



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
415.778.6700
www.mtc.ca.gov

Air Quality Conformity Task Force Meeting

Metropolitan Transportation Commission

Join Zoom Meeting @
<https://bayareametro.zoom.us/j/84383698853>
Meeting ID: 843 8369 8853

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

February 24, 2022
9:30 a.m. –11:00 a.m.

AGENDA

1. Welcome and Introductions
2. PM_{2.5} Project Conformity Interagency Consultations
 - a. Consultation to Determine Project of Air Quality Concern Status
 - i. I-580/680/780 Traffic Management Systems Project
 - ii. I-580 Ramp Metering Installation Project
 - iii. SON 116/Lakeville Road and State Gulch Road Intersection Improvement Project
 - b. Confirm Projects Are Exempt from PM_{2.5} Conformity
Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern
3. Projects with Regional Air Quality Conformity Concerns
 - a. Review of the Regional Conformity Status for New and Revised Projects
3a_Regional_AQ_Conformity_Review_022422.pdf
3a_Attachment-A_List_of_Proposed_New_Projects_022422.pdf
4. Consent Calendar
 - a. January 27, 2022 Air Quality Conformity Task Force Meeting Summary
5. Other Items

Next Meeting: March 24, 2022

MTC Staff Liaison: Harold Brazil hbrazil@bayareametro.gov

Harold Brazil is inviting you to a scheduled Zoom meeting.

Topic: Air Quality Conformity Task Force Meeting

Time: This is a recurring meeting Meet anytime

Join Zoom Meeting

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213.19.144.110 (Amsterdam Netherlands)

213.244.140.110 (Germany)

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64.211.144.160 (Brazil)

69.174.57.160 (Canada Toronto)

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Memorandum

TO: Air Quality Conformity Task Force

DATE: February 14, 2022

FR: Harold Brazil

W. I.

RE: PM_{2.5} Project Conformity Interagency Consultation

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

No.	Project Sponsor	Project Title
1	Caltrans	I-580/680/780 Traffic Management Systems Project
2	Caltrans	I-580 Ramp Metering Installation Project
3	Caltrans	SON 116/Lakeville Road and State Gulch Road Intersection Improvement Project

2ai_I_580-680-780_Traffic_Management_Systems_Project_Assessment_Form.pdf (for the I-580/680/780 Traffic Management Systems project)

2aii_I_580_Ramp_Metering_Installation_Project_Assessment_Form.pdf (for the I-580 Ramp Metering Installation project)

2aiii_SON_116_Lakeville_Rd_&_St_Gulch_Rd_Intersection_Improvement_Conformity_Exempt_Form.pdf (for the SON 116/Lakeville Road and State Gulch Road Intersection 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 021022.pdf** lists exempt projects under 40 CFR 93.126.

Application of Criteria for a Project of Air Quality Concern

Project Title: I-580/680/780 Traffic Management Systems

Project Summary for Air Quality Conformity Task Force Meeting: February 24, 2022

Description

- The project proposes the installation of fiber-optic cable communication trunk line, install/upgrade Traffic Operation Systems (TOS), and install/upgrade Ramp Metering (RM) Elements, including HOV bypass lanes and necessary widening, along I-580 in Alameda County, on I-680 in Alameda, Contra Costa, and Solano Counties, and I-780 in Solano County.

Background

- The project is currently listed in the Group TIP (VAR170005).
- This project is processed under NEPA as a Categorical Exclusion Section 326, and NEPA document CE.
- Seeking air quality conformity determination on or before February 24, 2022.

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
- Proposed project would have no effect on mainline AADT or truck traffic volumes

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

- The proposed project will not cause an increase in the number of diesel vehicles at the intersections in the project area.

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

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

(v) Affects areas identified in PM₁₀ or PM_{2.5} 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_{2.5} National Ambient Air Quality Standards (NAAQS).

RTIP ID# 17-10-0013

TIP ID# VAR170005

Air Quality Conformity Task Force Consideration Date

February 24, 2022

Project Description

The project proposes the installation of fiber-optic cable communication trunk line, install/upgrade Traffic Operation Systems (TOS), and install/upgrade Ramp Metering (RM) Elements, including HOV bypass lanes and necessary widening, along I-580 in Alameda County, on I-680 in Alameda, Contra Costa, and Solano Counties, and I-780 in Solano County.

No Build Alternative

This alternative maintains the existing conditions.

