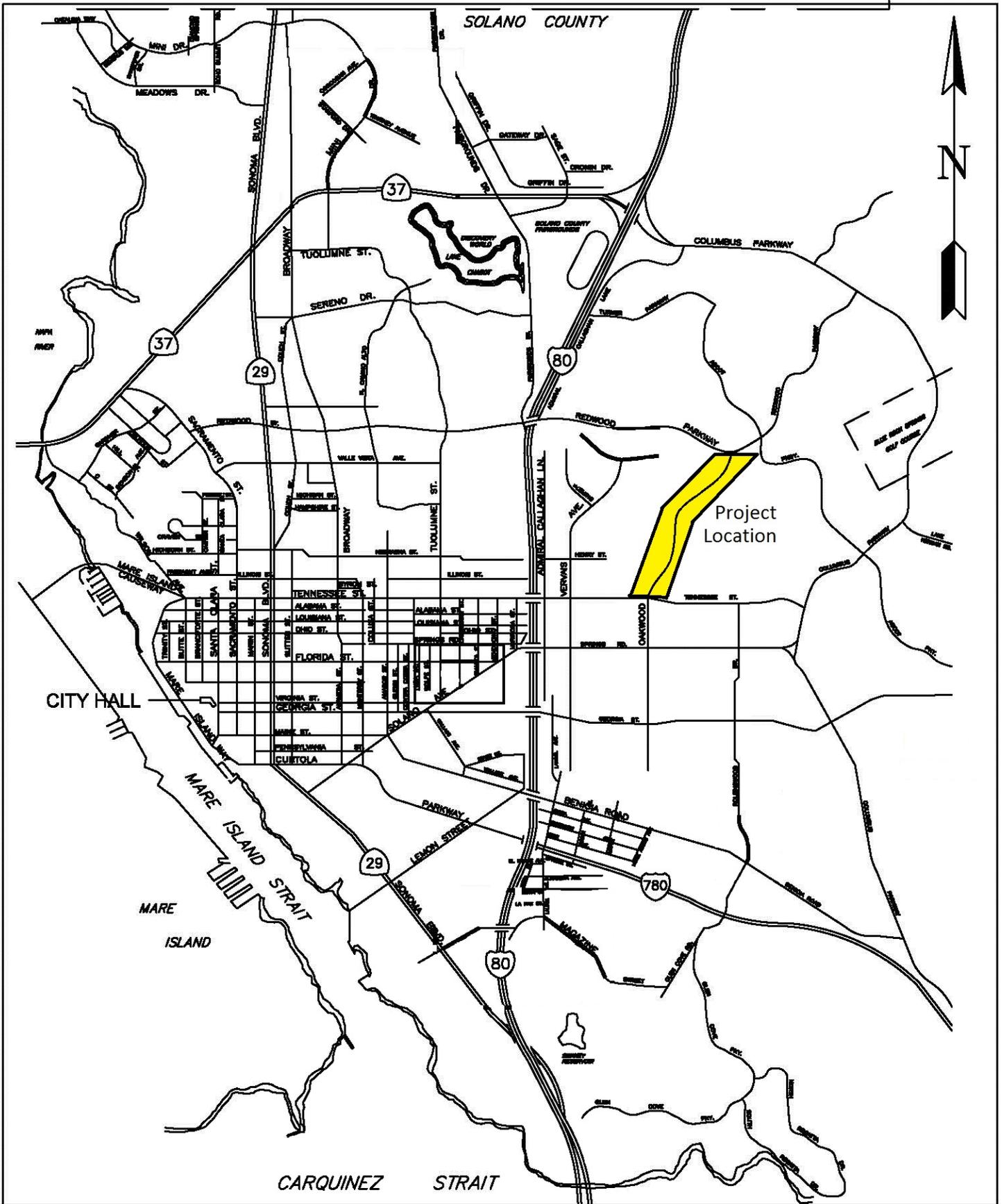
Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

Implementation of a road diet on Oakwood Avenue is not anticipated to redistribute traffic. Oakwood Avenue is a collector roadway that provides the neighborhood access to local residential streets from Tennessee Street and Redwood Parkway. The access and lane configuration at the end points are not modified and therefore will be able to accommodate traffic and not cause back up on Oakwood Avenue. Volumes will not be affected by the change from 4 to 2 lanes, access to and from side streets flow on Oakwood Avenue will improve.

Comments/Explanation/Details *(please be brief)*

As mentioned, Oakwood Avenue functions as a residential collector roadway, has single family homes and Wardlaw Elementary School along its frontage. The area is completely build out and has arterial roadways on its perimeter, therefore any new development outside of this neighborhood will not need to use Oakwood Avenue to access commercial areas or the freeway.

The roadway diet will help residents who live on Oakwood Avenue and provide safer passage for pedestrians, bicyclists, and vehicles wanting to use or make left turns from Oakwood Avenue.



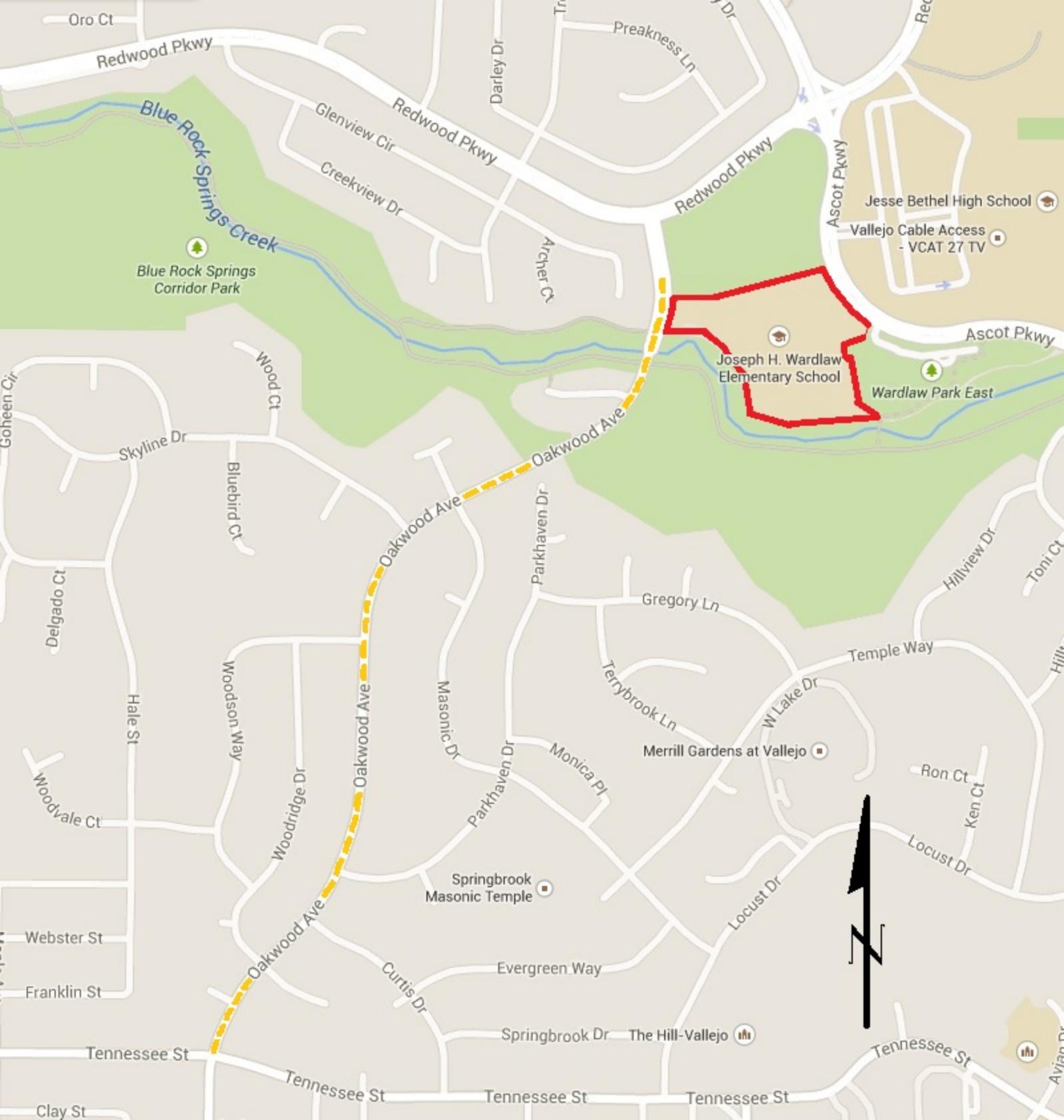
CITY OF VALLEJO, CALIFORNIA

PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

DWG. NO. _____
 DRAWN BY GC
 DATE 10-10-2014
 CHECKED —

SHEET 1 OF 1
 FILE NO. ---
 REF. PW9771
 SCALE HORIZ: 1"=4000'

