



**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/87561101895>

**Meeting ID: 875 6110 1895**

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

**May 27, 2021  
9:30 a.m. – 12:00 p.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. State Route 37 Interim Project - Sears Point to Mare Island
    - ii. SOL 12 Rio Vista Resurfacing, Restoration, Rehabilitation (3R) Project
    - iii. US 101/SR 92 Interchange Area Improvement Project
  - b. Confirm Projects Are Exempt from PM<sub>2.5</sub> Conformity  
Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern
3. Approach to the Conformity Analysis for Plan Bay Area 2050 (PBA2050) and the Amended 2021 Transportation Improvement Program (TIP)
4. Projects with Regional Air Quality Conformity Concerns
  - a. Review of the Regional Conformity Status for New and Revised Projects  
4a\_Regional\_AQ\_Conformity\_Review\_052721.pdf  
4a\_Attachment-A\_List\_of\_Proposed\_New\_Projects\_052721.pdf
5. Consent Calendar
  - a. April 22, 2021 Air Quality Conformity Task Force Meeting Summary
6. Other Items

Next Meeting: June 24, 2021

MTC Staff Liaison: Harold Brazil

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

Harold Brazil is inviting you to a scheduled Zoom meeting.

Join Zoom Meeting

<https://bayareametro.zoom.us/j/87561101895>

Meeting ID: 875 6110 1895

One tap mobile

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+1 312 626 6799 US (Chicago)

+1 646 876 9923 US (New York)

833 548 0282 US Toll-free

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162.255.37.11 (US West)

162.255.36.11 (US East)

115.114.131.7 (India Mumbai)

115.114.115.7 (India Hyderabad)

213.19.144.110 (Amsterdam Netherlands)

213.244.140.110 (Germany)

103.122.166.55 (Australia Sydney)

103.122.167.55 (Australia Melbourne)

64.211.144.160 (Brazil)

69.174.57.160 (Canada Toronto)

65.39.152.160 (Canada Vancouver)

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149.137.24.110 (Japan Osaka)

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## *Memorandum*

TO: Air Quality Conformity Task Force

DATE: May 19, 2021

FR: Harold Brazil

W. I.

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

Project sponsors representing three 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	MTC/Caltrans	State Route 37 Interim Project - Sears Point to Mare Island
2	Caltrans	SOL 12 Rio Vista Resurfacing, Restoration, Rehabilitation (3R) Project
3	Caltrans	US 101/SR 92 Interchange Area Improvement Project

**2ai\_State\_Route\_37\_Interim\_Project - Sears\_Point\_to\_Mare Island\_Project\_Assessment\_Form.pdf** (for the State Route 37 Interim Project - Sears Point to Mare Island project)

**2aii\_SOL\_12\_Rio\_Vista\_3R\_and\_Church\_Road\_SR12\_Improvements\_Project\_Assessment\_Form.pdf** (for the SOL 12 Rio Vista Resurfacing, Restoration, Rehabilitation project)

**2aiii\_US\_101-SR\_92\_Interchange\_Area\_Improvement\_Project\_Assessment\_Form.pdf** (for the US 101/SR 92 Interchange Area Improvement project)

MTC also requests the review and concurrence from the Task Force on projects which project sponsors have identified as exempt and likely not to be a POAQC. **2b\_Exempt List 051821.pdf** lists exempt projects under 40 CFR 93.126.

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

### Project Title: State Route 37 Interim Project - Sears Point to Mare Island

### Project Summary for Air Quality Conformity Task Force Meeting: May 2021

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#### Description

- The purpose of the Project is to improve traffic flow and peak travel times, and increase vehicle occupancy (the number of people moved per vehicle).
- This existing section of the road is one lane in each direction (two lanes total), and connects at either end to four lane highway sections. Substantial traffic congestion occurs where the highway reduces from two lanes in each direction to one lane in each direction.
- The project will add either one or two lanes to SR 37 between State Route (SR) 121 and Mare Island. There are four build alternatives under consideration, two of which would add one HOV lane that would be reversible and open in the peak direction during the peak period only, and two alternatives that would add one HOV lane in each direction.
- The proposed new lane(s) will be designated for HOV use during peak periods.
- The project is expected to reduce travel time by reducing the congestion that originates where the existing lanes drop from two to one lane in each direction.
- Tolling of all lanes will be considered for this segment of the highway, with incentives for multi-occupant vehicles. Tolling on this highway will require separate approvals.

#### Background

- An Environmental Impact Report (EIR)/Environmental Assessment (EA) is being prepared.
- A public scoping meeting was held July 22, 2020.
- The EIR/EA is planned for public circulation and comment in Fall 2021. A public meeting will be held during the review period.
- Seeking project-level air quality determination in May 2021

#### 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?*

- The project would reduce congestion on this route.
- The new lanes would be for HOV use during peak periods. The project would not add capacity for trucks.
- The HOV designation will provide a travel time saving, providing an incentive to increase multiple occupant vehicle use during peak periods. Currently there is no incentive for a bus route on SR 37 because of the substantial delays and there are no current transit routes using SR 37. The Napa Bus Feasibility Study identified a demand for bus service through the corridor, and this project could provide the increased travel time reliability that transit service depends upon.
- The project would improve travel speeds and reduce the rate of particulate emissions compared with the No Build alternative.

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

- Diesel vehicles represent 6-7% of the traffic volume. This truck percentage is not expected to change as a result of the project as the new lanes would be designated for HOV use.
- Intersections that function at LOS D, E, or F will have decreased delays, and most will improve LOS (study years 2015 and 2045). Examples include the intersections at Noble Road, and the SR 37 ramps at Walnut Avenue in the AM peak period, and the intersections at Lakeville Highway, SR 121, Noble Road, and Skaggs Island Road in the PM peak period.
- Areas served by SR 37 are rural and include the San Pablo Bay National Wildlife Refuge and additional large adjoining parcels managed for wildlife habitat. No changes in land use are expected along this route.

##### *(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 plan for PM<sub>2.5</sub>
- Project route is not identified as impacted in Bay Area Air Quality Management District (BAAQMD) Community Air Risk Evaluation Program. The Vallejo area to the east of the project limits is designated as a 2013 Cumulative Impact Area.

RTIP ID# (required) 17-10-0037

TIP ID# (required) VAR190004

**Air Quality Conformity Task Force Consideration Date**

May 2021

**Project Description** (clearly describe project)

The State Route (SR) 37 Interim Project – Sears Point to Mare Island consists of adding either one or two high occupancy vehicle (HOV) lanes to the existing two-lane segment between approximately SR 121 and Mare Island.

SR 37 narrows from two lanes in each direction to one lane in each direction between Mare Island and SR 121. The highway has acceleration and deceleration lanes at some local intersections, and an existing median barrier along most of the route. The SR37 Interim Project is considering three “build” alternatives that include HOV lane(s), intersection improvements, and other roadside improvements including CHP observational areas and pullout areas. Tolling and contra-flow lanes are also being considered. To allow for advance signs, the overall project limits extend on SR 37 from approximately Lakeville Highway in Sonoma County to the Sacramento Street overhead in Vallejo, and on SR 121 approximately 1000 feet north of SR 37. Each alternative would reconfigure the existing SR 37 highway lanes from west of the SR 121 intersection to the Walnut Avenue overcrossing at Mare Island, would involve widening at Tolay Creek bridge, and one alternative (3B) would involve widening of the Sonoma Creek bridge.

The following alternatives are being considered for the project, and a typical cross section is shown below. For purposes of traffic and air quality analysis, Alternatives 1 and 2 operate the same. They are both three lanes during the peak period: Two lanes in the peak direction, with one lane designated for HOV use, and one lane in the non-peak flow direction. During non-peak periods Alternatives 1 and 2 would be one lane in each direction (same as existing condition). Alternative 3 would add a full time lane in each direction, for a highway cross section of four lanes consistent with SR 37 to the east and west of the project limits. For air quality and traffic purposes, the tables address two scenarios: Alternatives 1 & 2, and Alternative 3A and 3B. Currently, there are no HOV designated lanes within the corridor.

Build Alternative 1: Three-Lane Contra-Flow with Moveable Median Barrier and HOV Lane. This alternative proposes to convert the existing two-lane highway to a three-lane highway with a Movable Median Barrier (MMB) separating the two directions of traffic. The MMB would provide for two lanes during the peak period in the peak direction and a single lane in the non-peak direction. The additional lane is intended to be a High Occupancy Vehicle (HOV) lane to provide an incentive for mode shift from single occupant vehicles.

Build Alternative 2: Convert Existing Outside Shoulders to HOV during Peak Periods (Part-time Use Lane). This alternative proposes to use the existing highway shoulders to provide a traffic lane during the peak periods in the peak direction. During peak hours in the peak direction, the outside shoulder is proposed to act as an HOV lane for users while in the non-peak direction it would act as a shoulder. The outside lane would be for HOV use during peak periods to provide an incentive for mode shift from single occupant vehicles.

Build Alternatives 3A and 3B: Convert Existing Outside Shoulders to HOV (Regular Four-Lane Facility). This alternative proposes to use the existing highway outside shoulders as traffic lanes. The inside shoulder in each direction is proposed as general-purpose lanes. The outside lane would be for HOV use during peak periods to provide an incentive for mode shift from single occupant vehicles. Two variations in shoulder widths are being considered for Alternative 3. Alternative 3A would have a 4-foot wide shoulder along the corridor except at the Sonoma Creek bridge where the bridge width is limited. Alternative 3B would have 8-foot shoulders along the entire route with widening of Sonoma Creek Bridge. Both of these shoulder width alternatives (3A and 3B) would have the same traffic operations, and therefore they are treated the same for purposes of this review and consultation.

**Type of Project:**

Traffic Operations/Congestion Relief

<b>County</b> Sonoma, Napa, Solano	<i>Narrative Location/Route &amp; Postmiles</i> SR 37 Post Mile (PM) Sonoma (SON) 3.9 to 6.2, PM Solano (SOL) 0.0 to R7.4 Caltrans Projects – EA# 1Q761
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**Lead Agency:** MTC is requesting/lead for this consultation. Caltrans is the CEQA/NEPA Lead Agency

<i>Contact Person</i> Kevin Chen, MTC, Assistant Director	<i>Phone#</i> 415-778-5338 (Office) 510-701-0694 (Cell)	<i>Fax#</i>	<i>Email</i> kchen@bayareametro.gov
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**Federal Action for which Project-Level PM Conformity is Needed** (check appropriate box)

<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>
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**Scheduled Date of Federal Action:**

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

	<b>Section 326 – Categorical Exclusion</b>	X	<b>Section 327 – Non-Categorical Exclusion</b>
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**Current Programming Dates** (as appropriate)

	<b>PE/Environmental</b>	<b>ENG (PS&amp;E)</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	July 2019	2021	2022	2023
<b>End</b>	June 2022	2023	2022	2025

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

**Purpose:**

The purpose of the Project is to improve traffic flow and peak travel times and increase vehicle occupancy (the number of people moved per vehicle).

**Need:**

SR 37 narrows from two lanes in each direction to one lane in each direction between Mare Island and SR 121. The existing bottleneck conditions caused by the lane reduction in the westbound direction near the Walnut Avenue overcrossing and in the eastbound direction near the SR 121 intersection create congestion and delay along the corridor during peak periods. Traffic congestion caused by these bottlenecks will deteriorate in the foreseeable future as north Bay Area traffic demand increases.

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

The 21-mile State Route 37 corridor is recognized as an important regional connection linking the North Bay's most heavily used east/west highway by connecting I-80 and US 101, serving primarily commuters and visitors. The corridor traffic is currently between 7.9% and 8.5% trucks. Given SR 37 primary use as a commuter route, light-duty vehicle traffic is expected to grow along the route in the future, while truck traffic volume is forecast to remain relatively constant. The percentage of truck traffic along the route is forecast to decrease to between 5.5% and 6.9%.

The Project is located within the one of the Bay Area's largest remaining tidal marsh environments, known as the San Pablo Bay lands. There is little to no development adjacent to SR37 between Mare Island and SR121. Most of the land adjacent to the highway is preserved open space or being used for agricultural purposes (see figure below). There are very few trip generators in the project area. More developed land uses are located west of the project area in Novato, east of the project area in Vallejo, or north of the project area in Sonoma. The Sears Point Raceway is the largest trip generator near the project.





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

An operational emissions analysis is being conducted comparing emissions for the No-Build and Build alternatives for the Project's opening year (2025), RTP horizon year (2040), and design year (2045). Air pollutant emissions, specifically PM<sub>10</sub> and PM<sub>2.5</sub> emissions, associated with the roadways in the region are being estimated using specific traffic data and conditions provided by the Project's traffic consultant, Elite Transportation Group, Inc., and the CT-EMFAC2017 emission factors. Elite Transportation Group, Inc. Associates provided VMT for the study area from the MTC travel demand model. CT-EMFAC2017 is being run in both emissions rate mode and inventory mode for each of the analysis years (Existing Year 2019, Opening Year 2025, RTP Horizon Year 2040, and Design Year 2045). The traffic mix assigned by CT-EMFAC2017 will account for the average truck percentages provided by Elite Transportation Group, Inc. in the VMT data. The average truck percentage is 9.4% given existing conditions, and ranges between 8.5% and 9.2% for the future years (2025, 2040, and 2045).

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

Opening Year: 2025	AADTs			Trucks					
	2025 No-Build	2025 Build Alts 1 & 2	2025 Build Alt 3	2025 No-Build		2025 Build Alts 1 & 2		2025 Build Alt 3	
				%	AADT	%	AADT	%	AADT
<u>SR37: Mare Island to SR121</u>									
WB	17,344	17,705	18,052	6.4%	1,102	6.4%	1,125	6.4%	1,147
EB	17,526	17,891	18,242	6.6%	1,150	6.6%	1,174	6.6%	1,197
<b>TOTAL</b>	<b>34,870</b>	<b>35,596</b>	<b>36,294</b>	<b>2,252</b>		<b>2,299</b>		<b>2,344</b>	

**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**

RTP Horizon Year: 2040	AADTs			Trucks					
	2040 No-Build	2040 Build Alts 1 & 2	2040 Build Alt 3	2040 No-Build		2040 Build Alts 1 & 2		2040 Build Alt 3	
				%	AADT	%	AADT	%	AADT
<u>SR37: Mare Island to SR121</u>									
WB	19,394	20,837	22,230	6.4%	1,232	6.4%	1,324	6.4%	1,412
EB	19,598	21,056	22,463	6.6%	1,286	6.6%	1,382	6.6%	1,474
<b>TOTAL</b>	<b>38,992</b>	<b>41,893</b>	<b>44,693</b>	<b>2,518</b>		<b>2,706</b>		<b>2,886</b>	

Design Year: 2045	AADTs			Trucks					
	2045 No-Build	2045 Build Alts 1 & 2	2045 Build Alt 3	2045 No-Build		2045 Build Alts 1 & 2		2045 Build Alt 3	
				%	AADT	%	AADT	%	AADT
<u>SR37: Mare Island to SR121</u>									
WB	20,078	21,882	23,622	6.4%	1,275	6.4%	1,390	6.4%	1,501
EB	20,289	22,111	23,870	6.6%	1,332	6.6%	1,451	6.6%	1,567
<b>TOTAL</b>	<b>40,367</b>	<b>43,993</b>	<b>47,492</b>	<b>2,607</b>		<b>2,841</b>		<b>3,068</b>	

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

NA

**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**

NA

**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

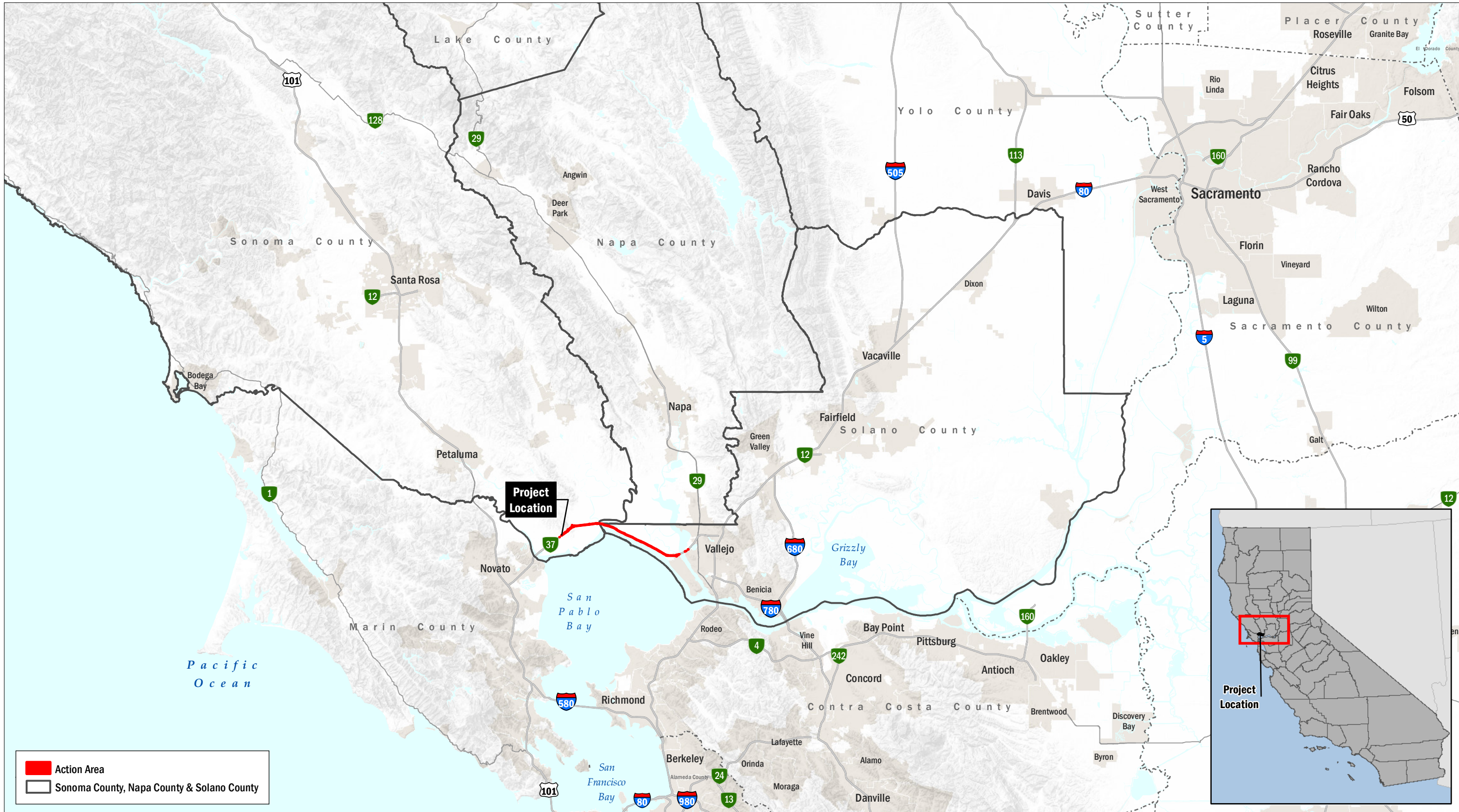
**Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)**

Adding an HOV lane to SR37 would provide an incentive for mode shift from single occupant vehicles along the corridor, improving travel times. Removing the existing bottleneck and improving travel times would allow regional east-west traffic to redistribute, with a greater share using SR37. This will result in other east-west corridors having less growth in volume in future years.

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

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:

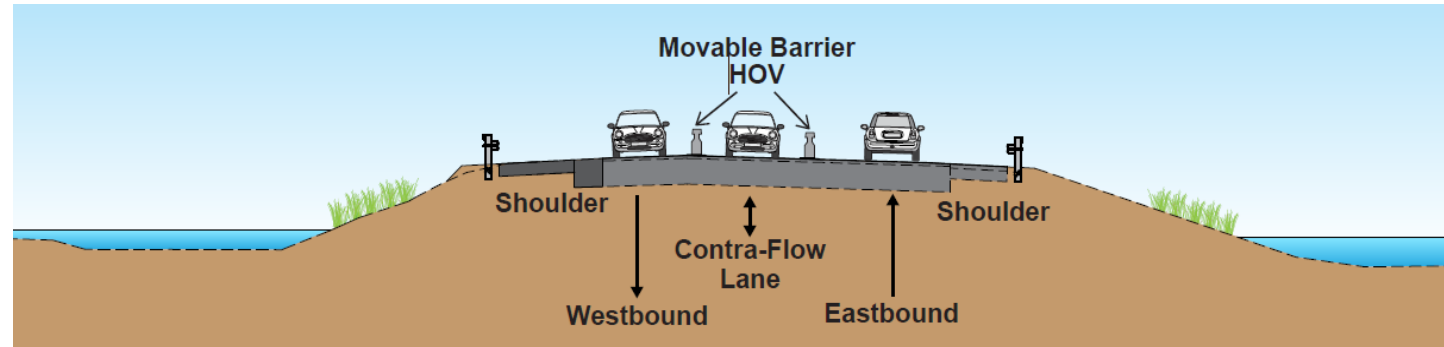
- The project will not result in a significant number or significant increase in diesel vehicles in the area.
- The intersections impacted by the build alternative do not serve a significant number of diesel vehicles nor will the LOS of the intersections change due to increased traffic volumes from a 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 PM2.5.



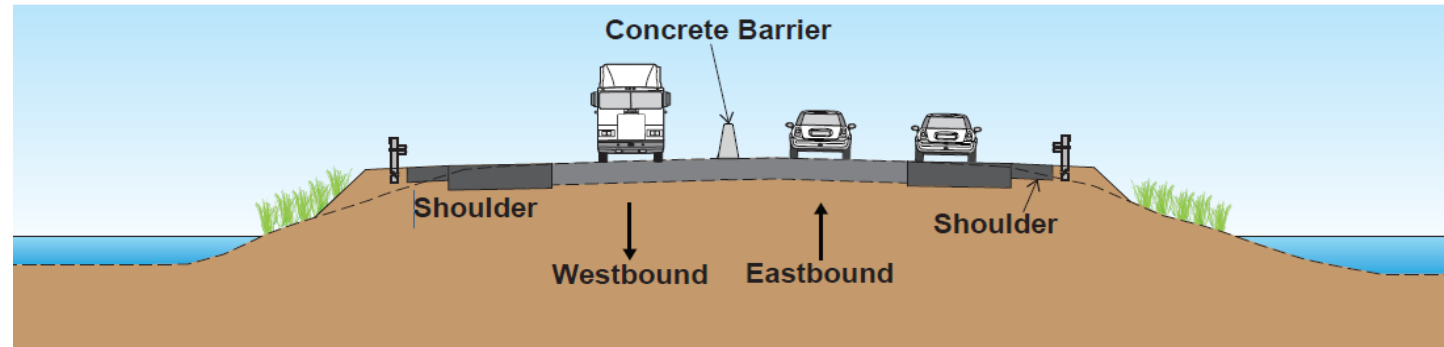
Source: AECOM, 2019; ESRI, 2019 (Imagery); ESRI, 2016 (roads)

# Alternatives Under Consideration

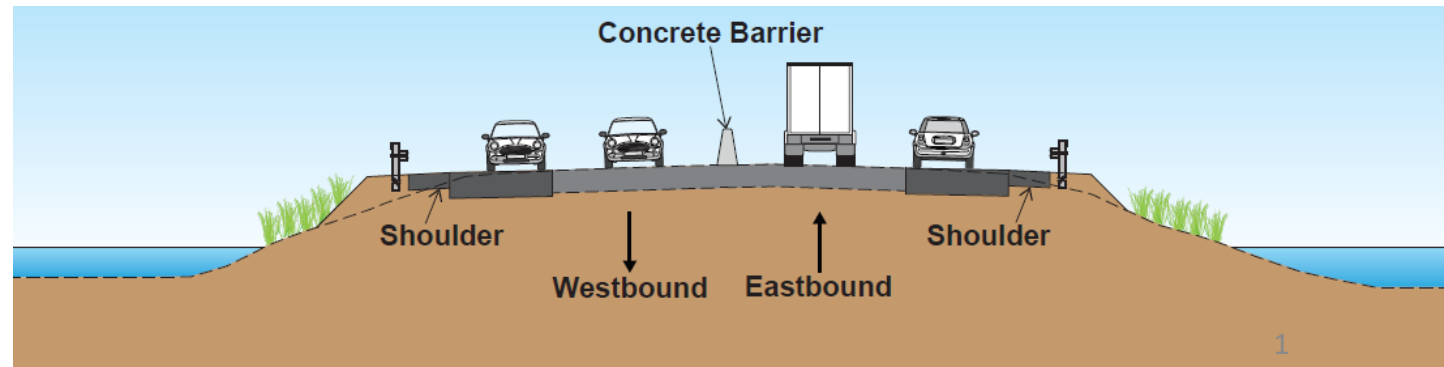
Alternative 1: 3-Lane  
Contra-Flow (HOV Lane)  
with Movable Median  
Barriers



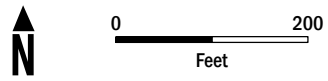
Alternative 2: Part-Time  
Use HOV Lanes



Alternative 3A and 3B: 4-  
Lane Highway (with HOV  
Lanes)



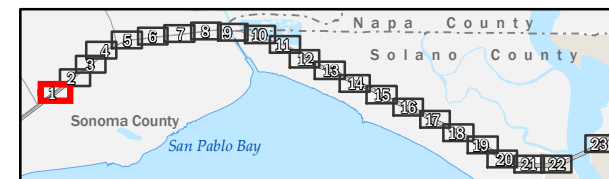
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SR 37 Traffic Congestion Relief Project  
 Sonoma, Napa & Solano Counties, CA

- Action Area
- Center Barrier
- Guard Rail
- Vegetation Control

Source: AECOM, 2019; ESRI, 2019 (Imagery); ESRI, 2016 (roads)



**FIGURE 3: PROJECT LAYOUT**

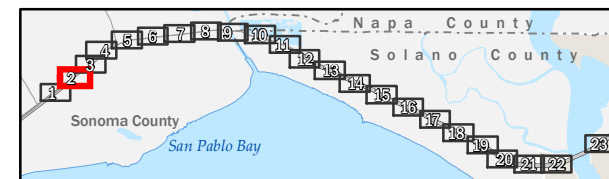
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SR 37 Traffic Congestion Relief Project  
 Sonoma, Napa & Solano Counties, CA

