



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105  
415.778.6700  
[www.mtc.ca.gov](http://www.mtc.ca.gov)

## **Air Quality Conformity Task Force Meeting**

Metropolitan Transportation Commission

Join Zoom Meeting @

<https://bayareametro.zoom.us/j/84383698853>

**Meeting ID: 843 8369 8853**

(Additional Zoom Meeting Call-In Info on Next Page)

**May 25, 2023**  
**9:30 a.m. – 11:00 a.m.**

### **AGENDA**

1. Welcome and Introductions
2. PM<sub>2.5</sub> Project Conformity Interagency Consultations
  - a. Consultation to Determine Project of Air Quality Concern Status
    - i. I-505/Vaca Valley Parkway Corridor Multimodal Improvements Project
  - b. Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern
3. Consent Calendar
  - a. April 27, 2023 Air Quality Conformity Task Force Meeting Summary
4. Other Items

Next Meeting: June 22, 2023

MTC Staff Liaison:

Harold Brazil

[hbrazil@bayareametro.gov](mailto:hbrazil@bayareametro.gov)

Harold Brazil is inviting you to a scheduled Zoom meeting.

Topic: Air Quality Conformity Task Force Meeting

Time: This is a recurring meeting Meet anytime

Join Zoom Meeting

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Meeting ID: 843 8369 8853

One tap mobile

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+1 646 876 9923 US (New York)

+1 301 715 8592 US (Washington DC)

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162.255.37.11 (US West)

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115.114.131.7 (India Mumbai)

115.114.115.7 (India Hyderabad)

213.19.144.110 (Amsterdam Netherlands)

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69.174.57.160 (Canada Toronto)

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149.137.24.110 (Japan Osaka)

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## *Memorandum*

TO: Air Quality Conformity Task Force

DATE: May 18, 2023

FR: Harold Brazil

W. I.

RE: PM<sub>2.5</sub> Project Conformity Interagency Consultation

A project sponsor representing one project, seeks interagency consultation from the Air Quality Conformity Task Force (AQCTF) at today's meeting and the project are as follows:

No.	Project Sponsor	Project Title
1	City of Vacaville	I-505/Vaca Valley Parkway Corridor Multimodal Improvements Project

**2ai\_I-505\_Vaca\_Valley\_Pkwy\_Corr\_Multimodal\_Improve\_Project\_Assessment\_Form.pdf** (for the I-505/Vaca Valley Parkway Corridor Multimodal Improvements project).

In addition, MTC requests the review and concurrence from the Task Force on a project which the project sponsor has identified as exempt and likely not to be a POAQC.

**2b\_POAQC\_Exempt\_List\_051823.pdf** lists exempt projects under 40 CFR 93.126.

## Application of Criteria for a Project of Air Quality Concern

### Project Title: I-505/Vaca Valley Parkway Corridor Multimodal Improvements Project Project Summary for Air Quality Conformity Task Force Meeting: May 25, 2023

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#### Description

- The purpose of this project is to:
  - Improve bicycle and pedestrian mobility through the I-505/Vaca Valley Parkway interchange corridor;
  - Improve safety for all modes of travel;
  - Improve traffic operations within the interchange; and
  - Promote active transportation.
- The proposed project would provide interchange and local road improvements along the I-505/Vaca Valley Parkway interchange corridor from west of the East Monte Vista Avenue/Crocker Drive intersection to east of the I-505 northbound on/off ramps intersection.
- The project will improve traffic operation, reduce greenhouse gas emissions, improve bicycle and pedestrian mobility and connectivity across I-505, and provide a comfortable and safe east-west connection for bicyclists and pedestrians.
- The project includes one Build Alternative which proposes to:
  - Replace all three signalized and stop-controlled intersections within the corridor with roundabouts to improve traffic operations and reduce greenhouse gas emissions.
  - Construct a new and separated bicycle/pedestrian bridge just south of the existing Vaca Valley Parkway Overcrossing.

#### Background

- Technical studies are being prepared to support the CEQA/NEPA environmental document Initial Study/Environmental Assessment (IS/EA).
- Seeking air quality conformity determination by May 25, 2023

#### 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 congestion improvements and bicycle/pedestrian improvements—no additional lanes on I-505
- No change in truck percentages on I-505
- No change to criteria pollutant and GHG emissions from vehicles as vehicle miles travelled (VMT) associated with the Build Alternative is anticipated to be consistent with existing conditions.

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

- The percentage of diesel trucks (10%) would remain the same in the regional study under the Build and No-Build Alternatives.
- The Build Alternatives would improve the LOS between the Vaca Valley Parkway/East Monte Vista Avenue/Crocker Drive intersection, the Vaca Valley Parkway/I-505 southbound on/off-ramp intersection, and the Vaca Valley Parkway/I-505 northbound on/off-ramp intersection in 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

##### *(v) Affects areas identified in PM<sub>10</sub> or PM<sub>2.5</sub> implementation plan as site of violation?*

- No state implementation plans for PM<sub>10</sub> or PM<sub>2.5</sub>.

<b>RTP ID# (required)</b> 17-08-0008			
<b>TIP ID# (required)</b> SOL170013			
<b>Air Quality Conformity Task Force Consideration Date</b> May 25, 2023			
<p><b>Project Description (clearly describe project)</b>  The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), in cooperation with the City of Vacaville, proposes the Interstate (I)-505/Vaca Valley Parkway Corridor Multimodal Improvements (Project) to improve traffic, pedestrian, and bicycle operations along Vaca Valley Parkway, from west of the East Monte Vista Avenue/Crocker Drive intersection to east of the I-505 northbound on/off-ramps intersection. The purpose of the Project is to improve bicycle and pedestrian mobility through the I-505/Vaca Valley Parkway interchange corridor, improve safety for all modes of travel, improv traffic operations within the interchange, reduce traffic congestion and greenhouse gas emissions by improving traffic operations, and promote active transportation.</p> <p>One Build Alternative was developed to meet the project's purpose and need, while avoiding or minimizing environmental impacts. The Build Alternative includes:</p> <ul style="list-style-type: none"> <li>• Construction of a Class I separated facility for bicycles and pedestrians just south of the existing Vaca Valley Parkway Overcrossing.</li> <li>• Construction of three consecutive roundabouts at the Vaca Valley Parkway intersections with East Monte Vista Avenue/Crocker Drive, I-505 southbound on/off-ramps, and the I-505 northbound on/off-ramps.</li> <li>• Minor modifications to the I-505 northbound and southbound on-ramps entrance and off-ramps exits to accommodate the proposed roundabouts.</li> <li>• Ramp metering infrastructure will be installed at the I-505 northbound and southbound on-ramps.</li> </ul> <p>Under the No-Build Alternative, none of the improvements proposed under the project would occur. Other planned and approved land use development and transportation improvements along local routes may be implemented by local agencies or under other projects. The No-Build Alternative is considered the environmental baseline against which potential environmental effects of the Build Alternative is evaluated.</p>			
<b>Type of Project:</b> Circulation improvements; bicycle/pedestrian improvements			
<b>County</b>  Solano	<i>Narrative Location/Route &amp; Postmiles</i> As depicted in <b>Figure 1</b> , the proposed project is located within Solano County. Improvements associated with the project will occur along the Vaca Valley Parkway corridor, from west of the East Monte Vista Avenue/Crocker Drive intersection to east of the I-505 northbound on/off ramps intersection in the City of Vacaville, in Solano County.  <b>Caltrans DISTRICT 4-SOL-505 PM R1.19/R1.76</b> <b>EA# 3Q030</b> <b>Project ID 0419000132</b>		
<b>Lead Agency:</b> City of Vacaville			
<i>Contact Person</i> Shawn Graf	<i>Phone#</i>	<i>Fax#</i>	<i>Email</i> Shawn.Graf@cityofvacaville.com