LOCATION MAP



Oro Ct

Redwood Pkwy

Blue Rock Springs Creek

Blue Rock Springs Corridor Park

Glenview Cir
Creekview Dr

Redwood Pkwy

Darley Dr

Preakness Ln

Redwood Pkwy

Ascot Pkwy

Jesse Bethel High School

Vallejo Cable Access - VCAT 27 TV

Joseph H. Wardlaw Elementary School

Wardlaw Park East

Ascot Pkwy

Skyline Dr

Wood Ct

Bluebird Ct

Oakwood Ave

Parkhaven Dr

Gregory Ln

Hillview Dr

Toni Ct

Delgado Ct

Hale St

Woodson Way

Woodridge Dr

Oakwood Ave

Masonic Dr

Terrybrook Ln

Temple Way

W Lake Dr

Merrill Gardens at Vallejo

Ron Ct

Ken Ct

Locust Dr

Woodvale Ct

Webster St

Franklin St

Springbrook Masonic Temple

Evergreen Way

Locust Dr

Curtis Dr

Springbrook Dr

The Hill-Vallejo

Tennessee St

Tennessee St

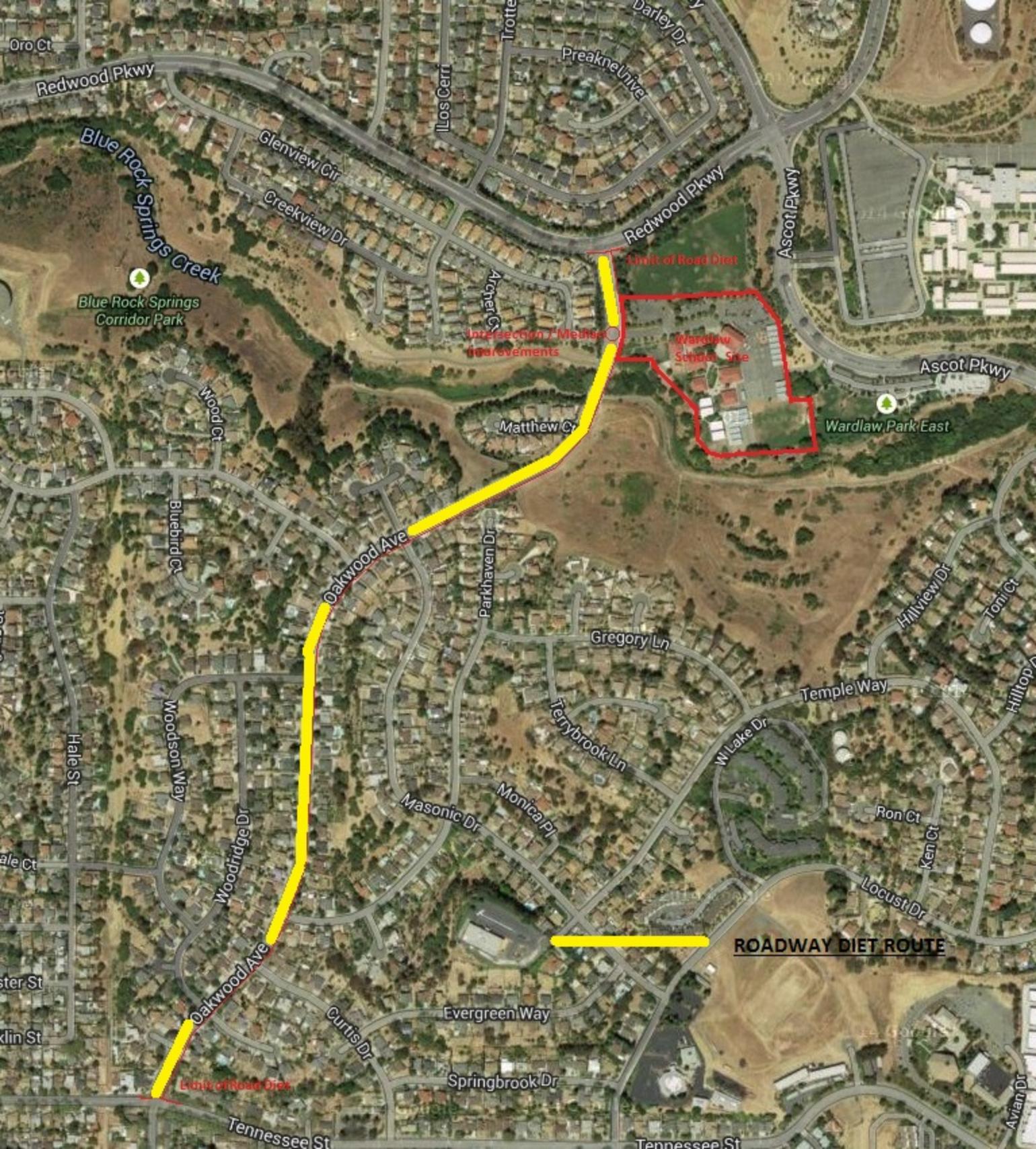
Tennessee St

Tennessee St

Tennessee St

Clay St





ROADWAY DIET ROUTE

Limit of Road Diet

Limit of Road Diet

Intersection / Median Improvements

Wardlaw School Site

Blue Rock Springs Corridor Park

Wardlaw Park East

Redwood Pkwy

Redwood Pkwy

Ascot Pkwy

Ascot Pkwy

Oakwood Ave

Woodson Way

Oakwood Ave

Tennessee St

Masonic Dr

Evergreen Way

Springbrook Dr

Gregory Ln

Terrybrook Ln

Monica Pl

Temple Way

Wilake Dr

Ron Ct

Ken Ct

Locust Dr

Tennessee St

Avian Dr

I Los Cerri

Archer Ct

Matthew Ct

Parkhaven Dr

Hillview Dr

Toni Ct

Hilltop Dr

Oro Ct

Wood Ct

Bluebird Ct

Hale St

ale Ct

ster St

clin St



©2014 Google

©2014 Google

Oakwood Ave

Oakwood Ave

Oakwood Ave

Oakwood Ave

©2014 Google



Oakwood Avenue-2% volume growth per year

year	volume	LOS	Truck Traffic
2014	8200	B	
2015	8364		
2016	8531		
2017	8702		
2018	8876		
2019	9053		
2020	9235	C	
2021	9419		
2022	9608		
2023	9800		
2024	9996		
2025	10196		
2026	10400	D	
2027	10608		
2028	10820		
2029	11036		
2030	11257	E	
2031	11482		
2032	11712		
2033	11946		
2034	12185		
2035	12428		

Truck Counts pending

Project Assessment Form for PM_{2.5} Interagency Consultation

Application of Criteria for a Project of Air Quality Concern

Project Title: Treat Boulevard at San Miguel Road Signal Installation

Project Summary for Air Quality Conformity Task Force Meeting: May 28, 2015

Description

- Install new signal poles with mast arms in northwest and southeast quadrants
- Install Type 1- A signal pole (southwest quadrant) and Type 15 TS poles (northeast quadrant and southwest quadrant) to supplement signal indications to be provided with mast arm signal poles.
- Install new vehicle detection loops on all approaches
- Install new conduit and pull boxes
- Install new Pan Tilt Zoom (PTZ) camera (northeast quadrant)
- Install new TS2-T1 cabinet and NAZTEC 2070L controller including new network switch in northeast quadrant
- Install new Type III-AF service enclosure in northeast quadrant and provide new PG&E service connection
- Remove existing and install new pavement markings in vicinity of intersection
- Install new ADA curb ramps

Background

- NEPA process for the project is a Categorical Exemption with the preparation of technical memos for Caltrans processing
- Seeking air quality conformity determination on or before May 2015
- Schedule based on deadline for HSIP funding allocation

Not a Project of Air Quality Concern (40 CFR 93.123(b)(1))

(i) New or expanded highway projects with significant number/increase in diesel vehicles?

- Not a new or expanded highway project
- Intersection signalization project
- Signalization will not increase traffic volume or truck percentages on the roadway

(ii) Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?

- Diesel vehicles represent two (2) percent of traffic volume on San Miguel Road and three (3) percent of traffic volume on Treat Boulevard. Treat Boulevard is identified on the City of Concord's designated truck routes system (see attached "Truck Routes" map). Truck volumes on Treat Boulevard are expected to increase to 5.4 percent of the ADT (40,500 trips) while truck volumes on San Miguel Road would remain at two percent in the 2040 horizon year.
- This intersection currently operates at LOS F during peak hours and would improve to LOS C and A with signalization. Horizon year (2040) intersection LOS would improve from LOS F to LOS D and A during the AM and PM peak hours, respectively, with signalization.
- This project does not change land use and will not lead to an increase in traffic volumes or an increase in diesel vehicle number or percentage of daily traffic volumes inside or outside of the project area.

(iii) New bus and rail terminals and transfer points?—Not Applicable

(iv) Expanded bus and rail terminals and transfer points?—Not Applicable

Project Assessment Form for PM_{2.5} Interagency Consultation

(v) *Affects areas identified in PM₁₀ or PM_{2.5} implementation plan as site of violation?*

- No state implementation plan for PM_{2.5} required for the non-attainment area, therefore, the project is not identified in plan as an area of potential violation.

RTIP ID# <i>(required)</i> 240746				
TIP ID# <i>(required)</i> CC-110103				
Air Quality Conformity Task Force Consideration Date May 28, 2015				
Project Description <i>(clearly describe project)</i> The project is signalization of the intersection of Treat Boulevard and San Miguel Road. The project includes new signal poles with mast arms in the northwest and southeast quadrants of the intersection; new Type 1-A pole (southwest quadrant) and Type 15TS poles (northeast quadrant and southwest quadrant); new vehicle detection loops on all approaches; new conduit and pull boxes; a new TS2-T1 cabinet and NAZTEC 2070L controller including new network switch in the northeast quadrant; new Type III-AF service enclosure in the northeast quadrant and new PG&E service connection; remove existing and install new pavement markings in the vicinity of the intersection; and install new ADA curb ramps.				
Type of Project: Intersection signalization				
County CC	Narrative Location/Route & Postmiles City of Concord Caltrans Projects – EA#			
Lead Agency: City of Concord				
Contact Person Abul Hossain	Phone# (925) 671-3181	Fax# (925) 671-3381	Email abul.hossain@cityofconcord.org	
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
<input checked="" type="checkbox"/> Categorical Exclusion (NEPA)	<input type="checkbox"/> EA or Draft EIS	<input type="checkbox"/> FONSI or Final EIS	<input type="checkbox"/> PS&E or Construction	<input type="checkbox"/> Other
Scheduled Date of Federal Action:				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
<input checked="" type="checkbox"/> Exempt	<input type="checkbox"/> Section 6004 – Categorical Exemption	<input type="checkbox"/> Section 6005 – Non-Categorical Exemption		
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	November 2014	December 2014	N/A	March 2016
End	November 2015	November 2015	N/A	August 2016

PM_{2.5} Project Assessment Form for Interagency Consultation

Project Purpose and Need (Summary): *(please be brief)*

The project is intended to improve safety by reducing the number of potential conflicts created by an existing unsignalized intersection. The project will install traffic signals and Americans with Disabilities Act (ADA) improvements at the project intersection to reduce the frequency of collisions and conflicts between vehicles and pedestrians or bicycles. The proposed improvements include new signing, striping, and ADA ramps on the east and west side of Treat Boulevard.

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

The surrounding land uses include residential and open space.

Brief summary of assumptions and methodology used for conducting analysis

Traffic counts at the intersection were taken January 20, 2015. The percentage of trucks using the roadway was determined to be three percent (3%) for Treat Boulevard and two percent (2%) for San Miguel Road. Intersection operations are defined by the average control delay per vehicle (measured in seconds) for each movement that must yield the right-of-way. At side street-controlled intersections, the control delay (and LOS) is calculated for each controlled movement, as well as the left-turn movement from the major street, and the entire intersection. The delays for the entire intersection and for the movement or approach with the highest delay are reported.

The project will install a traffic signal and would not result in any change in traffic volumes or truck percentages at the intersection. As shown below, the project would not lead to any negative change in intersection LOS nor any increase in the number of diesel vehicles at the intersection. As such, the criteria for a project of air quality concern should not apply to this project.

Opening Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

N/A

RTP Horizon Year / Design Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

N/A

Project Assessment Form for PM_{2.5} Interagency Consultation

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

Installation of the traffic signal improvements is expected to occur in fiscal year 2016-17. LOS is summarized below.