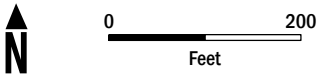
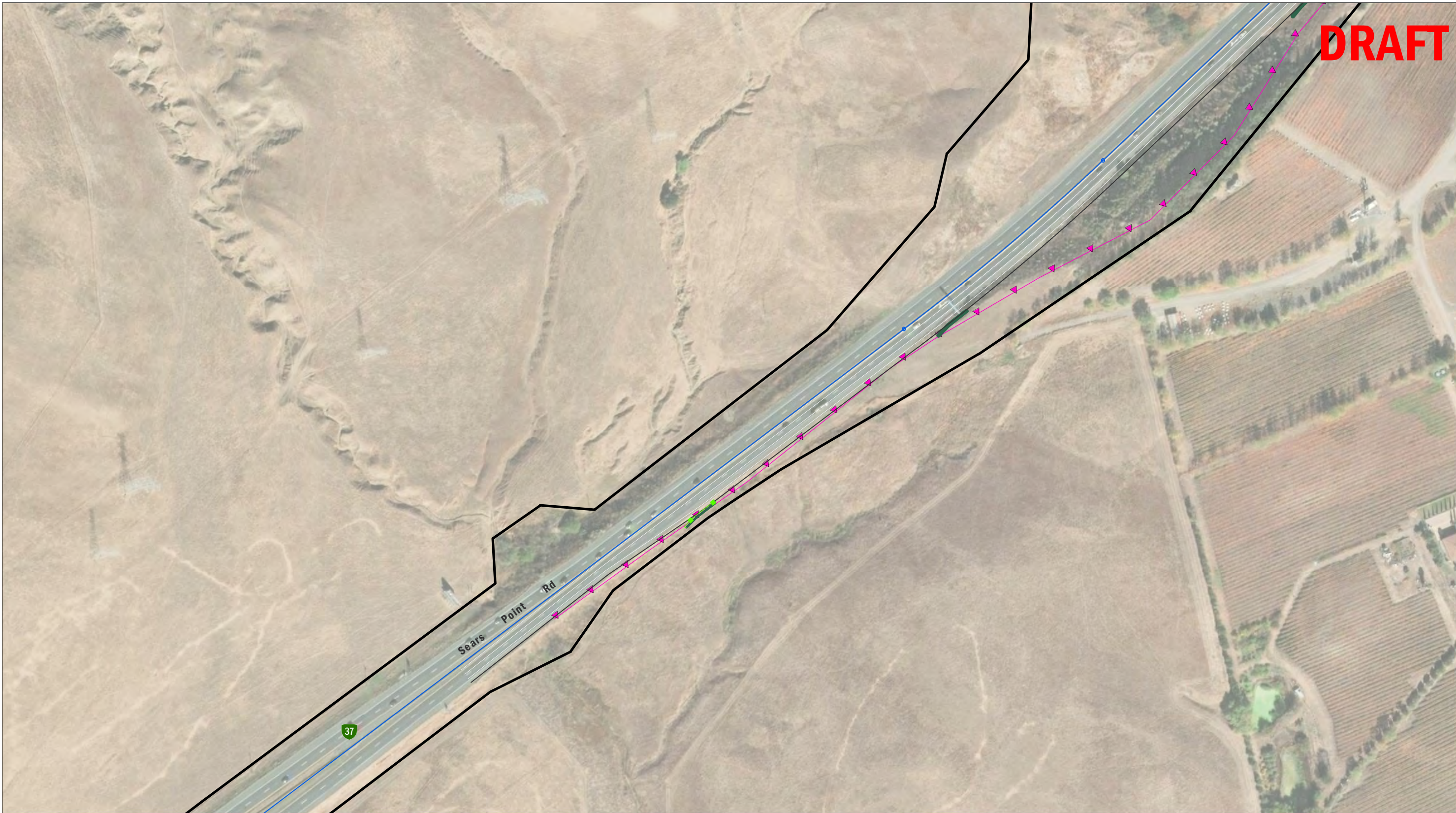
- Construction Features**
- Action Area
  - Center Barrier
  - Guard Rail
  - Lane Line
  - Proposed Edge of Pavement
  - Vegetation Control

Source: AECOM, 2019; ESRI, 2019 (Imagery); ESRI, 2016 (roads)



**FIGURE 3: PROJECT LAYOUT**

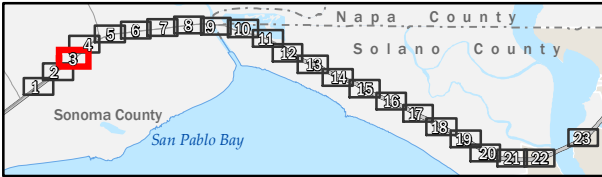
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SR 37 Traffic Congestion Relief Project  
 Sonoma, Napa & Solano Counties, CA

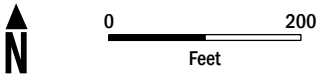
- Construction Features**
- Action Area
  - Guard Rail
  - Center Barrier
  - Proposed Edge of Pavement
  - Cut and Fill
  - Vegetation Control

Source: AECOM, 2019; ESRI, 2019 (Imagery); ESRI, 2016 (roads)



**FIGURE 3: PROJECT LAYOUT**

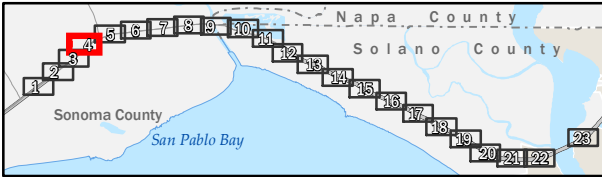
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SR 37 Traffic Congestion Relief Project  
Sonoma, Napa & Solano Counties, CA

- Action Area
- Construction Features**
- Center Barrier
- Cut and Fill
- Lane Line
- Proposed Edge of Pavement
- Retaining Wall
- Vegetation Control

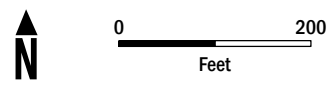
Source: AECOM, 2019; ESRI, 2019 (Imagery); ESRI, 2016 (roads)



**FIGURE 3: PROJECT LAYOUT**



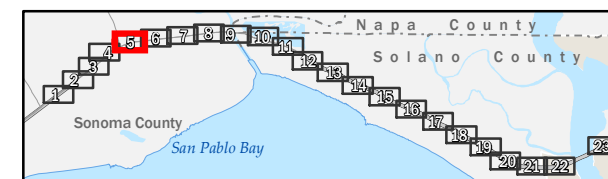
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SR 37 Traffic Congestion Relief Project  
 Sonoma, Napa & Solano Counties, CA

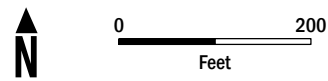
- |                              |               |                           |              |
|------------------------------|---------------|---------------------------|--------------|
| Action Area                  | Crash Cushion | Proposed Edge of Pavement | Staging Area |
| <b>Construction Features</b> | Cut and Fill  | Roadway Barrier           |              |
| Bridge Widening              | Guard Rail    | Sheet Pile                |              |
| Center Barrier               | Lane Line     | Staging Access Route      |              |

Source: AECOM, 2019; ESRI, 2019 (Imagery); ESRI, 2016 (roads)



**FIGURE 3: PROJECT LAYOUT**

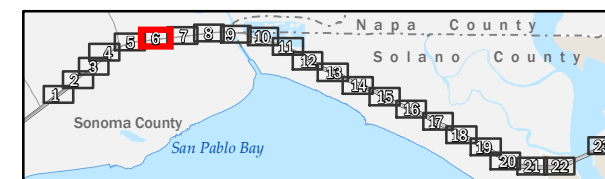
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SR 37 Traffic Congestion Relief Project  
 Sonoma, Napa & Solano Counties, CA

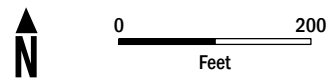
- |                              |                           |
|------------------------------|---------------------------|
| Action Area                  | Lane Line                 |
| <b>Construction Features</b> | Proposed Edge of Pavement |
| Center Barrier               | Roadway Barrier           |
| Guard Rail                   | Sheet Pile                |

Source: AECOM, 2019; ESRI, 2019 (Imagery); ESRI, 2016 (roads)



**FIGURE 3: PROJECT LAYOUT**

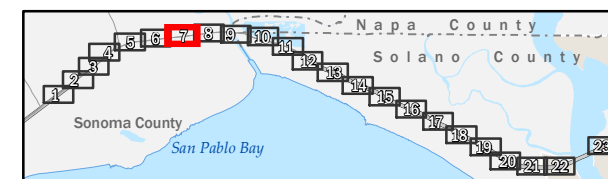
**DRAFT**



SR 37 Traffic Congestion Relief Project  
 Sonoma, Napa & Solano Counties, CA

- |                              |                           |                 |
|------------------------------|---------------------------|-----------------|
| Action Area                  | Cut and Fill              | Roadway Barrier |
| <b>Construction Features</b> | Guard Rail                | Sheet Pile      |
| Center Barrier               | Lane Line                 |                 |
| Crash Cushion                | Proposed Edge of Pavement |                 |

Source: AECOM, 2019; ESRI, 2019 (Imagery); ESRI, 2016 (roads)



**FIGURE 3: PROJECT LAYOUT**

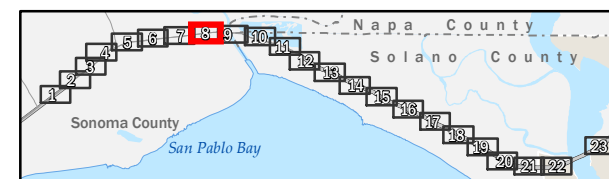
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SR 37 Traffic Congestion Relief Project  
 Sonoma, Napa & Solano Counties, CA

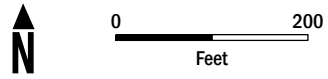
- |                              |  |  |
|------------------------------|--|--|
|                              |  |  |
| <b>Construction Features</b> |  |  |
|                              |  |  |
|                              |  |  |

Source: AECOM, 2019; ESRI, 2019 (Imagery); ESRI, 2016 (roads)



**FIGURE 3: PROJECT LAYOUT**

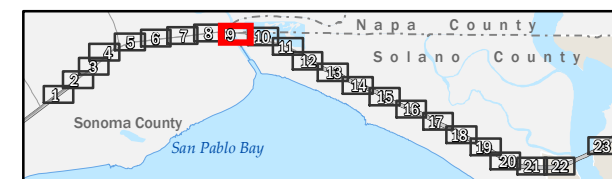
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SR 37 Traffic Congestion Relief Project  
 Sonoma, Napa & Solano Counties, CA

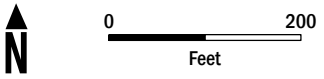
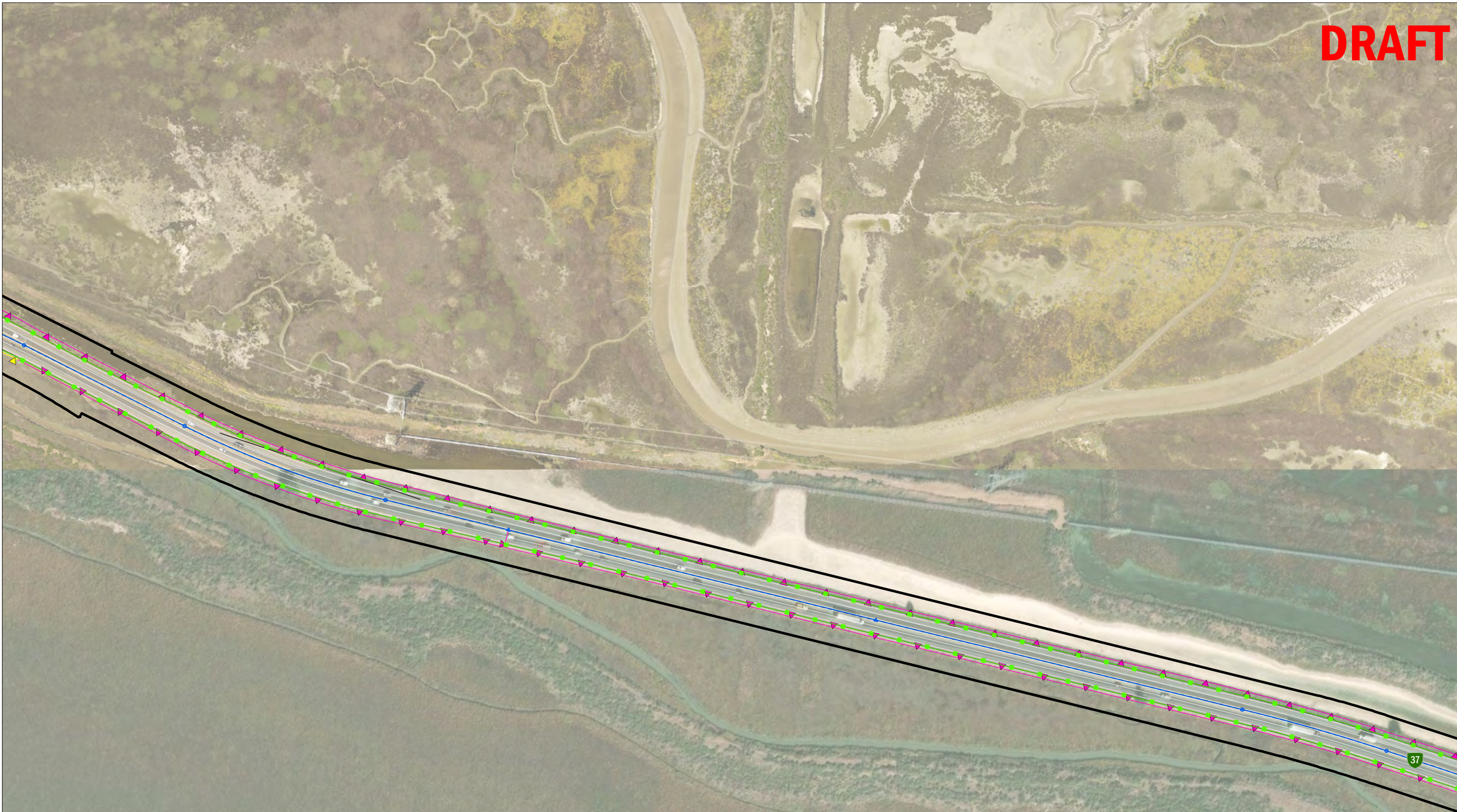
- |                              |                           |            |
|------------------------------|---------------------------|------------|
| Action Area                  | Guard Rail                | Sheet Pile |
| <b>Construction Features</b> | Lane Line                 |            |
| Center Barrier               | Proposed Edge of Pavement |            |
| Cut and Fill                 | Roadway Barrier           |            |

Source: AECOM, 2019; ESRI, 2019 (Imagery); ESRI, 2016 (roads)



**FIGURE 3: PROJECT LAYOUT**

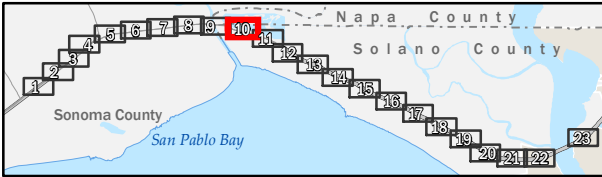
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SR 37 Traffic Congestion Relief Project  
 Sonoma, Napa & Solano Counties, CA

- |                              |                           |            |
|------------------------------|---------------------------|------------|
| Action Area                  | Guard Rail                | Sheet Pile |
| <b>Construction Features</b> | Lane Line                 |            |
| Center Barrier               | Proposed Edge of Pavement |            |
| Cut and Fill                 | Roadway Barrier           |            |

Source: AECOM, 2019; ESRI, 2019 (Imagery); ESRI, 2016 (roads)



**FIGURE 3: PROJECT LAYOUT**

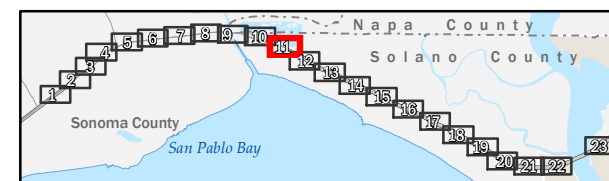
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SR 37 Traffic Congestion Relief Project  
 Sonoma, Napa & Solano Counties, CA

- Construction Features**
- Action Area
  - Guard Rail
  - Center Barrier
  - Cut and Fill
  - Lane Line
  - Proposed Edge of Pavement
  - - - Roadway Barrier

Source: AECOM, 2019; ESRI, 2019 (Imagery); ESRI, 2016 (roads)



**FIGURE 3: PROJECT LAYOUT**

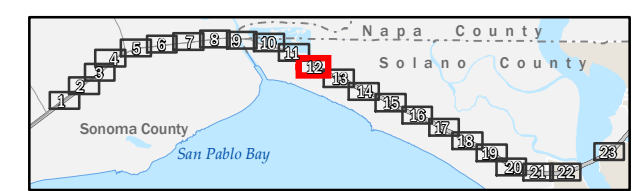
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SR 37 Traffic Congestion Relief Project  
 Sonoma, Napa & Solano Counties, CA

- |                              |                           |            |
|------------------------------|---------------------------|------------|
| Action Area                  | Guard Rail                | Sheet Pile |
| <b>Construction Features</b> | Lane Line                 |            |
| Center Barrier               | Proposed Edge of Pavement |            |
| Cut and Fill                 | Roadway Barrier           |            |

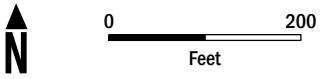
Source: AECOM, 2019; ESRI, 2019 (Imagery); ESRI, 2016 (roads)



**FIGURE 3: PROJECT LAYOUT**



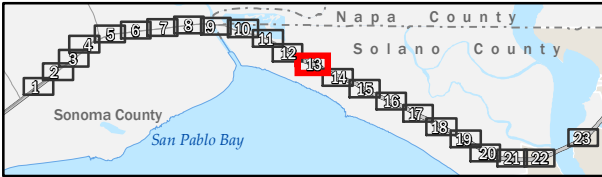
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SR 37 Traffic Congestion Relief Project  
Sonoma, Napa & Solano Counties, CA

- Construction Features**
- Action Area
  - Guard Rail
  - Sheet Pile
  - Lane Line
  - Proposed Edge of Pavement
  - Cut and Fill
  - Roadway Barrier

Source: AECOM, 2019; ESRI, 2019 (Imagery); ESRI, 2016 (roads)



**FIGURE 3: PROJECT LAYOUT**

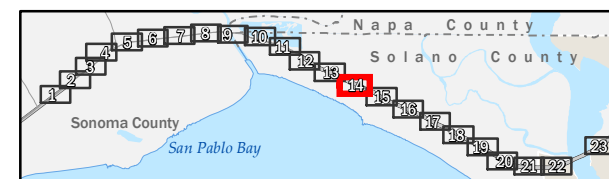
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SR 37 Traffic Congestion Relief Project  
Sonoma, Napa & Solano Counties, CA

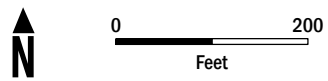
- Construction Features**
- Action Area
  - Guard Rail
  - Lane Line
  - Center Barrier
  - Proposed Edge of Pavement
  - Cut and Fill
  - Roadway Barrier

Source: AECOM, 2019; ESRI, 2019 (Imagery); ESRI, 2016 (roads)



**FIGURE 3: PROJECT LAYOUT**

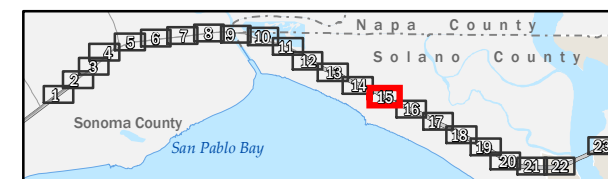
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SR 37 Traffic Congestion Relief Project  
Sonoma, Napa & Solano Counties, CA

- |                              |                           |            |
|------------------------------|---------------------------|------------|
| Action Area                  | Guard Rail                | Sheet Pile |
| <b>Construction Features</b> | Lane Line                 |            |
| Center Barrier               | Proposed Edge of Pavement |            |
| Cut and Fill                 | Roadway Barrier           |            |

Source: AECOM, 2019; ESRI, 2019 (Imagery); ESRI, 2016 (roads)



**FIGURE 3: PROJECT LAYOUT**

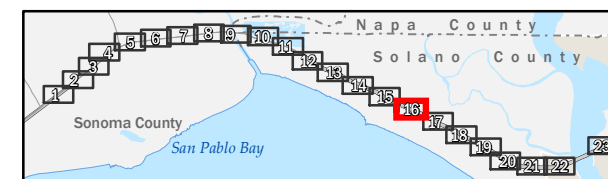
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SR 37 Traffic Congestion Relief Project  
 Sonoma, Napa & Solano Counties, CA

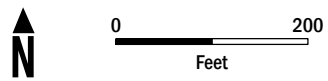
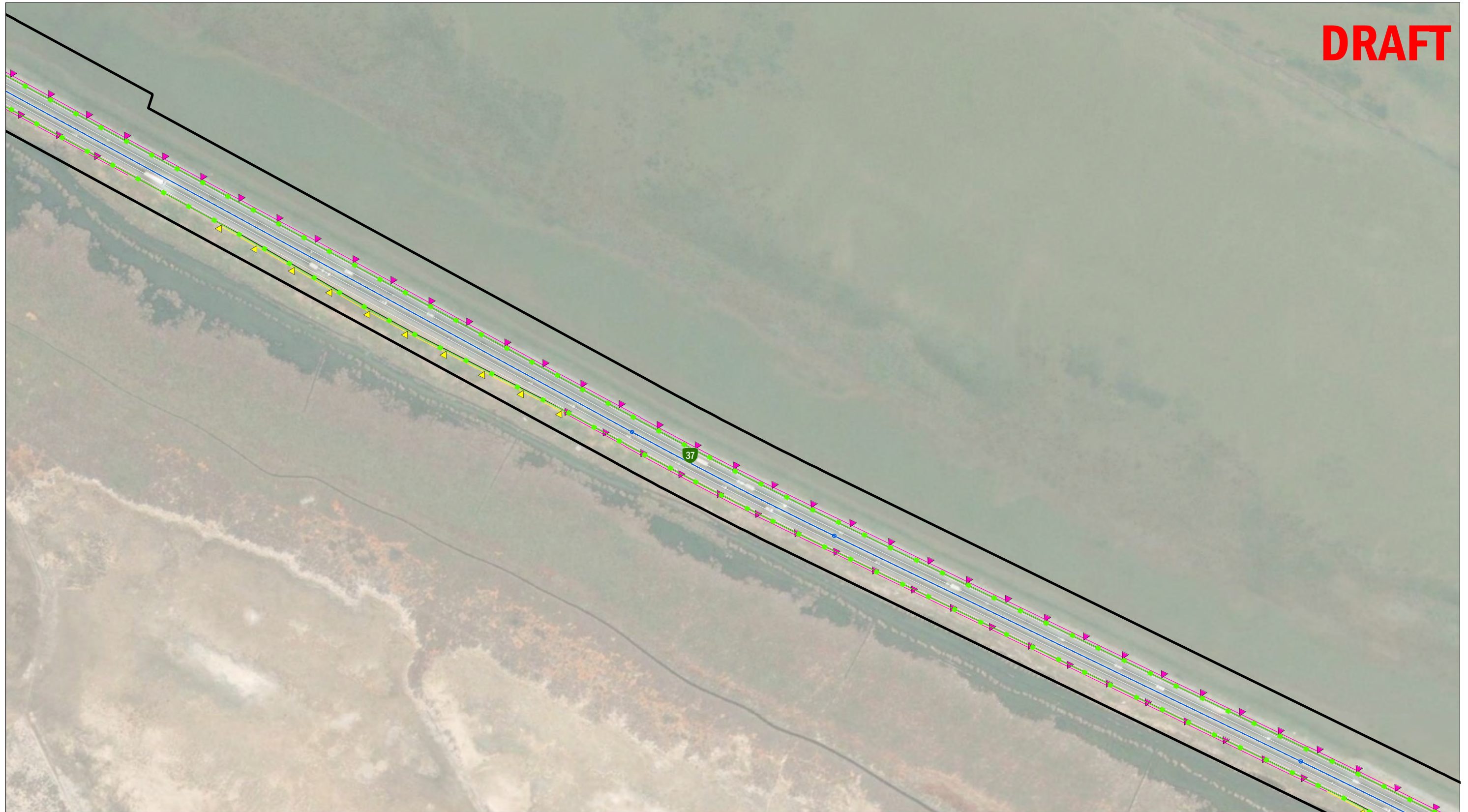
- |                              |                           |            |
|------------------------------|---------------------------|------------|
| Action Area                  | Guard Rail                | Sheet Pile |
| <b>Construction Features</b> | Lane Line                 |            |
| Center Barrier               | Proposed Edge of Pavement |            |
| Cut and Fill                 | Roadway Barrier           |            |

Source: AECOM, 2019; ESRI, 2019 (Imagery); ESRI, 2016 (roads)



**FIGURE 3: PROJECT LAYOUT**

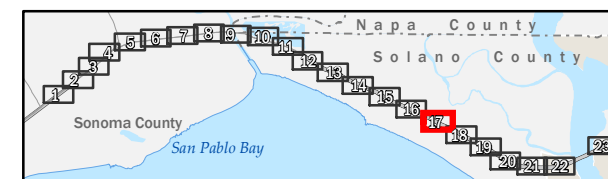
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SR 37 Traffic Congestion Relief Project  
Sonoma, Napa & Solano Counties, CA

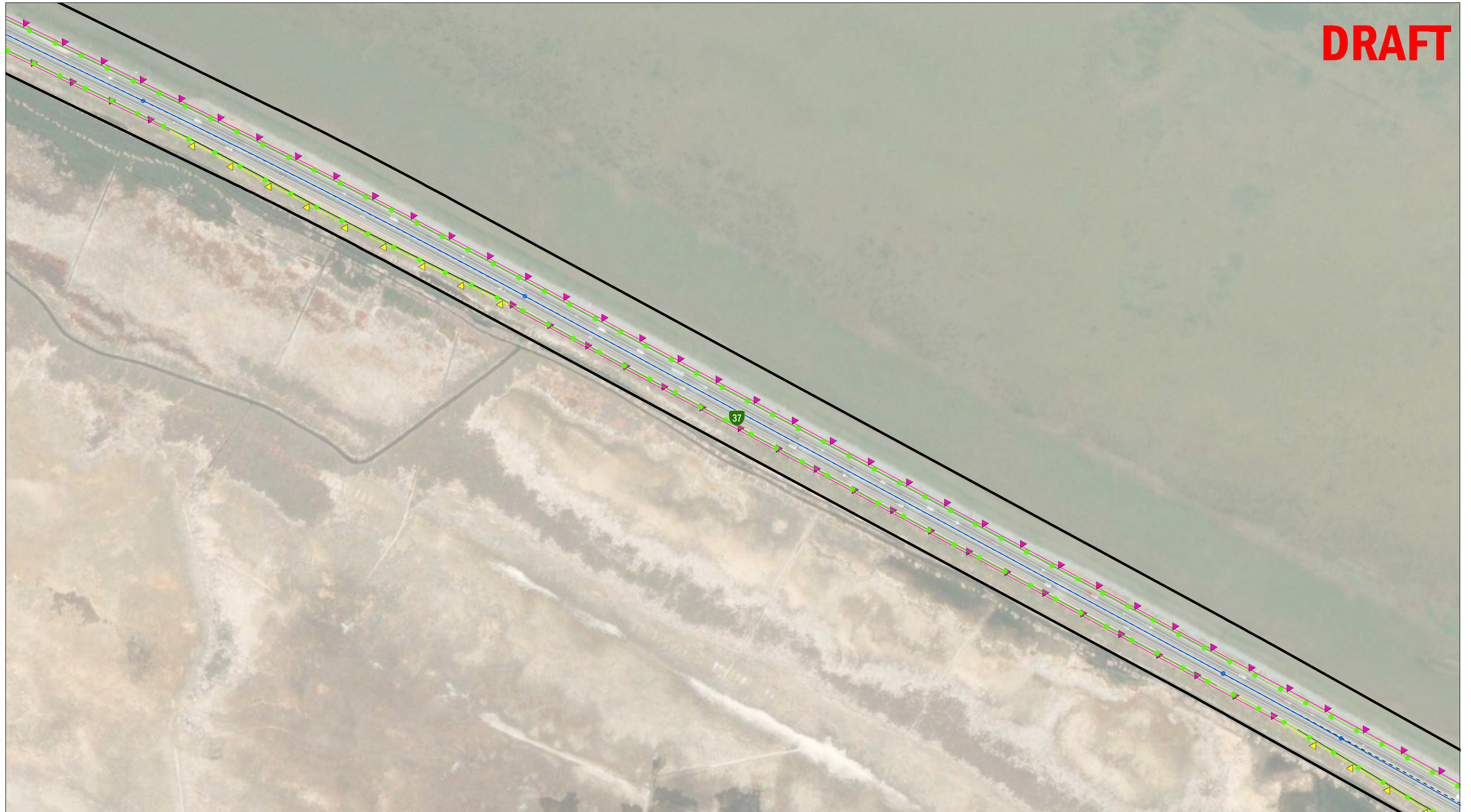
- |                              |                           |            |
|------------------------------|---------------------------|------------|
| Action Area                  | Guard Rail                | Sheet Pile |
| <b>Construction Features</b> | Lane Line                 |            |
| Center Barrier               | Proposed Edge of Pavement |            |
| Cut and Fill                 | Roadway Barrier           |            |