Build Alternatives

The main design features of the Build Alternatives are as follows:

- Install fiber optic communication trunk line to close fiber trunk gaps within project limits along I-580, I-680, and I-780.
- Install distribution line connecting TOS elements, field hubs, and cable trunk line.
- Install/upgrade Traffic Operation Systems (TOS).
- Install missing over ground equipment and traffic controller cabinets.
- Install/upgrade Ramp Metering (RM) Element at 66 ramps.
- Widen ramp to provide HOV bypass lanes at 27 locations
- Restripe ramp to add HOV bypass lane or convert existing GP lane to HOV bypass lane at 8 locations.
- Widen EB I-780 to SB I-680 connector to add HOV bypass lane for a length of approximately 700 feet.
- Re-stripe EB I-780 to I-680 NB connector to convert existing GP lane to HOV bypass lane for a length of approximately 3000 feet.
- Construct CHP enforcement area at all ramps that add/convert HOV lane.

Type of Project:

Transportation Management Systems

County:
ALA; CC,
SOL**Caltrans Projects – EA# 1Q720**

04-ALA-580-PM 18.82/20.80

04-ALA-680-PM R20.0/R21.88

04-CC-680-PM R0.0/R25.46

04-SOL-680-PM R0.0/R0.83

04-SOL-780-PM 0.0/7.44

Lead Agency: Caltrans**Contact Person**
Shilpa Mareddy**Phone#**

510-418-1794

Fax#**Email**

Shilpa.Mareddy@dot.ca.gov

Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)

X	<i>Categorical Exclusion (NEPA)</i>	EA or Draft EIS	FONSI or Final EI	PS&E or Construction	<i>Other</i>
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Scheduled Date of Federal Action:**NEPA Delegation – Project Type** (check appropriate box)

X	Section 326 – Categorical Exclusion	Section 327 – Non-Categorical Exclusion
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Current Programming Dates (as appropriate)

	PE/ENVIRONMENTAL	ENGINEERING	ROW	CONSTRUCTION
Start	October 2020	July 2022	July 2022	September 2024
End	June 2022	August 2024	August 2024	September 2027

Project Purpose and Need (Summary):

The purpose of this project is to provide a high capacity fiber-optic communication backbone (trunk) that serves as a link between the District 4 Transportation Management Center (TMC) and the northeast portion of the TOS; the trunk line will provide Caltrans-owned facility linking the TOS field components. This project also closes gaps in TOS and RM elements to maximize throughput of the freeway and better inform the traveling public of freeway incidents and activities within the project limits.

Within the project limits, there are gaps in the array of traffic monitoring systems and there is insufficient amount of TOS such as CMS and EMS units to inform traveling public about the freeway activity via TMC. In addition, many existing TOS elements are reaching the end of their useful life. With the lack of Caltrans-owned fiber optic cables throughout the system, most of the existing communication is routed through the slower GPRS modems or leased lines. As a result of the deficiencies, information concerning incidents and freeway conditions are inadequately and inefficiently collected and transferred, reducing the effectiveness of the TOS to manage and analyze the throughput of the freeway system.

Not all ramps have ramp metering and HOV bypass systems, and according to Caltrans policy, when ramp volume exceeds the threshold or adversely affects adjacent freeway flow, ramp meter and HOV bypass lane need to be installed. Hence various ramps need ramp meters and HOV bypass lanes.

Surrounding Land Use/Traffic Generators

- **Interstate 580 (I-580)**

Within Alameda County project limits, I-580 is a ten-lane divided freeway, interchanging with I-680 in the City of Dublin. The Corridor serves local traffic within the Tri-Valley, links commuters to economic and employment centers, and supports interregional travel through direct access to I-80, I-880 (via 1-238), and I-5 in San Joaquin County.

- **Interstate 680 (I-680)**

I-680 traverses north to south through Solano, Contra Costa, Alameda, and Santa Clara Counties. It is a heavily travelled commute route between the East Bay and the South Bay.

Within Alameda County project limits, I-680 is a six-lane freeway, interchanging with I-580 in the City of Dublin.

Within Contra Costa County project limits, I-680 is an eight-lane freeway.

Within Solano County project limits, I-680 is the Benicia-Martinez Bridge, which is comprised of two structures (north and south bound) of 5 and 4 lanes. The route connects the suburban communities of Solano County with Central Contra Costa County via the Bridge and with I-80 and SR 12 further north at the Cordelia Junction. This portion of I-680 also parallels the Amtrak Capital Corridor, with a rail bridge running adjacent to the Benicia-Martinez Bridge.