<u>Intersection</u>	<u>AM Peak Hour</u>		<u>PM Peak Hour</u>	
	<u>No Build</u>	<u>Build</u>	<u>No Build</u>	<u>Build</u>
Treat Boulevard/San Miguel Road	B(F)	C	A(F)	A

The ADTs on Treat Boulevard and San Miguel Road are approximately 35,200 vehicles per day and 3,800 vehicles per day, respectively, including trucks. (This ADT is also representative of the AADT.) Treat Boulevard is on the City of Concord's designated truck route system. Truck traffic represents approximately 3% of the ADT on Treat Boulevard or approximately 1,056 trucks (or heavy vehicles) per day and 2% of the ADT on San Miguel Road or approximately 76 trucks (or heavy vehicles) per day.

No change in the ADT, truck percentage, or truck ADT is expected on Treat Boulevard or San Miguel Road as a result of the proposed project (Build scenario).

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

Year 2040 forecasts for LOS, ADT, Truck ADT and percentage of trucks are listed below. The percentage of trucks would remain unchanged on San Miguel Road but increase on Treat Boulevard (a designated truck route) from current levels.

<u>Intersection</u>	<u>AM Peak Hour</u>		<u>PM Peak Hour</u>	
	<u>No Build</u>	<u>Build</u>	<u>No Build</u>	<u>Build</u>
Treat Boulevard/San Miguel Road	F(F)	D	A(F)	A

<u>Street</u>	<u>ADT</u>	<u>Truck ADT</u>	<u>% Trucks</u>
Treat Boulevard	40,500	2,190	5.4%
San Miguel Road	3,800	76	2.0%

Although the 2040 ADT, truck percentage, and truck ADT is expected to increase on Treat Boulevard, none of these increases results from the project. The project will improve intersection LOS in the 2040 horizon year.

Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

N/A

RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

N/A

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

No redistribution of vehicular traffic is anticipated due to the implementation of the proposed project. No impact on other facilities, therefore, will result from the project.

PM_{2.5} Project Assessment Form for Interagency Consultation

Comments/Explanation/Details *(please be brief)*

We appreciate the Air Quality Conformity Task Force review of this project and hope that the project information provided in this Project Assessment Form and supplemental attachments are at a sufficient level of detail to facilitate this PM_{2.5} Interagency Consultation.

The proposed project includes the installation of a signal, striping, and ADA improvements at Treat Boulevard and San Miguel Road, which may have triggered the need for the PM_{2.5} Interagency Consultation. Nonetheless, this project is not expected to create more congestion or increase the volume of diesel-powered vehicles on the streets within the project limits or any other streets in the City of Concord. Therefore, no negative environmental or air quality impacts are anticipated as a result of this project. The project will significantly increase the safety of vehicles and multimodal users of this intersection.

Based on the project information provided in this report, we believe that it should not be considered a project of air quality concern and, therefore, should not be required to complete PM_{2.5} hot-spot analysis for project-level conformity determination.

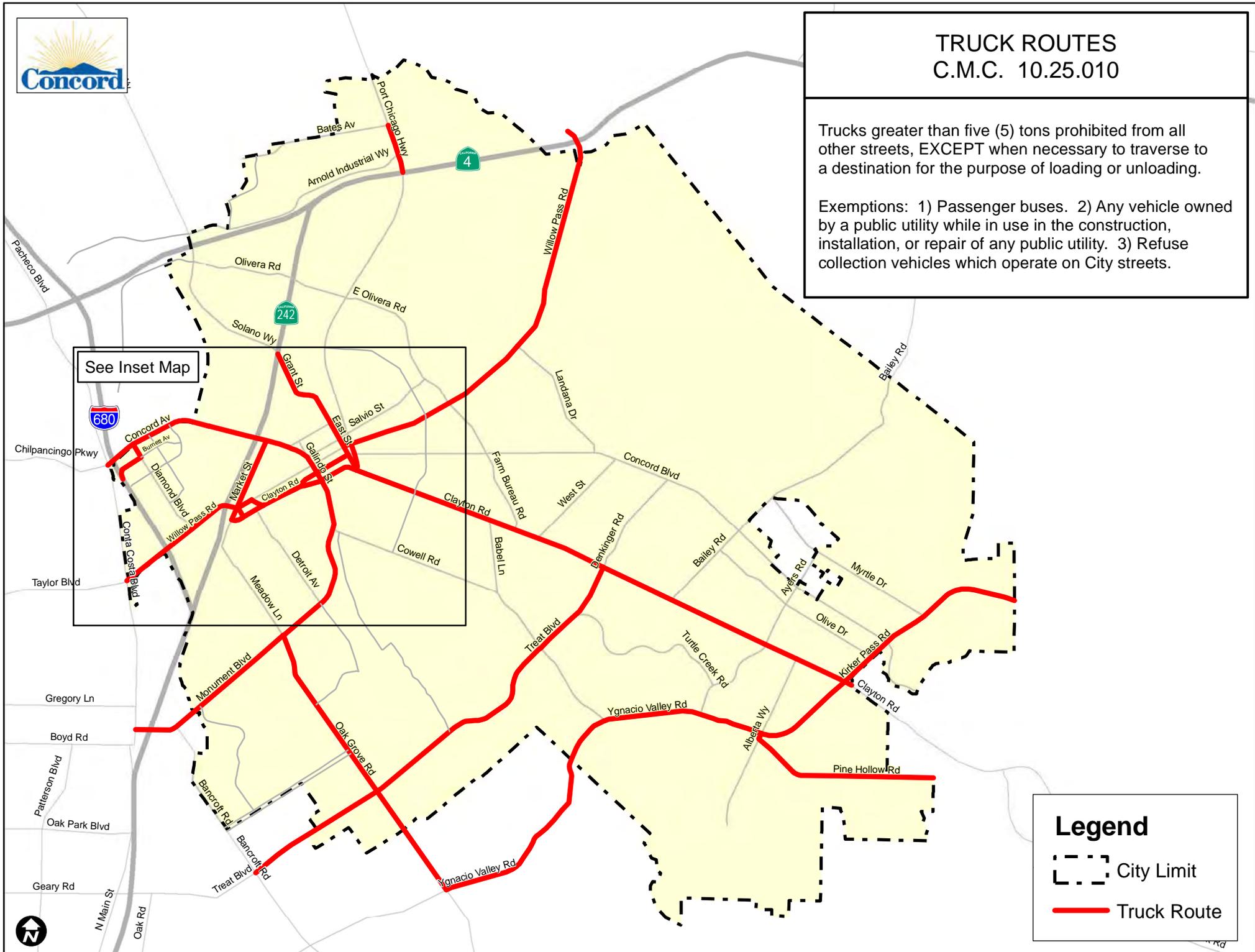
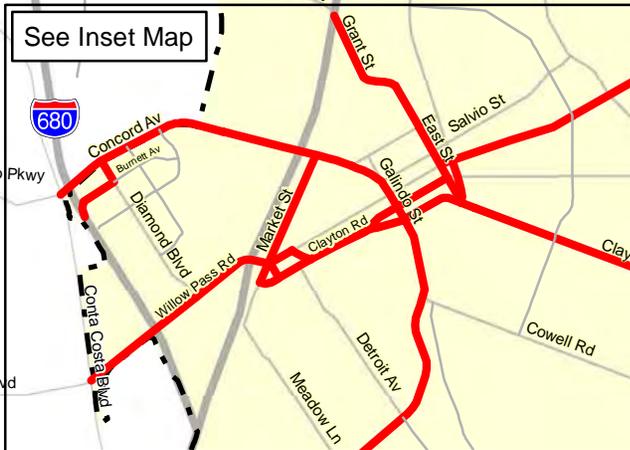


TRUCK ROUTES C.M.C. 10.25.010

Trucks greater than five (5) tons prohibited from all other streets, EXCEPT when necessary to traverse to a destination for the purpose of loading or unloading.

Exemptions: 1) Passenger buses. 2) Any vehicle owned by a public utility while in use in the construction, installation, or repair of any public utility. 3) Refuse collection vehicles which operate on City streets.

See Inset Map



Legend

- City Limit
- Truck Route





TREAT BOULEVARD/SAN MIGUEL ROAD INTERSECTION SIGNALIZATION SURROUNDING LAND USES

ALL TRAFFIC DATA

City of Concord
 All Vehicles on Unshifted
 Nothing on Bank 1
 Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7063-005 San Miguel Road-Treat Boulevard.ppd

Date : 1/20/2015

Unshifted Count = All Vehicles

START TIME	San Miguel Road Southbound					Treat Boulevard Westbound					Northbound					Treat Boulevard Eastbound					Total	Utum Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
07:00	3	0	21	0	24	0	680	14	0	694	0	0	0	0	0	3	82	0	0	85	803	0
07:15	5	0	26	0	31	0	657	24	0	681	0	0	0	0	0	8	90	0	0	98	810	0
07:30	4	0	41	0	45	0	663	50	0	713	0	0	0	0	0	3	126	0	0	129	887	0
07:45	3	0	43	0	46	0	549	63	0	612	0	0	0	0	0	10	146	0	0	156	814	0
Total	15	0	131	0	146	0	2549	151	0	2700	0	0	0	0	0	24	444	0	0	468	3314	0
08:00	3	0	38	0	41	0	583	88	0	671	0	0	0	0	0	17	176	0	0	193	905	0
08:15	6	0	22	0	28	0	522	56	0	578	0	0	0	0	0	21	157	0	0	178	784	0
08:30	2	0	25	0	27	0	452	6	0	458	0	0	0	0	0	10	91	0	0	101	586	0
08:45	6	0	22	0	28	0	423	7	0	430	0	0	0	0	0	7	116	0	0	123	581	0
Total	17	0	107	0	124	0	1980	157	0	2137	0	0	0	0	0	55	540	0	0	595	2856	0
16:00	15	0	20	0	35	0	185	19	0	204	0	0	0	0	0	23	436	0	0	459	698	0
16:15	6	0	22	0	28	0	191	7	0	198	0	0	0	0	0	17	455	0	0	472	698	0
16:30	6	0	19	0	25	0	159	12	0	171	0	0	0	0	0	32	472	0	0	504	700	0
16:45	6	0	20	0	26	0	193	12	0	205	0	0	0	0	0	17	428	0	0	445	676	0
Total	33	0	81	0	114	0	728	50	0	778	0	0	0	0	0	89	1791	0	0	1880	2772	0
17:00	10	0	12	0	22	0	193	11	0	204	0	0	0	0	0	25	496	0	0	521	747	0
17:15	12	0	13	0	25	0	218	11	0	229	0	0	0	0	0	30	505	0	0	535	789	0
17:30	6	0	13	0	19	0	207	5	0	212	0	0	0	0	0	20	508	0	0	528	759	0
17:45	10	0	18	0	28	0	158	13	0	171	0	0	0	0	0	24	554	0	0	578	777	0
Total	38	0	56	0	94	0	776	40	0	816	0	0	0	0	0	99	2063	0	0	2162	3072	0
Grand Total	103	0	375	0	478	0	6033	398	0	6431	0	0	0	0	0	267	4838	0	0	5105	12014	0
Apprch %	21.5%	0.0%	78.5%	0.0%		0.0%	93.8%	6.2%	0.0%		0.0%	0.0%	0.0%	0.0%		5.2%	94.8%	0.0%	0.0%			
Total %	0.9%	0.0%	3.1%	0.0%	4.0%	0.0%	50.2%	3.3%	0.0%	53.5%	0.0%	0.0%	0.0%	0.0%	0.0%	2.2%	40.3%	0.0%	0.0%	42.5%	100.0%	