<b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>					
<i>Categorical Exclusion (NEPA)</i>	X	<b>EA or Draft EIS</b>	<b>FONSI or Final EIS</b>	<b>PS&amp;E or Construction</b>	<i>Other</i>
<b>Scheduled Date of Federal Action: May 25, 2023</b>					
<b>NEPA Delegation – Project Type</b> <i>(check appropriate box)</i>					
X	<b>Not an exempt project</b>	<b>Section 326 – Categorical Exclusion</b>	X	<b>Section 327 – Non-Categorical Exclusion</b>	
<b>Current Programming Dates</b> <i>(as appropriate)</i>					
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>	
<b>Start</b>	June 2020	January 2023	June 2023	June 2024	
<b>End</b>	January 2024	January 2024	February 2024	October 2025	
<p><b>Project Purpose and Need (Summary):</b> <i>(please be brief)</i></p> <p>Project Purpose:  The purpose of the project is to:</p> <ul style="list-style-type: none"> <li>• Improve bicycle and pedestrian mobility through the I-505/Vaca Valley Parkway interchange corridor;</li> <li>• Improve safety for all modes of travel;</li> <li>• Improve traffic operations within the interchange;</li> <li>• Reduce traffic congestion and greenhouse gas emissions by improving traffic operations; and</li> <li>• Promote active transportation.</li> </ul> <p>Project Need:  The I-505/Vaca Valley Parkway interchange has remained relatively unchanged since its construction in the 1970's despite large-scale development on both sides of I-505 and Vaca Valley Parkway's connection with Leisure Town Road at the I-80 overcrossing. Although minor improvements, such as signalization of the northbound off-ramp, have occurred as the surrounding area developed, the corridor does not provide any pedestrian or bicycle access across the interchange. There is a 1,700-foot gap between existing bicycle/pedestrian facilities currently located on the east and west sides of I-505 along the Vaca Valley Parkway corridor. For these reasons, the interchange suffers from the following key operational issues:</p> <ul style="list-style-type: none"> <li>• The corridor has limited capacity to meet the demands of current vehicle and truck traffic accessing the numerous business and traffic-generating land uses in the immediate vicinity;</li> <li>• The short distance between the Vaca Valley Parkway/East Monte Vista Avenue/Crocker Drive intersection and the Vaca Valley Parkway southbound on-/off-ramp intersection creates congestion and potential for queue overlap. This configuration also makes signalization undesirable.</li> <li>• The existing corridor is highly congested in the peak hour, experiencing lengthy queues and significant delays, which further exacerbates safety concerns for all road users.</li> </ul>					

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

The study area consists of relatively flat terrain and is surrounded by both vacant and industrial land uses interspersed with commercial uses. To the west, the study area includes commercial highway, commercial general, and commercial office land uses, and is nearby industrial, parkway, and public/institutional land use. To the east, the study area includes business park land uses. The study area is in proximity to residential low-medium density, commercial general, and open space land uses. The project would not affect coastal resources or wild and scenic rivers, as the project site is not within the coastal zone or a river crossing.

Specific land uses adjacent to the I-505/Vaca Valley Parkway interchange include a gas station, a building materials store, a trailer dealer, a storage facility, and a single-family residential area located just north of the project site. The Nut Tree Airport is approximately one mile away from the project site. The Nut Tree Airport is a county-owned public-use airport located two nautical miles northeast of the central business district of Vacaville, in Solano County. The largest business in the study area is Genentech, which owns and operates several large industrial facilities with associated parking lots southeast of the project site.

The existing bikeways and trails in Vacaville consist of both on- and off- street facilities. Off-street bike paths include the Alamo Creek Bike Trail, Browns Valley Open Space Trail, and southside bikeway. The Solano Transportation Authority's 2020 Solano County Active Transportation Plan shows an existing Class II Bike Lane along Vaca Valley Parkway, cutting off west of the interchange and adjacent to project site. There are no bike lanes located along Vaca Valley Parkway, from west of the East Monte Vista Avenue/Crocker Drive intersection to east of the I-505 northbound on/off ramps intersection.

The project is not a new or expanded highway project and it will not add additional lanes on I-505 nor change the percentages of trucks in the regional study area. The project will alleviate local traffic congestion along the I-505 and Vaca Valley Parkway Corridor, which will result in less truck traffic diverting onto the surrounding local street network to avoid congestion.

## **Brief summary of assumptions and methodology used for conducting analysis**

DKS worked with the City of Vacaville to determine appropriate modeling assumptions for the Design Year, including land use quantities, placement of growth, and assumed improvements to the city's roadway network. The Traffic Operations Analysis Report (TOAR) examines existing conditions (2018), Opening year conditions (2024) and Design year conditions (2044). The future year traffic forecasts were developed using the city of Vacaville's Travel Demand Model (TDM), while the operating conditions were analyzed using SYNCHRO and Sidra. It should be noted that a VMT analysis was not performed as this project is not a capacity improvement project, and therefore does not meet the requirements identified by the Office of Planning and Research (OPR) set forth in Senate Bill 743 (SB 743).

Traffic operational analysis for the three intersections along Vaca Valley Parkway was conducted for the existing year 2018, Opening year 2024 and the Design year 2044 using Synchro version 11. Synchro is a macroscopic analysis and optimization software application. Synchro supports the Highway Capacity Manual's (HCM) 6th Edition, 2010 and 2000 for signalized and unsignalized intersections. The roundabout alternatives for the future conditions were analyzed using Sidra version 9, also using the HCM 6th Edition methodologies.

### **REGIONAL STUDY AREA**

Based on agreement with the City and Project Team, DKS proposes the following study area (See Figure 1), which covers the extents of the multi-modal improvements:

#### **STUDY INTERSECTIONS**

- Vaca Valley Parkway / E Monte Vista Avenue-Crocker Drive
- Vaca Valley Parkway / I-505 SB Ramps
- Vaca Valley Parkway / I-505 NB Ramps

#### **STUDY FREEWAY MAINLINE SEGMENTS**

##### I-505 Northbound

- Basic segment south of Vaca Valley Parkway
- Diverge segment south of Vaca Valley Parkway
- Merge segment north of Vaca Valley Parkway
- Basic segment south of Midway Road

##### I-505 Southbound

- Basic segment south of Midway Road
- Diverge segment north of Vaca Valley Parkway
- Merge segment south of Vaca Valley Parkway
- Basic segment south of Vaca Valley Parkway

#### **Source:**

DKS Associates. (November 2021). *Traffic Operations Analysis Report Interstate 505 / Vaca Valley Parkway Interchange*.