- **Interstate 780 (I-780)**

I-780 is a seven-mile four-lane freeway which closely follows the Carquinez Strait, linking I-680 in Benicia to I-80 in Vallejo. The route traverses dense suburban communities and is entirely located within Solano County.

Brief summary of assumptions and methodology used for conducting analysis

The Average Annual Daily Traffic (AADT) were provided by Caltrans Traffic Forecasting for year 2019, 2027, 2047 and 2050. As truck % for ramps is unavailable, mainline truck % is used for the ramps. Four analysis years were evaluated:

- Year 2019 represents the existing conditions
- Year 2027 represents the possible opening year of the project.
- Year 2047 represents the possible design year for the project.
- Year 2050 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 project will not increase capacity therefore Build and No-Build volumes are the same.

Roadway Segment	Existing Year Build/No-Build (2019)		
	AADT	TRUCKS	
		%	#
CC I-680 PM 0-14.38 (County Line to Route 24)	178,600	5.68%	10,145
CC I-680 PM 14.38-18.7 (Route 24 to Route 242)	288,700	3.87%	11,173
CC I-680 PM 18.7-21.19 (Route 242 to Route 4)	169,000	4.94%	8,349
CC I-680 PM 18.7-21.19 (Route 4 to Benicia Martinez Bridge)	126,900	6.81%	8,642
ALA I-680 PM 20-21.88	177,000	7.60%	13,452
SOL I-680 PM 0-0.83	126,900	5.33%	6,764

Roadway Segment	Opening Year Build/No-Build (2027)		
	AADT	TRUCKS	
		%	#
CC I-680 PM 0-14.38 (County Line to Route 24)	191,100	5.68%	10,855
CC I-680 PM 14.38-18.7 (Route 24 to Route 242)	296,600	3.87%	11,478
CC I-680 PM 18.7-21.19 (Route 242 to Route 4)	176,400	4.94%	8,714
CC I-680 PM 18.7-21.19 (Route 4 to Benicia Martinez Bridge)	140,200	6.81%	9,548
ALA I-680 PM 20-21.88	189,500	7.60%	14,402
SOL I-680 PM 0-0.83	140,200	5.33%	7,473

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

Roadway Segment	Design Year Build/No-Build (2047)		
	AADT	TRUCKS	
		%	#
CC I-680 PM 0-14.38 (County Line to Route 24)	222,300	5.68%	12,627
CC I-680 PM 14.38-18.7 (Route 24 to Route 242)	316,300	3.87%	12,241
CC I-680 PM 18.7-21.19 (Route 242 to Route 4)	194,900	4.94%	9,628
CC I-680 PM 18.7-21.19 (Route 4 to Benicia Martinez Bridge)	173,500	6.81%	12,020
ALA I-680 PM 20-21.88	220,300	7.60%	16,743
SOL I-680 PM 0-0.83	173,500	5.33%	9,248

Roadway Segment	Planning Horizon Year Build/No-Build (2050)		
	AADT	TRUCKS	
		%	#
CC I-680 PM 0-14.38 (County Line to Route 24)	226,900	5.68%	12,888
CC I-680 PM 14.38-18.7 (Route 24 to Route 242)	319,200	3.87%	12,353
CC I-680 PM 18.7-21.19 (Route 242 to Route 4)	197,700	4.94%	9,766
CC I-680 PM 18.7-21.19 (Route 4 to Benicia Martinez Bridge)	178,500	6.81%	12,156
ALA I-680 PM 20-21.88	224,900	7.60%	17,092
SOL I-680 PM 0-0.83	178,500	5.33%	9,514