ALL TRAFFIC DATA

City of Concord
 All Vehicles on Unshifted
 Nothing on Bank 1
 Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7063-005 San Miguel Road-Treat Boulevard.ppd

Date : 1/20/2015

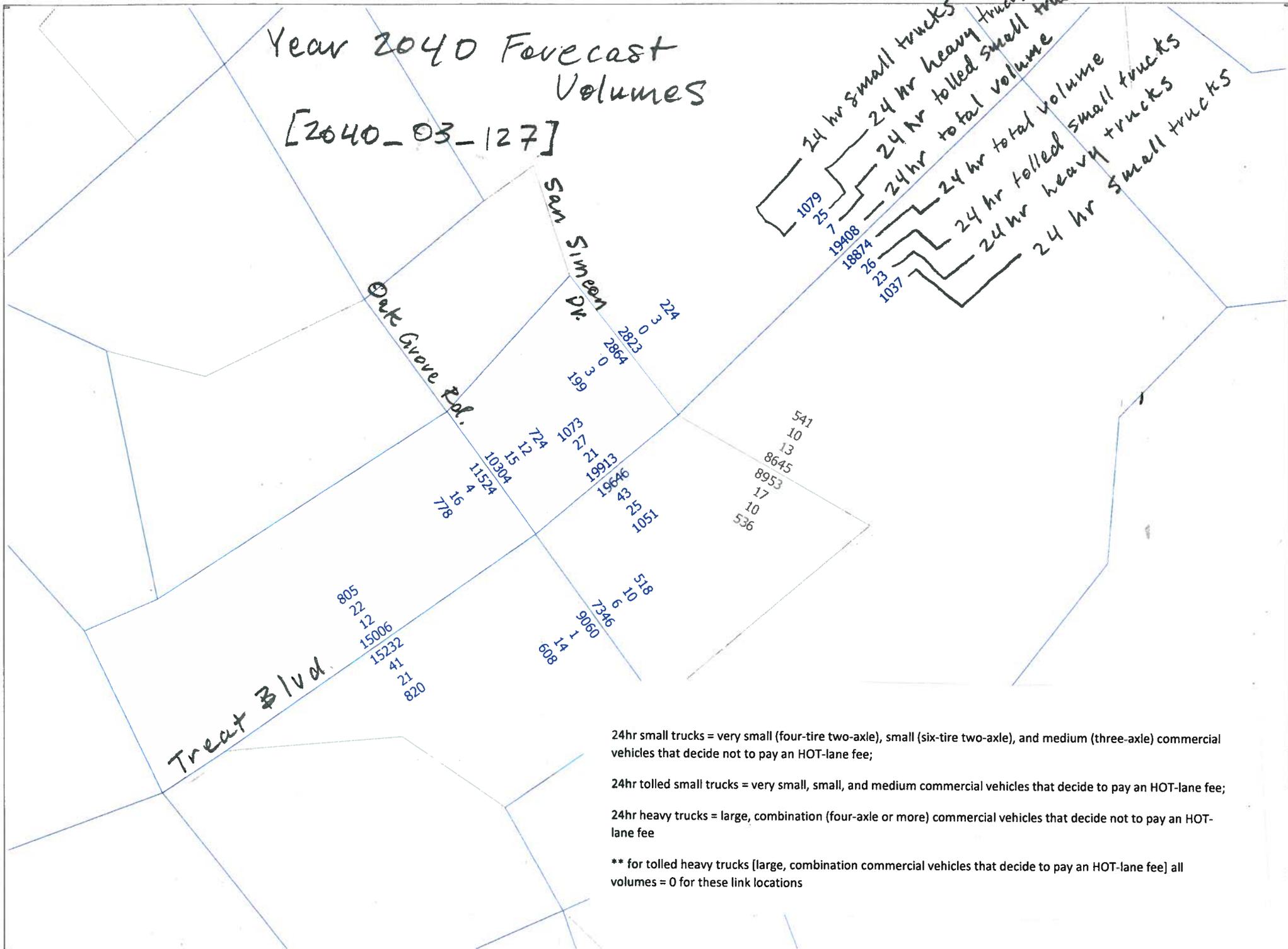
Unshifted Count = All Vehicles

AM PEAK HOUR	San Miguel Road Southbound					Treat Boulevard Westbound					Northbound					Treat Boulevard Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 07:15 to 08:15																					
Peak Hour For Entire Intersection Begins at 07:15																					
07:15	5	0	26	0	31	0	657	24	0	681	0	0	0	0	0	8	90	0	0	98	810
07:30	4	0	41	0	45	0	663	50	0	713	0	0	0	0	0	3	126	0	0	129	887
07:45	3	0	43	0	46	0	549	63	0	612	0	0	0	0	0	10	146	0	0	156	814
08:00	3	0	38	0	41	0	583	88	0	671	0	0	0	0	0	17	176	0	0	193	905
Total Volume	15	0	148	0	163	0	2452	225	0	2677	0	0	0	0	0	38	538	0	0	576	3416
% App Total	9.2%	0.0%	90.8%	0.0%		0.0%	91.6%	8.4%	0.0%		0.0%	0.0%	0.0%	0.0%		6.6%	93.4%	0.0%	0.0%		
PHF	.750	.000	.860	.000	.886	.000	.925	.639	.000	.939	.000	.000	.000	.000	.000	.559	.764	.000	.000	.746	.944

PM PEAK HOUR	San Miguel Road Southbound					Treat Boulevard Westbound					Northbound					Treat Boulevard Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	10	0	12	0	22	0	193	11	0	204	0	0	0	0	0	25	496	0	0	521	747
17:15	12	0	13	0	25	0	218	11	0	229	0	0	0	0	0	30	505	0	0	535	789
17:30	6	0	13	0	19	0	207	5	0	212	0	0	0	0	0	20	508	0	0	528	759
17:45	10	0	18	0	28	0	158	13	0	171	0	0	0	0	0	24	554	0	0	578	777
Total Volume	38	0	56	0	94	0	776	40	0	816	0	0	0	0	0	99	2063	0	0	2162	3072
% App Total	40.4%	0.0%	59.6%	0.0%		0.0%	95.1%	4.9%	0.0%		0.0%	0.0%	0.0%	0.0%		4.6%	95.4%	0.0%	0.0%		
PHF	.792	.000	.778	.000	.839	.000	.890	.769	.000	.891	.000	.000	.000	.000	.000	.825	.931	.000	.000	.935	.973

Year 2040 Forecast Volumes

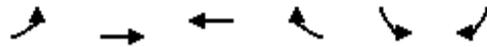
[2040_03_127]



HCM Unsignalized Intersection Capacity Analysis

12: Treat Blvd & San Miguel Rd

3/4/2015



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	38	538	2452	225	15	148
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	40	572	2609	239	16	157
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2848				2976	1304
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2848				2976	1304
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	69				0	0
cM capacity (veh/h)	130				8	151

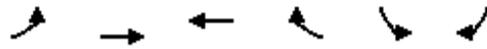
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1	SB 2
Volume Total	40	286	286	1304	1304	239	16	157
Volume Left	40	0	0	0	0	0	16	0
Volume Right	0	0	0	0	0	239	0	157
cSH	130	1700	1700	1700	1700	1700	8	151
Volume to Capacity	0.31	0.17	0.17	0.77	0.77	0.14	2.10	1.04
Queue Length 95th (ft)	30	0	0	0	0	0	76	203
Control Delay (s)	44.6	0.0	0.0	0.0	0.0	0.0	1438.2	145.0
Lane LOS	E						F	F
Approach Delay (s)	2.9			0.0			264.0	
Approach LOS							F	

Intersection Summary		
Average Delay		13.1
Intersection Capacity Utilization	83.6%	ICU Level of Service
Analysis Period (min)		15
E		

HCM Unsignalized Intersection Capacity Analysis

12: Treat Blvd & San Miguel Rd

3/9/2015



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	99	2063	776	40	38	56
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	102	2127	800	41	39	58
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	841				2068	400
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	841				2068	400
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	87				4	90
cM capacity (veh/h)	790				41	600

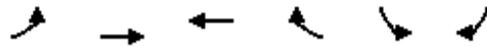
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1	SB 2
Volume Total	102	1063	1063	400	400	41	39	58
Volume Left	102	0	0	0	0	0	39	0
Volume Right	0	0	0	0	0	41	0	58
cSH	790	1700	1700	1700	1700	1700	41	600
Volume to Capacity	0.13	0.63	0.63	0.24	0.24	0.02	0.96	0.10
Queue Length 95th (ft)	11	0	0	0	0	0	93	8
Control Delay (s)	10.2	0.0	0.0	0.0	0.0	0.0	279.3	11.6
Lane LOS	B						F	B
Approach Delay (s)	0.5			0.0			119.9	
Approach LOS							F	

Intersection Summary		
Average Delay		4.0
Intersection Capacity Utilization	67.0%	ICU Level of Service
Analysis Period (min)		15
		C