Source: AECOM, 2019; ESRI, 2019 (Imagery); ESRI, 2016 (roads)



**FIGURE 3: PROJECT LAYOUT**

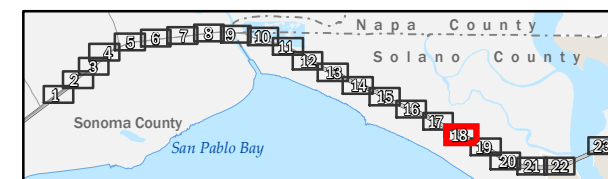
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SR 37 Traffic Congestion Relief Project  
 Sonoma, Napa & Solano Counties, CA

- |                              |                           |            |
|------------------------------|---------------------------|------------|
| Action Area                  | Guard Rail                | Sheet Pile |
| <b>Construction Features</b> | Lane Line                 |            |
| Center Barrier               | Proposed Edge of Pavement |            |
| Cut and Fill                 | Roadway Barrier           |            |

Source: AECOM, 2019; ESRI, 2019 (Imagery); ESRI, 2016 (roads)



**FIGURE 3: PROJECT LAYOUT**

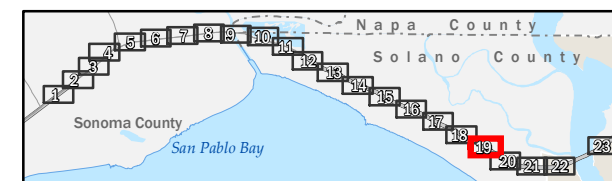
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SR 37 Traffic Congestion Relief Project  
Sonoma, Napa & Solano Counties, CA

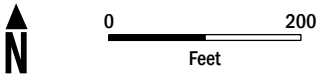
- Action Area
- Guard Rail
- Sheet Pile
- Construction Features**
- Lane Line
- Proposed Edge of Pavement
- Center Barrier
- Roadway Barrier
- Cut and Fill

Source: AECOM, 2019; ESRI, 2019 (Imagery); ESRI, 2016 (roads)



**FIGURE 3: PROJECT LAYOUT**

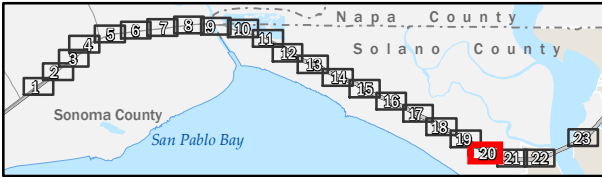
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SR 37 Traffic Congestion Relief Project  
Sonoma, Napa & Solano Counties, CA

- |                              |                           |            |
|------------------------------|---------------------------|------------|
| Action Area                  | Guard Rail                | Sheet Pile |
| <b>Construction Features</b> | Lane Line                 |            |
| Center Barrier               | Proposed Edge of Pavement |            |
| Cut and Fill                 | Roadway Barrier           |            |

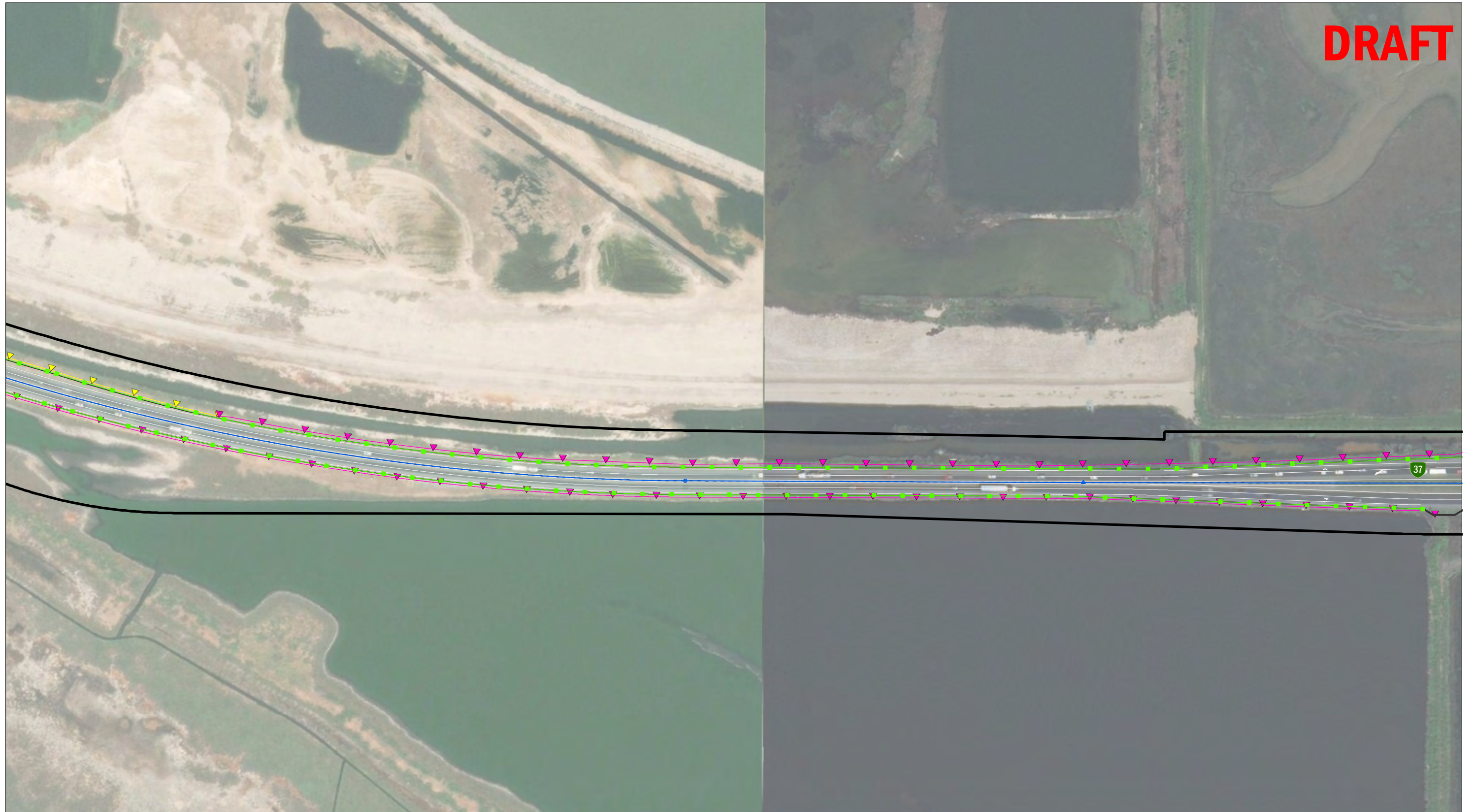
Source: AECOM, 2019; ESRI, 2019 (Imagery); ESRI, 2016 (roads)



**FIGURE 3: PROJECT LAYOUT**



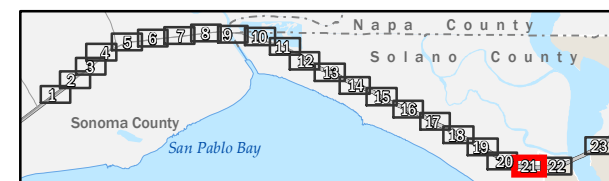
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SR 37 Traffic Congestion Relief Project  
Sonoma, Napa & Solano Counties, CA

- Action Area
- Guard Rail
- Sheet Pile
- Lane Line
- Proposed Edge of Pavement
- Cut and Fill
- Roadway Barrier

Source: AECOM, 2019; ESRI, 2019 (Imagery); ESRI, 2016 (roads)



**FIGURE 3: PROJECT LAYOUT**

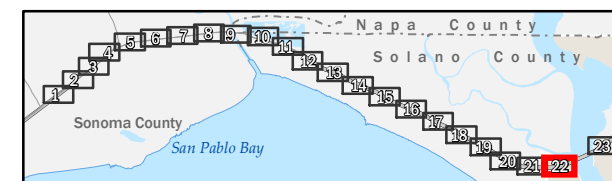
**DRAFT**  
Napa  
River



SR 37 Traffic Congestion Relief Project  
 Sonoma, Napa & Solano Counties, CA

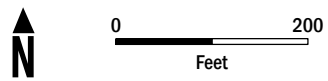
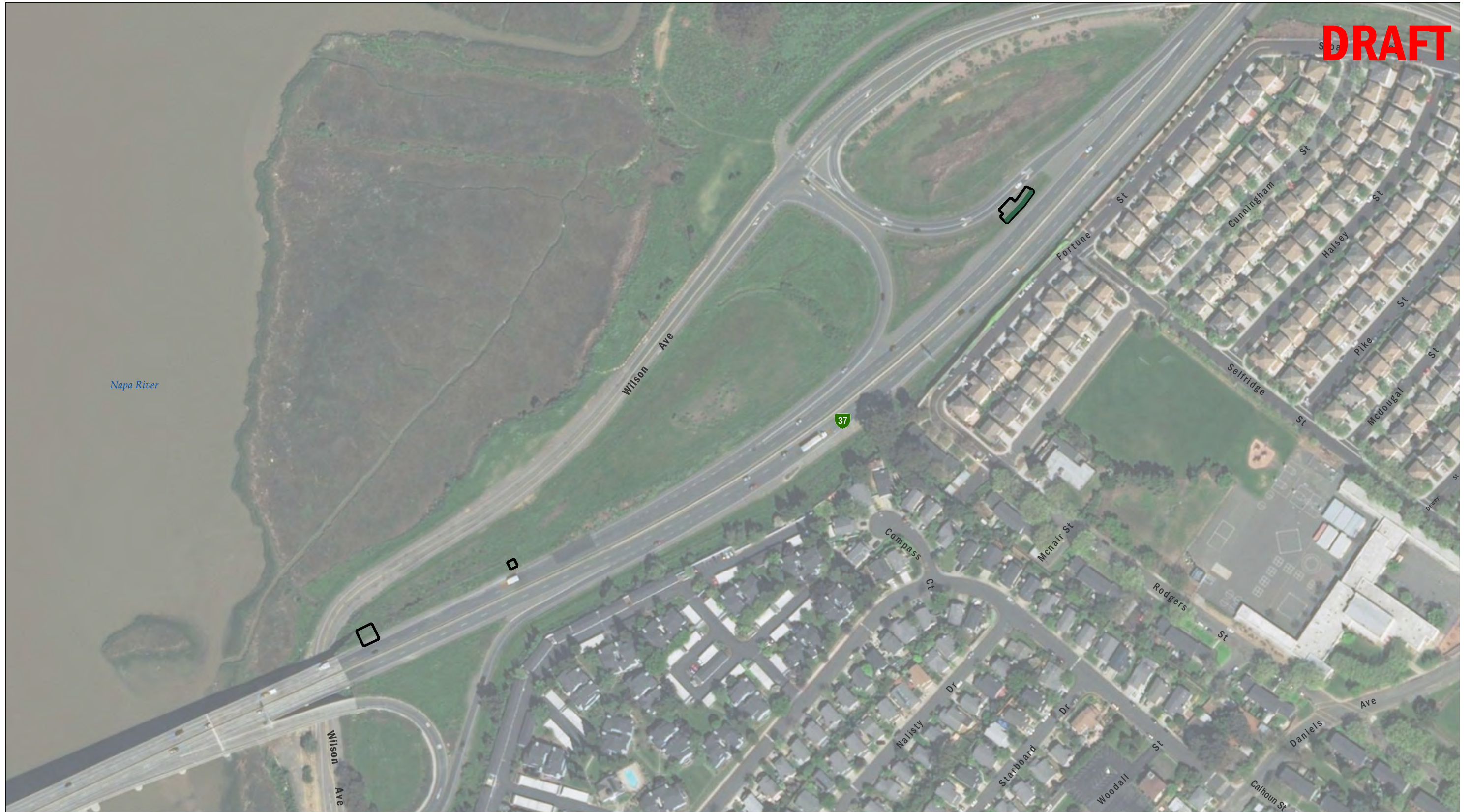
- Construction Features**
- Action Area
  - Guard Rail
  - Center Barrier
  - ▼ Cut and Fill
  - Lane Line
  - Proposed Edge of Pavement
  - Roadway Barrier

Source: AECOM, 2019; ESRI, 2019 (Imagery); ESRI, 2016 (roads)



**FIGURE 3: PROJECT LAYOUT**

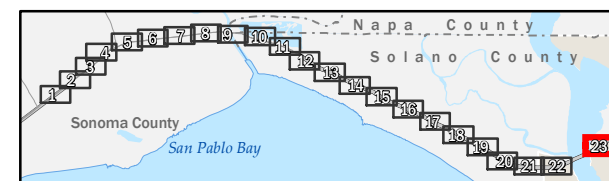
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**SR 37 Traffic Congestion Relief Project**  
 Sonoma, Napa & Solano Counties, CA

- Action Area
- Construction Features
- Vegetation Control

Source: AECOM, 2019; ESRI, 2019 (Imagery); ESRI, 2016 (roads)



**FIGURE 3: PROJECT LAYOUT**

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

Project Title: SOL 12 Rio Vista 3R Project and Church Road/SR 12 Improvements Project

Project Summary for Air Quality Conformity Task Force Meeting: May 27, 2021

---

### Description

- No change to SR 12 mainline on the segment 1 & 3
- Project will improve the existing roadway vertical alignment on the segment 2 of SR-12
- The existing traveled lanes and shoulders would be brought up to Caltrans standard of 12-foot wide lane and 8-foot wide shoulder on the segment 2
- Project will add left-turn and right-turn lanes at the three intersection approaches associated with SR (eastbound and westbound) and Church Road
- Project will add a 12-foot deceleration and acceleration lanes along SR12 in the westbound direction
- Project will add an 8-foot shoulders along SR12 in the eastbound and westbound direction
- Project will add 4-foot shoulders along Church Road in both directions

### Background

- NEPA process for Initial Study/Environmental Assessment (IS/EA) completed on 10/03/2019 for EA#0J630
- NEPA process for Categorical Exemption/Categorical Exclusion (CE/CE) completed on 07/17/2017 for EA#0G050
- Public review for IS/EA ended July 24, 2019 for 0J630. No public review and circulation for EA#0G050.
- Air quality conformity task force meeting was done on January 28, 2016 and was determined that the Church Road/SR 12 Improvement project (EA#0G050) was not of air quality concern
- The Rio Vista 3R project (EA#0J630) was exempt per 40CFR93.126 from air quality conformity
- Seeking air quality conformity redetermination before September 2021 for the combined project

### 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 traffic volume or truck percentages on SR12 and on Church Road

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

- Diesel vehicles represent 2% on Church Rd and 8.94% on SR12
- The proposed project will improve LOS and delays decrease at the intersection of Church Rd/SR 12
- 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 PM<sub>10</sub> or PM<sub>2.5</sub> implementation plan as site of violation?*

- No state implementation plan for PM<sub>2.5</sub> for this project location
- Therefore, this project is not identified in plan as an area of potential violation

**RTIP ID#** 17-10-0025 (EA#0J630); 17-08-0005 (EA#0G050)

**TIP ID#** VAR170006 (EA#0J630); SOL150003 (EA#0G050)

**Air Quality Conformity Task Force Consideration Date**

May 27, 2021

**Project Description**

The project proposes roadway resurfacing, restoration, and rehabilitation (3R) to rehabilitate State Route (SR) 12 in Solano County in three segments from post mile (PM) 20.57 to 26.41.

**1. Segment 1: PM 20.57 to PM 22.7**

- The existing roadway geometry will remain unchanged.
- The existing roadway pavement will be resurfaced and rehabilitated
- The existing drainage facility (cross-culverts) will be replaced
- The existing guardrail will be upgraded to Midwest guardrail system (MGS)

**2. Segment 2: PM 23.7 to PM 25.5**

- The existing roadway vertical alignment will be improved to meet the standard vertical curves for a design speed of 50 miles per hour. The current roadway grade profiles on SR-12 will be raised or lowered in ranging of 0 – 10 feet from PM 23.7 to 25.5.
- The existing two 10.5-foot traveled lanes and 1-to-4-foot shoulders would be brought up to Caltrans standard of 12-foot wide lane and 8-foot wide shoulder, respectively.
- The existing cross-culverts will be replaced

**3. Church Road/SR 12 Improvement added (EA#0G050) to Segment 2: PM 25.5 to PM 26.40**

- A 12-foot left-turn lane will be added at the intersection approach associated with SR 12 eastbound direction
- A 12-foot deceleration lane and a 12-foot acceleration lane will be added along SR 12 in the westbound direction
- A 12-foot refuge along westbound SR12 will be added to protect vehicles turning left from southbound Church Road
- 8-foot shoulders along SR 12 will be added in both directions (eastbound and westbound)
- A 12-foot right-turn lane on southbound Church Road will be added at the intersection approach to SR 12
- 4-foot shoulders along Church Road will be added in both directions (northbound and southbound)
- The existing utility and unlined ditches will be relocated

**4. Segment 3: PM 25.5 to PM 26.40**

- The existing roadway pavement will be resurfaced and rehabilitated
- The existing sidewalks will be upgraded to meet ADA standards
- The existing drainage facilities (cross-culverts) will be upgraded
- The Rectangular Rapid Flashing Beacon (RRFB) will be installed at non-signalized pedestrian crosswalks

**Type of Project:**

Roadway Resurfacing, Restoration and Rehabilitation (3R) for EA#3J630  
Intersection Channelization Improvements for EA#0G050

**County**

**Caltrans Project – EA# 0J630**

0 -Sol-12-PM 20.57/22.7 & 23.7/26.41

**Local (STA) Project – EA# 0G050**

0-Sol-12-PM-24.3/25.2

<b>Lead Agency:</b> Caltrans				
<i>Contact Person</i> Kenny Tsan		<i>Phone#</i> 510-847-9565		<i>Fax#</i>
<i>Email</i> Kenny.Tsan@dot.ca.gov				
<b>Federal Action for which Project-Level PM Conformity is Needed</b> ( <i>check appropriate box</i> )				
X	<i>Categorical Exclusion (NEPA)</i> (EA#0G050)	X	<b>EA or Draft EIS</b> (EA#0J630)	<b>FONSI or Final EIS</b>
				<b>PS&amp;E or Construction</b>
				<i>Other</i>
<b>Scheduled Date of Federal Action:</b> October 03, 2019 for EA#0J630 & July 17, 2017 for EA#0G050				
<b>NEPA Delegation – Project Type</b> ( <i>check appropriate box</i> )				
			<b>Section 326 – Categorical Exclusion for EA#0G050</b>	X
				<b>Section 327 – Non-Categorical Exclusion for EA#0J630</b>
<b>Current Programming Dates for EA#0J630 after adding Church Rd/SR12 Scopes (EA#0G050)</b>				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	07/28/2017	11/22/2019	11/22/2019	08/01/2022
<b>End</b>	11/22/2019	08/01/2022	08/01/2022	09/30/2024
<b>Project Purpose and Need for EA#0J630:</b>				
<p>The purpose of the proposed project is to rehabilitate SR 12 in three segments from PM 20.57 to 26.41 to enhance highway safety and ride quality for users; improve drainage efficiency; satisfy ADA compliance requirements in downtown of the City of Rio Vista; and incorporate complete streets design elements in downtown of the City of Rio Vista. Caltrans will update all non-standard shoulders, nonstandard travel lanes, non-standard vertical sight distances, and non-standard cross slopes to meet updated standards to increase highway safety.</p> <p>The project is needed because segments of existing pavement of SR 12 within the project limits has alligator pavement cracking and non-standard shoulders, non-standard travel lanes, non-standard vertical sight distances, and non-standard cross slopes. Additionally, downtown of the City of Rio Vista experiences periodic flooding and lacks ADA compliant facilities.</p>				
<b>Project Purpose and Need for EA#0G050:</b>				
<p>The purpose of this project is to enhance operation and safety characteristics at the intersection of SR 12 and Church Road by removing turn movements from the through traffic with the addition of left turn lane and providing acceleration/deceleration lanes for right turns.</p> <p>Vehicle queuing to enter and exit SR 12 from and to Church Road currently causes delays to through traffic on SR 12. Constructing an exclusive left turn lane and acceleration and deceleration lanes would provide a refuge area for these vehicles.</p>				
<b>Surrounding Land Use/Traffic Generators</b>				
SR12 is a 2-lane highway facility set in a rural landscape that is flat grassland to the west and rolling hilly terrain to the east. Land uses within the project area are commercial, residential, and agricultural.				

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

The Average Annual Daily Traffic (AADT) were provided by the Office of Traffic Forecasting at Caltrans. The project forecasts were prepared using 2017 traffic and truck counts along SR 12 and Church Road, provided by the City of Rio Vista. The

Two analysis years, along with the existing conditions, were evaluated:

- Year 2025 represents the possible opening year of the project
- Year 2040 represents the planning horizon year for the project

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

The traffic information is provided the Office of Traffic Forecasting at Caltrans on April 22, 2021. Please see below.

Roadway	Existing Year	AADT	% Truck	Truck AADT
SR 12	2019	21,000	8.94%	1,878
Church Road	2019	1,800	2.00%	36

Roadway	Year	Alternative	AADT	% Truck	Truck AADT
SR 12	2025	No-Build	22,300	8.94%	1,994
SR 12	2025	Build	22,300	8.94%	1,994
Church Road	2025	No-Build	1,910	2.00%	38
Church Road	2025	Build	1,910	2.00%	38

**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**

Roadway	Year	Alternative	AADT	% Truck	Truck AADT
SR 12	2040	No-Build	26,100	8.94%	2,333
SR 12	2040	Build	26,100	8.94%	2,333
Church Road	2040	No-Build	2,300	2.00%	46
Church Road	2040	Build	2,300	2.00%	46
SR 12	2045	No-Build	27,300	8.94%	2,441
SR 12	2045	Build	27,300	8.94%	2,441
Church Road	2045	No-Build	2,330	2.00%	47
Church Road	2045	Build	2,330	2.00%	47

**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**

The proposed project is not capacity-increasing or congestion relief project and is in a rural area. Therefore, this project would not redistribute the traffic or not impact other facilities in the region.

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

The proposed project is in a nonattainment area for federal PM<sub>2.5</sub> standards. Therefore, according to 40 CFR Part 93.116, a hotspot analysis is required for conformity purposes. However, the environmental Protection Agency (EPA) does not require a quantitative PM<sub>2.5</sub> hotspot analysis for project that are not a project of air quality concern (POAQC). Five types of projects listed in 40 CFR Section 93.123 (b)(1) qualify as a POAQC. The following discussion evaluates whether the project falls into any of these POAQC categories.

(i) New and expanded highway projects that have a significant number of diesel vehicles?

*According to the EPA guidance released on March 2006, there are two criteria providing on this guidance to identify whether a project that serves a significant volume of diesel truck traffic:*

1. *Project services more than 125,000 AADT, and*
2. *Project services at least 8% or 10,000 AADT of diesel trucks*

*Based on the forecasted traffic volumes along SR12 and Church Road for Build and No Build Alternatives, provided in Tables above, traffic volumes for both opening year and horizon year are forecasted at "1,994 and 2,333" for SR-12 and "38 and 46" for Church Road, which are well below the EPA threshold of 125,000 AADT and 8% (10,000 AADT of diesel trucks). Therefore, the project is not expected to significantly increase the truck traffic in the project area.*

(ii) Projects affecting intersections that are at LOS D, E, or F with a significant number of diesel vehicles, or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project?

*The traffic volumes of diesel trucks at the intersections, specially at intersection of Church Road and SR 12 are well below the EPA threshold of 125,000 AADT and 8% (10,000 AADT of diesel trucks). Therefore, the project is not expected to significantly increase the truck traffic at these intersections.*

(iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location?

*Not applicable*

(iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location?

*Not applicable*



- (v) Projects in or Affecting locations, areas, or categories of sites which are identified in the PM<sub>10</sub> or PM<sub>2.5</sub> applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation?

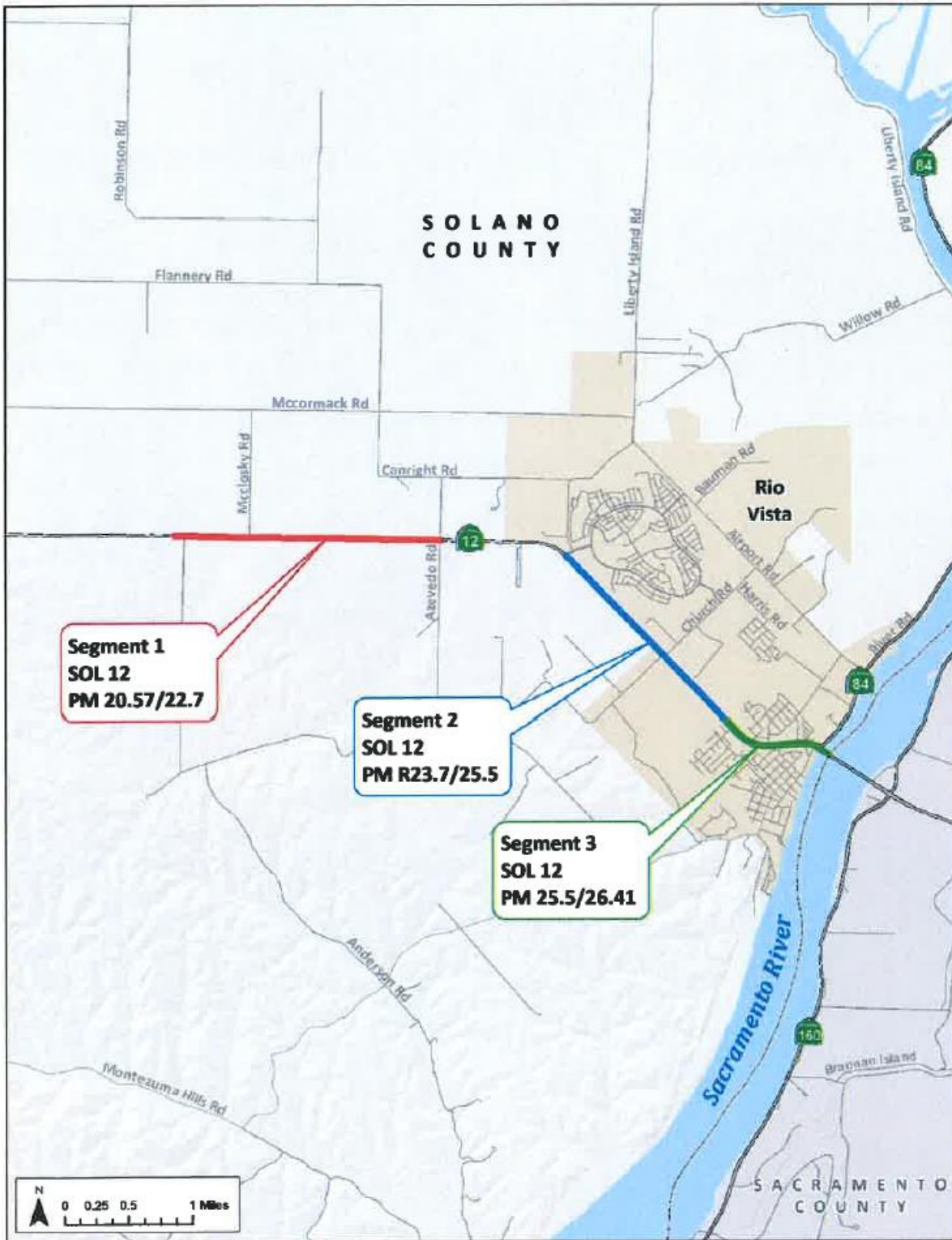
*The project on SR-12 and Church Road was not identified in the state implementation plan (SIP) or implementation plan submission.*

*Based on the above discussion, the project would not be expected to be a project of air quality concern (POAQC). Therefore, the project would not be expected to cause or contribute to any new localized PM<sub>2.5</sub> violations or increase the severity of any existing violations. As such, the project would meet the requirements of 40 CFR 93.116 without explicit quantitative PM<sub>2.5</sub> hot-spot analysis.*

## **Attachments**

1. Attachment A-Location Map
2. Attachment B-Project Layout Sheets

1. Attachment A-Location Map



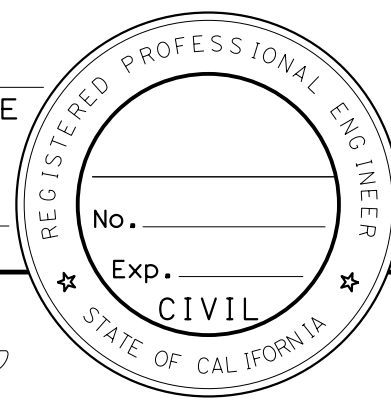
**On Route 12 in Solano County near Rio Vista from Currie Road Intersection to Azevedo Road Intersection and from Summerset Road Intersection to County line**

## 2. Attachment B-Project Layout Sheets

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Sol	12	20.6/26.4		ZYX

REGISTERED CIVIL ENGINEER	DATE
No. _____	
Exp. _____	
PLANS APPROVAL DATE	





THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.