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

No.	Rodway Segments	AADT (Build/No-Build)		Truck %	TRUCK AADT	
		Existing Year (2019)	Opening Year (2027)		Existing Year (2019)	Opening Year (2027)
1	EB 580 to NB 680	14770	14780	7.6	1123	1123
2	WB 580 to NB 680	31050	32410	7.6	2360	2463
3	Village Pkwy / Dublin Blvd. to NB 680	9110	9530	7.6	692	724
4	EB 580 to SB 680	7840	8160	7.6	596	620
5	WB 580 to SB 680	21710	22430	7.6	1650	1705
6	Amador Plaza Rd / St Patrick Way	5850	6300	7.6	445	479
7	SB Alcosta Blvd On	5540	5770	7.6	421	439
8	SB San Ramon Valley Blvd On	11210	11650	5.68	637	662
9	Alcosta Blvd	9510	9940	5.68	540	565
10	SB Bollinger Canyon Rd On from EB	6000	6300	5.68	341	358
11	Bollinger Canyon Rd	4900	5470	5.68	278	311
12	SB Bollinger Canyon Rd On from WB	15230	15950	5.68	865	906
13	Bollinger Canyon Rd	12110	13310	5.68	688	756
14	SB Crow Canyon On from EB	8220	8870	5.68	467	504
15	SB Crow Canyon Rd On from WB	10590	11100	5.68	602	630
16	Crow Canyon Rd	11450	12540	5.68	650	712
17	Crow Canyon Rd	11730	12950	5.68	666	736
18	SB Sycamore Valley Rd On	8910	9350	5.68	506	531
19	Sycamore Valley Rd	17320	18370	5.68	984	1043
20	SB Diablo Rd On	9340	10370	5.68	531	589
21	Diablo Rd	2790	2990	5.68	158	170
22	Diablo Rd	3740	4030	5.68	212	229
23	SB El Cerro On	6700	7610	5.68	381	432
24	El Cerro Blvd	7170	7620	5.68	407	433
25	El Pintado Rd	1970	2130	5.68	112	121
26	SB Stone Valley Rd On	7700	8070	5.68	437	458
27	Stone Valley Rd	9050	9620	5.68	514	546
28	Livorna Rd On	4550	4810	5.68	258	273
29	Livorna Rd	5150	7360	5.68	293	418
30	SB Rudgear On	8200	8640	5.68	466	491
31	Danville Blvd	9950	10560	5.68	565	600
32	SB Main St on	2810	2990	5.68	160	170
33	Olympic Blvd On	2040	2220	5.68	116	126
34	Olympic Blvd On	3510	3750	5.68	199	213
35	SR-24 On	21330	22620	5.68	1212	1285
36	Olympic Blvd	16420	17460	5.68	933	992
37	SR-24 On	55120	58480	3.87	2133	2263
38	Ygnacio Valley road / Hillside Ave on	17520	19340	3.87	678	748
39	San Luis Rd	9130	9740	3.87	353	377
40	Lawrence Way On	18440	20340	3.87	714	787
41	Treat Blvd	3830	4080	3.87	148	158
42	Main St on	15970	16830	3.87	618	651
43	Buskirk Ave	16160	16970	3.87	625	657
44	Oak Rd On	9180	9660	3.87	355	374
45	Contra Costa On	8980	9470	3.87	348	366
46	Monument Blvd	11140	11750	3.87	431	455
47	NB Monument Blvd On	15400	16520	3.87	596	639
48	242 On	54470	58170	3.87	2108	2251
49	Willow Pass Rd /Sunvalley Blvd On from EB	6520	6900	4.94	322	341
50	Willow Pass Rd /Sunvalley Blvd On from WB	6080	6400	4.94	300	316
51	Willow Pass On	12150	13180	4.94	600	651
52	Concord Ave On	4180	4410	4.94	206	218
53	Burnett Ave On	7550	8000	4.94	373	395
54	Contra Costa On	8530	8950	4.94	421	442
55	Concord Ave On	8770	10020	4.94	433	495
56	SR-4 On From EB	22700	24140	4.94	1121	1193
57	SR-4 from EB On	2610	2820	4.94	129	139
58	SR-4 On From WB	5710	6230	6.81	389	424
59	SR-4 from WB On	18760	20040	6.81	1278	1365
60	Pacheco Blvd On	11890	12690	6.81	810	864
61	NB Arthur Rd	3950	4410	6.81	269	300
62	SB Waterfront Rd On	5870	6840	6.81	400	466
63	Waterfront Rd On	4530	5640	6.81	308	384
64	Bayshore Rd to SB 680 on	5220	5690	5.33	278	303
65	EB 780 to SB 680 on	32020	36770	5.33	1707	1960
66	EB 780 to NB 680	5430	6240	5.33	289	333