HCM Signalized Intersection Capacity Analysis

12: Treat Blvd & San Miguel Rd

3/9/2015



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	38	538	2452	225	15	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0	5.0	5.0	4.5	4.5
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3539	3539	1583	1770	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	3539	3539	1583	1770	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	40	572	2609	239	16	157
RTOR Reduction (vph)	0	0	0	18	0	147
Lane Group Flow (vph)	40	572	2609	221	16	10
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	NA	Perm	Perm	Perm
Protected Phases	5	2	6			
Permitted Phases				6	4	4
Actuated Green, G (s)	7.1	102.7	91.6	91.6	7.8	7.8
Effective Green, g (s)	7.1	102.7	91.6	91.6	7.8	7.8
Actuated g/C Ratio	0.06	0.86	0.76	0.76	0.06	0.06
Clearance Time (s)	4.0	5.0	5.0	5.0	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	104	3028	2701	1208	115	102
v/s Ratio Prot	c0.02	0.16	c0.74			
v/s Ratio Perm				0.14	c0.01	0.01
v/c Ratio	0.38	0.19	0.97	0.18	0.14	0.10
Uniform Delay, d1	54.3	1.5	12.8	3.9	52.9	52.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.4	0.1	11.0	0.3	0.6	0.4
Delay (s)	56.7	1.6	23.8	4.2	53.5	53.2
Level of Service	E	A	C	A	D	D
Approach Delay (s)		5.2	22.2		53.3	
Approach LOS		A	C		D	

Intersection Summary

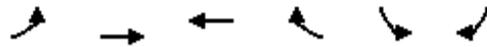
HCM 2000 Control Delay	20.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	84.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

12: Treat Blvd & San Miguel Rd

3/9/2015



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↕	↕	↖	↖	↖
Volume (vph)	99	2063	776	40	38	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0	5.0	5.0	4.5	4.5
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3539	3539	1583	1770	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	3539	3539	1583	1770	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	102	2127	800	41	39	58
RTOR Reduction (vph)	0	0	0	11	0	55
Lane Group Flow (vph)	102	2127	800	30	39	3
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	NA	Perm	Perm	Perm
Protected Phases	5	2	6			
Permitted Phases				6	4	4
Actuated Green, G (s)	12.2	103.5	87.3	87.3	7.0	7.0
Effective Green, g (s)	12.2	103.5	87.3	87.3	7.0	7.0
Actuated g/C Ratio	0.10	0.86	0.73	0.73	0.06	0.06
Clearance Time (s)	4.0	5.0	5.0	5.0	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	179	3052	2574	1151	103	92
v/s Ratio Prot	0.06	c0.60	0.23			
v/s Ratio Perm				0.02	c0.02	0.00
v/c Ratio	0.57	0.70	0.31	0.03	0.38	0.04
Uniform Delay, d1	51.4	2.8	5.8	4.5	54.4	53.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.1	1.3	0.3	0.0	2.3	0.2
Delay (s)	55.5	4.2	6.1	4.6	56.7	53.5
Level of Service	E	A	A	A	E	D
Approach Delay (s)		6.5	6.0		54.8	
Approach LOS		A	A		D	

Intersection Summary

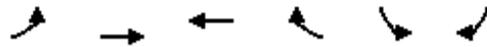
HCM 2000 Control Delay	7.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	69.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

12: Treat Blvd & San Miguel Rd

5/12/2015



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↶	↷	↷	↷	↶	↶
Volume (veh/h)	38	619	2820	225	15	148
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	40	659	3000	239	16	157
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	3239				3410	1500
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3239				3410	1500
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	55				0	0
cM capacity (veh/h)	90				3	111

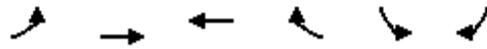
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1	SB 2
Volume Total	40	329	329	1500	1500	239	16	157
Volume Left	40	0	0	0	0	0	16	0
Volume Right	0	0	0	0	0	239	0	157
cSH	90	1700	1700	1700	1700	1700	3	111
Volume to Capacity	0.45	0.19	0.19	0.88	0.88	0.14	5.32	1.42
Queue Length 95th (ft)	47	0	0	0	0	0	Err	278
Control Delay (s)	73.8	0.0	0.0	0.0	0.0	0.0	Err	303.1
Lane LOS	F						F	F
Approach Delay (s)	4.3			0.0			1195.3	
Approach LOS							F	

Intersection Summary		
Average Delay		51.1
Intersection Capacity Utilization	93.8%	ICU Level of Service
Analysis Period (min)		15
		F

HCM Unsignalized Intersection Capacity Analysis

12: Treat Blvd & San Miguel Rd

5/12/2015



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	99	2372	892	40	38	56
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	102	2445	920	41	39	58
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	961				2346	460
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	961				2346	460
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	86				0	89
cM capacity (veh/h)	712				26	548

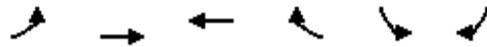
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1	SB 2
Volume Total	102	1223	1223	460	460	41	39	58
Volume Left	102	0	0	0	0	0	39	0
Volume Right	0	0	0	0	0	41	0	58
cSH	712	1700	1700	1700	1700	1700	26	548
Volume to Capacity	0.14	0.72	0.72	0.27	0.27	0.02	1.51	0.11
Queue Length 95th (ft)	12	0	0	0	0	0	119	9
Control Delay (s)	10.9	0.0	0.0	0.0	0.0	0.0	588.0	12.3
Lane LOS	B						F	B
Approach Delay (s)	0.4			0.0			245.1	
Approach LOS							F	

Intersection Summary			
Average Delay		6.9	
Intersection Capacity Utilization	75.6%		ICU Level of Service D
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis

12: Treat Blvd & San Miguel Rd

5/12/2015



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑↑	↑↑	↘	↙	↘
Volume (vph)	38	619	2820	225	15	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0	5.0	5.0	4.5	4.5
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3539	3539	1583	1770	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	3539	3539	1583	1770	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	40	659	3000	239	16	157
RTOR Reduction (vph)	0	0	0	21	0	71
Lane Group Flow (vph)	40	659	3000	218	16	86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	NA	Perm	Perm	Perm
Protected Phases	5	2	6			
Permitted Phases				6	4	4
Actuated Green, G (s)	6.7	127.9	117.2	117.2	12.6	12.6
Effective Green, g (s)	6.7	127.9	117.2	117.2	12.6	12.6
Actuated g/C Ratio	0.04	0.85	0.78	0.78	0.08	0.08
Clearance Time (s)	4.0	5.0	5.0	5.0	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	79	3017	2765	1236	148	132
v/s Ratio Prot	c0.02	0.19	c0.85			
v/s Ratio Perm				0.14	0.01	c0.05
v/c Ratio	0.51	0.22	1.08	0.18	0.11	0.66
Uniform Delay, d1	70.0	2.0	16.4	4.2	63.5	66.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.0	0.2	45.3	0.3	0.3	11.1
Delay (s)	75.1	2.2	61.7	4.5	63.8	77.7
Level of Service	E	A	E	A	E	E
Approach Delay (s)		6.3	57.4		76.4	
Approach LOS		A	E		E	

Intersection Summary

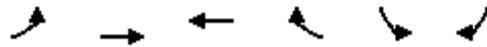
HCM 2000 Control Delay	49.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	95.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

12: Treat Blvd & San Miguel Rd

5/12/2015



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑↑	↑↑	↘	↙	↘
Volume (vph)	99	2372	892	40	38	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0	5.0	5.0	4.5	4.5
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3539	3539	1583	1770	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	3539	3539	1583	1770	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	102	2445	920	41	39	58
RTOR Reduction (vph)	0	0	0	10	0	55
Lane Group Flow (vph)	102	2445	920	31	39	3
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	NA	Perm	Perm	Perm
Protected Phases	5	2	6			
Permitted Phases				6	4	4
Actuated Green, G (s)	12.2	103.5	87.3	87.3	7.0	7.0
Effective Green, g (s)	12.2	103.5	87.3	87.3	7.0	7.0
Actuated g/C Ratio	0.10	0.86	0.73	0.73	0.06	0.06
Clearance Time (s)	4.0	5.0	5.0	5.0	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	179	3052	2574	1151	103	92
v/s Ratio Prot	0.06	c0.69	0.26			
v/s Ratio Perm				0.02	c0.02	0.00
v/c Ratio	0.57	0.80	0.36	0.03	0.38	0.04
Uniform Delay, d1	51.4	3.7	6.0	4.5	54.4	53.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.1	2.3	0.4	0.0	2.3	0.2
Delay (s)	55.5	6.0	6.4	4.6	56.7	53.5
Level of Service	E	A	A	A	E	D
Approach Delay (s)		8.0	6.3		54.8	
Approach LOS		A	A		D	