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

Intersection project with bike/ped bridge

**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**

Intersection project with bike/ped bridge

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

Project Area Roadways	2024 No Build			2024 Build		
	AADT	% Truck	Truck AADT	AADT	% Truck	Truck AADT
I-505 SB Off-Ramp	1,700	10%	170	1,700	10%	170
I-505 SB On-Ramp	5,500	10%	550	5,500	10%	550
I-505 NB Off-Ramp	7,000	10%	700	7,000	10%	700
I-505 NB On-Ramp	1,900	10%	190	1,900	10%	190
Vaca Valley Parkway	17,800	10%	1,780	17,800	10%	1,780
Crocker Drive	7,700	10%	770	7,700	10%	770
E. Monte Vista Avenue	4,600	10%	460	4,600	10%	460
<b>Intersection Delay</b>	<b>AM</b>		<b>PM</b>	<b>AM</b>		<b>PM</b>
Vaca Valley Parkway at SB Ramps	242.7		>300	2.6		4.0
Vaca Valley Parkway at NB Ramps	22.9		15.2	3.4		6.9
Vaca Valley Parkway at Crocker Dr./E. Monte Vista Ave.	21.6		50.7	6.0		7.2
<b>Intersection LOS</b>	<b>AM</b>		<b>PM</b>	<b>AM</b>		<b>PM</b>
Vaca Valley Parkway at SB Ramps	F		F	A		A
Vaca Valley Parkway at NB Ramps	C		B	A		A
Vaca Valley Parkway at Crocker Dr./E. Monte Vista Ave.	C		D	A		A

Source: Traffic Operations Analysis Report Interstate 505 / Vaca Valley Parkway Interchange and "Circlepoint\_Dat\_Request.docx", DKS Associates. November 2021.

**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**

Project Area Roadways	2044 No Build			2044 Build		
	AADT	% Truck	Truck AADT	AADT	% Truck	Truck AADT
I-505 SB Off-Ramp	2,600	10%	260	2,600	10%	260
I-505 SB On-Ramp	7,500	10%	750	7,500	10%	750
I-505 NB Off-Ramp	8,600	10%	860	8,600	10%	860
I-505 NB On-Ramp	2,900	10%	290	2,900	10%	290
Vaca Valley Parkway	23,900	10%	2,390	23,900	10%	2,390
Crocker Drive	11,500	10%	1,150	11,500	10%	1,150
E. Monte Vista Avenue	6,700	10%	670	6,700	10%	670
<b>Intersection Delay</b>	<b>AM</b>		<b>PM</b>	<b>AM</b>		<b>PM</b>
Vaca Valley Parkway at SB Ramps	>300		>300	3.9		6.8
Vaca Valley Parkway at NB Ramps	96.7		55.1	5.1		11.2
Vaca Valley Parkway at Crocker Dr./E. Monte Vista Ave.	51.2		180.6	8.8		12.8
<b>Intersection LOS</b>	<b>AM</b>		<b>PM</b>	<b>AM</b>		<b>PM</b>
Vaca Valley Parkway at SB Ramps	F		F	A		A
Vaca Valley Parkway at NB Ramps	F		E	A		B
Vaca Valley Parkway at Crocker Dr./E. Monte Vista Ave.	D		F	A		B

**Caltrans 2020 Truck Census Data: I-505 in Solano**

Post Mile	Description	Truck Aadt Total	Truck % Total	2 Axle	2 Axle %	3 Axle	3 Axle %	4 Axle	4 Axle %	5 Axle	5 Axle %
0.000	Vacaville, Jct. Rte. 80	2985	9.95	244	8.17	153	5.14	64	2.15	2,524	84.55
3.058	Midway Road	4310	16.58	2,588	60.05	137	3.18	79	1.83	1,506	34.94
10.626	Solano/Yolo County Line	2159	9.95	176	8.17	111	5.14	46	2.15	1,825	84.55

**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**

NA

**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**

NA

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

The Project would not result in the redistribution of traffic and would not change regional VMT as it is not increasing roadway capacity. However, the project would reduce delay at three intersections and improve travel time along the Vaca Valley Parkway, reducing congestion in the project area.

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

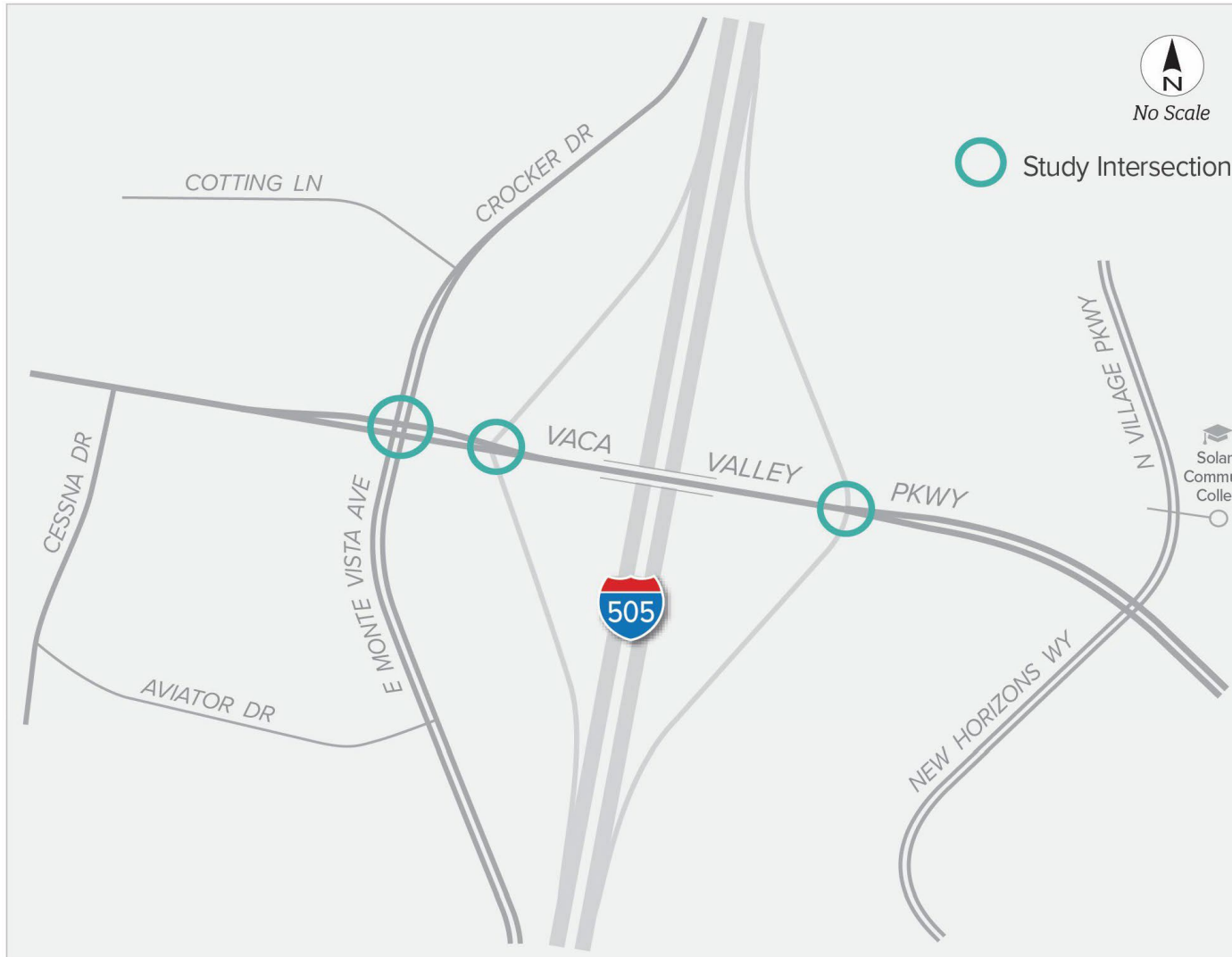
Under 40 CFR 93.123(b)(1), the following criteria are utilized to determine the potential for a proposed project to qualify as a Project of Air Quality Concern.