**NOTE:**  
FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

## SEGMENT 1

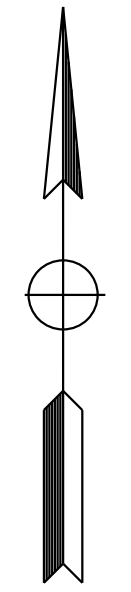
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 0.1' RHMA-0

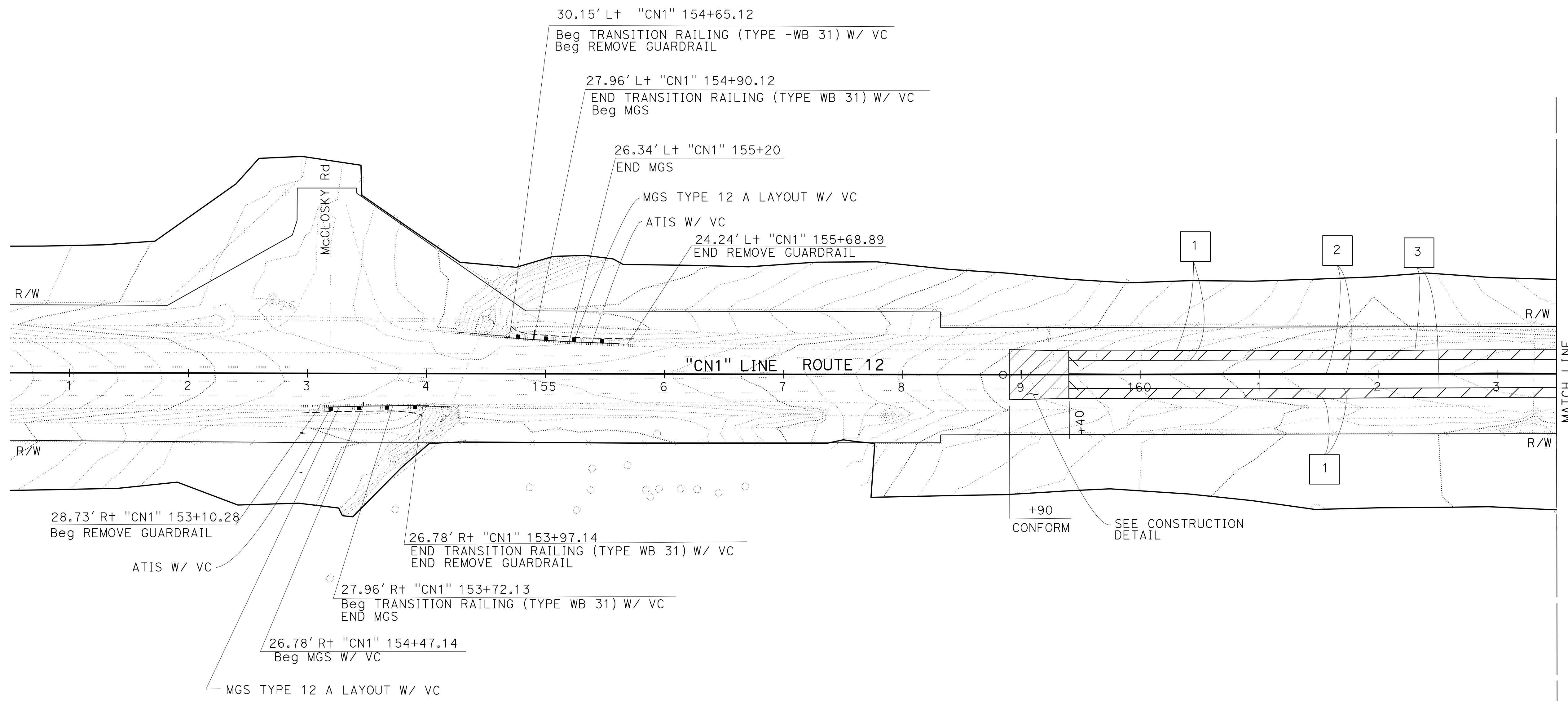
 STRUCTURAL SECTION NUMBER

 PAVEMENT TRANSITION

**ABBREVIATION:**  
VC VEGETATION CONTROL



REVISIONS: BY DATE  
 CALCULATED/DESIGNED BY CHECKED BY  
 FUNCTIONAL SUPERVISOR  
 DEPARTMENT OF TRANSPORTATION  
 DESIGN  
 STATE OF CALIFORNIA  




**LAYOUT**  
SCALE: 1" = 50'

**L - 1**

LAST REVISION | DATE PLOTTED => 4-FEB-2021 | TIME PLOTTED => 18:40  
 02-04-21

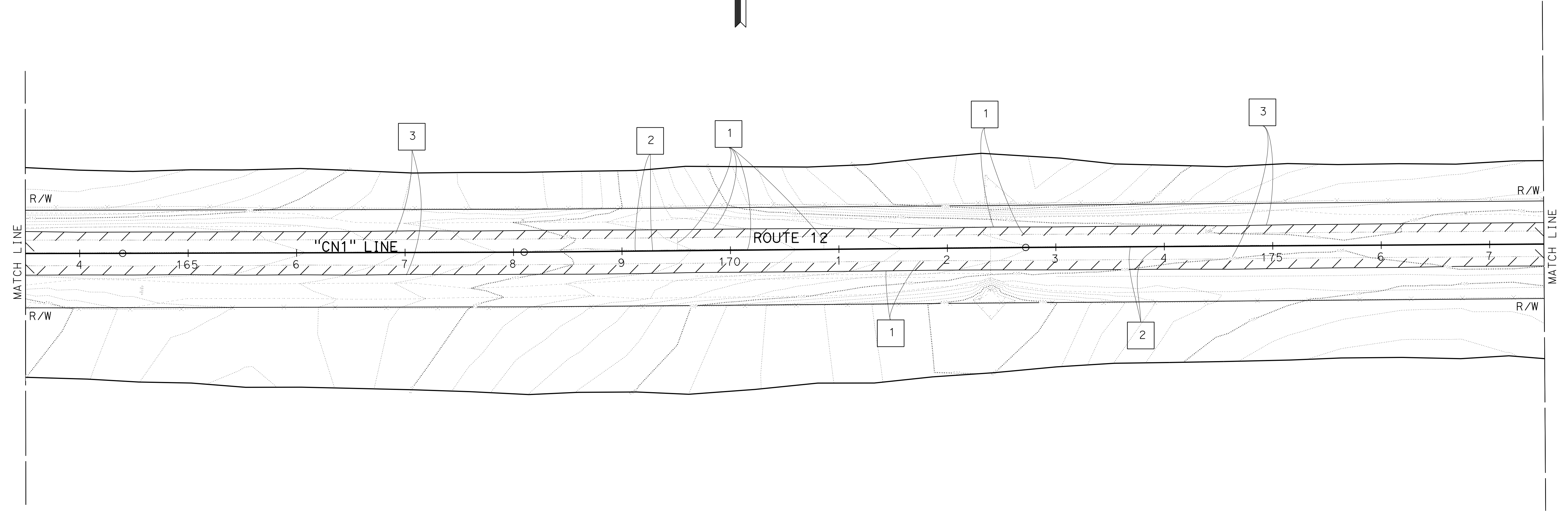
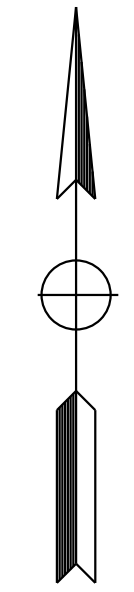
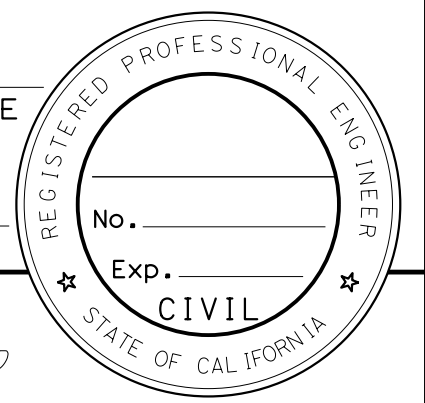
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 DESIGN

**NOTE:**  
 FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
 RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SoI	12	20.6/26.4		ZYX

REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_  
 PLANS APPROVAL DATE \_\_\_\_\_

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FOR NOTES, ABBREVIATIONS  
 AND LEGEND, SEE SHEET L-1

**LAYOUT**  
 SCALE: 1" = 50'

**L-2**

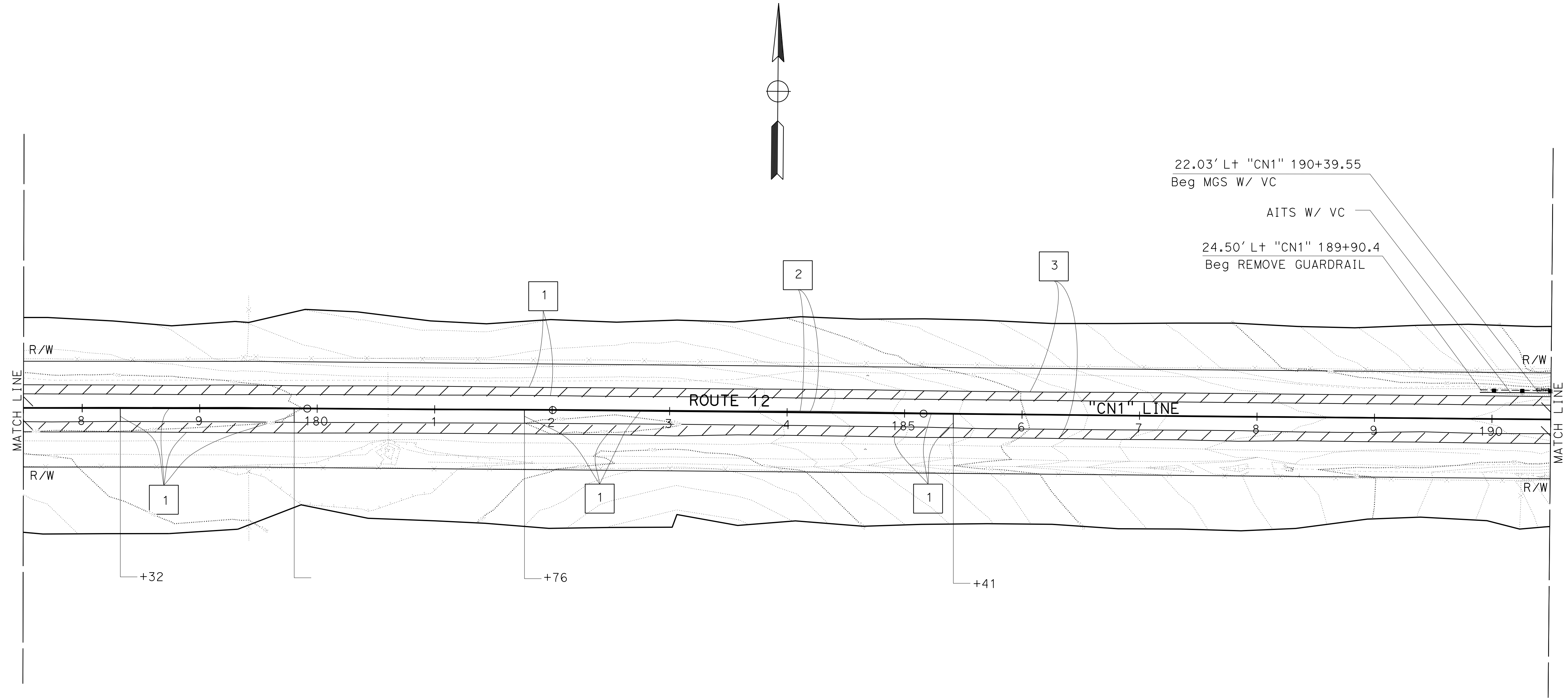
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 DESIGN

**NOTE:**  
 FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
 RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SoI	12	20.6/26.4		ZYX

REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_  
 PLANS APPROVAL DATE \_\_\_\_\_

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET L-1

**LAYOUT**  
 SCALE: 1" = 50'

**L-3**

LAST REVISION DATE PLOTTED => 4-FEB-2021 01-28-21 TIME PLOTTED => 18:40

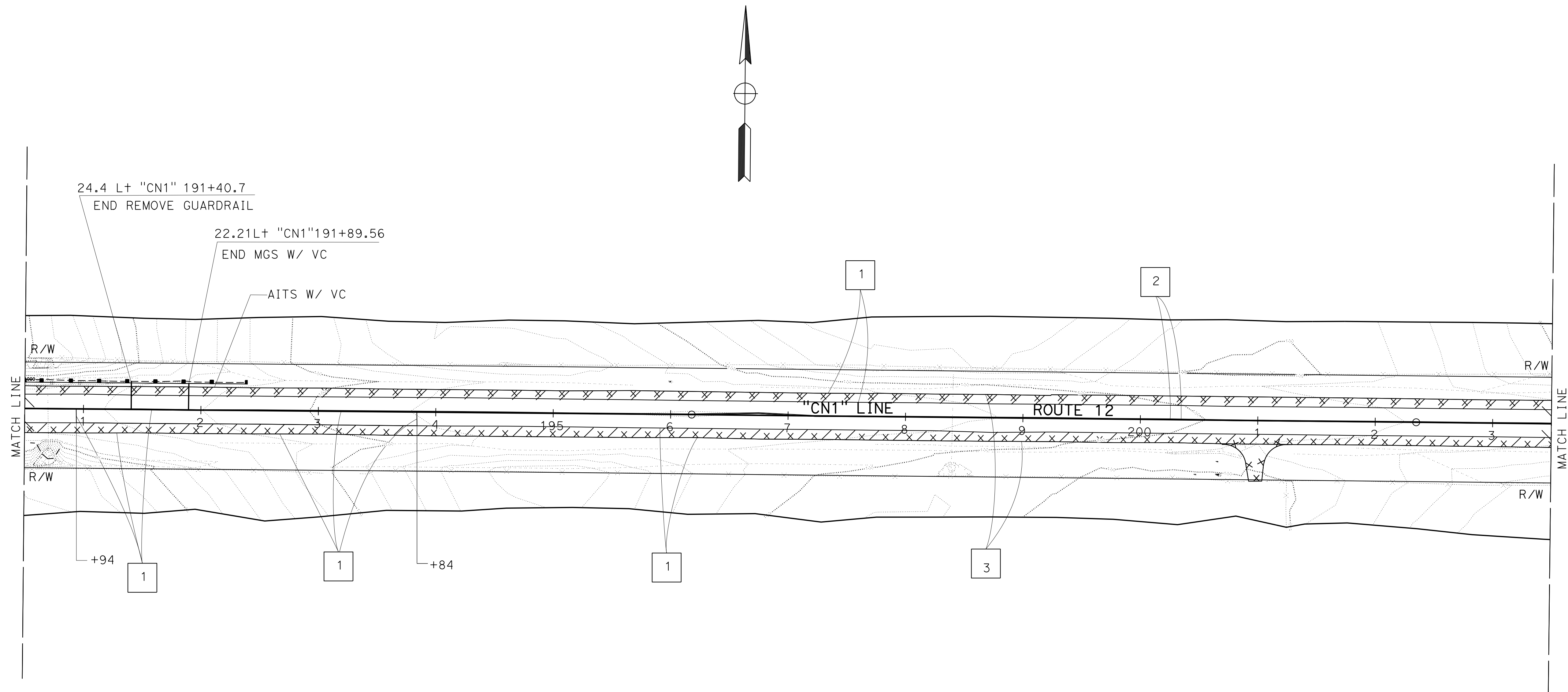
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 DESIGN

**NOTE:**  
 FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
 RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SoI	12	20.6/26.4		ZYX

REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_  
 PLANS APPROVAL DATE \_\_\_\_\_

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FOR NOTES, ABBREVIATIONS  
 AND LEGEND, SEE SHEET L-1

**LAYOUT**  
 SCALE: 1" = 50'

**L - 4**



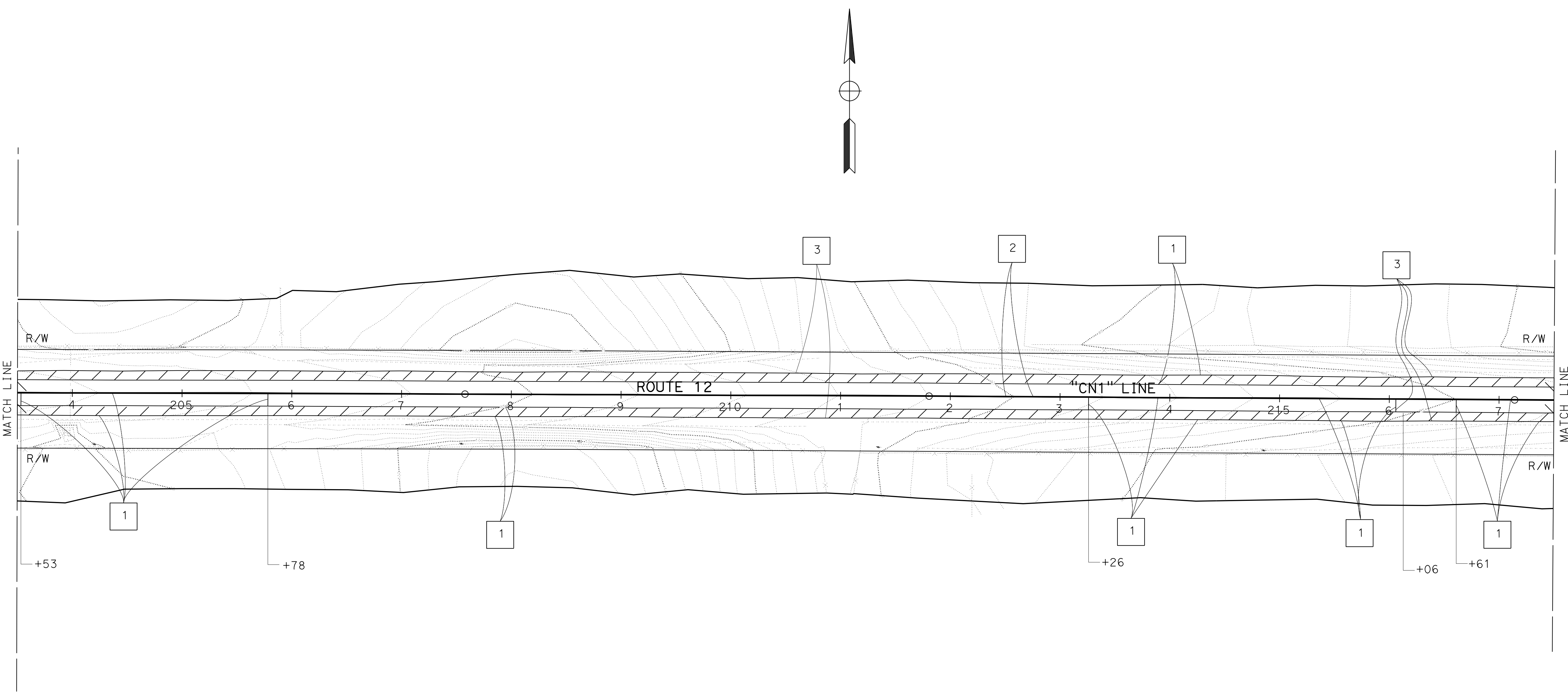
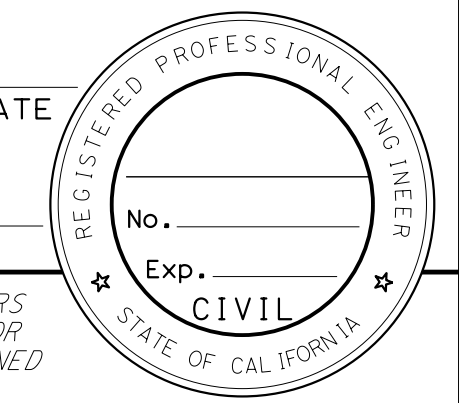
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 DESIGN

**NOTE:**  
 FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
 RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SoI	12	20.6/26.4		ZYX

REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_  
 PLANS APPROVAL DATE \_\_\_\_\_

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FOR NOTES, ABBREVIATIONS  
 AND LEGEND, SEE SHEET L-1

**LAYOUT**  
 SCALE: 1" = 50'

**L-5**

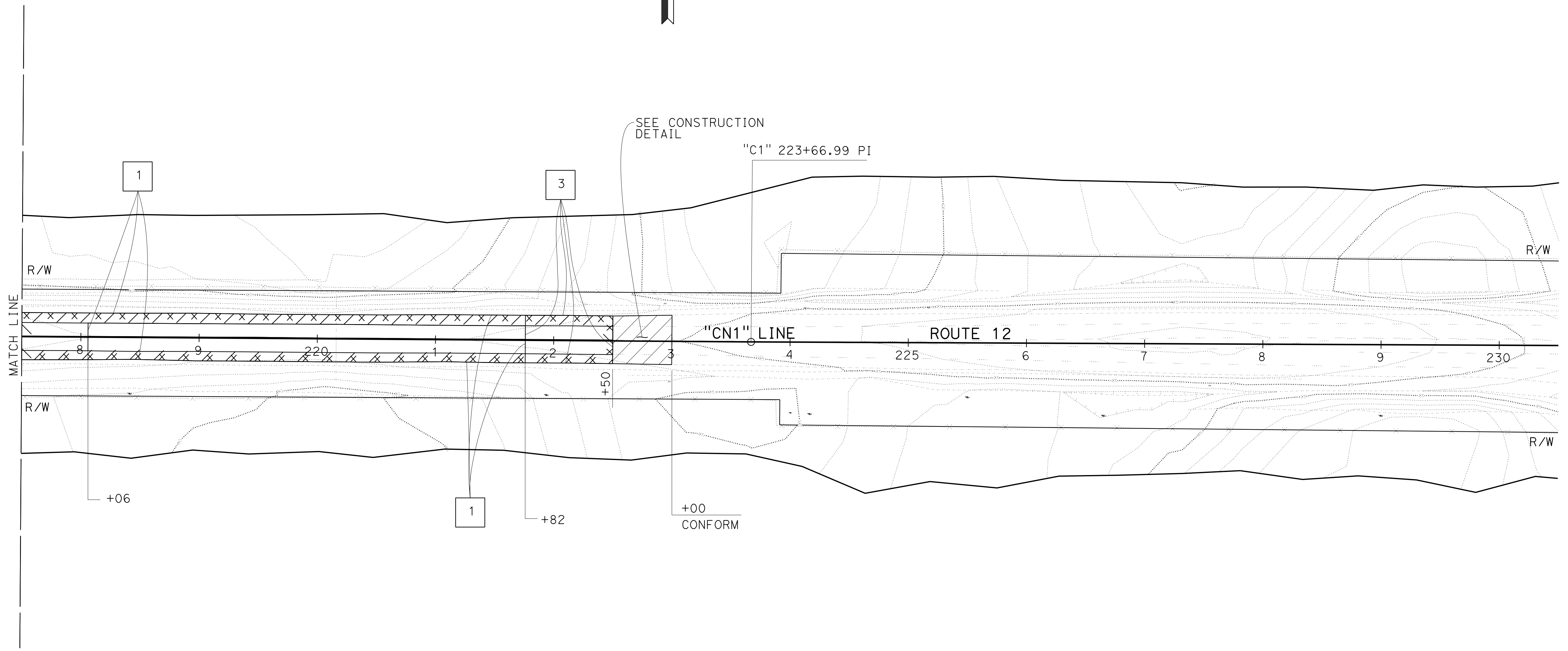
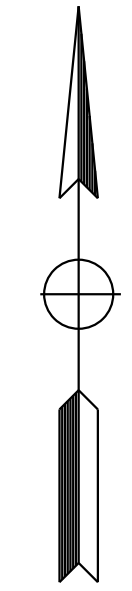
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 DESIGN

**NOTE:**  
 FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
 RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SoI	12	20.6/26.4		ZYX

REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_  
 PLANS APPROVAL DATE \_\_\_\_\_

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FOR NOTES, ABBREVIATIONS  
 AND LEGEND, SEE SHEET L-1

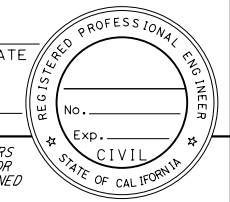
**LAYOUT**  
 SCALE: 1" = 50'

**L - 6**

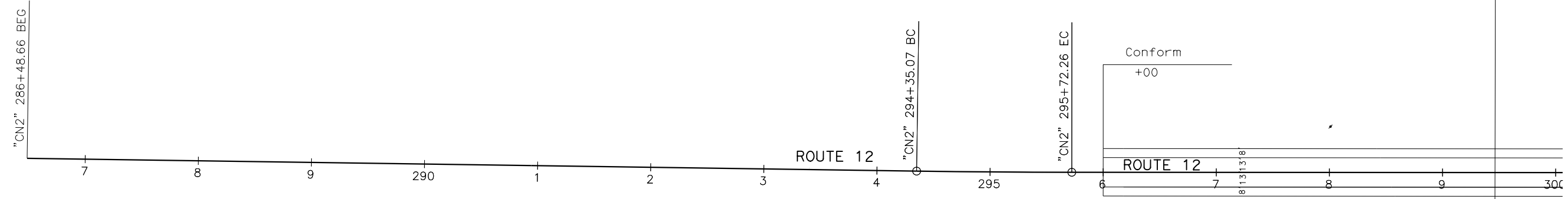
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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR BY
<b>Caltrans</b>		CHECKED BY	DATE REVISED

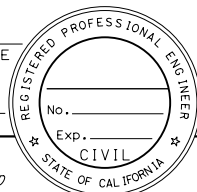
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SOL	12	23.7/25.5		
REGISTERED CIVIL ENGINEER DATE					
PLANS APPROVAL DATE					
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>					