Intersection Summary

HCM 2000 Control Delay	8.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	78.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Expanded Description	Project Type under 40 CFR 93.126
MRN	MRN150006	GGBHTD	GGBHTD: Bldg Ridership to Meet Capacity Campaign	Golden Gate Bridge, Highway and Transportation District: Systemwide: Begin several marketing campaigns in the next year focusing on promoting Golden Gate Transit and Golden Gate Ferry use	These marketing campaigns include: 1. A general advertising campaign touting the benefits of using Golden Gate Transit or Golden Gate Ferry that will convert non-riders to new riders. 2. Promote our new all-day Routes 4 & 27 weekday service, which were traditionally commute routes that have been extended to run all day to cater to off-hour and reverse-direction commuters, students and tourists. 3. Develop and execute a program to boost counter-commute and non-peak period ferry ridership by forming relationships with North Bay tour companies that would utilize our ferry system for one or both legs of their travel into/out of SF as part of their tour package. 4. Develop a destinations brochure highlighting points of interest in our service area, which would be an integral part of our campaign to boost tourism ridership on our system. This piece would be distributed at major hotels and tourism sites in our service area. 5. Redesign our system map to make it more user friendly and to help patrons navigate our system more easily.	Other - Specific activities which do not involve or lead directly to construction, such as: Planning and technical studies; Grants for training and research programs; Planning activities conducted pursuant to Titles 23 and 49 U.S.C. Federal-aid systems revisions
MRN	MRN150007	GGBHTD	GGBHTD: On-Board Bus and Ferry Surveys	GGBHTD: Systemwide: Conduct survey of bus and ferry passengers to collect ridership and socioeconomic data, required to support equity analyses for Title VI for fare or major service changes.	Demographic data collected from this survey will be used to implement future service changes as outlined in the District's Bus and Ferry Strategic Visions. The Strategic Visions provide a means to improve efficiency and foster continued growth in the District's service using strategies such as deploying new service with existing resources, thus increasing ridership at a minimal cost or restructuring routing to target emerging markets in our service area.	Other - Specific activities which do not involve or lead directly to construction, such as: Planning and technical studies; Grants for training and research programs; Planning activities conducted pursuant to Titles 23 and 49 U.S.C. Federal-aid systems revisions
MRN	MRN150008	San Rafael	Grand Avenue Bicycle Pedestrian Improvements	San Rafael: Grand Ave across the San Rafael Canal: Construct bridge and sidewalk improvements for bicyclists and pedestrians	Project will close a gap in the City of San Rafael's bicycle and pedestrian network by installing a new 12-foot wide, 150-foot long bridge across the San Rafael Canal along the east side of Grand Avenue exclusively for bicyclists and pedestrians. In addition to the new bridge on the east side of Grand Avenue, the project will install a sidewalk on the west side of the existing vehicular bridge and remove the existing uncontrolled crosswalk just south of the bridge thereby closing a significant gap in the pedestrian path of travel on the west side of Grand Avenue.	Air Quality - Bicycle and pedestrian facilities
NAP	NAP130010	Napa County	Silverado Trail Yountville-Napa Safety Improvement	In Napa County: On Silverado Trail at Yountville Crossroad, intersection safety improvements; On Silverado Trail between Yountville and Napa, rumble strips.	The proposed project consists of two components. 1. The proposed project will improve safety at the intersection of Silverado Trail and Yountville Cross Road by adding intersection safety lighting, constructing minor pavement widening, and removing vegetation as possible to improve intersection sight distance. New traffic striping will replace the existing striping, to create a "merge pocket" for eastbound-to-northbound left turn movements. Existing Class II bicycle lanes will be perpetuated with the project. All construction activities, including staging, shall occur within County right-of-way. This intersection has been affected by right-of-way conflict collisions, which can be addressed through this improvement. 2. The proposed project will improve bicycle safety by constructing rumble strips between the existing shoulder and traveled way along Silverado Trail from Yountville Cross Road to Trancas Street. Work will include the construction of ground-in rumble strips in the shoulder next to the existing bicycle lane striping. Existing Class II bicycle lanes will be perpetuated with the project. This segment of Silverado Trail has been affected by run-off-road collisions, which can be addressed through this improvement. Silverado Trail is an important farm-to-market route serving the Napa Valley agricultural area, and a popular cycling route connecting the two major north-south corridors in the county.	Air Quality - Bicycle and pedestrian facilities
SM	SM-150007	Caltrain	Map Based Real-Time Train Display for Caltrain.com	Caltrain: Provide map based real-time displays for customers on caltrain.com, and provide open-data for third-party developers.	This project will provide map based real-time displays for customers on caltrain.com, hosted on external servers and designed to be mobile device friendly. The project will also provide open-data for third-party developers.	Other - Specific activities which do not involve or lead directly to construction, such as: Planning and technical studies; Grants for training and research programs; Planning activities conducted pursuant to Titles 23 and 49 U.S.C. Federal-aid systems revisions
SM	SM-150008	SamTrans	SamTrans - Replacement of Non-Rev Vehicles	SamTrans: Non-revenue vehicles: Replace (15) non-revenue service support vehicles	SamTrans: Non-revenue vehicles: Replace (15) non-revenue service support vehicles (10 Transportation supervisor minivans and 5 administrative service vehicles) that have reached the end of their useful life.	Mass Transit - Purchase of support vehicles
SM		San Mateo County	Preventative Maintenance for Bridges BPMP-5935(062)	The project would rehabilitate the existing bridge deck on the Alpine Road Bridge over San Francisquito Creek in San Mateo County and the will also treat the existing Stage Road Bridge over Pescadero Creek in San Mateo County.	The project would rehabilitate the existing bridge deck of the Alpine Road Bridge over San Francisquito Creek in San Mateo County. The deck repair will consist of the construction of a polyester concrete deck overlay and replacement of the failed joint seals. The project would also treat the existing Stage Road Bridge over Pescadero Creek with methacrylate resin to seal the cracks and the deck surface. All the work will be limited to the treatment of the bridge decks. No work will occur under the bridges or in San Francisquito or Pescadero Creeks. All work will occur within the existing right-of-way.	Safety - Pavement resurfacing or rehabilitation
SM		San Mateo County	Preventative Maintenance for Bridges BPMP-3935(069)	The project will remove and replace concrete girders and decking of the Madera Lane Bridge over El Corte de Madera Creek.	The existing exterior girders and exterior deck bays will be removed and replaced with new concrete girders and decking. Patching and repair of isolated areas of spalled concrete on the interior girder and interior deck bays will also occur. New concrete railings will be installed. All work will occur within the existing right-of-way. Some work will be required below top-of-banks of El Corte de Madera Creek.	Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)



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Memorandum

TO: Air Quality Conformity Task Force

DATE: May 28, 2015

FR: Adam Crenshaw

RE: Review of the Regional Conformity Status for New and Revised Projects

Staff has prepared the following information in an effort to streamline the review of the regional air quality conformity implications of projects that staff proposes to revise or add into the 2015 TIP through current or future revisions. This item is for advisory purposes only. The inclusion of these projects and project changes in a proposed revision to the TIP is subject to Commission approval in the case of amendments and MTC's Executive Director or Deputy Executive Director in the case of administrative modifications. The final determination of the regional air quality conformity status of these projects will be made by the Federal Highway Administration, the Federal Transit Administration and the Environmental Protection Agency as part of their review of proposed final TIP amendments and by the Executive Director or Deputy Executive Director as part of their review for TIP administrative modifications. Staff is not requesting a review of the project-level air quality conformity implications of these projects through this item. Details of each project and category of projects under review is as follows:

Proposed Revision to the Regionally Non-Exempt Vacaville Intermodal Station Phase II Project

The Vacaville Intermodal Station – Phase II project (SOL110009) is currently included in the 2015 TIP as a project constructing a 400 space parking garage. After conducting feasibility studies for the project, the project sponsor has determined that fewer parking spaces are needed and is requesting that the scope of the project be changed to a 136 space surface parking lot. The current and proposed project descriptions are as follows:

Current Project Description: In Vacaville: Construction of a three to four story, approximately 400 space, parking garage.

Current Expanded Project Description: In Vacaville: Construction of a three to four story, approximately 400 space, parking garage. Improvements include associated lighting, landscaping, and a photovoltaic system to serve the adjacent bus transfer facility and park and ride lot.

Proposed Project Description: In Vacaville: Construction of approximately 136 space surface parking lot.

Proposed Expanded Project Description: In Vacaville: Construction of an approximately 136 space parking lot. Improvements include associated lighting, landscaping, and accompanying construction activities.

As both the current and proposed scope of the project cannot be classified under the project types included under 40 CFR 93.126 and 40 CFR 93.127, the project has been and will remain classified in the TIP as non-exempt from regional air quality conformity. However, since the regional travel model used in conducting the regional air quality conformity analysis only

captures whether or not a transit station has associated parking and does not currently capture the number of parking spaces associated with a transit station, this change in the scope of the project will not impact the results of the regional air quality conformity analysis. As such, staff is requesting the Task Force's concurrence that incorporating this change in scope into the 2015 TIP will not require an update to the conformity analysis.

New Projects in Amendment 15-11 Not Previously Reviewed by the Task Force

At its April 23, 2015, meeting the Task Force reviewed a list of new projects that staff proposed to include in future TIP revisions, including TIP Amendment 15-11. Subsequent to the April Task Force meeting, additional new projects were added to Amendment 15-11. This amendment was then approved by the Commission at its May 27, 2015 meeting.

New Projects Staff is Proposing to Include in Future Revisions

Staff has also received requests from sponsors to add one new project to the TIP and to split an existing individual project into two through future TIP revisions other than 15-11. Please note that the addition of individually listed projects to the TIP requires a TIP amendment or update, while splitting an existing project may be done through an administrative modification, if the action meets the requirements of the FSTIP/FTIP Administrative Modifications and Amendments Procedures.

Attachment A includes both a list of new projects that the Commission included in proposed amendment 15-11, which were not included in the Task Force's April 23 review, and a list of new and split projects proposed for future revisions. The attachment also includes the regional air quality category that staff believes best describes the projects.

Attachment A: Proposed New and Split Projects for Regional Air Quality Conformity Status Review

County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
New Projects in Amendment 15-11 Not Previously Reviewed by the Task Force						
Contra Costa	CC-150013	CCTA	SR 4 Integrated Corridor Management	Contra Costa County: Along SR 4 between I-80 in Hercules to the SR 4/SR 160 Interchange in the City of Antioch: Planning of Integrated Corridor Management along corridor.	In Contra Costa, the integrated corridor management project will create an integrated and arterial network along the SR 4 from I-80 in Hercules to the SR 4/SR 160 interchange in Antioch.	EXEMPT (40 CFR 93.126) - Planning and technical studies
Marin	MRN150008	San Rafael	Grand Avenue Bicycle Pedestrian Improvements	San Rafael: Grand Ave across the San Rafael Canal: Construct bridge and sidewalk improvements for bicyclists and pedestrians	Project will close a gap in the City of San Rafael's bicycle and pedestrian network by installing a new 12-foot wide, 150-foot long bridge across the San Rafael Canal along the east side of Grand Avenue exclusively for bicyclists and pedestrians. In addition to the new bridge on the east side of Grand Avenue, the project will install a sidewalk on the west side of the existing vehicular bridge and remove the existing uncontrolled crosswalk just south of the bridge thereby closing a significant gap in the pedestrian path of travel on the west side of Grand Avenue.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
San Mateo	SM-150008	SamTrans	SamTrans - Replacement of Non-Rev Vehicles	SamTrans: Non-revenue vehicles: Replace (15) non-revenue service support vehicles	SamTrans: Non-revenue vehicles: Replace (15) non-revenue service support vehicles (10 Transportation supervisor minivans and 5 administrative service vehicles) that have reached the end of their useful life.	EXEMPT (40 CFR 93.126) - Purchase of support vehicles
New Project Proposed for a Future Amendment						
Marin	6081	Novato	Vineyard Road Improvements	Novato: Vineyard Road from Wilson Avenue to Sutro Avenue: Perform pavement maintenance, install bicycle lanes, and property owner-funded frontage improvements.	Novato: Vineyard Road from Wilson Avenue to Sutro Avenue: Perform pavement maintenance, install bicycle lanes, and property owner-funded frontage improvements. ADA improvements, including accessible curb ramps will be included within the project limits.	EXEMPT (40 CFR 93.126) - Pavement Rehabilitation
Projects Proposed to be Split in a Future Administrative Modification						
Santa Clara	6189	Palo Alto	Local PDA Planning - Palo Alto	Palo Alto: Planning Assistance: Support transportation investments and improve performance of Priority Development Areas.	Palo Alto: Planning Assistance: Support transportation investments and improve performance in priority development areas. This assistance to Palo Alto is for planning in coordination with the development of the CMAs PDA Growth & Investment Strategy.	EXEMPT (40 CFR 93.126) - Planning and technical studies
Santa Clara	SCL110125	VTA	Local PDA Planning - Santa Clara	Santa Clara County Various Agencies: Planning assistance pass through to local jurisdictions to support transportation investments and improve their performance in Priority Development Areas (PDAs).	Planning assistance pass through to local jurisdictions to support transportation investments and improve their performance in priority development areas. Congestion Management Agencies (CMAs) will provide this assistance to their respective jurisdictions for PDA planning in coordination with the development of the CMAs PDA Growth & Investment Strategy.	EXEMPT (40 CFR 93.126) - Planning and technical studies



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Memorandum

TO: Air Quality Conformity Task Force

DATE: May 20, 2015

FR: Harold Brazil

W.I.:

RE: Approach to the Conformity Analysis for the Amended 2015 Transportation Improvement Program and Plan Bay Area

MTC staff is developing the Draft Transportation Air Quality Conformity Analysis for the Amended 2015 Transportation Improvement Program (TIP) and Plan Bay Area and seeks the Air Quality Conformity Task Force's review of the proposed approach to adhere to federal conformity regulations. The analysis will include I-580 access improvements to the Richmond-San Rafael (RSR) Bridge which will yield traffic congestion benefits (in the eastbound direction of I-580 in Marin County) and provide bicycle and pedestrian access between Contra Costa and Marin Counties. This project will likely result in negligible changes in the air quality conformity analysis as compared to that completed in December 2014 for the 2015 TIP and Plan Bay Area.