This project does not meet the definition of a Project of Air Quality Concern (POAQC) as defined by 40 CFR 93.123(b)(1). Specifically:

- The project is exempt from regional emissions analysis per 40 CFR 93.127 as it meets the definition of an intersection channelization project.
- The project will not result in a significant number or significant increase in diesel vehicles in the area.
- The intersections impacted by the build alternative do not serve a significant number of diesel vehicles nor will the LOS of the intersections degrade due to increased traffic volumes from a significant number of diesel vehicles.
- The project does not involve a bus terminal, rail terminal, or transfer points involving a significant number of diesel vehicles congregating at a single location.
- The project location is not in an area identified by the SIP as one that could violate or possibly violate the NAAQS for PM<sub>2.5</sub>.

Therefore, the proposed project would not be considered a Project of Air Quality Concern under this criterion.

**Figure 1: Study Area**



# I-505 / Vaca Valley Parkway Corridor Multimodal Improvements

EXIT 56  
INTERSTATE 505  
Redding  
JCT 1 MILE

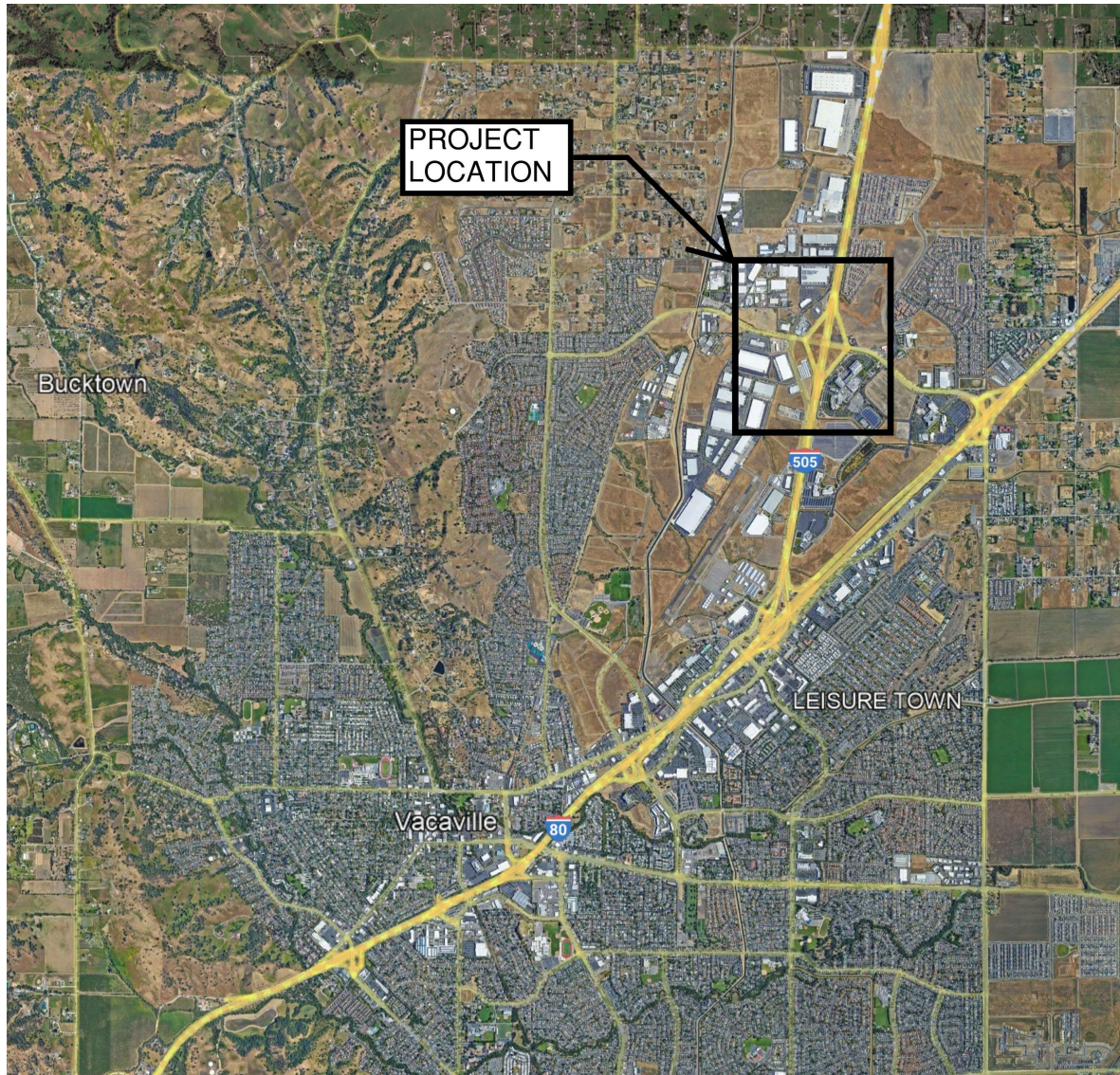
EXIT 57  
Leisure Town Road  
Vaca Valley Pkwy  
EXIT ONLY

RIGHT LANE  
MUST  
EXIT

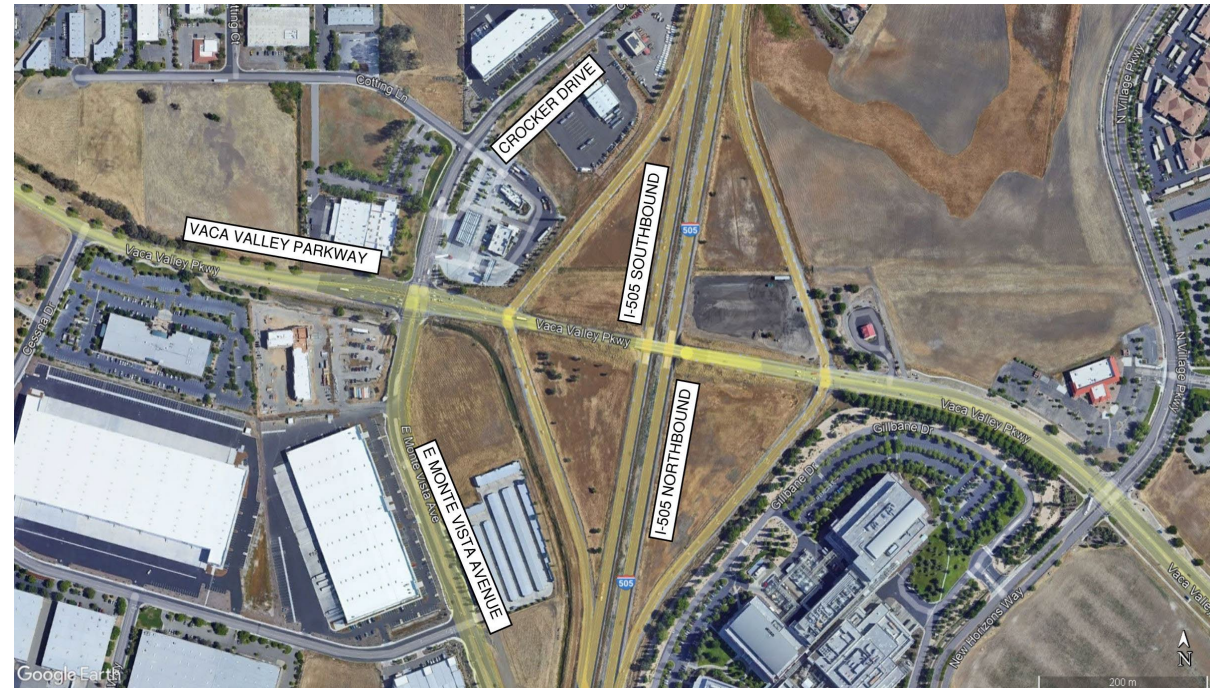
EXIT  
30  
MPH



# Project Location



- Northern Vacaville near I-505 / Vaca Valley Parkway Interchange
- Near I-80 / Vaca Valley Parkway Interchange