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

No.	Rodway Segments	AADT (Build/No-Build)		Truck %	TRUCK AADT	
		Design Year (2047)	Planning Horizon Year (2050)		Design Year (2047)	Planning Horizon Year (2050)
1	EB 580 to NB 680	16340	16580	7.6	1242	1260
2	WB 580 to NB 680	40340	41530	7.6	3066	3156
3	Village Pkwy / Dublin Blvd. to NB 680	13080	13620	7.6	994	1035
4	EB 580 to SB 680	9510	9720	7.6	723	739
5	WB 580 to SB 680	24540	24860	7.6	1865	1889
6	Amador Plaza Rd / St Patrick Way	9850	10390	7.6	749	790
7	SB Alcosta Blvd On	6670	6810	7.6	507	518
8	SB San Ramon Valley Blvd On	14010	14370	5.68	796	816
9	Alcosta Blvd	10970	11130	5.68	623	632
10	SB Bollinger Canyon Rd On from EB	6940	7040	5.68	394	400
11	Bollinger Canyon Rd	5920	5990	5.68	336	340
12	SB Bollinger Canyon Rd On from WB	17730	18000	5.68	1007	1022
13	Bollinger Canyon Rd	14390	14560	5.68	817	827
14	SB Crow Canyon On from EB	12250	12760	5.68	696	725
15	SB Crow Canyon Rd On from WB	12440	12650	5.68	707	719
16	Crow Canyon Rd	13180	13280	5.68	749	754
17	Crow Canyon Rd	15790	16220	5.68	897	921
18	SB Sycamore Valley Rd On	10370	10530	5.68	589	598
19	Sycamore Valley Rd	21120	21540	5.68	1200	1223
20	SB Diablo Rd On	11460	11630	5.68	651	661
21	Diablo Rd	3420	3490	5.68	194	198
22	Diablo Rd	5900	6190	5.68	335	352
23	SB El Cerro On	9330	9590	5.68	530	545
24	El Cerro Blvd	8670	8830	5.68	492	502
25	El Pintado Rd	2820	2930	5.68	160	166
26	SB Stone Valley Rd On	10390	10740	5.68	590	610
27	Stone Valley Rd	12150	12530	5.68	690	712
28	Livorna Rd On	5650	5780	5.68	321	328
29	Livorna Rd	8970	9220	5.68	509	524
30	SB Rudgear On	9700	9860	5.68	551	560
31	Danville Blvd	12260	12520	5.68	696	711
32	SB Main St on	3680	3790	5.68	209	215
33	Olympic Blvd On	2470	2510	5.68	140	143
34	Olympic Blvd On	4270	4350	5.68	243	247
35	SR-24 On	25630	26090	5.68	1456	1482
36	Olympic Blvd	20040	20430	5.68	1138	1160
37	SR-24 On	68530	70040	3.87	2652	2711
38	Ygnacio Valley road / Hillside Ave on	21180	21460	3.87	820	831
39	San Luis Rd	11560	11840	3.87	447	458
40	Lawrence Way On	24020	24580	3.87	930	951
41	Treat Blvd	4620	4710	3.87	179	182
42	Main St on	18860	19170	3.87	730	742
43	Buskirk Ave	19330	19690	3.87	748	762
44	Oak Rd On	10730	10900	3.87	415	422
45	Contra Costa On	10620	10800	3.87	411	418
46	Monument Blvd	13170	13390	3.87	510	518
47	NB Monument Blvd On	18520	18820	3.87	717	728
48	242 On	65230	66290	3.87	2524	2565
49	Willow Pass Rd /Sunvalley Blvd On from EB	7590	7700	4.94	375	380
50	Willow Pass Rd /Sunvalley Blvd On from WB	7090	7200	4.94	350	356
51	Willow Pass On	16260	16730	4.94	803	826
52	Concord Ave On	4900	4980	4.94	242	246
53	Burnett Ave On	9030	9190	4.94	446	454
54	Contra Costa On	9930	10080	4.94	491	498
55	Concord Ave On	11340	11540	4.94	560	570
56	SR-4 On From EB	26490	26850	4.94	1309	1326
57	SR-4 from EB On	3230	3300	4.94	160	163
58	SR-4 On From WB	6940	7050	6.81	473	480
59	SR-4 from WB On	23400	23910	6.81	1594	1628
60	Pacheco Blvd On	14630	14930	6.81	996	1017
61	NB Arthur Rd	5360	5510	6.81	365	375
62	SB Waterfront Rd On	7680	7810	6.81	523	532
63	Waterfront Rd On	7640	7940	6.81	520	541
64	Bayshore Rd to SB 680 on	6440	6560	5.33	343	350
65	EB 780 to SB 680 on	41410	42110	5.33	2207	2244
66	EB 780 to NB 680	6730	6810	5.33	359	363

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

Not applicable

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

Not applicable

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

The proposed project would not create new traffic. The project is proposed in accordance to Caltrans policy, when ramp volume exceeds the threshold or adversely affects adjacent freeway flow, ramp meter and HOV bypass lane need to be installed.