MTC is scheduled to release the Draft Transportation Air Quality Conformity Analysis for the Amended 2015 TIP and Plan Bay Area on Wednesday, June 24, 2015. Attachment A includes a full schedule for review and approval of the conformity analysis for the Amended 2015 TIP and Plan Bay Area.

Ozone Requirements

On February 13, 2015, the U.S. Environmental Protection Agency (EPA) issued a final rule that addresses a range of implementation requirements for the 2008 National Ambient Air Quality Standards (NAAQS) for ground-level ozone. The EPA set the final primary and secondary standards at 0.075 ppm on March 12, 2008.

This final rule addresses a range of nonattainment area state implementation plan (SIP) requirements for the 2008 ozone NAAQS, including requirements pertaining to attainment demonstrations, reasonable further progress (RFP), reasonably available control technology (RACT), reasonably available control measures (RACM), major new source review (NSR), emission inventories, and the timing of SIP submissions and of compliance with emission control measures in the SIP.

Other issues also addressed in the final rule was the revocation of the 1997 ozone NAAQS and anti-backsliding requirements that apply when the 1997 ozone NAAQS were revoked. In addition, this final rule revokes the 1997 NAAQS for all purposes, including transportation conformity, upon its effective date, which occurred 30 days after publication in the Federal Register (which was April 6, 2015).

PM_{2.5} Requirements

The Bay Area's designation as nonattainment was published in the Federal Register on November 13, 2009 and the designation became effective on December 14, 2009. Nonattainment areas were required to meet the standard by 2014 and transportation conformity requirements began to apply to the Bay Area on December 14, 2010.

On February 8, 2013, EPA took final action and determined that the San Francisco Bay Area nonattainment area attained the 2006 24-hour PM_{2.5} National Ambient Air Quality Standard (NAAQS). This determination was based upon complete, quality-assured, and certified ambient air monitoring data showing that this area has monitored attainment of the 2006 24-hour PM_{2.5} NAAQS based on the 2009–2011 monitoring period. Based on the above determination, the requirements for the San Francisco Bay Area nonattainment area to submit an attainment demonstration (including transportation conformity emission budgets), together with reasonably available control measures (RACM), a reasonable further progress (RFP) plan, and contingency measures for failure to meet RFP and attainment deadlines were suspended for as long as the Bay Area continues to attain the 2006 24-hour PM_{2.5} NAAQS.

Therefore, since approved motor vehicle emissions budgets for PM_{2.5} are not available for use in this conformity analysis, MTC must complete one of the two interim emissions tests:

1. “Baseline Year Test”. Emissions for each analysis year for the “Action” are less than or equal to the level of emissions in the year 2008¹; or
2. “Build/No-Build Test”. Emissions for each analysis year in the “Action” scenario are less than or equal to emissions from the “Baseline” scenario.

Analysis Approach

MTC will review the proposed conformity approach at this May 28th Conformity Task Force meeting. MTC will review the approach with the Conformity Task Force again when we present the draft conformity analysis in June 2015. Key aspects of the conformity analysis are as follows:

1. Regional Emissions Analysis: MTC will conduct a new regional emissions analysis to conform the 2015 TIP and the Plan.
2. Latest Planning Assumptions: MTC will use the latest planning assumptions, including:
 - The socio-economic/land use forecast *Jobs/Housing Connection* developed by the Association of Bay Area Governments (ABAG). ABAG staff prepares master databases at the 1,405 census tract-level, and MTC staff then disaggregates these tract-level forecasts to MTC’s 1,454 travel analysis zone system.
 - Updated travel demand forecasts using MTC’s *Travel Model One* (version 0.3), released in spring 2012, calibrated to a 2000 base year, and validated against both year 2000 and year 2005 observed conditions with the most up to date highway and transit networks.
 - VMT estimates used in the EMFAC2011 emission model will be consistent with the California Air Resources Board’s (CARB) recommended adjustment methods.
3. Latest Emissions Model: MTC will apply EMFAC2011 model system to produce emission estimates.
4. Emissions Budget/Interim Emissions:
 - **Ozone**: MTC will use the 1-hour motor vehicle emissions budget from the *2001 Ozone Attainment Plan* as the 8-hour motor vehicle emissions budget to demonstrate conformity with the 8-hour ozone standard. The ozone budget for ROG and NO_x was compared to quantified emissions for analysis years **2020, 2030 and 2040**.
 - **Carbon Monoxide (CO)**: MTC will use the CO motor vehicle emissions budget from the 2004 Revision to the *California State Implementation Plan for Carbon Monoxide, Updated Maintenance Plan for Ten Federal Planning Areas* to determine conformity

¹ See 40 CFR 93.119; <http://www.epa.gov/otaq/stateresources/transconf/baseline.htm>

with the CO standard. The CO budget will be compared to projected emissions for analysis years **2018** (the CO Maintenance Plan horizon year), **2020, 2030 and 2040**.

- **PM_{2.5}**: MTC will use the “Baseline Year Test” interim emission test to demonstrate conformity with the 24-hour PM_{2.5} standard. Consistent with EPA’s Transportation Conformity Rule PM_{2.5} and PM₁₀ Amendments; Final Rule published in the federal register in March 2010. MTC will quantify emissions for both directly emitted PM_{2.5} and NO_x (as the precursor to PM_{2.5} emissions) and for the baseline year test, emissions from the planned transportation system are compared to emissions that occurred in the baseline year for analysis years **2020, 2030 and 2040**. The analysis will be carried out using inputs for the winter season, during which the Bay Area experiences its highest levels of PM_{2.5} concentrations. MTC will present documentation regarding the projects proposed for inclusion in the Build scenarios.
5. **Transportation Control Measure (TCM) Implementation**: The motor vehicle emissions estimates for ROG and NO_x will include the effects of TCMs A-E in the 2001 Ozone Attainment Plan. These TCMs are now fully implemented.
 6. **Financial Constraint**: The TIP must be financially constrained by year, meaning that the amount of dollars committed to the projects (also referred as “programmed”) must not exceed the amount of dollars estimated to be available. The draft amended 2015 TIP includes the fiscal constraint analysis. No financial changes are proposed for the Plan, so the Plan remains financially constrained in accordance with federal requirements.
 7. **Interagency and Public Consultation**: MTC will conduct the appropriate agency and public consultation for the Draft Transportation Air Quality Conformity Analysis for the Amended 2015 TIP and Plan Bay Area.

Attachment A: Draft Transportation Air Quality Conformity Analysis for the Amended 2015 Transportation Improvement Program (TIP) and Plan Bay Area

Activity	Timeline
Conformity Task Force Reviews Proposed Conformity Approach	May 28, 2015
MTC Staff Conducts Technical Analysis & Report Preparation	May-June 2015
Discuss Draft Conformity Analysis with AQCTF	June 18, 2015
Authorize Release for Public Review and Begin Public Comment Period	June 19, 2015
End of Public Comment Period	July 20, 2015
AQCTF Briefing on Responses to Comments	August 27, 2015
Committee Approval	September 11, 2015
Commission Approval	September 23, 2015



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Memorandum

TO: Air Quality Conformity Task Force

DATE: May 14, 2015

FR: Harold Brazil

W. I.

RE: Providing Additional Guidance to Project Sponsors for Consultation Process

Misunderstandings have come up from time to time when project sponsors have submitted project assessment forms and have gone through project consultation with the Task Force. In the past, the AQCTF has talked about the possibility of providing additional guidance in the project forms to ensure applicants have a better understanding of the fact there are no established thresholds below which or above which project's POAQC status is automatically determined.

Ginger Vagenas (EPA) suggested the Task Force discuss the possibility of providing this type of guidance to the project sponsors at its May 28th meeting.

**Air Quality Conformity Task Force
Summary Meeting Notes
April 23, 2015**

Participants:

Amir Fanai – BAAQMD
Andrea Gordon – BAAQMD
Michelle Bellows – Contra Costa
Transportation Authority (CCTA)
Susan Miller – Contra Costa Transportation
Authority (CCTA)
Deborah Dagang – CH2M
Terry Klim – DKS
Joseph Vaughn – FHWA
Stew Sonnenberg – FHWA
Mallory Atkinson – MTC

Tim Lee – WMH
Kyra Engelberg – Circlepoint
Elyse Engel – CH2M
Angela Villar – Contra Costa County Public
Works
Prasanna Muthireddy – Kimley-Horn
Jennifer Marquez – Circlepoint
Rodney Tavitas – Caltrans
Adam Crenshaw – MTC
Harold Brazil – MTC

1. Welcome and Self Introductions: Harold Brazil (MTC) called the meeting to order at 9:34 am.

Note: Ginger Vagenas (EPA), Ted Mately (FTA) and Dick Fahey (Caltrans) were unavailable on the meeting date and provided comments prior to and after the meeting via email. Those emails are provided below.

2. PM_{2.5} Project Conformity Interagency Consultations

a. Consultation to Determine Project of Air Quality Concern Status

i. I-680 Direct Access Ramps Project

Michelle Bellows (CCTA) started her presentation on the I-680 Direct Access Ramps project by indicating that:

- Construction of the project will generate travel time savings to HOV lane and express bus vehicles
- Level-of-Service impacts from the project are minimal
- Overall capacity of I-680 remains unchanged

Joseph Vaughn (FHWA) and Rodney Tavitas (Caltrans) both did not think that the I-680 Direct Access Ramps project was of air quality concern.

Final Determination: With input from FTA, EPA, Caltrans and FHWA (***please see email exchange below***), the Task Force concluded that the I-680 Direct Access Ramps project was not of air quality concern.