# Project Basics



BICYCLE AND PEDESTRIAN  
MOBILITY IMPROVEMENTS



REDUCTION OF GREENHOUSE  
GAS EMISSIONS



SAFETY IMPROVEMENTS FOR ALL  
MODES OF TRANSPORTATION

## Reconfiguration of I-505 / Vaca Valley Parkway interchange

- Stop / signalized intersection controls replaced with yield controls:
  - I-505 NB off-ramp / I-505 NB on-ramp
  - I-505 SB off-ramp / I-505 NB on-ramp
  - Vaca Valley Parkway / East Monte Vista Avenue / Crocker Drive

## Construction of bicycle and pedestrian bridge across I-505

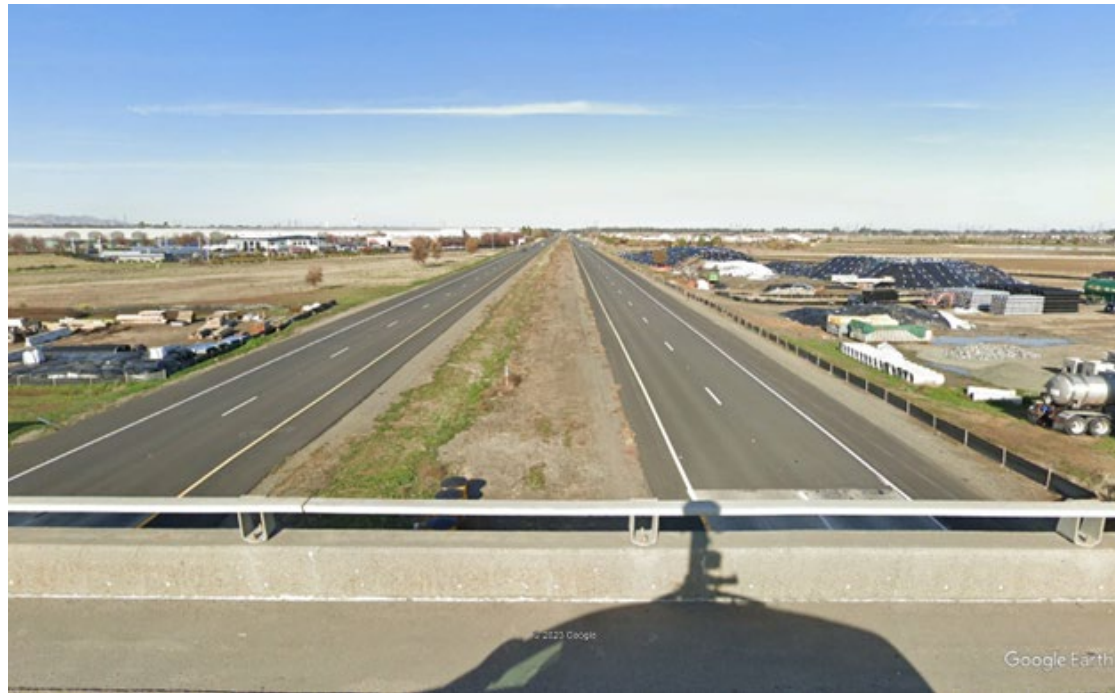
- Will enhance bicycle and pedestrian safety with a stand-alone structure



# Project Schedule

## Key Milestones

- Preliminary Engineering and Environmental Approval – January 2024
- Final Design – January 2024
- Construction – June 2024 to October 2025



# Project Site



# Purpose

## Purpose

- To provide bicycle and pedestrian access across I-505
  - Separate bike/ped bridge will allow safe access to businesses on either side of I-505
  - New access will promote active transportation
- Easing of congestion during peak hours
  - Stop controls will be replaced with yield controls
  - Yield controls will help improve safety
- Reduction of greenhouse gas emissions



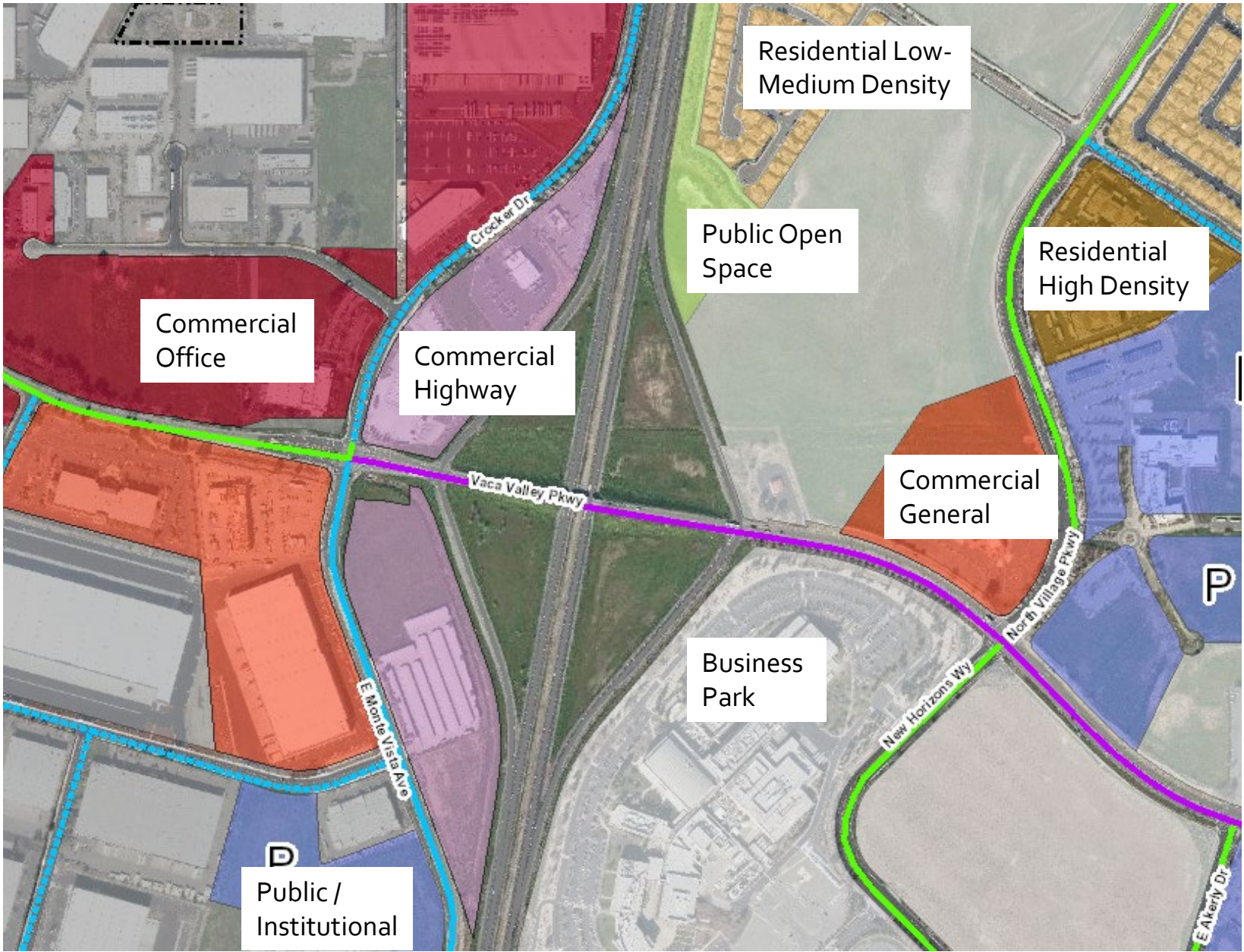
# Need

## Need

- Interchange has remained relatively unchanged since 1970's despite major development of surroundings
- No bicycle or pedestrian access currently exists across I-505
- Corridor has limited capacity with current configurations
  - Significant delays during peak hours
- There have been numerous collisions in the last few years
  - Speed has been the primary factor
    - Reconfiguring the intersections can help slow down vehicles