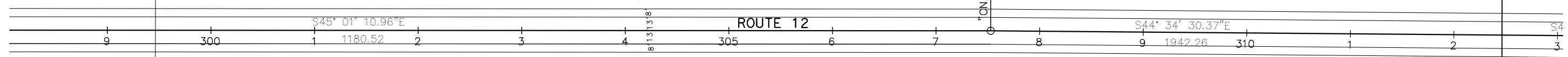
# SEGMENT 2



EA 0J630 SOL-12  
LAYOUT  
L-01

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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REGISTERED CIVIL ENGINEER    DATE _____					
PLANS APPROVAL DATE _____					
					
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>					

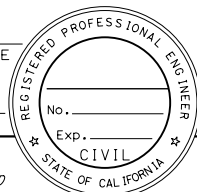
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR BY
		CHECKED BY	DATE REVISED




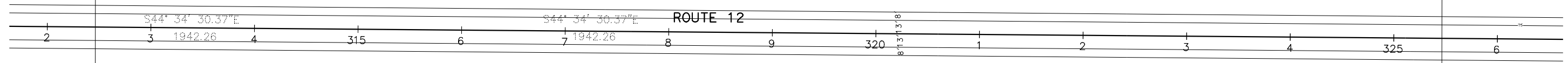
MATCH LINE

MATCH LINE

EA 0J630 SOL-12  
LAYOUT  
L-02

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REGISTERED CIVIL ENGINEER					DATE
PLANS APPROVAL DATE					
					
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>					

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED- DESIGNED BY	REVISOR BY
		CHECKED BY	DATE REVISED

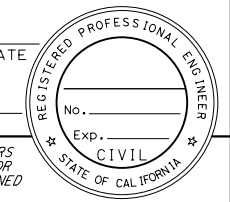


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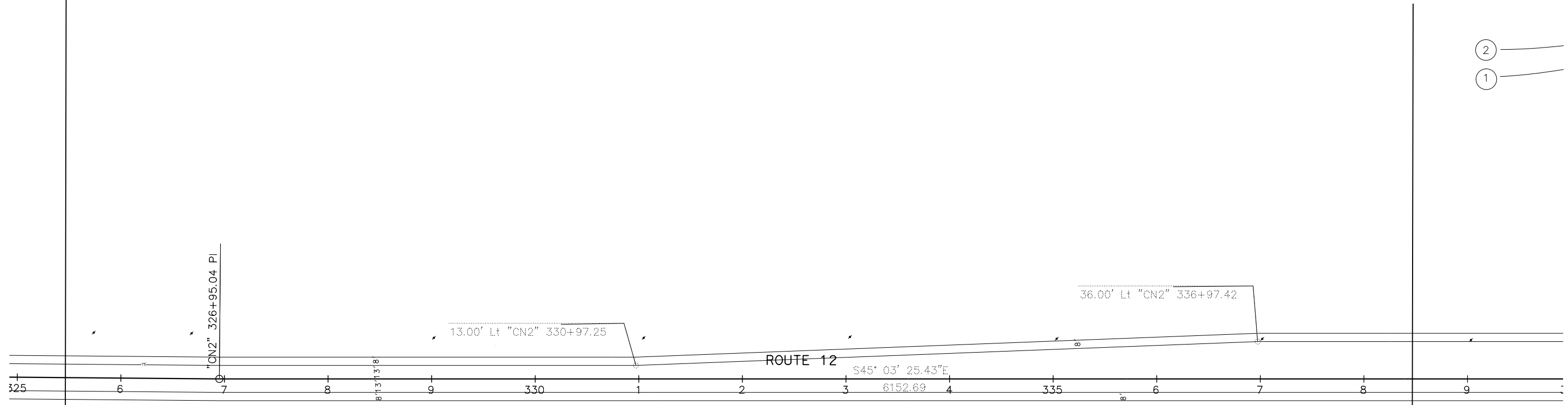
MATCH LINE

EA 0J630 SOL-12  
LAYOUT  
L-03

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SOL	12	23.7/25.5		
REGISTERED CIVIL ENGINEER					DATE
PLANS APPROVAL DATE					
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>					



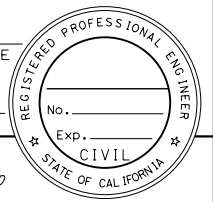
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED- DESIGNED BY	REVISOR BY
<b>Caltrans</b>		CHECKED BY	DATE REVISED



- ②
- ①

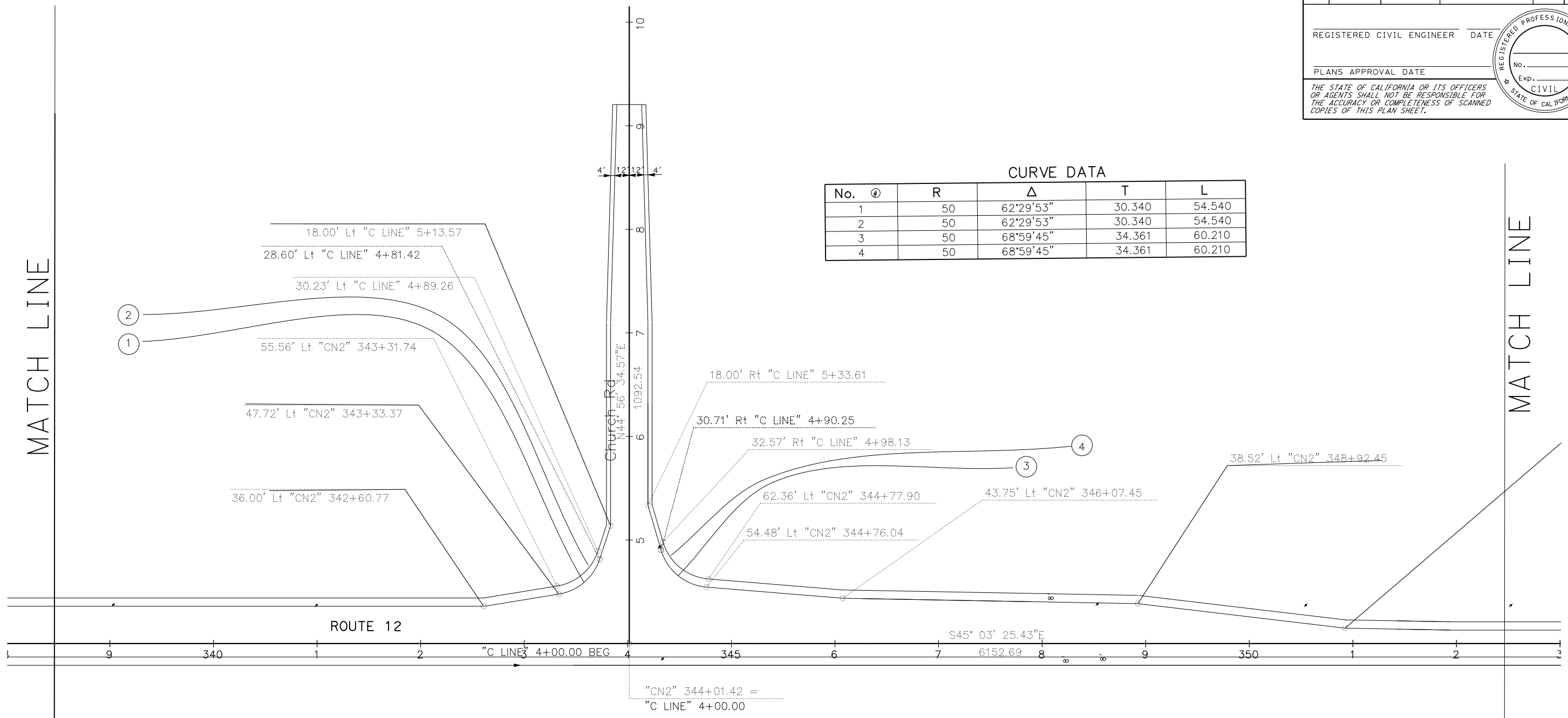
EA 0J630 SOL-12  
LAYOUT  
L-04

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SOL	12	23.7/25.5		
REGISTERED CIVIL ENGINEER			DATE		
PLANS APPROVAL DATE					
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>					



**CURVE DATA**

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2		50	62°29'53"	30.340	54.540
3		50	68°59'45"	34.361	60.210
4		50	68°59'45"	34.361	60.210



MATCH LINE

MATCH LINE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR
<b>Caltrans</b>		CHECKED BY	DATE REVISOR
BORDER LAST REVISED 7/2/2010			

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DGN FILE => Seg 2 Plan\_L05.dgn

RELATIVE BORDER SCALE IS IN INCHES

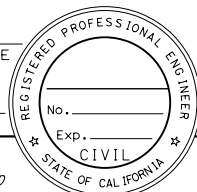
UNIT 0000


PROJECT NUMBER & PHASE

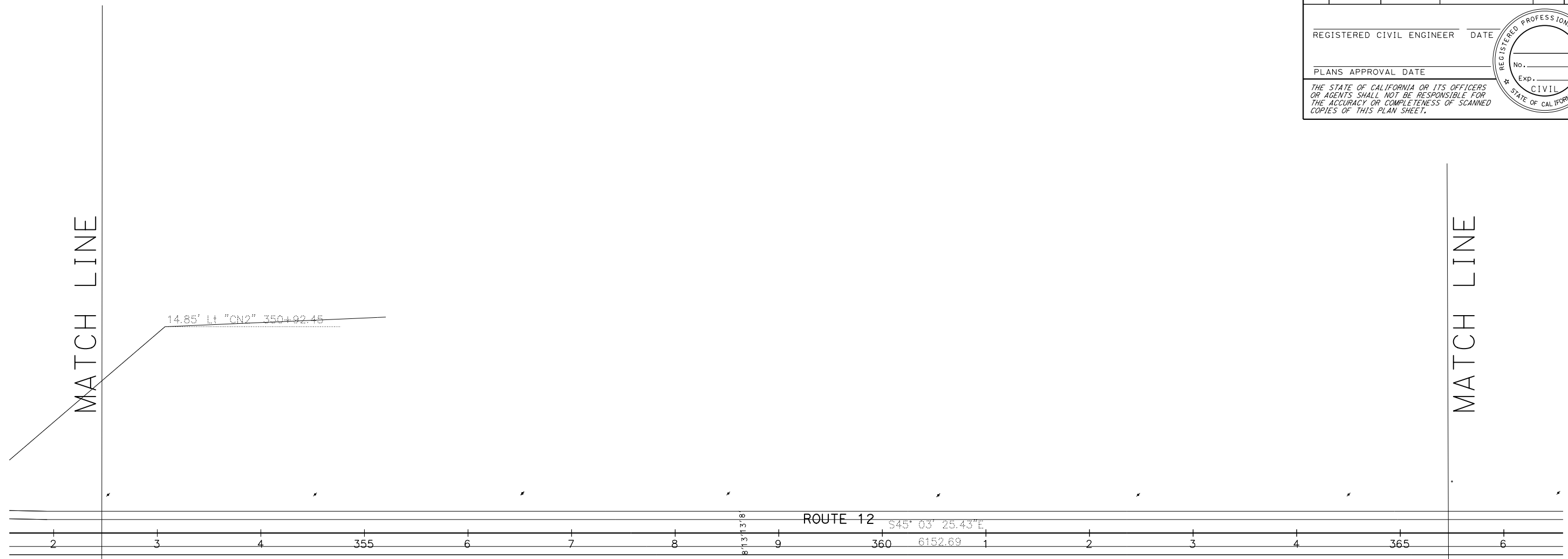
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EA 0J630 SOL-12  
LAYOUT  
L-05

LAST REVISION DATE PLOTTED => 2-MAR-2021  
00-00-00 TIME PLOTTED => 14:38

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SOL	12	23.7/25.5		
REGISTERED CIVIL ENGINEER DATE _____					
PLANS APPROVAL DATE _____					
					
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>					

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR BY
		CHECKED BY	DATE REVISED



MATCH LINE

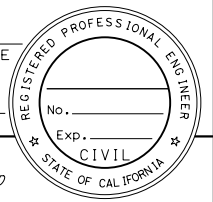
MATCH LINE

EA 0J630 SOL-12  
LAYOUT  
L-06



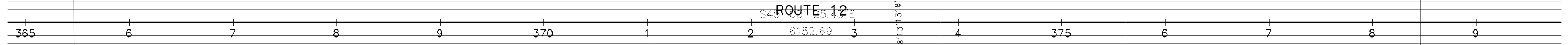
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR BY
<b>Caltrans</b>		CHECKED BY	DATE REVISED

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SOL	12	23.7/25.5		
REGISTERED CIVIL ENGINEER					DATE
PLANS APPROVAL DATE					
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>					



MATCH LINE

MATCH LINE



EA 0J630 SOL-12  
LAYOUT  
L-07

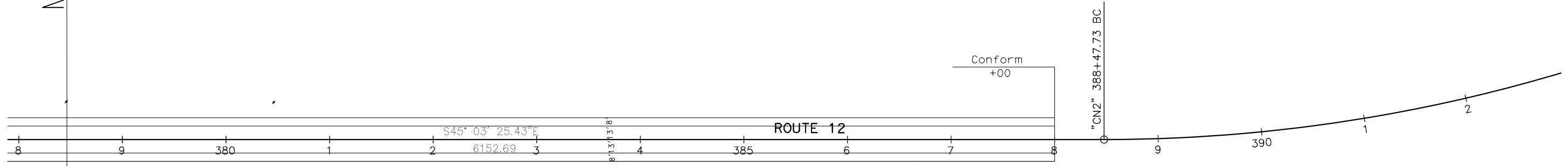


Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SOL	12	23.7/25.5		
REGISTERED CIVIL ENGINEER					DATE
PLANS APPROVAL DATE					
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>					



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED- DESIGNED BY	REVISOR BY
<b>Caltrans</b>		CHECKED BY	DATE REVISED

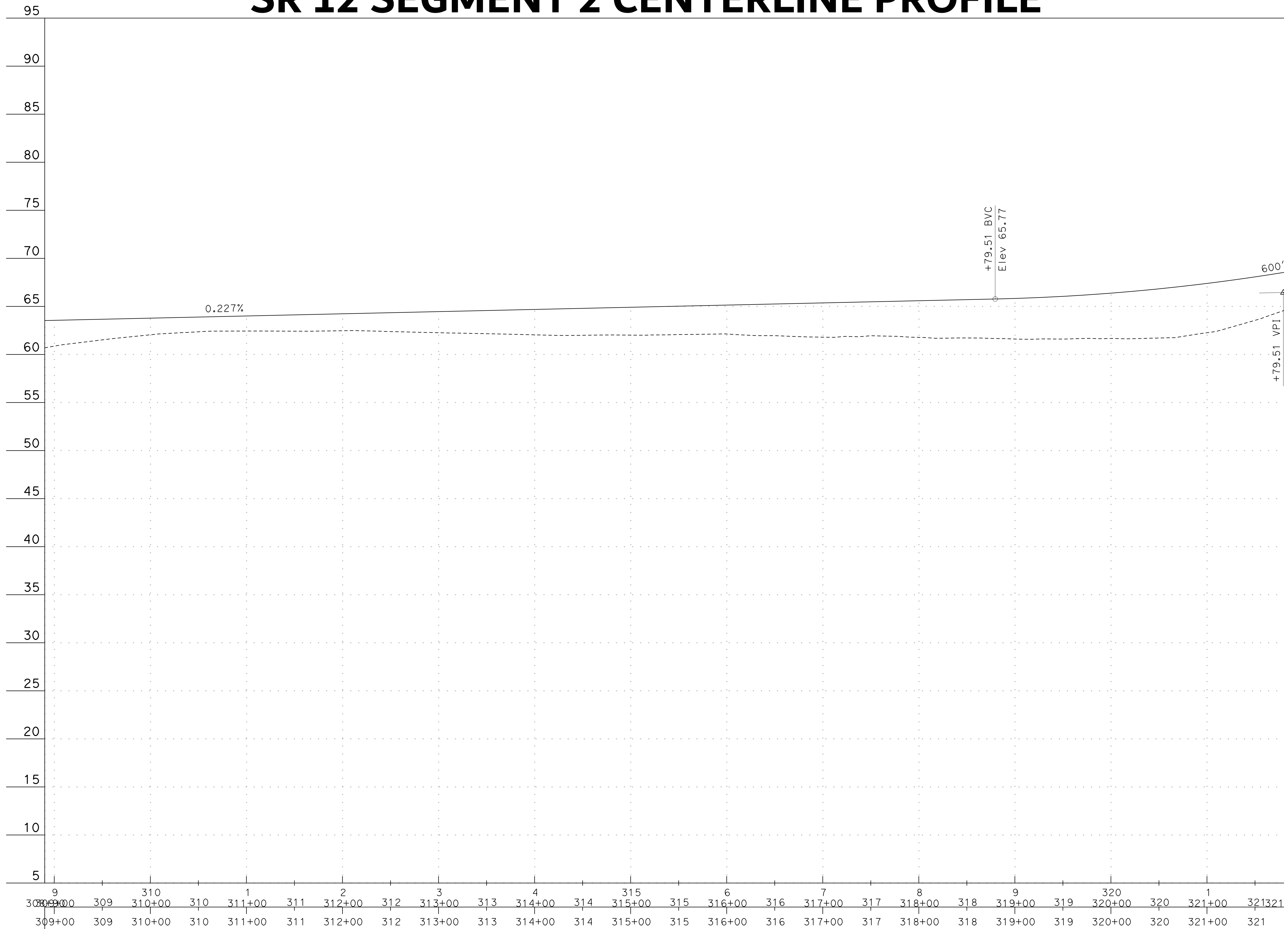
MATCH LINE



EA 0J630 SOL-12  
LAYOUT  
L-08



# SR 12 SEGMENT 2 CENTERLINE PROFILE



PROFILE "CN2" LINE

General Notes

No.	Revision/Issue	Date

Project Name and Address

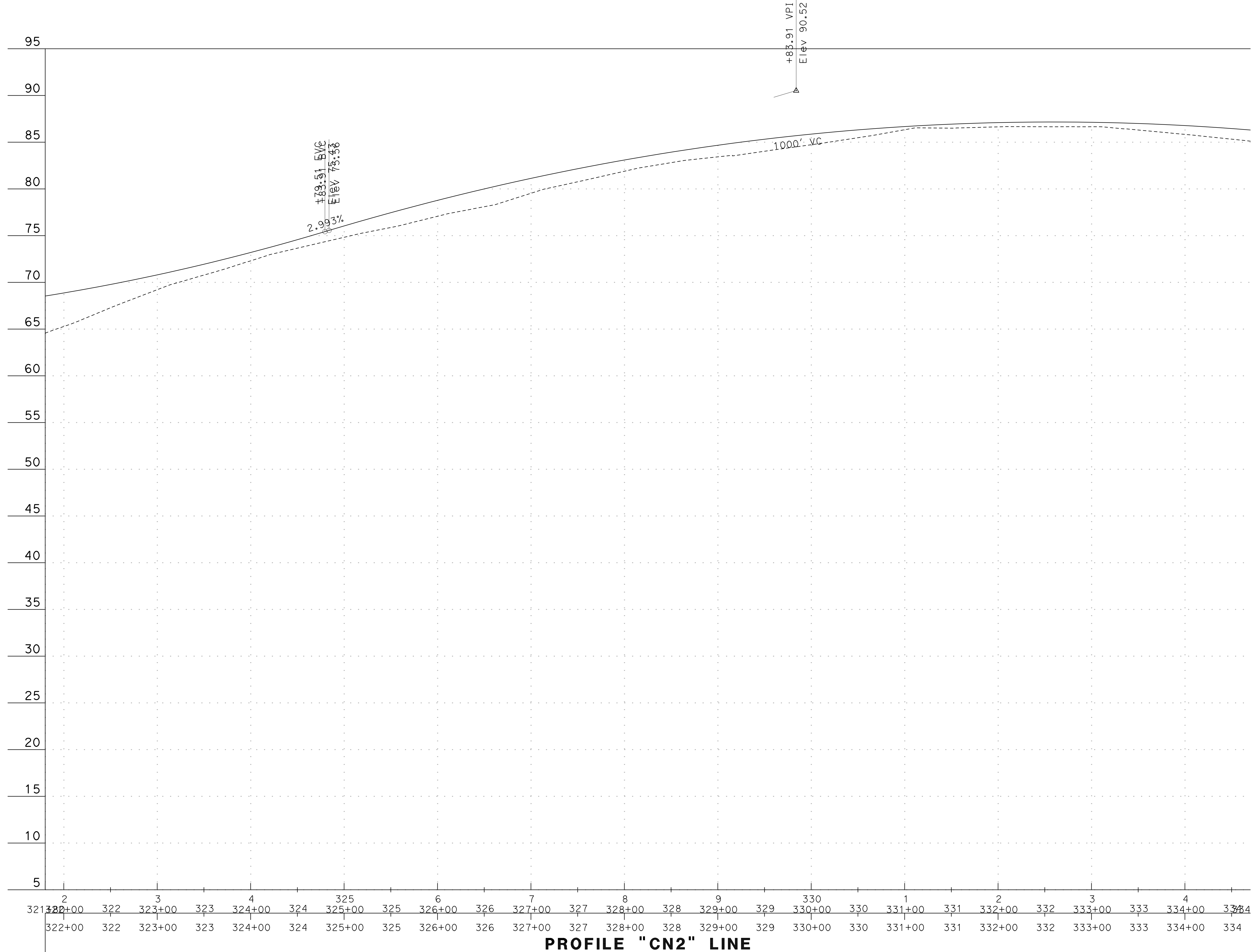
Project Name and Address

Project: #####	Sheet: 2
Date: 3/2/2021	
Scale: 1" = 50'	

SR 2 Segment 2\_Profile\_v2020.dwg

3/19/2007

# SR 12 SEGMENT 2 CENTERLINE PROFILE



General Notes

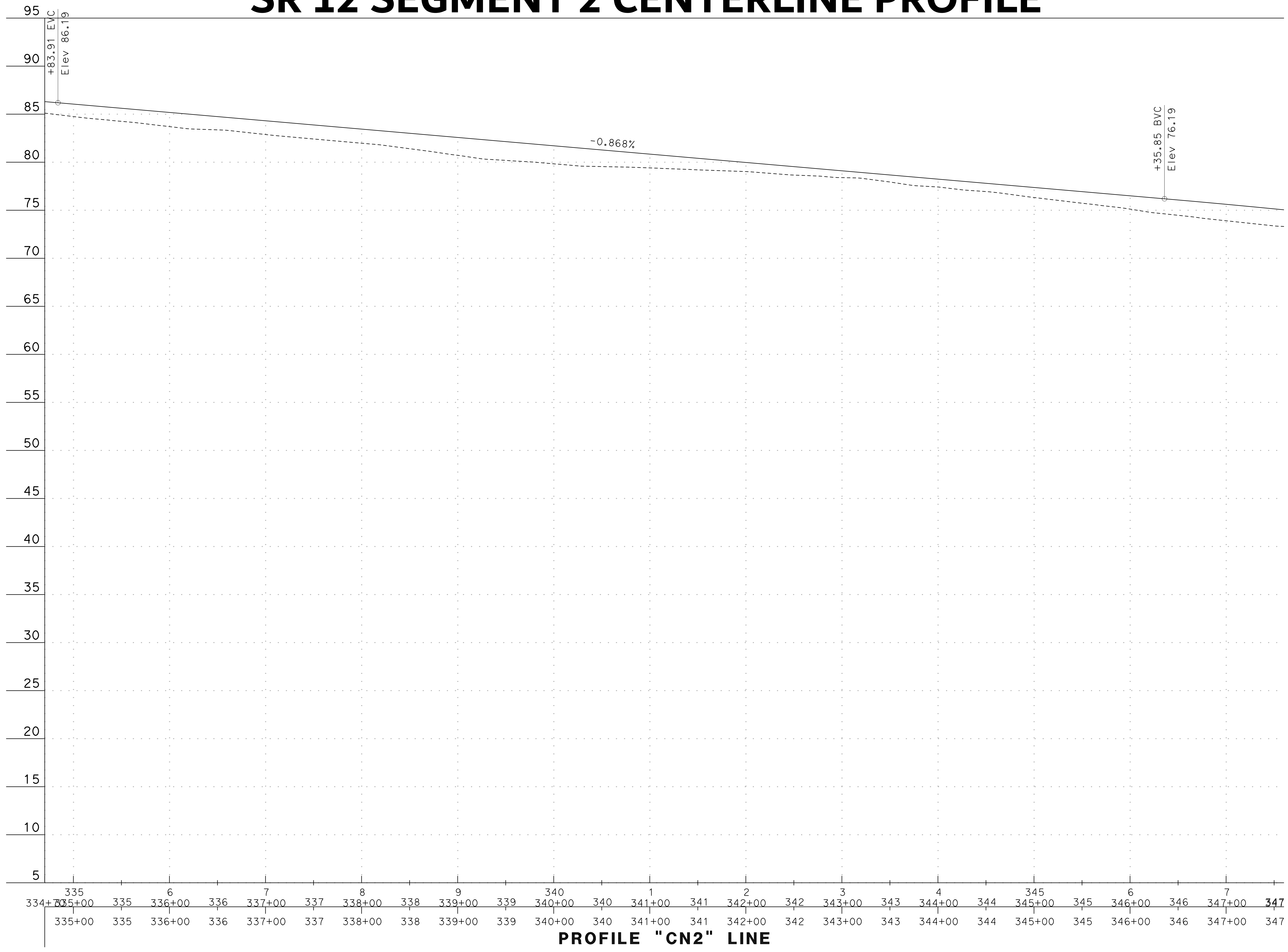
No.	Revision/Issue	Date

Designer Name and Address

Project Name and Address

Project: #####	Sheet: 3
Date: 3/2/2021	3
Scale: 1" = 50'	