The Transportation conformity guidance coauthored by the EPA and FHWA defines a significant volume of diesel truck traffic as facilities with greater than 125,000 annual average daily traffic (AADT) and 8 percent or more of such AADT as diesel truck traffic or approximately 10,000 trucks. The latest truck counts for SR 4 in the project vicinity show that truck traffic constitutes 4.6 percent of the total AADT, which is 128,000 AADT¹. The average daily number of trucks would be 5,888, well below the approximate 10,000 trucks stated above.

The percentage of trucks will remain the same with the project as without the project. The traffic volumes will increase due growth in the area, but there will be no change in the truck percentages, and therefore, would not result in a significant increase in the number of diesel vehicles.

A key factor we consider in determining if a particular project is a POAQC is the change in traffic between the build and no-build scenarios. It is possible to envision a scenario where the percentage of truck traffic remains constant, but the increase in numbers is large enough to warrant a hot-spot analysis.

These types of misunderstandings come up from time to time. I think the AQCTF might have talked about the possibility of providing additional guidance in the project forms to ensure applicants have a better understanding of this, but I am not entirely sure I am remembering correctly. Maybe we can discuss this at the next meeting.

2. The following language appears to imply that the attainment determination obviates the need for a hot-spot analysis:

On January 9, 2013, the U.S. EPA issued a final rule to determine that the San Francisco Bay Area has attained the 24-hour PM_{2.5} National Ambient Air Quality Standard (NAAQS). This action suspends the federal State Implementation Plan (SIP) provisions that apply to preparing an attainment plan to demonstrate how the Bay Area will attain the standard.

Therefore, the proposed project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hotspot analysis. The proposed project would not create a new, or worsen an existing, PM_{2.5} violation.

To be clear, while an attainment determination does suspend certain attainment-related Clean Air Act planning requirements (e.g., the requirement for an attainment demonstration) it does not by itself change the designation status of the area or affect other requirements, including conformity. The Bay Area's nonattainment classification is unchanged, and transportation conformity requirements continue to apply. In other words, the attainment determination does not have an impact on the applicability of 93.116.

Thanks!

Ginger L. Vagenas
U.S. EPA, Region 9 | Air Planning Office (AIR-2)
75 Hawthorne Street | San Francisco, CA 94105
415.972.3964 | vagenas.ginger@epa.gov

From: Ted.Matley@dot.gov [<mailto:Ted.Matley@dot.gov>]

Sent: Thursday, May 07, 2015 2:57 PM

To: HBrazil@mtc.ca.gov; dick.fahey@dot.ca.gov; Vagenas, Ginger; Stew.Sonnenberg@dot.gov; Joseph.Vaughn@dot.gov; rodney.tavitas@dot.ca.gov

Subject: RE: 4-23-15 Task Force Mtg Follow-Up Items

[Ginger](#) – Not a POAQC.

[Joseph and Rodney](#) – Not a POAQC

[Ted](#) – Not a POAQC

Item #2: 2aii. Bailey Road / SR-4 IC Project

Dick - The documentation only addresses traffic volumes on SR-4, but not Bailey Road nor the on and off ramps at the interchange. While I agree that there would likely be very little change in volumes on the mainline (Route 4) between the build and no-build scenarios, I would, however, expect significant changes on Bailey Road and the ramps: especially the westbound diagonal off ramp to Bailey Road (which would have to accommodate the displaced traffic from the closed loop off-ramp). It is difficult to make a POAQC determination without knowing what changes in truck volumes might occur on Bailey Road and the westbound diagonal off ramp as a result of this project.

[Ginger](#) – I agree with Dick’s comments and would like to see more information about impacts on Bailey Road/west-bound ramp.

[Joseph defers to Rodney](#) – Rodney did not think the project was a POAQC, but would like to see additional traffic volume data [as Dick and Ginger referred to above].

The Project sponsor truck volume data in the file: [“Bailey Road PM25 Project Assessment 042915.doc”](#).

[Ted](#) – Not a POAQC

Item #3: 2aiii. I-680/SR-4 IC Project

Dick -- Question 1: Are we being asked to make a determination just on the Phase 3 portion of the project, or the entire project? What do the traffic numbers represent: just phase 3, or the entire project? If the former, I assume the task force will have another opportunity to review the other phases of the project.

[Answer 1 from project sponsor](#): the determination is being made on just the Phase 3, independent portion of the project. Other phases of the project will be constructed when funds become available and the task force will have more opportunities to review other phases of the project [at that time].

Question 2: Are the numbers and information on page 6 correct? There seems to be some errors in the 2040 table (two no-builds, and a drop in truck volumes), and the text at the bottom of the page appears to refer to a different project: I-680 HOV to express lane conversion.

I don’t expect the proposed improvements on SR-4 in phase 3 to result in an increase in truck trips, as demonstrated, nor would there likely be any significant diversion of traffic. But I would like answers to the above two questions before making a determination.

[Answer 2 from project sponsor](#): corrections and edits were made to the noted items on page 6 of the assessment form and are shown in [“Revised CCTA I-680 SR 4 PM25 Project Assessment Form 4 23 15 \(text only\).pdf”](#).

[Ginger](#) – I think this is unlikely to be a POAQC, but have the same questions Dick raised.

Joseph defers to Rodney – Rodney did not think the project was a POAQC and was fine with the corrections the project sponsor would make to page 6.

Ted – Not a POAQC

Item #4: 2b. Confirm Projects are Exempt from PM2.5 Conformity

Dick – These projects all appear to be exempt.

Ginger – No questions, looks good.

Joseph and Rodney – Confirmed that projects on “2b_Exempt List 40915.pdf” list were exempt.

Ted – Agree projects are exempt

Item #5: 3. Projects with Regional Air Quality Conformity Concerns

Dick [re: 3a. Attachment C] – I believe these bridge projects would be exempt from regional conformity under 40 CFR 93.126. The road on either side of each bridge is already one lane in each direction – the new bridges would simply match that configuration.

Ginger – Thanks for the info. The bridge replacement projects are fine under a previous agreement regarding conversion of 1 lane bridges to 2 lane bridges. (The visuals were nice!)

Stew and Rodney – Concur with MTC staff’s proposals, approach and/or exemption classification

Ted – Concur with exempt classification and approach

Item #6: 4. Consent Calendar

Dick – Looks fine. No comments.

Ginger – Looks good.

Joseph, Stew and Rodney – No comments.

Ted – No comments

ii. I-680/SR 4 Interchange – Phase 3 (SR 4 Widening) Project
 iii. Bailey Road-State Route 4 Interchange Project

- Follow-up information:

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

2020	I-680 from Marina Vista Avenue in Martinez to SR4 AADT		I-680 from SR 4 to SR 242	
	No Build	Build	No Build	Build
AADT	139,500	139,500	159,500	159,500
LOS	D	D	E	E
Truck AADT	7,000	7,000	6,400	6,400
% Trucks	5%	5%	4%	4%

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.

2040	I-680 from Marina Vista Avenue in Martinez to SR4 AADT		I-680 from SR 4 to SR 242	
	No Build	Build	No Build	Build
AADT	169,000	169,000	191,000	191,000
LOS	F	F	F	F
Truck AADT	8,500	8,500	7,600	7,600
% Trucks	5%	5%	4%	4%

Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses.

Not applicable; see above for highway facility.

RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses.

Not applicable; see above for highway facility.

Describe potential traffic redistribution effects of congestion relief:

The results of the traffic study indicate that the initial phase of construction (widening SR 4 to extend existing general purpose and HOV lanes on SR 4 in the vicinity of the I-680/SR 4 interchange) would increase the AADT on SR 4 between Morello and SR 242 for the Design Year of 2020 or the Horizon Year of 2040, however there would be an improvement in the LOS. The truck AADT percentage would not change in the Design or Horizon year with the project. The extension of the existing general purpose lanes on SR 4 is expected to improve average travel speeds and reduce queue lengths between Morello and SR 242 during peak periods; therefore improving truck throughput on SR 4 through the interchange area.

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

Roadway	Existing		
	Total AADT	% Trucks	Truck AADT
SR 4	130,781	4.6%	6,016
Bailey Road, north of Canal Road East	15,480	2%	310
Bailey Road, south of SR 4 Eastbound Ramps	17,240	2%	345
SR 4 Westbound Diagonal Off-Ramp	2,510	2%	50
SR 4 Westbound Loop Off-Ramp	3,590	2%	72
SR 4 Westbound On-Ramp	5,150	2%	103
SR 4 Eastbound Diagonal Off-Ramp	4,680	2%	94
SR 4 Eastbound Loop Off-Ramp	7,670	2%	153
SR 4 Eastbound On-Ramp	4,260	2%	85

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

Roadway	2020 No Build			2020 Build Alternative		
	Total AADT	% Trucks	Truck AADT	Total AADT	% Trucks	Truck AADT
SR 4	135,877	4.6%	6,250	135,877	4.6%	6,250
Bailey Road, north of Canal Road East	17,330	2%	347	17,330	2%	347
Bailey Road, south of SR 4 Eastbound Ramps	20,830	2%	417	20,830	2%	417
SR 4 Westbound Diagonal Off-Ramp	2,610	2%	52	3,860	2%	77
SR 4 Westbound Loop Off-Ramp	3,900	2%	78	N/A	--	--
SR 4 Westbound On-Ramp	5,840	2%	117	5,840	2%	117
SR 4 Eastbound Diagonal Off-Ramp	5,280	2%	106	5,280	2%	106
SR 4 Eastbound Loop Off-Ramp	7,780	2%	156	7,780	2%	156
SR 4 Eastbound On-Ramp	5,050	2%	101	5,050	2%	101

Roadway	2040 No Build			2040 Build Alternative		
	Total AADT	% Trucks	Truck AADT	Total AADT	% Trucks	Truck AADT
SR 4	156,261	4.6%	7,188	156,261	4.6%	7,188

Bailey Road, north of Canal Road East	22,600	2%	452	22,600	2%	452
Bailey Road, south of SR 4 Eastbound Ramps	31,100	2%	622	31,100	2%	622
SR 4 Westbound Diagonal Off-Ramp	2,900	2%	58	7,700	2%	154
SR 4 Westbound Loop Off-Ramp	4,800	2%	96	N/A	--	--
SR 4 Westbound On-Ramp	7,800	2%	156	7,800	2%	156
SR 4 Eastbound Diagonal Off-Ramp	7,000	2%	140	7,000	2%	140
SR 4 Eastbound Loop Off-Ramp	8,100	2%	162	8,100	2%	162
SR 4 Eastbound On-Ramp	7,300	2%	146	7,300	2%	146