# Surrounding Land Uses (General Plan Land Use Map, 2020)



# Traffic Data (Opening Year)

Project Area Roadways	2024 No Build			2024 Build		
	AADT	% Truck	Truck AADT	AADT	% Truck	Truck AADT
I-505 SB Off-Ramp	1,700	10%	170	1,700	10%	170
I-505 SB On-Ramp	5,500	10%	550	5,500	10%	550
I-505 NB Off-Ramp	7,000	10%	700	7,000	10%	700
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Intersection LOS	AM		PM	AM		PM
Vaca Valley Parkway at SB Ramps	F		F	A		A
Vaca Valley Parkway at NB Ramps	C		B	A		A
Vaca Valley Parkway at Crocker Dr./E. Monte Vista Ave.	C		D	A		A

Source: Traffic Operations Analysis Report Interstate 505 / Vaca Valley Parkway Interchange and "Circlepoint\_Dat\_Request.docx", DKS Associates. November 2021.

# Traffic Data (Design Year)

Project Area Roadways	2044 No Build			2044 Build		
	AADT	% Truck	Truck AADT	AADT	% Truck	Truck AADT
I-505 SB Off-Ramp	2,600	10%	260	2,600	10%	260
I-505 SB On-Ramp	7,500	10%	750	7,500	10%	750
I-505 NB Off-Ramp	8,600	10%	860	8,600	10%	860
I-505 NB On-Ramp	2,900	10%	290	2,900	10%	290
Vaca Valley Parkway	23,900	10%	2,390	23,900	10%	2,390
Crocker Drive	11,500	10%	1,150	11,500	10%	1,150
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Vaca Valley Parkway at SB Ramps	>300		>300	3.9		6.8
Vaca Valley Parkway at NB Ramps	96.7		55.1	5.1		11.2
Vaca Valley Parkway at Crocker Dr./E. Monte Vista Ave.	51.2		180.6	8.8		12.8
Intersection LOS	AM		PM	AM		PM
Vaca Valley Parkway at SB Ramps	F		F	A		A
Vaca Valley Parkway at NB Ramps	F		E	A		B
Vaca Valley Parkway at Crocker Dr./E. Monte Vista Ave.	D		F	A		B

Source: Traffic Operations Analysis Report Interstate 505 / Vaca Valley Parkway Interchange and "Circlepoint\_Dat\_Request.docx", DKS Associates. November 2021.

# Caltrans 2020 Truck Census Data: I-505 in Solano County

Post Mile	Description	Truck AADT Total	Truck % Total	2 Axle	2 Axle %	3 Axle	3 Axle %	4 Axle	4 Axle %	5 Axle	5 Axle %
0.000	Vacaville, Jct. Rte. 80	2985	9.95	244	8.17	153	5.14	64	2.15	2,524	84.55
3.058	Midway Road	4310	16.58	2,588	60.05	137	3.18	79	1.83	1,506	34.94
10.626	Solano/Yolo County Line	2159	9.95	176	8.17	111	5.14	46	2.15	1,825	84.55



# Screening Results

- The project is exempt from regional emissions analysis per 40 CFR 93.127 as it meets the definition of an intersection channelization project.
- No increase in diesel vehicles in the area.
- The project does not involve a bus terminal, rail terminal, or transfer points involving a significant number of diesel vehicles congregating at a single location.
- The project location is not in an area identified by the SIP as one that could violate or possibly violate the NAAQS for PM<sub>2.5</sub>.
- **Therefore, the proposed project would not be considered a Project of Air Quality Concern.**



## Questions and Discussion

Thank you! For further questions, please contact:

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BKF Engineers  
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40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Additional Description	Project Type under 40 CFR 93.126
SCL	SCL210028	VTA	SR-17 Bike/Ped Trail and Wildlife Crossing	Santa Clara County : SR-17 South of Los Gatos : Construct grade separated wildlife crossing, up to 5.4 miles of fencing, and a multi-use regional trail overcrossing	Santa Clara County: SR-17 South of Los Gatos: Construct a separate Highway 17 wildlife undercrossing at a top roadkill hotspot on the eastern slope of the Santa Cruz Mountains, up to 5.4 miles of related directional fencing, and a multi-use regional trail overcrossing to close a gap in the planned 550-mile Bay Area Ridge Trail.	Air Quality - Bicycle and pedestrian facilities

**Air Quality Conformity Task Force  
Summary Meeting Notes  
April 27, 2023**

Participants:

Rodney Tavitias – Caltrans	Angela Louie – MTC
Vikrant Sanghai – HDR	Aaron Carter – ICF
Srikanth Koneru – HDR	Laura Yoon – ICF
Peter Kang – Caltrans	Shahira Ashkar – ICF
Michael Dorantes – EPA	Paul Hensleigh – YSAQMD
Emma Maggioncalda – Caltrans	Erika Vaca – Caltrans
Cid Chiu – Caltrans	Kien Le – Caltrans
Karishma Becha – Caltrans	Chris Barney – SCTA
John Saelee – MTC	Kevin Krewson – Caltrans
Angie Kung – HDR	Stephanie Hu – CCTA
Brady Nadell – ICF	Megan Nangle – MTC
Jonathan Goodman – Caltrans	Peter Lee – MTC/BATA
Jasmine Amaninr – FHWA	Julie Morgan – Fehr & Peers
Jacqueline Kahrs – Caltrans	Adam Crenshaw – MTC
Francis Lo – BayPac Consult Inc.	Harold Brazil – MTC
Erika Espinosa Araiza – Caltrans	Shilpa Mareddy – Caltrans