# SR 12 SEGMENT 2 CENTERLINE PROFILE



PROFILE "CN2" LINE

General Notes

No.	Revision/Issue	Date

Project Name and Address

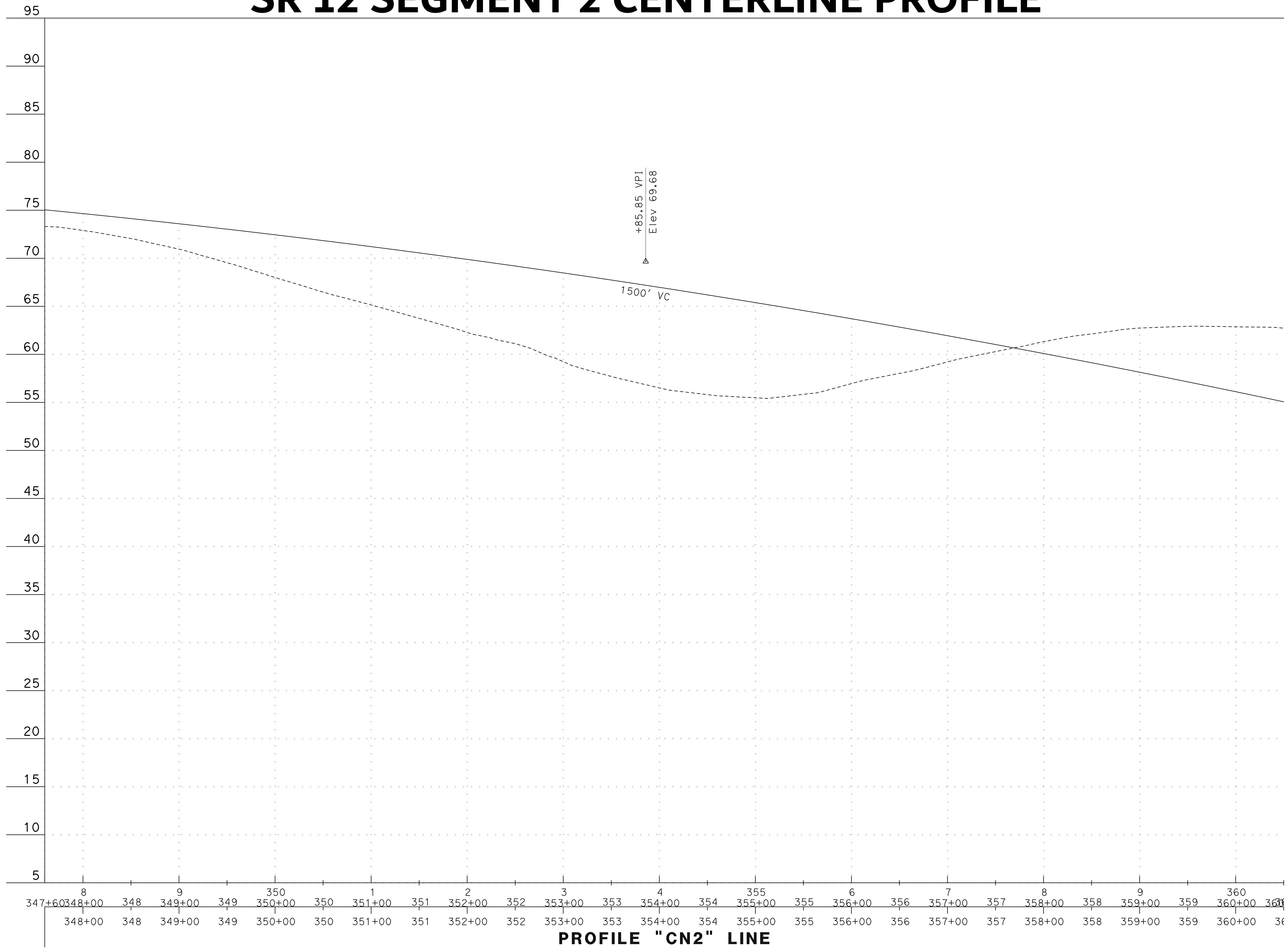
Project Name and Address

Project: #####	Sheet: 4
Date: 3/2/2021	
Scale: 1" = 50'	

SR 2 Segment 2\_Profile\_v2020.dwg

3/19/2007

# SR 12 SEGMENT 2 CENTERLINE PROFILE



SR 2\_Segment 2\_Profile\_v2020.dwg

3/19/2007

General Notes

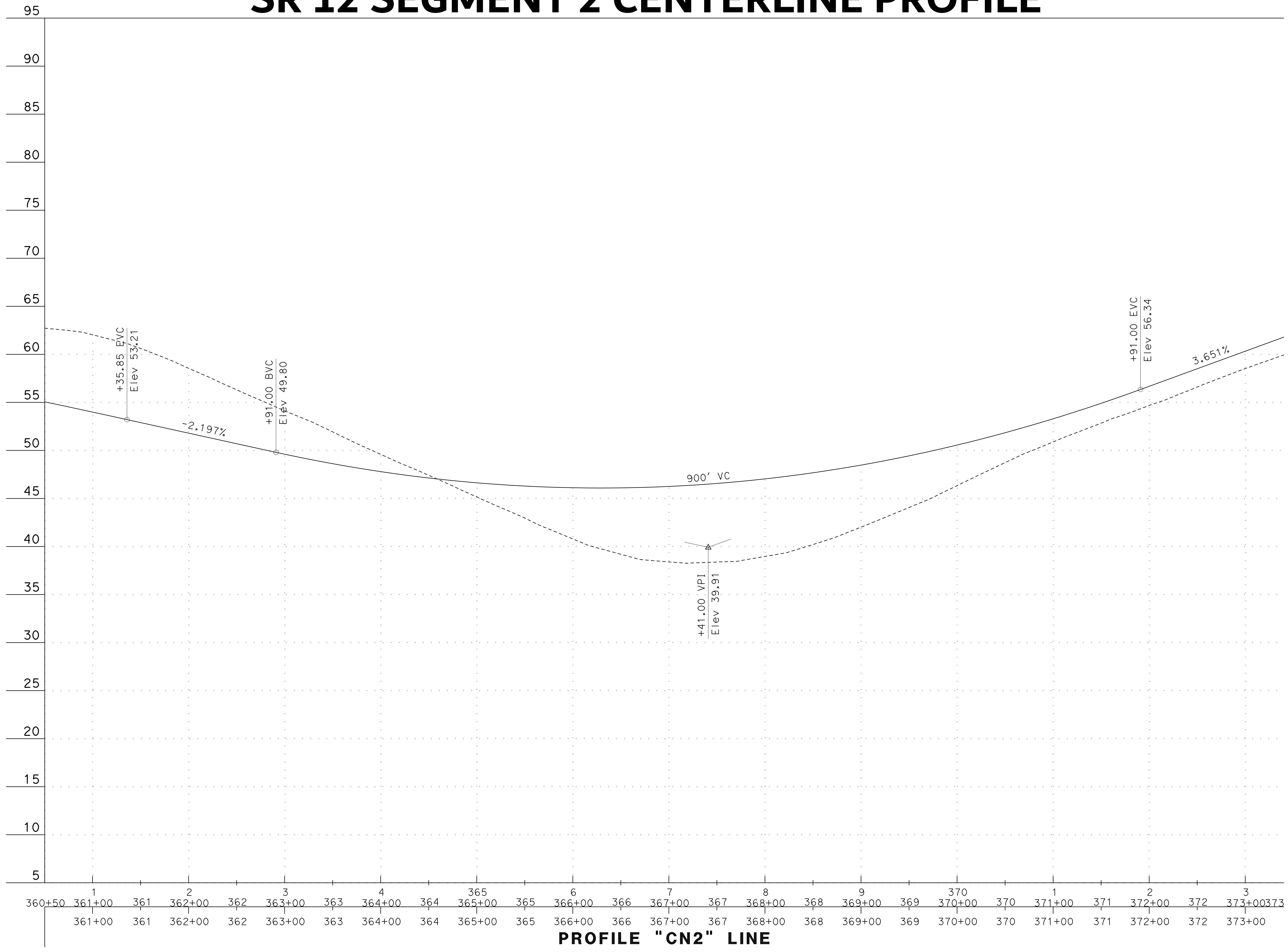
No.	Revision/Issue	Date

Project Name and Address

Project Name and Address

Project: #####	Sheet: 5
Date: 3/2/2021	
Scale: 1" = 50'	

# SR 12 SEGMENT 2 CENTERLINE PROFILE



General Notes

No.	Revision/Issue	Date

Project Name and Address

Project Name and Address

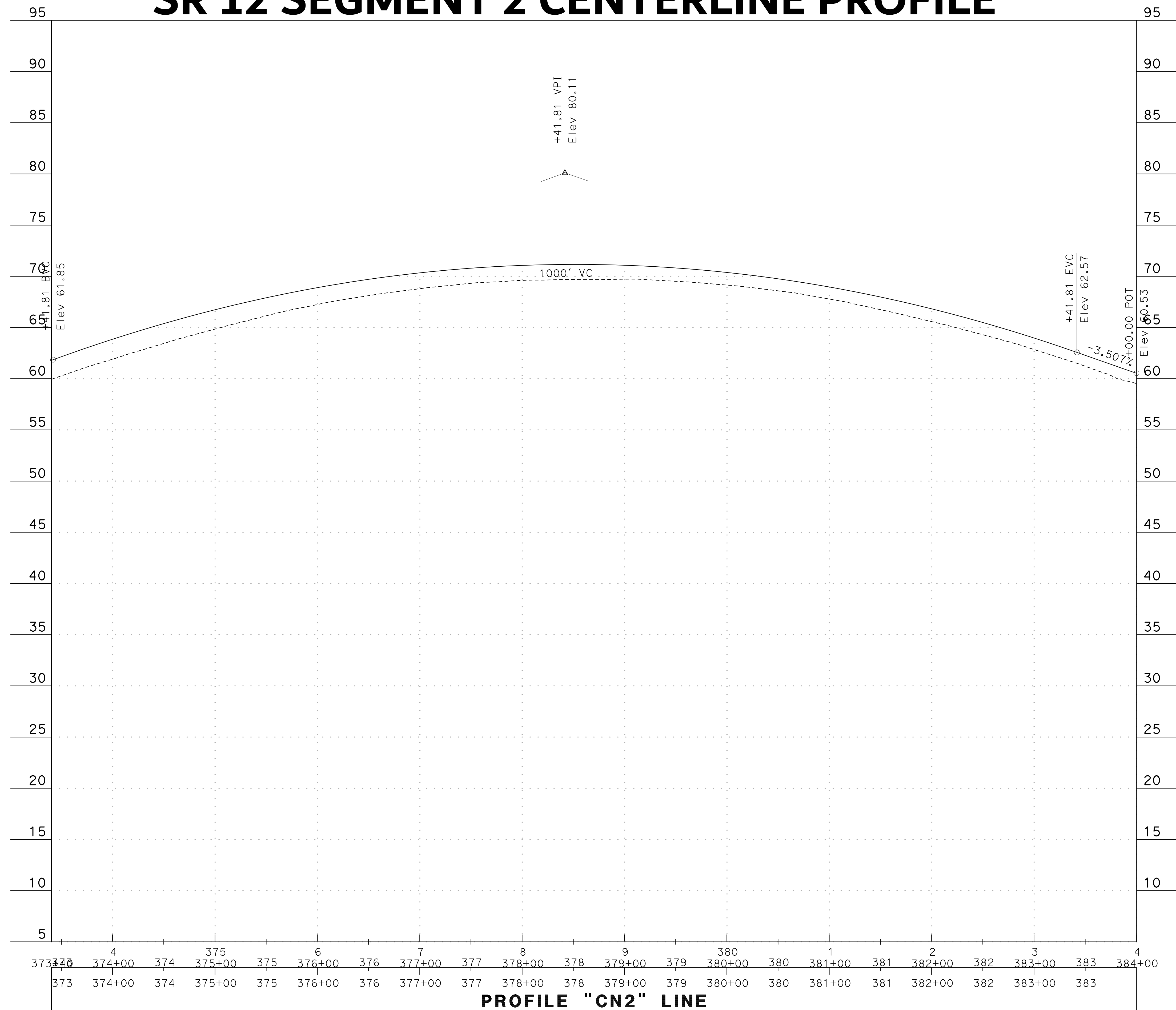
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Scale: 1" = 50'	

SR 2 Segment 2\_Profile\_v2020.dwg

3/19/2007



# SR 12 SEGMENT 2 CENTERLINE PROFILE



General Notes

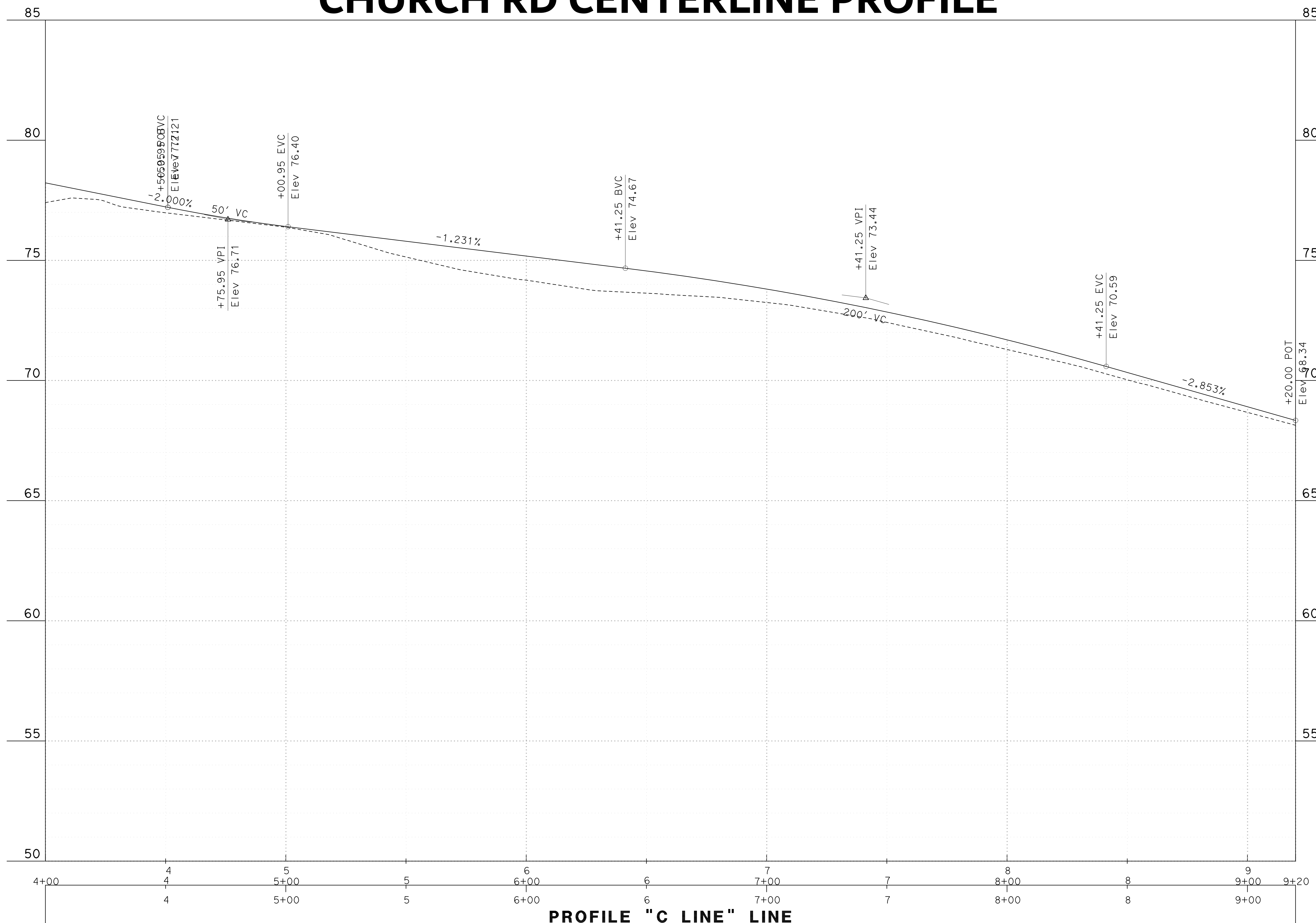
No.	Revision/Issue	Date

Project Name and Address

Project Name and Address

Project: #####	Sheet: 7
Date: 3/2/2021	
Scale: 1" = 50'	

# CHURCH RD CENTERLINE PROFILE



PROFILE "C LINE" LINE

General Notes

No.	Revision/Issue	Date

Project Name and Address

Project Name and Address

Project: #####	Sheet: 1
Date: 3/2/2021	
Scale: 1" = 50'	

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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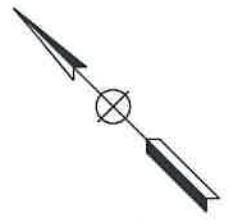
REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

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# SEGMENT 3



NOTE: Segment 3 plans are still being developed.

**LAYOUT**  
SCALE: 1" = 50'

L-01

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**St. Gibbons**  
 FUNCTIONAL SUPERVISOR  
 CALCULATED-DESIGNED BY  
 CHECKED BY  
 REVISED BY  
 DATE REVISED

LAST REVISION: DATE PLOTTED: 03/27/2014

REVISOR BY  
 DATE REVISED

CALCULATED BY  
 DESIGNED BY  
 CHECKED BY

FUNCTIONAL SUPERVISOR

USERNAME => s146954



**LAYOUT**  
 SCALE: 1" = 50'

L-02

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SOL	12	20.57/22.70		

REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_

PLANS APPROVAL DATE \_\_\_\_\_

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

LAST REVISION: DATE PLOTTED: 11-27-11 11:20:18

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CHECKED BY	DESIGNED BY

FUNCTIONAL SUPERVISOR

REVISOR	DATE	REVISION



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SOL	12	20.57/22.70		

REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_

PLANS APPROVAL DATE \_\_\_\_\_

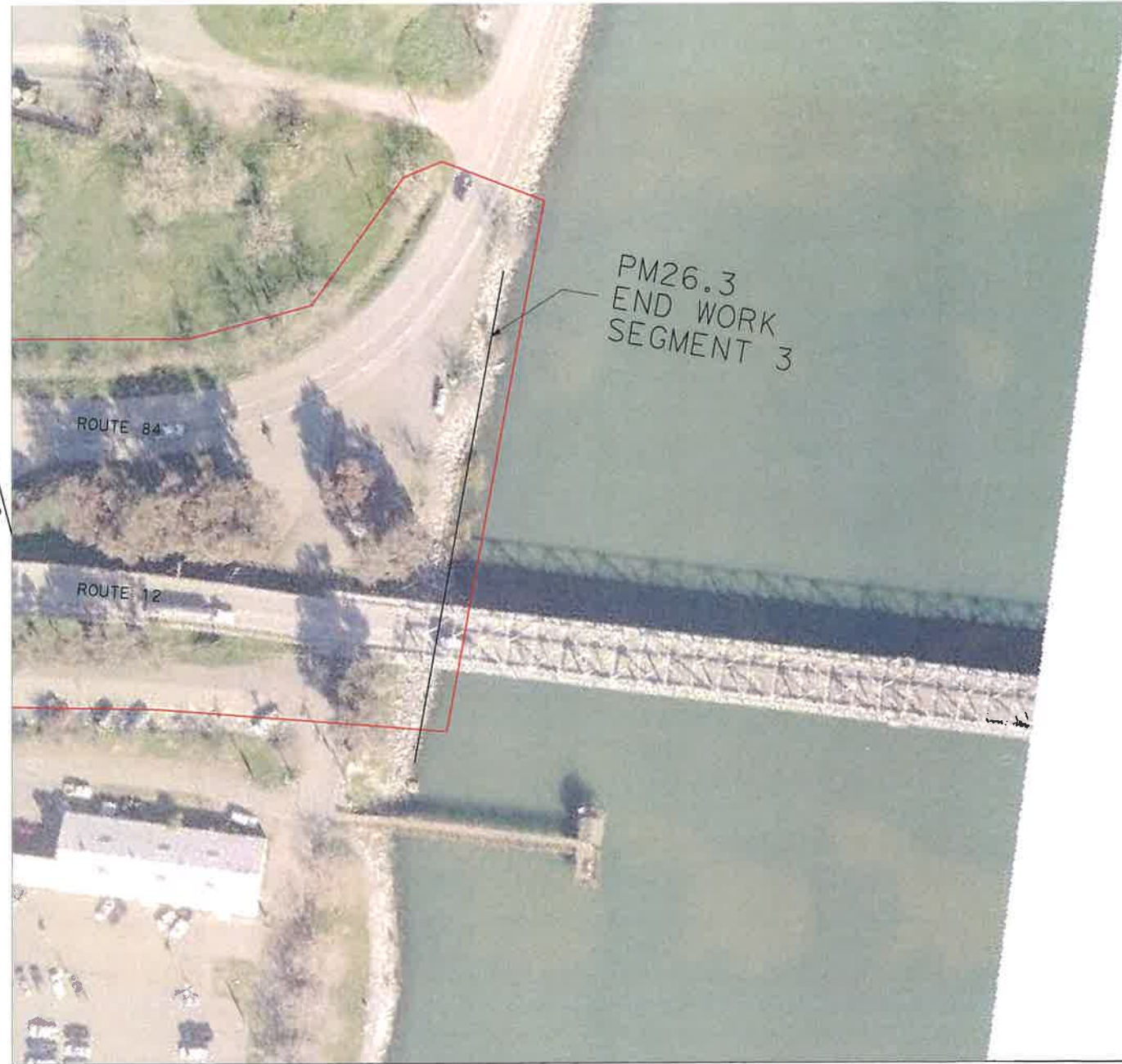
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REGISTERED PROFESSIONAL ENGINEER  
 No. \_\_\_\_\_  
 Exp. \_\_\_\_\_  
 CIVIL  
 STATE OF CALIFORNIA

**LAYOUT**  
 SCALE: 1" = 50'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**St. Gobans**

FUNCTIONAL SUPERVISOR	CHECKED BY	REVISOR	DATE
CALCULATED-DESIGNED BY	CHECKED BY	REVISOR	DATE



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SOL	12	20.57/22.70		

REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_

PLANS APPROVAL DATE \_\_\_\_\_

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 SCALE: 1" = 50'

L-03

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**Application of Criteria for a Project of Air Quality Concern**  
**Project Title: US 101/SR 92 Interchange Area Improvement**  
**Project Summary for Air Quality Conformity Task Force Meeting: 05/27/2021**

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**Description**

- The project will add merged lane (auxiliary lane) at approximately 3,000 feet on WB SR92, from SB and NB US 101 connector to the Mariners Island Blvd.
- The project will add HOV preferential lane and ramp metering system at WB SR92 and SB US101 loop on-ramp.
- The project will add a right-turn lane at the NB US 101 Off-ramp and Hillsdale Blvd. The NB US 101 loop on-ramp will need to realign to include a dedicated right-turn pocket.
- The project will move the existing off-ramp traffic exiting to the Fashion Island Blvd from the EB SR92 connector ramp to the WB SR92 connector ramp.

**Background**

- Project is a CE (NEPA)/ CE (CEQA)
- PSR-PDS completed on 10/29/2019
- PAED (environmental phase) end date is 09/06/2021
- Seeking air quality conformity determination on or before 06/02/2021
- No public circulation and review are required

**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?*
  - The volumes of diesel vehicles on SR 92 and US 101 are low and the proposed project would not cause an increase in diesel vehicles using the facilities.
  - Volumes do not exceed an AADT of 125,000 with 8% trucks or 10,000 truck AADT.
- (ii) Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?*
  - No intersections are modified by this project
  - No intersections are anticipated to be significantly affected by this project
- (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?*
  - Project does not affect locations identified in an applicable implementation plan or implementation plan submission.
  - On January 9, 2013, the U.S. EPA issued a final rule that determined the San Francisco Bay Area air basin has attained the 24-hour PM<sub>2.5</sub> National Ambient Air Quality Standards (NAAQS). As a result, new state implementation plan (SIP) provisions are not necessary to demonstrate how the air basin will attain the standard.

RTIP ID# 17-06-0009

TIP ID# SM-90014

**Air Quality Conformity Task Force Consideration Date**

May 27, 2021

**Project Description**

**No Build Alternative:**

• This alternative maintains the existing conditions of the US-101/SR 92 interchange as no other transportation improvement projects have been identified or programmed for this interchange.

**Build Alternative:**

The build alternative considers four safety and traffic operations improvements to the US-101/SR 92 interchange in San Mateo County, which may be implemented independently or together:

**1. Westbound SR 92 to southbound US 101 loop ramp and structure widening improvements**

- Would widen a portion of the westbound SR 92 to southbound US 101 loop ramp connector by one lane to the outside to allow for the addition of a HOV preferential lane and a metering system within the ramp

**2. Northbound and southbound US 101 to eastbound SR 92 merging and restriping improvements**

- Would eliminate the inside merge between the southbound US 101 connector and eastbound SR 92 to improve safety by providing standard outside merges between the southbound and northbound US 101 connectors. Currently, the convergence of the southbound and northbound US 101 connectors and the eastbound SR 92 through lanes results in a merge of 5 lanes to 3 lanes over a distance of approximately 1,000 feet. This would modify the lane merge such that an initial outside merge from 5 lanes to 4 lanes would occur on the Seal Slough bridge. It would also then shift the location of the second merge point further east. The fourth lane would be extended beyond the Mariners Island Boulevard off-ramp and then would merge from 4 lanes to 3 lanes using a standard outside lane drop.

**3. Southbound US 101 Fashion Island Blvd off-ramp improvements**

- The existing off-ramp traffic exits Fashion Island Blvd through the eastbound SR 92 connector ramp. This would move the Fashion Island Blvd off-ramp to exit from the westbound SR 92 connector ramp.

**4. Northbound US 101 at Hillsdale Blvd off-ramp and intersection modification and widening improvements**

- Would widen and restripe the off-ramp at northbound US 101 Hillsdale Blvd exit ramp. The outside eastbound through lane would be extended through the Hillsdale Boulevard and the US 101 northbound off-ramp intersection. The northbound US 101 loop on-ramp would be realigned and would include a dedicated right turn pocket.



<b>Type of Project:</b> Interchange Modifications and Improvements									
<b>County</b> San Mateo		<i>Narrative Location/Route &amp; Postmiles</i> 04-SM-101- PM10.9/12.1 & 04-SM-92- PM R11.8/R13.4 <b>EA#</b> 04-2Q800							
<b>Lead Agency:</b> Caltrans									
<i>Contact Person</i> Kenny Tsan		<i>Phone#</i> (510) 847-9565	<i>Fax#</i>	<i>Email</i> Kenny.Tsan@dot.ca.gov					
<b>Federal Action for which Project-Level PM Conformity is Needed</b> ( <i>check appropriate box</i> )									
X	<i>Categorical Exclusion (NEPA)</i>		<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:</b> Anticipated on or before 09/06/2021									
<b>NEPA Delegation – Project Type</b> ( <i>check appropriate box</i> )									
		X	<b>Section 326 – Categorical Exclusion</b>				<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>	06/08/2020	09/07/2021	03/07/2023	11/06/2023					
<b>End</b>	09/06/2021	03/06/2023	08/07/2023	01/06/2025					
<b>Project Purpose and Need (Summary):</b> ( <i>please be brief</i> )									
<u>Purpose:</u>									
1. Improve local access from US-101									
2. Provide operational improvements at the US 101/State Route (SR) 92 interchange ramps that reduce weaving conflicts and improve safety.									
<u>Need:</u>									
1. Westbound SR 92 to southbound US 101 loop connector has inadequate capacity resulting in extended queues and no HOV preferential lane designation to provide incentives for carpool or bus use.									
2. Eastbound SR 92 experiences heavy traffic volume and short merges from northbound and southbound US 101, resulting in extended delays and queues.									
3. Southbound US 101 to westbound SR 92 connector ramp experiences high number of vehicles illegally crossing the gore area to access Fashion Island Boulevard off-ramp when obstructed by extended queuing from southbound US 101 to eastbound SR 92.									
4. Northbound US 101 at Hillsdale Boulevard exit ramp has inadequate storage capacity resulting in extended queues and a higher than average ramp accident rate.									

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

The project is in a residential/commercial area. Stores, restaurants and single-family residential neighborhoods surround the project in the southwest, southeast, northwest and northeast. Fiesta Gardens International School is immediately southwest of the project.

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

The Average Annual Daily Traffic (AADT) were provided by Caltrans Traffic Forecasting. The project forecasts were prepared using recent traffic and truck counts along US 101 and SR 92 as well as model runs using the San Mateo-San Rafael Travel Demand Model.