**1. Welcome and Self Introductions:** Harold Brazil (MTC) called the meeting to order at 9:35 am.

**2. PM<sub>2.5</sub> Project Conformity Interagency Consultation**

**a. Consultation to Determine Project of Air Quality Concern Status**

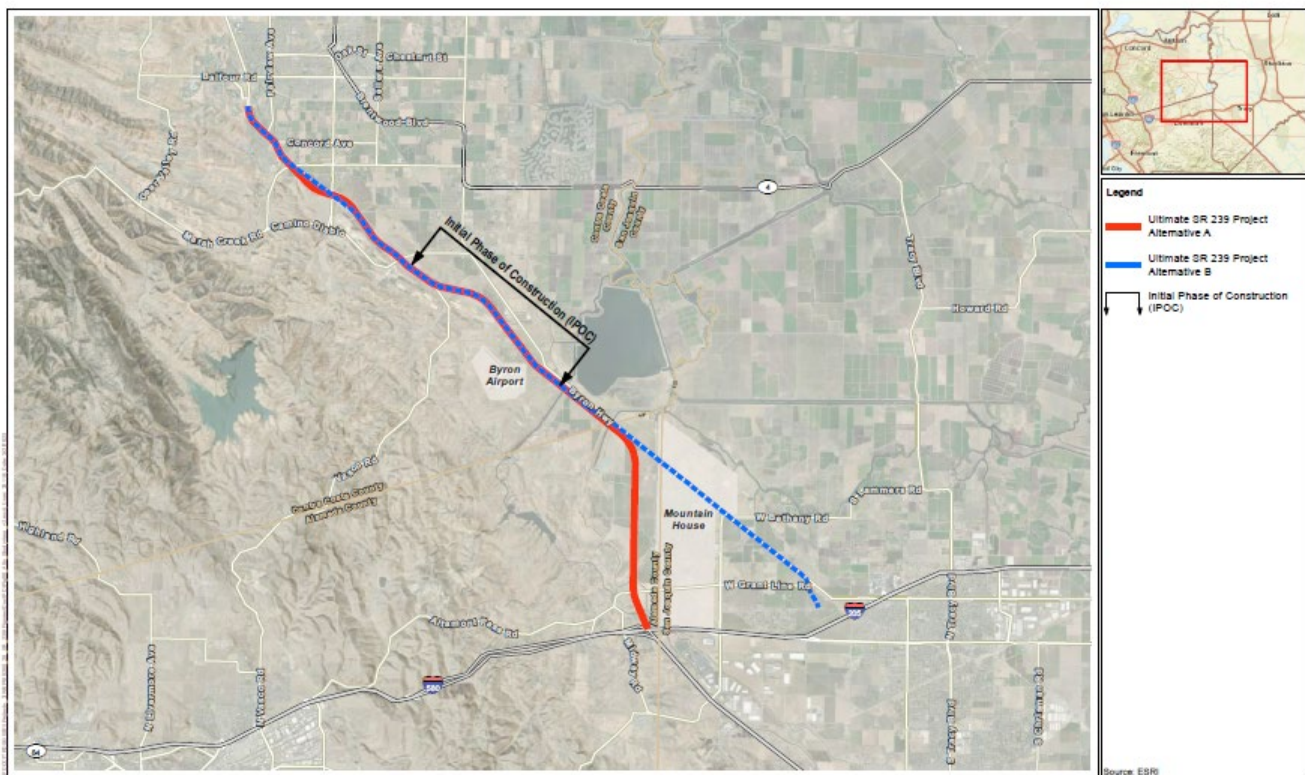
**i. State Route 239 Initial Phase of Construction Project**

Stephanie Hu (CCTA) began the presentation for the State Route 239 Initial Phase of Construction project by pointing out that State route 239 was first legislatively designated in 1959 as a potential roadway linking state and Caltrans is currently preparing an EIR/EIS that will evaluate the SR-239 corridor at both a Tier I (program) level and a Tier II (project) level.

Brady Nadell (ICF) continued the presentation of the State Route 239 Initial Phase of Construction project by describing it as follows:

- The California Department of Transportation, in partnership with the Contra Costa Transportation Authority, proposes the State Route 239 (SR-239) project, which will ultimately be a new, four-lane highway from State Route 4 near Marsh Creek Road in Contra Costa County to Interstate 205 and/or Interstate 580 in Alameda County and/or San Joaquin County.
- SR-239 project consists of both Tier I (program) level and Tier II (project) level components.

- Tier I program is exempt from the requirements of the Transportation Conformity Rule in accordance with 40 code of federal regulations (CFR) 93.126.
- The Tier II project-level study will evaluate the initial phase of construction (IPOC) of the SR-239 Project and is subject to transportation conformity.
- The IPOC would include construction of a new two-lane facility (one lane in each direction) of about 3.6 miles in length connecting Vasco Road and Byron Highway near the Byron Airport.
- The IPOC includes several local street modifications to eliminate local street conflicts and accommodate local access including:
  - Extend Armstrong Road eastward from Byron Hot Springs Road to Byron Highway
  - Realign Armstrong Road to cross over Byron Highway and railroad tracks via bridge
  - Close Byron Highway about 800 feet north of Holey Road
  - Create four new at-grade, signalized intersections
  - Remove intersection at Bryon Highway/Holey Road



Mr. Nadell added that the IPOC proposes a new two-lane facility (one lane in each direction) of about 3.6 miles in length connecting Vasco Road and Byron Highway near the Byron Airport (please see figure above). The IPOC would intersect Vasco Road about 1.2 miles south of the Vasco Road/Camino Diablo intersection and would follow a southeasterly alignment until it joins and conforms with existing Byron Highway about 1,800 feet north of Bruns Road. Mr. Nadell went on to say, full access to the IPOC would be provided from Vasco Road and from a new at-grade intersection at Armstrong Road. The IPOC includes several local street modifications to eliminate local street conflicts and accommodate local access.

Two major local street modifications that are part of the IPOC are the following:

- Extending Armstrong Road eastward from Byron Hot Springs Road to Byron Highway, to provide access to the IPOC.

- Closing Byron Highway about 800 feet north of Holey Road, so that all through traffic would use the new IPOC facility and would no longer travel through the community of Byron.

Ms. Mareddy concluded her presentation by mentioning the following points:

- The SR 37 Flood Reduction project would address stormwater overtopping and Sea Level Rise.
- The truck volumes along SR 37 are below 8% and less than 10,000.
- The project does not increase capacity or percentage of trucks in the area.
- This project should be considered exempt under 40 CFR 93.126 (Projects that correct, improve, or eliminate a hazardous location or feature).

Ms. Hu provided some additional information about the land uses in the State Route 239 Initial Phase of Construction project by identifying the sensitive receptors within 1,000 feet of the proposed IPOC roadway alignment and connecting roadways as well as proposed bicycle/pedestrian facilities in the study area. Ms. Hu identified sensitive receptors as defined as schools and school yards, parks and playgrounds, daycare centers, nursing homes, medical facilities, and residences.

Ms. Hu also mentioned that the Tracy area and nearby Lathrop area, which are southeast of the study area, are key regional trucking and intermodal distribution centers for the Bay Area, and trucks from these centers bound for east Contra Costa County use Byron Highway because it is the shortest route. Ms. Hu added that there are also significant agricultural resources around the south and southeast of Byron that use Byron Highway for distribution access for agricultural products. In the future, manufacturing, wholesale, and transportation are expected to be among the fastest growing industries in east Contra Costa and west San Joaquin region.

As freight volumes increase in the future, so will traffic and congestion. Without the IPOC, trucks will continue using Byron Highway and Camino Diablo to travel between east Contra Costa County and west San Joaquin County, which will affect the efficient movement of freight and result in increasing localized air pollution for residents and schools adjacent to these roadways (Figure 2).

Michael Dorantes (EPA) indicated that he would be holding off on a determination on the State Route 239 Initial Phase of Construction project mainly because of the new intersections that would be created and would be considered to be on the threshold of needing further consideration as to whether these are significant increases in truck traffic. Mr. Dorantes said he would be reaching out to EPA headquarters to keep them in the looped in.

Rodney Tavitas (Caltrans HQ) reiterated what Mr. Dorantes mentioned and added that regardless of what the PM<sub>2.5</sub> Hot-Spot guidance quantitative indicates – Caltrans no longer goes by.

**Final Determination:** With input from FHWA, EPA and Caltrans (deferring their determination to FHWA), the Task Force deferred their determination on the State Route 239 Initial Phase of Construction project until receipt of comment from EPA HQ and FTA's determination.