Three analysis years, along with the existing conditions, were evaluated:

- Year 2025 represents the possible opening year of the project.
- Year 2040 represents the planning horizon for the project.
- Year 2045 represents the design year for the project

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

The traffic information is provided by the Office of Traffic Forecasting at Caltrans on May 3, 2021. Please see below

**Existing Year (2020):**

Roadway	Existing Year	AADT	% Truck	Truck AADT
NB US101	2020	140,430	3.49%	4,901
SB US101	2020	140,430	3.49%	4,901
EB SR92	2020	77,900	4.50%	3,506
WB SR92	2020	84,930	4.50%	3,822

**Opening Year (2025):**

Roadway	Year	Alternative	AADT	% Truck	Truck AADT
NB US101	2025	No-Build/Build	144,035	3.49%	5,027
SB US101	2025	No-Build/Build	144,035	3.49%	5,027
EB SR92	2025	No-Build/Build	79,590	4.50%	3,852
WB SR92	2025	No-Build/Build	86,770	4.50%	3,905

**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**

**Horizon Year (2040):**

Roadway	Year	Alternative	AADT	% Truck	Truck AADT
NB US101	2040	No-Build/Build	155,130	3.49%	5,414
SB US101	2040	No-Build/Build	155,130	3.49%	5,414
EB SR92	2040	No-Build/Build	84,760	4.50%	3,814
WB SR92	2040	No-Build/Build	92,400	4.50%	4,158

**Design Year (2045):**

Roadway	Year	Alternative	AADT	% Truck	Truck AADT
NB US101	2045	No-Build/Build	158,825	3.49%	5,543
SB US101	2045	No-Build/Build	158,825	3.49%	5,543
EB SR92	2045	No-Build/Build	86,480	4.50%	3,892
WB SR92	2045	No-Build/Build	94,280	4.50%	4,243

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

The proposed project does not significantly increase the capacity of any existing roadway. A reduction of weaving conflicts and improvement of merges near the interchange are anticipated to result in a small reduction in delay and congestion on SR-92 and US 101 near the interchange, but no significant traffic redistribution is anticipated.

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

The proposed project is in a nonattainment area for federal PM<sub>2.5</sub> standards. Therefore, according to 40 CFR Part 93, a hotspot analysis is required for conformity purposes. However, the Environmental Protection Agency (EPA) does not require a quantitative hotspot analysis for projects that are not a project of air quality concern (POAQC). Five types of projects listed in 40 CFR Section 93.123(b)(1) qualify as a POAQC. The following discussion evaluates whether the proposed project falls into any of these POAQC categories.

1. The project is not a new or expanded highway project that would have a significant number of or increase in the number of diesel vehicles (40 CFR Section 93.123 (b)(1)(i)).

*The volumes of diesel vehicles on SR 92 and US 101 are low and the proposed project would not cause an increase in diesel vehicles using the facilities. The EPA's March 2006 guidance document "Transportation Guidance for Qualitative Hot-spot Analysis in PM<sub>2.5</sub> and PM<sub>10</sub> Nonattainment and Maintenance Areas" references two step criteria to identify "a significant volume of diesel truck traffic." The first criterion is facilities with greater than 125,000 AADT volumes. The second criterion is facilities with either higher than 8 percent, or more than 10,000, of diesel truck traffic volumes. With respect to traffic volumes along SR 92 for the project, opening year and horizon year AADT volumes (ranging from 79,590 to 84,760 for EB direction and ranging from 86,770 to 92,400 for WB direction) are significantly less than 125,000 AADT. With respect to diesel truck volumes, US 101 does not have truck AADT approaching 10,000 or a truck % near 8% in the opening or horizon years. Furthermore, the proposed project would have no effect on SR 92 and US 101 mainline AADT or truck traffic volumes.*

*As such, the project does not have the potential to result in a substantial increase in the number of diesel vehicles within the project area.*

2. The project is not likely to affect any intersections (40 CFR Section 93.123 (b)(1)(ii)).

*The volumes of diesel vehicles at the intersections and interchanges within the project area are low and the proposed project would not cause an increase in diesel vehicles at these intersections.*

3. The project does not include the construction of a new bus or rail terminal with a significant number of diesel vehicles congregating at a single location (40 CFR Section 93.123 (b)(1)(iii)).

*Not applicable - No bus or rail terminals are affected by the project.*

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 (40 CFR Section 93.123 (b)(1)(iv)).

*Not applicable - No bus or rail terminals are affected by the project.*

5. The project is not in or affecting locations, areas or categories of sites that are identified in the PM<sub>2.5</sub> applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation (40 CFR Section 93.123 (b)(1)(v)).

*Project does not affect locations identified in an applicable implementation plan or implementation plan submission. On January 9, 2013, the U.S. EPA issued a final rule that determined the San Francisco Bay Area air basin has attained the 24-hour PM<sub>2.5</sub> National Ambient Air Quality Standards (NAAQS). As a result, new state implementation plan (SIP) provisions are not necessary to demonstrate how the air basin will attain the standard.*

Based on the evaluation above, the project should not be considered a POAQC and not require a quantitative hot-spot analysis to demonstrate that it will not cause or worsen an existing PM<sub>2.5</sub> violation

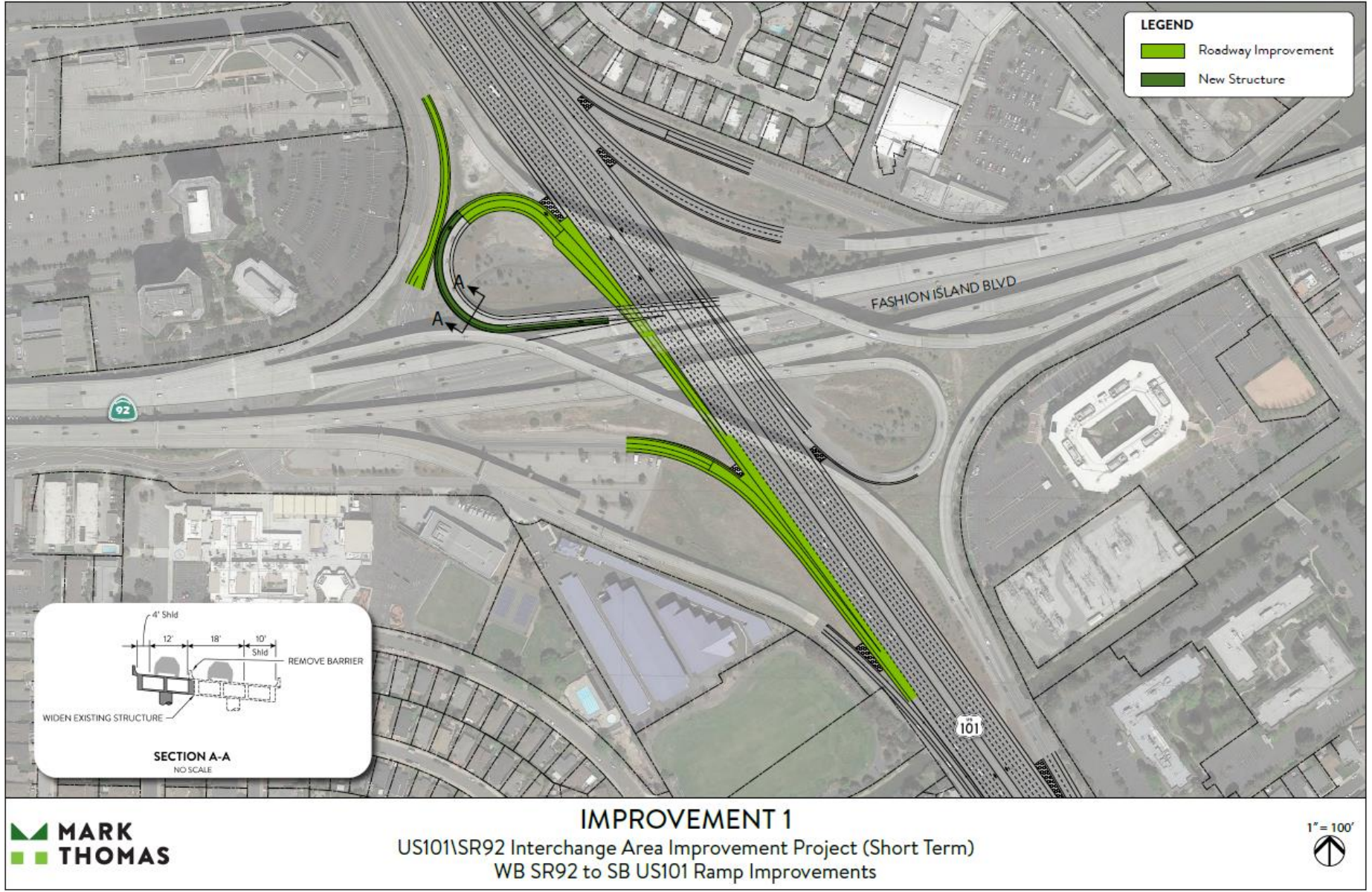
## **Attachments**

1. Attachment A-Location Map
2. Attachment B-Project Layout Sheets

# Attachment A – Location Map

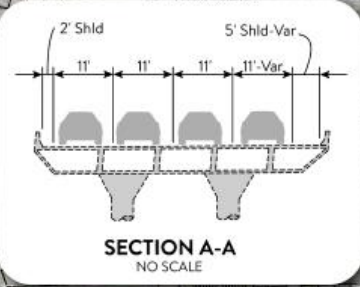


# Attachment B – Project Layout Sheets





**LEGEND**  
 Roadway Improvement



## IMPROVEMENT 2

US101\SR92 Interchange Area Improvement Project (Short Term)  
 Modification of Lane Merge From US 101 Connector Ramps to EB SR 92





### IMPROVEMENT 3

US101\SR92 Interchange Area Improvement Project (Short Term)  
 SB US101 Fashion Island Blvd Exit Ramp Modification



### IMPROVEMENT 4

US101\SR92 Interchange Area Improvement Project (Short Term)  
 Northbound US 101 at Hillsdale Blvd Exit Ramp and Intersection Modification and Widening

40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Expanded Description	Project Type under 40 CFR 93.126
NAP	NAP170006	American Canyon	Green Island Road Class I	American Canyon: Green Island Road in the Green Island Industrial District (GRID): Construct new Class 1 multi-use trail.	<p>American Canyon: Green Island Rd from Paoli Loop to Commerce Blvd: Construct approximately 4,200 LF of new Class 1 multi-use trail to accommodate cyclists and pedestrians, and to encourage non-vehicular modes of transportation, and as required by local, regional and State Complete Streets policies. Improvements include sidewalks and Class I bike facilities such as the Napa Valley Vine Trail.</p> <p>The City of American Canyon enjoys an ideal location among three major goods movement corridors: Highways 29, 37, and 80; near three international airports; and Union Pacific Railroad. Within the City, the Green Island Industrial District (GRID) is a regional agricultural employment center (with 30+/- logistics centers and over 1,227 employees) that provides industrial space for wineries and international farm to table agricultural distributors. These industrial users include food service/processing facilities such as Biagi Brothers (finished agricultural product trucking), Sutter Home Wines (wine), Barry Callebaut (chocolate), Mezzetta Foods (vegetables), and Wallaby Yogurt (dairy products). As a whole, the Project will benefit the City and Napa Valley, which is a critical economic engine for the region. The Project will also serve to connect high-density housing in the American Canyon PDA to economic opportunities in the Green Island Industrial Area. The Project will serve to improve traffic circulation, benefit the City's commercial/industrial users, and foster the economic vitality of the City. The Project will also enhance Napa PCAs by supporting local agricultural uses.</p>	Air Quality - Bicycle and pedestrian facilities



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: Air Quality Conformity Task Force

DATE: May 19, 2021

FR: Harold Brazil

W. I.

RE: Approach to Draft Conformity Analysis for the Plan Bay Area 2050 and the 2021 Amended Transportation Improvement Program

MTC staff is preparing its Regional Transportation Plan (called Plan Bay Area 2050) and the amended 2021 Transportation Improvement Program (TIP) conformity analysis. MTC staff seeks the Task Force's review of the proposed approach to conform Plan Bay Area 2050 and the amended 2021 TIP in accordance with federal conformity regulations. MTC is scheduled to release the Draft Conformity Analysis for Plan Bay Area 2050 and the Amended 2021 TIP for public review on **July 1, 2021**. Attachment A includes a full schedule for review and approval of the conformity analysis for Plan Bay Area 2050 and the Amended 2021 TIP.

### **Background**

Transportation conformity is required under CAA section 176(c) (42 U.S.C. 7506(c)) to ensure that federally funded or approved highway and transit activities are consistent with ("conform to") the purpose of the state air quality implementation plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones. EPA's transportation conformity rule (40 CFR Parts 51 and 93) establishes the criteria and procedures for determining whether metropolitan transportation plans, TIPs, and federally supported highway and transit projects conform to the SIP. Transportation conformity applies to designated nonattainment and maintenance areas<sup>1</sup> for transportation-related criteria pollutants: ozone, PM<sub>2.5</sub>, PM<sub>10</sub>, carbon monoxide, and nitrogen dioxide.<sup>2</sup>

### **Safer Affordable Fuel Efficient Vehicles Rule**

On September 18, 2019, the Trump Administration announced that it would enact the Safer Affordable Fuel Efficient (SAFE) Vehicle Rule. When finalized, the rule revoked California's authority to implement the Advanced Clean Cars (I and II) and zero emission vehicles (ZEV) mandates. Consequently, it also invalidated California's tool to estimate mobile source emissions—commonly known as "EMFAC"—which assumes the clean car mandates are implemented. Planning agencies across California use EMFAC to estimate mobile source emissions to demonstrate their respective plans conform to the SIP and meet federal clean air standards. In response, CARB staff developed off-model adjustment factors to account for the

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<sup>1</sup> "Maintenance areas" are those areas that were initially designated nonattainment for a criteria pollutant and subsequently redesignated to attainment after 1990. Maintenance areas have SIPs developed under CAA section 175A.

<sup>2</sup> See "Transportation Conformity Guidance for 2015 Ozone NAAQS Nonattainment Areas"; <https://nepis.epa.gov/Exe/ZyPDF.cgi/P100UN3X.PDF?Dockkey=P100UN3X.PDF>

impacts of this rule. On March 12, 2020, the EPA confirmed these adjustment factors to be acceptable for use in transportation conformity determinations<sup>3</sup>.

On April 22, 2021, the National Highway Traffic Safety Administration (NHTSA) announced it is making the steps needed to withdrawal the SAFE rule which preempts states from establishing stricter emissions standards and zero emissions vehicles mandates. A notice of proposed rulemaking was filed, enabling the public to comment.

### **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

On Oct. 1, 2015, the U.S. Environmental Protection Agency (EPA) strengthened the National Ambient Air Quality Standards (NAAQS) for ground-level ozone to 70 parts per billion (ppb), based on extensive scientific evidence about ozone's effects on public health and welfare. On June 28, 2017, EPA announced that it is using its authority under the Clean Air Act (CAA) to extend by 1 year the deadline for promulgating initial area designations for the ozone national ambient air quality standards (NAAQS) that were promulgated in October 2015. The deadline was October 1, 2018 and based monitoring data<sup>4</sup>, the San Francisco Bay Area nonattainment area was designated to be in nonattainment by EPA.

The San Francisco Bay Area region, being in nonattainment for the 2015 ozone NAAQS, must show compliance with these requirements by completing the transportation conformity process, which conforms the most recent Regional Transportation Plan (RTP) – currently the Plan Bay Area 2050 – and Transportation Improvement Program (TIP) – currently the MTC's 2021 TIP to the State Implementation Plan (SIP).

### **Carbon Monoxide (CO) Requirements**

The approved 1998 maintenance plan for the San Francisco-Oakland-San Jose Carbon Monoxide nonattainment area did not extend the maintenance plan period beyond 20 years from re-designation. Consequently, transportation conformity requirements for CO ceased to apply after June 1, 2018 (i.e., 20 years after the effective date of the EPA's approval of the first 10-year maintenance plan and redesignation of the area to attainment for CO NAAQS). As a result, as of June 1, 2018 – transportation conformity requirements no longer applies for the CO NAAQS in the San Francisco-Oakland-San Jose CO nonattainment area for Federal Highway Administration/Federal Transit Association projects as defined in 40 CFR 93.101.

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<sup>3</sup> Additional information is available here:

<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/final-safe-rule-frequently-asked-questions-a11y.pdf>

<sup>4</sup> See "2017 Clean Air Plan. Spare the Air and Cool the Climate"; [https://www.baaqmd.gov/~/\\_/media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a\\_-\\_proposed-final-cap-vol-1-pdf.pdf?la=en](https://www.baaqmd.gov/~/_/media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-_proposed-final-cap-vol-1-pdf.pdf?la=en)

## PM<sub>2.5</sub> 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<sub>2.5</sub> 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<sub>2.5</sub> 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<sub>2.5</sub> NAAQS.

Therefore, since approved motor vehicle emissions budgets for PM<sub>2.5</sub> 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 2008<sup>5</sup>; 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 October 22, 2020 Conformity Task Force meeting. MTC will review the approach with the Conformity Task Force again when we present the draft conformity analysis in December 2020. Key aspects of the conformity analysis are as follows:

1. Regional Emissions Analysis: MTC will conduct a new regional emissions analysis to conform the 2021 TIP and the Plan.
2. Latest Planning Assumptions: MTC will use the latest planning assumptions, including:
  - *UrbanSim*; regional land use forecasting model – *UrbanSim* relies on regional control totals of jobs, housing, and population, developed and adopted by ABAG, to analyze the effects of land use and transportation strategies on the forecasted regional development pattern. *UrbanSim* simulates the interactions of households, businesses, developers, and governments within the urban market. *UrbanSim* produces land use outputs, including the forecasted location of new jobs and housing for a forecasted scenario. MTC and ABAG staff have evaluated the model outputs through an extensive planning process which involved input by local jurisdictions.
  - *Travel Model 1.5.2.3*; Updated travel demand forecasts using MTC's *Travel Model 1.5.2.3*, released December 2020, Travel Model 1.5.2.3 is a major update to MTC's Activity-Based Travel Model One. It was developed for the Horizon initiative and added representation for:

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<sup>5</sup> See 40 CFR 93.119; <http://www.epa.gov/otaq/stateresources/transconf/baseline.htm>

- Expand Transportation Demand Management Initiatives - parking fees input prep and parking summaries
  - Expand Commute Trip Reduction Programs at Major Employers
  - Ride-hailing (or Transportation Network Company – TNC) and taxi modes
  - Autonomous Vehicles
- **EMFAC2017**; VMT estimates used in the federally approved **EMFAC2017** emission model will be consistent with the California Air Resources Board’s (CARB) recommended adjustment methods.
3. Latest Emissions Model: As mentioned above, MTC will apply EMFAC2017 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 NOx was compared to quantified emissions for analysis years **2025, 2030, 2040 and 2050**.
    - **PM<sub>2.5</sub>**: MTC will use the “Baseline Year Test” interim emission test to demonstrate conformity with the 24-hour PM<sub>2.5</sub> standard. Consistent with EPA’s Transportation Conformity Rule PM<sub>2.5</sub> and PM<sub>10</sub> Amendments; Final Rule published in the federal register in March 2010. MTC will quantify emissions for both directly emitted PM<sub>2.5</sub> and NOx (as the precursor to PM<sub>2.5</sub> 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 **2025, 2030, 2040 and 2050**. The analysis will be carried out using inputs for the winter season, during which the Bay Area experiences its highest levels of PM<sub>2.5</sub> concentrations.
  5. Transportation Control Measure (TCM) Implementation: The motor vehicle emission estimates for ROG and NOx will include the effects of TCMs A-E in the 2001 Ozone Attainment Plan. These TCMs are now fully implemented.
  6. Financial Constraint: The Plan Bay Area 2050’s draft Investment Strategy comprises a fiscally constrained set of transportation projects and programs that support the region’s land use and transportation goals. In addition, Plan Bay Area 2050 anticipates total inflation-adjusted revenues of nearly \$1.4 trillion across the four topic areas of transportation, housing, the economy and the environment during the plan period, from 2021 to 2050. Nearly \$603 billion is expected from existing funding sources, after accounting for impacts of the COVID-19 recession. The remaining \$780 billion is expected from a mix of new revenues, including per-mile freeway tolls, parking fees and other regional funding measures. These could reflect a mix of state, regional, and local sources – ranging from sales taxes to income taxes to property taxes – implemented in a phased manner over the coming decades.

7. Interagency and Public Consultation: MTC will conduct the appropriate agency and public consultation for the Draft Transportation Air Quality Conformity Analysis for the Plan Bay Area 2050 and the 2021 TIP.

**Attachment A: Draft Schedule for the Transportation Air Quality Conformity Analysis for the Plan Bay Area 2050 (PBA2050) and the 2021 Transportation Improvement Program (TIP)**

<b>Activity</b>	<b>Timeline</b>
Conformity Task Force Reviews Proposed Conformity Approach	May 27, 2021
MTC Staff Conducts Technical Analysis & Report Preparation	May/June 2021
Release Draft Conformity Analysis for Public Review and Begin Public Comment Period	July 1, 2021
Discuss and Review Draft Conformity Analysis with AQCTF	July 22, 2021
End of Public Comment Period	July 30, 2021
AQCTF Briefing on Responses to Comments	September 23, 2021
Committee Approval	October 8, 2021
Commission Approval	October 27, 2021
Expected FHWA/FTA Final Approval of PBA2050 TIP and AQ Conformity Analysis	Later Fall, 2021





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## *Memorandum*

TO: Air Quality Conformity Task Force

DATE: May 27, 2021

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 add into the 2021 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.

### Changes Staff is Proposing to Include in the 2021 TIP

Staff is proposing to add a number of projects to the 2021 TIP. The description of the new projects along with the regional air quality category that staff believes best describes the projects are included on Attachment A.

MTC staff is not seeking a determination on the status of these projects for project-level conformity purposes with this item.

Review of the Regional Conformity Status for New and Revised Projects - Attachment A						
County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
<b>Proposed New Individually-Listed Projects for Regional Air Quality Conformity Status Review</b>						
1	Alameda	7251 AC Transit	AC Transit: Quick Builds Transit Lanes	Berkeley: Durant Ave between Ellsworth and College and Oakland: MacArthur Blvd between Alma Ave and 13th Ave: Design and construct bus lanes and minor bus improvements.	Berkeley: Durant Ave between Ellsworth and College and Oakland: MacArthur Blvd between Alma Ave and 13th Ave: Design and construct "red carpet" bus only lanes and minor bus improvements such as bus bulbs.	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization projects
2	Alameda	7227 AC Transit	AC Transit: Replace 30-ft Diesel Buses	AC Transit: 30-ft Diesel Buses: Purchase replacement vehicles	AC Transit: 30-ft Diesel Buses: Purchase replacement vehicles for 10 30ft Van Hool Buses which are at the end of their useful life.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
3	Alameda	7229 AC Transit	AC Transit: Replace 40-ft Diesel Buses	AC Transit: Diesel bus fleet: Purchase replacement buses	AC Transit: Diesel bus fleet: Replace 41 30ft 2006 Buses and 20 40ft 2008 Buses with 50 40ft Diesel Buses	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
4	Alameda	7228 AC Transit	AC Transit: Replace Articulated Buses	AC Transit: Articulated Bus Fleet: Replace diesel-powered buses with fuel cell-powered buses	AC Transit: Articulated Bus Fleet: Replace (9) Van Hool Articulated Diesel Buses that are at the end of its useful life with (9) Articulated Fuel Cell Buses.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
5	Alameda	7250 AC Transit	Tempo Quick Build Transit Lane Delineation	Oakland: On International Blvd between 14th Ave and Durant Ave: Add warning features to an existing median bus lane.	Oakland: On International Blvd between 14th Ave and Durant Ave: Enhance the existing median bus lane for AC Transit BRT by adding safety features such as signage and delineators to increase motor and pedestrian safety.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature
6	Alameda	7213 ACE	ACE Capital Access Fee	ACE: Along ACE Corridor: Capital Lease payments required to operate along Union Pacific corridor	ACE: Along ACE Corridor: Capital Lease payments required to operate along Union Pacific corridor. 10 year contract with Union Pacific requires Capital Lease payments be made in January of each operating year	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
7	Alameda	7215 ACE	ACE Revenue Vehicle Communication Equipment	ACE: Fleetwide: Replace and upgrade on-board communications equipment for the ACE service	ACE: Fleetwide: Replace and upgrade ACE on-board communication equipment, including geolocation systems, radios, computers, and passenger information and communication equipment.	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)
8	Alameda	7231 BART/Oakland	East Bay Greenway Segment II	Oakland: Along San Leandro St from Seminary Ave to 69th Ave: Construct a protected multi-use pathway	Oakland: Along San Leandro St from Seminary Ave to 69th Ave: Construct a protected multi-use pathway, including street trees, railings and crossing improvements	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
9	Alameda	7248 LAVTA	LAVTA Passenger Facilities Enhancements	LAVTA: At high-ridership stops in the Rapid network: Improve passenger amenities	LAVTA: At three high-ridership stops in the Rapid network (East Dublin/Pleasanton BART, Las Positas College, and Lawrence Livermore/Sandia National Labs): Improve passenger amenities including custom Rapid-branded passenger shelters and signage, real-time transit information displays, bike racks, waste receptacles, and placemaking elements.	EXEMPT (40 CFR 93.126) - Construction of small passenger shelters and information kiosks
10	Contra Costa	7236 BART	Lafayette Town Center Pathway Bike Station	Lafayette: Between the BART station and downtown: Construct bicycle and pedestrian improvements	Lafayette: Between the BART station and downtown: Construct bicycle and pedestrian improvements including a new modular, self-park bike station at the south entrance of the Lafayette BART station, as well as a new pedestrian-oriented plaza and shared-use pathway to improve the connection between the south entrance and downtown Lafayette.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities

Review of the Regional Conformity Status for New and Revised Projects - Attachment A						
County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
11 Contra Costa	7238	BART	Pittsburg/Bay Point BART Station Bike-Ped Imps	Contra Costa County: In and around the Pittsburg/Bay Point BART Station: Improve walking, ADA, and biking access to this regional transit station.	Contra Costa County: In and around the Pittsburg/Bay Point BART Station: Improve walking, ADA, and biking access to this regional transit station. The project will provide access improvements that were identified in the North Concord to Antioch BART Access Study (2018). The project will construct a new low-stress Class IV bikeway where there are currently no bike facilities, repair and regrade the adjacent sidewalk, install a one-story ramp and bike stairway channels at the station entrance, install Class II bike lanes in the station parking lot, and implement wayfinding. These facilities will provide important biking, walking, and access, connecting the Pittsburg/Bay Point BART station, Bailey Road in Pittsburg/Contra Costa County, and the 15-mile Delta de Anza Regional Trail.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
12 Contra Costa	7232	Concord	East Downtown Concord PDA Access and SR2T	Concord: Various locations in and around the Downtown Concord area: Construct new sidewalks and class 3 bicycle routes	Concord: Various locations in and around the Downtown Concord area: Construct new sidewalks and class 3 bicycle routes that provide access to the BART Station, PDA, bus stops, schools, and parks, including on two segments of Parkside Drive, two segments on The Alameda, one segment on 6th Street, one segment on Bonifacio Street, and one segment on Salvio Street, totaling 4,520 feet of new sidewalk in locations where no sidewalk exists today. The project also includes 1.4 miles of new bicycle routes on Parkside Drive, The Alameda and 6th Street, and also traffic signal modifications on 6th and Concord Blvd.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
13 Redwood City	7235	Redwood City	Roosevelt Ave Quick-build Traffic Calming	Redwood City: Along Roosevelt Ave: Install quick-build improvements to implement the approved, traffic calming plan with features to reduce speeding, enhance crossings, and address overall traffic safety.	Redwood City: Along Roosevelt Ave: Install quick-build improvements to implement the approved, traffic calming plan with features to reduce speeding, enhance crossings, and address overall traffic safety including RRFBs, bulb-outs, a roundabout, high-visibility and raised crosswalks, bicycle-friendly speed humps, advance yield signage, splitter island, wayfinding signage for the Peninsula Bikeway, travel lane reduction, and opportunities for landscaping, seating, bike racks, and public art. The project addresses safety concerns along Roosevelt Avenue which connects the community to parks, community centers, schools, shopping areas, and transit. There is a need to reduce speeds and improve localized safety at Roosevelt Avenue through traffic calming and improved crossing treatments and facilitate comfortable and active mode connections to area destinations and transit.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature
14 San Francisco	7212	SFMTA	San Francisco - Folsom Streetscape	San Francisco: On Folsom St from 2nd St to 11th St: Construct traffic safety improvements including a two-way separated bikeway, bike signals, lane removal, raised crosswalks, a transit only lane, boarding islands, and improved curb management.	San Francisco: On Folsom St from 2nd St to 11th St: Construct a permanent two-way separated bikeway using a concrete island, added traffic and corridor wide bike signals, the removal of one to two eastbound vehicle travel lanes, protected corners at intersections, corner bulb-outs, raised crosswalks at alleyways, mid-block crosswalks and crosswalks at alleyways and minor streets, a transit only lane, transit boarding islands, and improved curb management.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature

Review of the Regional Conformity Status for New and Revised Projects - Attachment A						
County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
15 San Jose	7239	San Jose	McKee-Julian Quick Strike Improvements	San Jose: Various locations along McKee Rd-Julian St: Provide safety improvements for vulnerable roadway users, pedestrians, bicyclists, and transit riders on a Vision Zero Priority Safety Corridor with a high frequency of fatal and severe injury crashes	San Jose: Various locations along McKee Rd-Julian St: Provide safety improvements for the most vulnerable roadway users, pedestrians, bicyclists, and transit riders, along McKee Road-Julian Street, a Vision Zero Priority Safety Corridor with a high frequency of fatal and severe injury crashes. This corridor provides a critical east-west connection over I-680, that link people to many major destinations to include San Jose Regional Medical Hospital, medical clinics, parks, schools, and shopping centers. The project will implement new protected bike lanes on Julian St from 21st St to US-101. And will upgrade the existing Class II to Class IV bike lanes with physical separation on McKee Rd from US-101 to Toyon Av, where appropriate. In addition, the project will add quick-build safety improvements to include pavement striping such as curb-extensions and high-visibility crosswalks to enhance pedestrian safety and comfort, and minor signal modifications to include retroreflective yellow backplate and upgrading signal head size.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature
16 Santa Clara	7224	Mountain View	Mountain View - Stierlin Rd Bike-Ped Improvements	Mountain View: Various streets and roads in central Mountain View: Implement bicycle and pedestrian improvements	Mountain View: Along Stierlin Road from Central Expressway (opposite Mountain View Transit Center), Central Avenue and Shoreline Boulevard: Implement bicycle and pedestrian improvements including a) Class IV protected bike lanes on Shoreline Boulevard south of Middlefield Road to Montecito Avenue, b) traffic calming and pedestrian improvements on Central Avenue and Stierlin Road, including bulbouts, high-visibility crosswalks, pedestrian and street lighting improvements, midblock raised crossing and speed hump, c) green-backed sharrows on Stierlin Road between Windmill Park Lane/Wright Avenue and Washington Street and Class II bike lanes on Stierlin Road slip ramp, d) protected intersection at Shoreline Boulevard/Montecito Avenue-Stierlin Road, and e) Pedestrian activated midblock crossing on Shoreline Boulevard adjacent to the Safeway Shopping Center.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
17 Santa Clara	7244	San Bruno	San Bruno Transit Corridor Ped Connection Ph4	San Bruno: At the intersection of San Bruno Ave and Green Ave: Implement enhancements to improve pedestrian connectivity	San Bruno: At the intersection of San Bruno Ave and Green Ave: Implement enhancements to improve pedestrian connectivity including installing curb extensions and accessible curb ramps. The Transit Corridor Pedestrian Connection Project aims to improve pedestrian connectivity within the City's Transit Corridor Area by enhancing the streets directly adjacent to the downtown core of San Bruno.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities

Review of the Regional Conformity Status for New and Revised Projects - Attachment A						
County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
18 Santa Clara	7240	San Jose	Bascom Avenue - Quick Strike Improvements	San Jose: Along the existing Class II bikeway on Bascom Ave: Enhance the existing bikeway on Bascom Ave to a 1-mile Class IV protected bikeway. Bikeway project elements include painted bike lanes, plastic posts, and extruded concrete curbs	San Jose: Along the existing Class II bikeway on Bascom Ave: Enhance the existing bikeway on Bascom Ave to a 1-mile Class IV protected bikeway. Bikeway project elements include painted bike lanes, plastic posts, and extruded concrete curbs. In many locations along the corridor, the protected bike lane is designed to run adjacent to a row of parked cars to provide additional protection from motor vehicle traffic. Several council-approved approved planning efforts support the implementation of this project. This includes the City of San Jose's Better Bike Plan 2025, Bascom Ave Urban Village Plan, VTA Complete Streets Corridor Study, and the Bascom Gateway mixed-use development project.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
19 Santa Clara	7241	San Jose	En Movimiento - Quick Strike Improvements	San Jose: Various locations in East San Jose: Build bike boulevard corridors that will provide safe and comfortable connections to existing and planned transit, as well as many popular destinations.	San Jose: Various locations in East San Jose: Build bike boulevard corridors that will provide safe and comfortable connections to existing and planned transit, as well as many popular destinations. The En Movimiento Quick Build Network project aims to provide bike and pedestrian improvements to East San Jose as envisioned in the En Movimiento Transportation Plan. The proposed network consists of eight bike boulevard corridors that will provide safe and comfortable connections to existing and planned transit, as well as many popular destinations. The project will serve East San Jose, one of our more under-resourced communities. The proposal calls for bike boulevard and pedestrian treatments including traffic circles, traffic diverters, high visibility crosswalks, pedestrian bulb-outs, wayfinding/signage, and chicanes-speed humps.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
20 Santa Clara	7242	San Jose	San Jose Downtown Bikeways - Quick Strike	San Jose: Various locations in the downtown area: Enhance existing facilities to become a connected network of Class IV (Separated) and Class III (Bike Boulevard) all-ages-and abilities	San Jose: Various locations in the downtown area (project limits include 3rd St from St. James to Keyes, 4th St from Julian to Reed, St John St from 4th to 18th, San Salvador St from 4th to 10th, 2nd St from Reed to Keyes, Reed from 2nd to 4th, and Taylor/Mabury from 21st to Lenfest): Enhance existing facilities to become a connected network of Class IV (Separated) and Class III (Bike Boulevard) all-ages-and abilities. The Downtown Bikeways project will take downtown bikeways from 'pop to permanent', adding more robust protection to the downtown bicycle network in San José and filling network gaps. This project will build on the success of the Better BikewaySJ project. After 3 years of interim design, the plastic bollard protection is showing wear, and frequently blocked by noncompliant parking and loading vehicles. This project will add surface concrete curbs, which will help keep the lanes clear, and make the street design more understandable for all users. This is the next step in the 'pop-up to permanent' trajectory. The corridors are a connected grid, and the one way couplet of 2nd/3rd/4th Streets will be extended south to Keyes Street, under a freeway crossing. Another barrier crossing will be improved on Mabury Rd, over a freeway and creek that connects the Berryessa BART station to Downtown.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities

Review of the Regional Conformity Status for New and Revised Projects - Attachment A						
County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
21 Santa Clara	7217	VTA	VTA Rail Substation Rehab/Replacement	VTA: Light Rail System: Replace Transit Power Subsystem	VTA: Light Rail System. Replacement of Transit Power Subsystem (TPSS) #11 located at Ohlone / Lick Spur	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems
22 Santa Clara	7218	VTA	VTA: Bus Charging at Cerone	VTA: At the Cerone Yard: Install transformer, chargers and electrical infrastructure for charging buses	VTA: At the Cerone Yard: Install 10 MW transformer, chargers and electrical infrastructure for charging up to 130 buses.	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems
23 Santa Clara	7220	VTA	VTA: Guadalupe Signal Assessment/SCADA System Replacement	VTA: Guadalupe: Assess and rehabilitate signals, replace network switch	VTA: Guadalupe: Assess and rehabilitate signals, replace network switch	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems
24 Santa Clara	7223	VTA	VTA: LRV Electronic Equipment Modernization	VTA: LRV Fleetwide: Replace and modernize electronic equipment	VTA: LRV Fleetwide: Replace and modernize primary and auxiliary electronic computer on Light Rail Vehicles. The primary is the locomotion and the auxiliary powers the sub equipment on the light rail vehicles.	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)
25 Santa Clara	7222	VTA	VTA: Ohlone/Chynoweth Ir	VTA: At Ohlone/Chynoweth: Improve existing relay-based interlocking	VTA: At Ohlone/Chynoweth: Redesign of existing relay-based interlocking to implement a fully functioning interlocking using existing infrastructure where possible.	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems
26 Santa Clara	7219	VTA	VTA: Security Enhancement at Chaboya Parking Lot	VTA: At the Chaboya Bus Yard: Security enhancements	VTA: At the Chaboya Bus Yard: Security enhancements including rehabilitation and replacement of CCTV system and guard shack improvements at the Chaboya bus yard parking lot.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature
27 Sonoma	7226	Cotati	Cotati Downtown-Civic Center Connectivity Safety	Cotati: Various locations in Downtown and Civic Center: Pavement preservation and bicycle and pedestrian safety improvements	Cotati: Various locations in Downtown and Civic Center: Pavement preservation and bicycle and pedestrian safety improvements. The Project rehabilitates La Plaza (inner hub street) and West Sierra Avenue and includes striping for a class 3 bike lane with buffer hatching and green bike paint at the intersections, and enhanced pedestrian crossings. The Project enhances connectivity of the City's centrally located La Plaza park and Downtown to the Community Demonstration Farm and Civic Center by repaving and restriping La Plaza and West Sierra Avenue to calm traffic and provide safe bicycle and pedestrian routes. The Project also enhances access of these points of interest from the Cotati train station and bus stations and to the west of town via the East School Street tunnel underneath Highway 101. The Civic Center includes a Community Demonstration Farm, Community Center, City Hall, Police Station, and park with baseball fields and basketball courts.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature
28 Sonoma	7237	Healdsburg	Healdsburg Electric Bike Share	Healdsburg: Various locations: Establish an Electric Bike Share Program	Healdsburg: Various locations: Establish an Electric Bike Share Program using previously constructed bike station pads from now out of business standard bike share provider, to convert to electric bike share along business and tourist area of Healdsburg.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities

Review of the Regional Conformity Status for New and Revised Projects - Attachment A						
County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
29 Sonoma	7221	Santa Rosa CityBus	Santa Rosa Transit Mall Roadbed Rehabilitation	Santa Rosa: At the Transit Mall: Rehabilitate the roadbed	Santa Rosa: At the Transit Mall (2nd St between Santa Rosa Ave and B St): Rehabilitate the 500ft, two-lane roadbed in the multi-transit operator (Santa Rosa CityBus, Sonoma County Transit, Golden Gate Transit, Mendocino Transit, Greyhound) Santa Rosa Transit Mall to address service disruptions, operational safety issues, and pedestrian hazards resulting from failing pavement, and will re-establish safe, accessible crossing facilities for pedestrian circulation. Project will remove top layers of roadbed materials and replace with newly rehabilitated roadway and new striping for pedestrian access. The federal awarded funding will be transferred from FHWA to FTA for the grant award.	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)
30 Vacaville	7209	Vacaville	Vacaville Pavement Preservation	Vacaville: Various Streets and Roads: Pavement preservation	Vacaville: Various Streets and Roads including Merchant St from I-80 to Camelia Way, Alamo Dr from Butcher Rd to Edgewood Dr, Alamo Dr from Buck Ave to West Monte Vista Ave, West Monte Vista from Alamo Dr to Orchard Ave, and Fruitvale from Orchard Ave to City Limits: Pavement preservation including resurface pavement, stripe, ADA improvements	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation

**Air Quality Conformity Task Force  
Summary Meeting Notes  
April 22, 2021**

Participants:

Muhaned Aljabiry – Caltrans  
Lexie Arellano – Caltrans  
Lucas Sanchez – Caltrans  
Panah Stauffer – EPA  
Rodney Tavitias – Caltrans  
Daisey Laurino – Caltrans

Kenny Tsan – Caltrans  
Patrick Pittenger – FHWA  
Jacqueline Kahrs – Caltrans  
Ross McKeown – MTC  
Harold Brazil – MTC

- 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 Consultations**
  - a. Confirm Projects Are Exempt from PM<sub>2.5</sub> Conformity.  
Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern**

The Task Force had no comments.

***Final Determination;*** With input from FTA, FHWA, EPA, Caltrans and MTC, the Task Force agreed that the project on the exempt list **2a\_Exempt List 04152021.pdf** is exempt from PM<sub>2.5</sub> project level analysis.

- b. Rio Vista SR12/Church Road Intersection Improvement Project – Project Scoping Update**

The Task Force discussed the changes in scope/NEPA Delegation type to the Rio Vista SR12/Church Road Intersection Improvement project (which previously completed the project-level conformity process in Jan 2016) and determined the project needed to go through the project-level conformity again. Kenny Tsan (Caltrans) indicated the project would be submitted to the Task Force consultation for the May 27, 2021 meeting.

- c. Arroyo De La Laguna Bridge Replacement Project**

After initial discussion during the meeting, the Task Force agreed to determine whether the Arroyo De La Laguna Bridge Replacement project could be determined to be exempt from conformity per 40 CFR 93.126 - via email. The email string is included below at the end of this meeting summary.



**Final Determination;** With input from EPA, FTA, Caltrans and FHWA, the Task Force concluded that the Arroyo De La Laguna Bridge Replacement project was determined to be exempt per 40 CFR 93.126.

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

Adam Crenshaw (MTC) stated Staff has prepared the following information to streamline the review of the regional air quality conformity implications of projects that staff proposes to add into the 2021 TIP through current or future revisions. Dominique Kraft (FTA) asked prior to the Task Force meeting via email if the buses in AC Transit's Transbay Bus Replacement project were ADA compliant and Harold Brazil (MTC) indicated that they were. Task Force members had no other comments.

### **4. Consent Calendar**

#### **a. April 22, 2021 Air Quality Conformity Task Force Meeting Summary**

**Final Determination;** With input from all members, the Task Force concluded that the consent calendar was approved.

### **5. Other Items**

Under other items, the following items were mentioned:

- Harold Brazil (MTC) discussed the alternatives included in the Plan Bay Area 2050 (PBA2050) Environmental Impact Report (EIR) and the overall schedule for PBA2050's approval process. Rodney Tavitas (Caltrans) noted that there will probably be updates made to EMFAC2021 (CARB latest emission factor model version) and the model likely would not be available for the PBA2050 conformity analysis.
- Panah Stauffer (EPA) asked about ferry projects going through project-level conformity in the region and Harold Brazil (MTC) prepared a list of nine ferry projects which had project-level conformity determinations completed since 2010.
- Dominique Kraft (FTA) asked prior to the Task Force meeting via email if the buses in AC Transit's Transbay Bus Replacement project were ADA compliant and Harold Brazil (MTC) indicated that they were.
- Rodney Tavitas (Caltrans) mentioned the possibility of MTC going into conformity grace period lapse in the upcoming fall and Ross McKeown (MTC) indicated that MTC has been communicating with its partnership agencies and project sponsors on this issue. Mr. McKeown added if the conformity lapse goes until November or December 2021, then some projects could be impacted. Muhaned Aljabiry (Caltrans) stated that he was glad that MTC was on top of this issue.

Email string for the Arroyo De La Laguna Bridge Replacement project (first email is at the bottom of listing):

**From:** Harold Brazil  
**Sent:** Monday, May 10, 2021 1:20 PM  
**To:** Vaughn, Joseph (FHWA) <Joseph.Vaughn@dot.gov>; Fahey, Dick@DOT <dick.fahey@dot.ca.gov>; Pittenger, Patrick (FHWA) <patrick.pittenger@dot.gov>; Kraft, Dominique (FTA) <Dominique.Kraft@dot.gov>; Stauffer, Panah <Stauffer.Panah@epa.gov>; Sanchez, Lucas@DOT <Lucas.Sanchez@dot.ca.gov>; Tavitias, Rodney A@DOT <rodney.tavitias@dot.ca.gov>  
**Cc:** 'OConnor, Karina' <OConnor.Karina@epa.gov>; Andrea Gordon <agordon@baaqmd.gov>; Adam Crenshaw <ACrenshaw@bayareametro.gov>  
**Subject:** Re: Draft for Arroyo De LA Laguna Bridge Replacement project

Great and thanks Joseph.

And thanks again to everyone – we now have full Task Force concurrence that the Arroyo De LA Laguna Bridge Replacement project is exempt per 40 CFR 93.126.

Talk to everyone later.

Harold

**From:** Vaughn, Joseph (FHWA) <[Joseph.Vaughn@dot.gov](mailto:Joseph.Vaughn@dot.gov)>  
**Sent:** Monday, May 10, 2021 11:17 AM  
**To:** Harold Brazil <[HBrazil@bayareametro.gov](mailto:HBrazil@bayareametro.gov)>; Fahey, Dick@DOT <[dick.fahey@dot.ca.gov](mailto:dick.fahey@dot.ca.gov)>; Pittenger, Patrick (FHWA) <[patrick.pittenger@dot.gov](mailto:patrick.pittenger@dot.gov)>; Kraft, Dominique (FTA) <[Dominique.Kraft@dot.gov](mailto:Dominique.Kraft@dot.gov)>; Stauffer, Panah <[Stauffer.Panah@epa.gov](mailto:Stauffer.Panah@epa.gov)>; Sanchez, Lucas@DOT <[Lucas.Sanchez@dot.ca.gov](mailto:Lucas.Sanchez@dot.ca.gov)>; Tavitias, Rodney A@DOT <[rodney.tavitias@dot.ca.gov](mailto:rodney.tavitias@dot.ca.gov)>  
**Cc:** 'OConnor, Karina' <[OConnor.Karina@epa.gov](mailto:OConnor.Karina@epa.gov)>; Andrea Gordon <[agordon@baaqmd.gov](mailto:agordon@baaqmd.gov)>; Adam Crenshaw <[ACrenshaw@bayareametro.gov](mailto:ACrenshaw@bayareametro.gov)>  
**Subject:** RE: Draft for Arroyo De LA Laguna Bridge Replacement project

FHWA concurs that this project is exempt per 40 CFR 93.126. Thanks

Joseph Vaughn  
Environmental Specialist  
FHWA, CA Division  
(916) 498-5346

**From:** Kraft, Dominique (FTA) <[Dominique.Kraft@dot.gov](mailto:Dominique.Kraft@dot.gov)>  
**Sent:** Monday, May 10, 2021 9:14 AM  
**To:** Sanchez, Lucas@DOT <[Lucas.Sanchez@dot.ca.gov](mailto:Lucas.Sanchez@dot.ca.gov)>; Harold Brazil <[HBrazil@bayareametro.gov](mailto:HBrazil@bayareametro.gov)>; Fahey, Dick@DOT <[dick.fahey@dot.ca.gov](mailto:dick.fahey@dot.ca.gov)>; Stauffer, Panah <[Stauffer.Panah@epa.gov](mailto:Stauffer.Panah@epa.gov)>; Vaughn, Joseph (FHWA) <[Joseph.Vaughn@dot.gov](mailto:Joseph.Vaughn@dot.gov)>; Pittenger, Patrick (FHWA) <[patrick.pittenger@dot.gov](mailto:patrick.pittenger@dot.gov)>; Tavitias, Rodney A@DOT <[rodney.tavitias@dot.ca.gov](mailto:rodney.tavitias@dot.ca.gov)>  
**Cc:** OConnor, Karina <[OConnor.Karina@epa.gov](mailto:OConnor.Karina@epa.gov)>; [agordon@baaqmd.gov](mailto:agordon@baaqmd.gov); Adam Crenshaw <[ACrenshaw@bayareametro.gov](mailto:ACrenshaw@bayareametro.gov)>  
**Subject:** RE: Draft for Arroyo De LA Laguna Bridge Replacement project

Good Morning All,

FTA Region IX also concurs that the project is exempt.

Thanks!

**Dominique M. Kraft**

Federal Transit Administration, Region IX  
90 Seventh Street, Suite 15-300  
San Francisco, CA 94103-6701  
Phone Number: 415-734-9469  
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**From:** Sanchez, Lucas@DOT <[Lucas.Sanchez@dot.ca.gov](mailto:Lucas.Sanchez@dot.ca.gov)>

**Sent:** Monday, May 10, 2021 9:05 AM

**To:** Harold Brazil <[HBrazil@bayareametro.gov](mailto:HBrazil@bayareametro.gov)>; Fahey, Dick@DOT <[dick.fahey@dot.ca.gov](mailto:dick.fahey@dot.ca.gov)>; Stauffer, Panah <[Stauffer.Panah@epa.gov](mailto:Stauffer.Panah@epa.gov)>; Vaughn, Joseph (FHWA) <[Joseph.Vaughn@dot.gov](mailto:Joseph.Vaughn@dot.gov)>; Pittenger, Patrick (FHWA) <[patrick.pittenger@dot.gov](mailto:patrick.pittenger@dot.gov)>; Kraft, Dominique (FTA) <[Dominique.Kraft@dot.gov](mailto:Dominique.Kraft@dot.gov)>; Tavitias, Rodney A@DOT <[rodney.tavitias@dot.ca.gov](mailto:rodney.tavitias@dot.ca.gov)>

**Cc:** OConnor, Karina <[OConnor.Karina@epa.gov](mailto:OConnor.Karina@epa.gov)>; [agordon@baaqmd.gov](mailto:agordon@baaqmd.gov); Adam Crenshaw <[ACrenshaw@bayareametro.gov](mailto:ACrenshaw@bayareametro.gov)>

**Subject:** RE: Draft for Arroyo De LA Laguna Bridge Replacement project

Good morning AQCTF,

Caltrans HQ also concurs that this project is exempt per 40 CFR 93.126.

Warm regards,

Lucas Sanchez  
Air Quality Team Lead  
Division of Transportation Planning  
Caltrans HQ  
(916) 698-5690

**From:** Fahey, Dick@DOT <[dick.fahey@dot.ca.gov](mailto:dick.fahey@dot.ca.gov)>

**Sent:** Monday, May 10, 2021 8:53 AM

**To:** Stauffer, Panah <[Stauffer.Panah@epa.gov](mailto:Stauffer.Panah@epa.gov)>; Harold Brazil <[HBrazil@bayareametro.gov](mailto:HBrazil@bayareametro.gov)>; Vaughn, Joseph (FHWA) <[Joseph.Vaughn@dot.gov](mailto:Joseph.Vaughn@dot.gov)>; Pittenger, Patrick (FHWA) <[patrick.pittenger@dot.gov](mailto:patrick.pittenger@dot.gov)>; Kraft, Dominique (FTA) <[Dominique.Kraft@dot.gov](mailto:Dominique.Kraft@dot.gov)>; Sanchez, Lucas@DOT <[Lucas.Sanchez@dot.ca.gov](mailto:Lucas.Sanchez@dot.ca.gov)>; Tavitias, Rodney A@DOT <[rodney.tavitias@dot.ca.gov](mailto:rodney.tavitias@dot.ca.gov)>

**Cc:** OConnor, Karina <[OConnor.Karina@epa.gov](mailto:OConnor.Karina@epa.gov)>; [agordon@baaqmd.gov](mailto:agordon@baaqmd.gov); Adam Crenshaw <[ACrenshaw@bayareametro.gov](mailto:ACrenshaw@bayareametro.gov)>

**Subject:** RE: Draft for Arroyo De LA Laguna Bridge Replacement project

Hello All,

I also concur that this project is exempt per 40 CFR 93.126.

Thank you,  
-df

*Richard Fahey, GISP, AICP | Senior Transportation Planner  
[Office of System and Regional Planning](#)  
[Caltrans Bay Area](#) | (510) 960-0841*

**From:** Stauffer, Panah <[Stauffer.Panah@epa.gov](mailto:Stauffer.Panah@epa.gov)>  
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**To:** Harold Brazil <[HBrazil@bayareametro.gov](mailto:HBrazil@bayareametro.gov)>; Fahey, Dick@DOT <[dick.fahey@dot.ca.gov](mailto:dick.fahey@dot.ca.gov)>; Vaughn, Joseph (FHWA) <[Joseph.Vaughn@dot.gov](mailto:Joseph.Vaughn@dot.gov)>; Pittenger, Patrick (FHWA) <[patrick.pittenger@dot.gov](mailto:patrick.pittenger@dot.gov)>; Kraft, Dominique (FTA) <[Dominique.Kraft@dot.gov](mailto:Dominique.Kraft@dot.gov)>; Sanchez, Lucas@DOT <[Lucas.Sanchez@dot.ca.gov](mailto:Lucas.Sanchez@dot.ca.gov)>; Tavitias, Rodney A@DOT <[rodney.tavitias@dot.ca.gov](mailto:rodney.tavitias@dot.ca.gov)>  
**Cc:** OConnor, Karina <[OConnor.Karina@epa.gov](mailto:OConnor.Karina@epa.gov)>; [agordon@baaqmd.gov](mailto:agordon@baaqmd.gov); Adam Crenshaw <[ACrenshaw@bayareametro.gov](mailto:ACrenshaw@bayareametro.gov)>  
**Subject:** RE: Draft for Arroyo De LA Laguna Bridge Replacement project

Hi Harold and All,

I can concur on this project since it is just replacing the bridge and not adding any lanes/turn lanes/other features.

Also, I'm starting a temporary assignment today for three months and will not be working on Task Force items. If you can continue to copy Karina, that would be best for now- I don't yet know who will fill in for me.

Thank you!  
Panah

Panah Stauffer (she/her)  
Air Planning Section (ARD-2) | US EPA Region 9 | San Francisco, CA  
[stauffer.panah@epa.gov](mailto:stauffer.panah@epa.gov)

**From:** Harold Brazil <[HBrazil@bayareametro.gov](mailto:HBrazil@bayareametro.gov)>  
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**Cc:** OConnor, Karina <[OConnor.Karina@epa.gov](mailto:OConnor.Karina@epa.gov)>; [agordon@baaqmd.gov](mailto:agordon@baaqmd.gov); Adam Crenshaw <[ACrenshaw@bayareametro.gov](mailto:ACrenshaw@bayareametro.gov)>  
**Subject:** Re: Draft for Arroyo De LA Laguna Bridge Replacement project  
**Importance:** High

Good Morning Task Force members, at the April 25, 2019 AQ TF meeting – Caltrans requested that the Arroyo de Laguna Bridge Scour project receive a secondary review by the group. The Task Force discussed the project and with input from EPA, FHWA and Caltrans, the group concluded that the Arroyo de Laguna Bridge Scour project was not of air quality concern. Please see the attached, ***“Original Submission Description and Documentation.pdf”*** for the project description when it was submitted in April 2019.

Since then, Caltrans has updated the project scope to change it back to a bridge replacement with widening for sidewalk/s, no additional lane, no roundabout and no new turn lane.

The scope now to remove and replace bridge while including a shared path sidewalk and bike lane as shown on Alternative 17 – Typical Section of Bridge on page 13 [the last page of the attached ***“Updated Project Description Documentation.pdf”***].

We are now seeking Task Force concurrence that the Arroyo De LA Laguna Bridge Replacement project can now be determined to be **exempt per 40 CFR 93.126**.

My apologies for the short notice, but we need completion of this determination by today [Monday, May 10<sup>th</sup>, 2021]. – So if we could hear back from everyone today, it would be greatly appreciated.

If you have any questions, let me know and thanks for your help on this.  
Harold

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Harold Brazil  
Senior Planner  
[hbrazil@bayareametro.gov](mailto:hbrazil@bayareametro.gov)

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Association of Bay Area Governments

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