## **b. Confirm Projects Are Exempt from PM<sub>2.5</sub> Conformity**

### **i. Toll Bridge Rehabilitation Program – Open Road Tolling Conversion Northern Bridges Project**

Peter Lee (MTC/BATA) started the Open Road Tolling Conversion Northern Bridges project presentation by stating that this project is one of 4 open road tolling projects that BATA is bringing forward (others being the Richmond/San Rafael Bridge, Bay Bridge and Dumbarton Bridge). The Project is programmed under the Toll

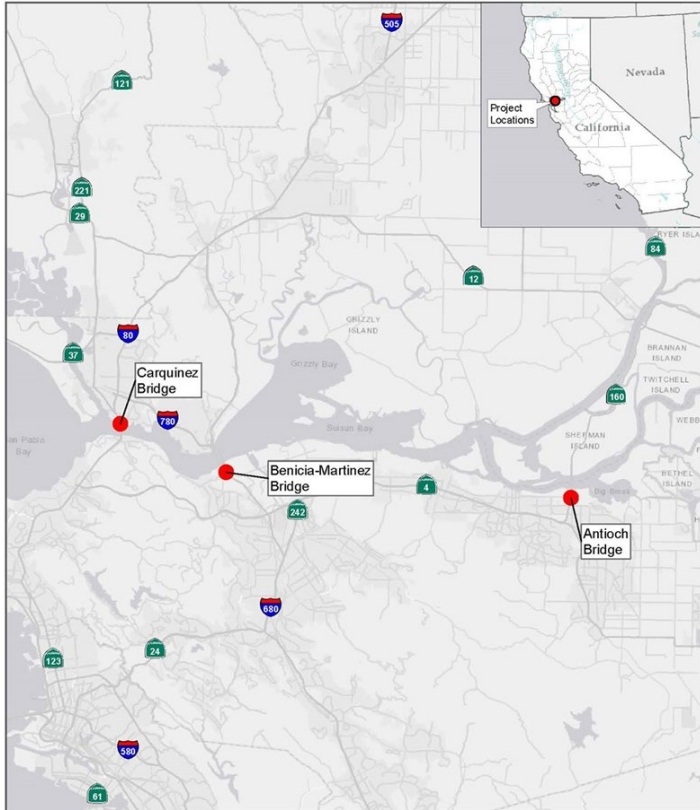
Rehabilitation Program (TIP ID REG130002), which identifies that the 7 San Francisco Bay Area state-owned toll bridges under the rehabilitation program are exempt from Air Quality Conformity under 40 Code of Federal Regulations (CFR) 93.126 – Safety – Widening narrow pavements or reconstructing bridges (no additional travel lanes). - Seeking concurrence that the Project is exempt from Air Quality Conformity prior to completion of CEQA CE/NEPA CE by May 2023, or earlier.

The purposes of the Open Road Tolling Conversion Northern Bridges Project (Project) are to:

- Replace aging tolling system infrastructure to improve operational efficiency and mobility for all users through bridge toll plazas; and
- Enhance safety by eliminating the need to pass through the existing toll plazas.

A description of the Open Road Tolling Conversion Northern Bridges project individual components are as follows:

- Remove the existing toll booths, tolling equipment, and canopy structures.
- Construct new overhead toll gantries.
- The Project is needed to address operational and safety deficiencies for vehicles traveling through the BATA toll collection facilities at toll plaza locations.
- The removal, replacement, or relocation of existing roadway signs, as needed, for the ORT conversion.
- Roadside signpost replacement and installation.
- Extending electrical and communication conduit and fiber would require trenching and/or horizontal directional drilling to bring these services to the electronic tolling equipment, signage, and toll equipment building.
- Trenching for electrical and fiber conduit would be up to 3-ft deep and up to 2-ft wide. Auxiliary cabinets may be required between toll equipment buildings and gantries.
- Modifications to drainage systems, grading, lighting, landscaping, and necessary utility connections/relocations for the new toll collection facilities.
- The Project would not be adding any additional lanes but reconfiguring and restriping existing lanes.
- The Project would reduce the number of lanes at each of the toll plazas.
- None of the proposed lane reconfigurations result in a lane that would exceed 1-mile in length.
- Project documentation prepared in compliance with CEQA and NEPA
- Caltrans is lead agency under NEPA
- BATA is lead agency under CEQA
- BATA is project sponsor



**Current  
condition - AET**



**Future  
condition - ORT**



Comments:

Peter Lee (MTC/BATA) – Seeking clarification of the project’s categorization to help streamline their processes moving forward on some of the other projects.

Vikrant Sanghai (HDR) – The proposed improvements essentially match existing conditions at the northern and the southern end of the project, some of the lanes are reconstructed so and putting a new toll gantry at a new location.

Angie Kung (HDR) – Added that the Open Road Tolling Conversion Northern Bridges project reconstructs the toll gantries and associated equipment – with no additional lanes added because of the project. The project impacts also include congestion reduction which can improve on-road emissions and air quality.

Rodney Tavitas (Caltrans) – asked EPA if would agree that the project could be considered exempt and indicated (if exempt) the right exemption category would need to be applied.

Michael Dorantes (EPA) – agreed that the Open Road Tolling Conversion Northern Bridges project could be considered an exempt project and added the need to make sure that the entire scope of the project would need to be encompassed by the exemption selected.

Adam Crenshaw (MTC) – noted that the description of the Open Road Tolling Conversion Northern Bridges project in the TIP has a much larger scope which includes the full regional bridge rehabilitation program (which includes much more than these kind of tolling gantry changes) and makes it awkward to use the traffic control devices exemption for the overall billion-dollar bridge rehab program. Mr. Crenshaw added that an exception could be made for the exemption code of traffic control devices as a stand-alone TIP revision which would be done as an administrative amendment (as opposed to a full amendment to the TIP).

***Final Determination;*** The Open Road Tolling Conversion Northern Bridges project (as a standalone, exception listing in the TIP – separate from the overall regional bridge rehabilitation program) was determined to be exempt under 40 CFR 93.126 using the traffic control devices exemption category.

**ii. Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern**

The Task Force had no concerns.

***Final Determination:*** With input from FTA, FHWA, EPA, Caltrans and MTC, the Task Force agreed that the projects on the exempt list **2b\_POAQC\_Exempt\_List\_031523.pdf** are exempt from PM<sub>2.5</sub> project level analysis.

### **3. Projects with Regional Air Quality Conformity Concerns**

#### **a. Regional Conformity Status for New and Revised Projects**

Adam Crenshaw (MTC) stated MTC staff are proposing to add or revise a number of projects in the 2023 TIP. Three of the proposed new or revised projects include elements that may not be treated as exempt from regional-level conformity under 40 CFR 93.126 or 40 CFR 93.127. However, staff believes that the addition or revision to these projects in the 2023 TIP would not require an update to the air quality conformity analysis for Plan Bay Area 2050 and the 2023 TIP. Mr. Crenshaw emphasized that this agenda item is just an informational item for advisory purposes and the Task Force is not being asked to make determinations on any of these projects at this point – and that that review will kind of happen through the amendment process.

Mr. Crenshaw highlighted 3 specific projects:

1. Julian and St. James Couplet Conversion Project (TIP ID: SCL210026)
2. Valley Link Rail System (Phase 1) Project (TIP ID: ALA230204)
3. Story Keyes Complete Streets Project (TIP ID: SCL230210)

– then went on to also include some of the project details. Mr. Crenshaw also stated if the Task Force had any conformity issues or questions while reviewing the list of regional projects on his list – Task Force Members were invited to ask questions and MTC staff would be able to provide additional context and information about the projects. The Task Force members had no further comment.