Comments/Explanation/Details (please be brief)

The proposed project is in a nonattainment area for federal PM_{2.5} 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 project is not a new or expanded highway project and it will not add additional lanes to the mainline nor change the percentages of trucks in the project study area. The traffic data for the project shows that the percentage of trucks will remain the same with and without the project and the AADT will remain the same with and without the project. Therefore, the proposed project would not result in a significant increase in the number of diesel vehicles.

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

The traffic data for the project shows the volumes of diesel vehicles at the intersection will remain same with or without the project.

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_{2.5} 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_{2.5} 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_{2.5} violation

List of Attachments

1. Attachment A - Location Map
2. Attachment B – Ramp Locations

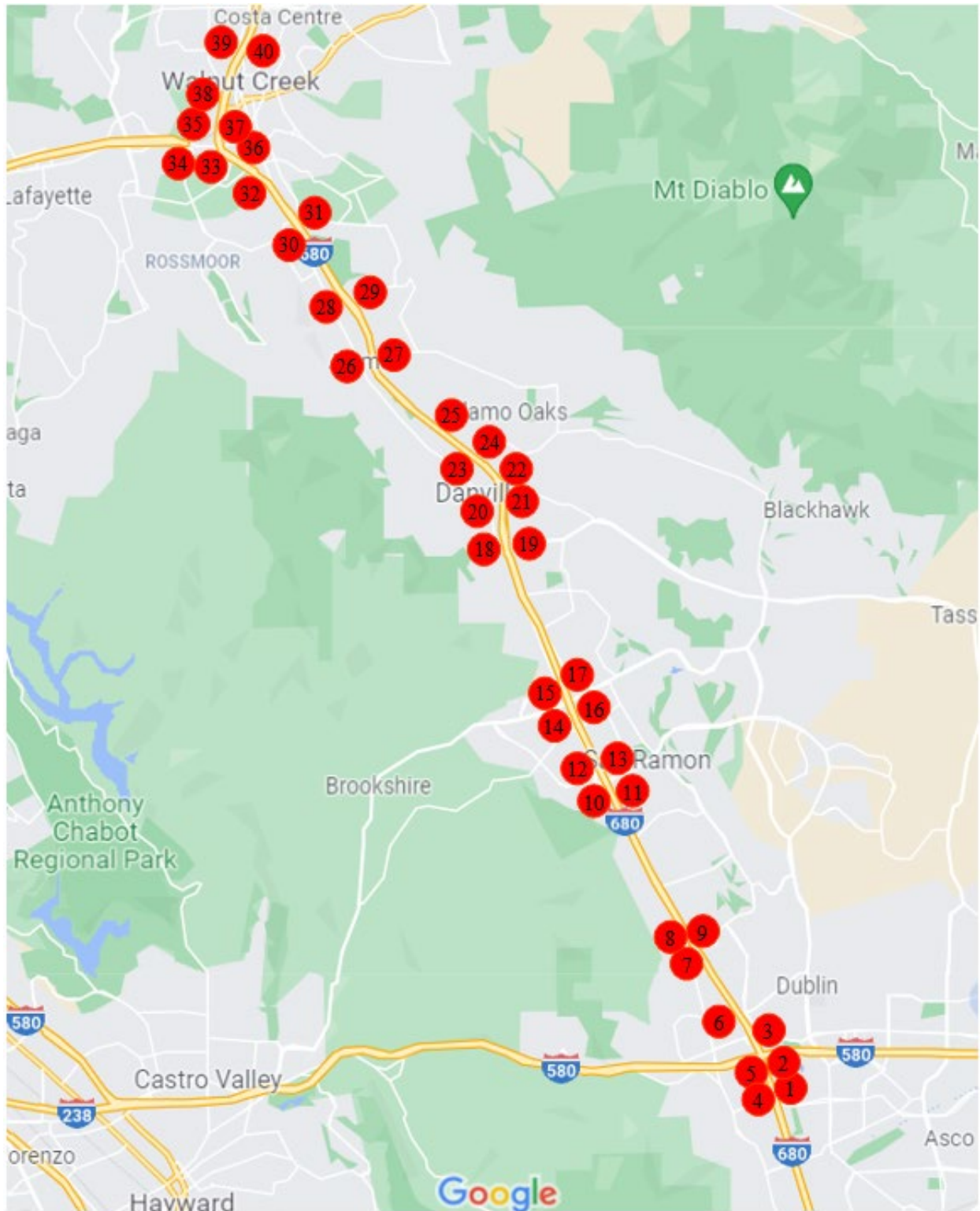
ATTACHMENT A

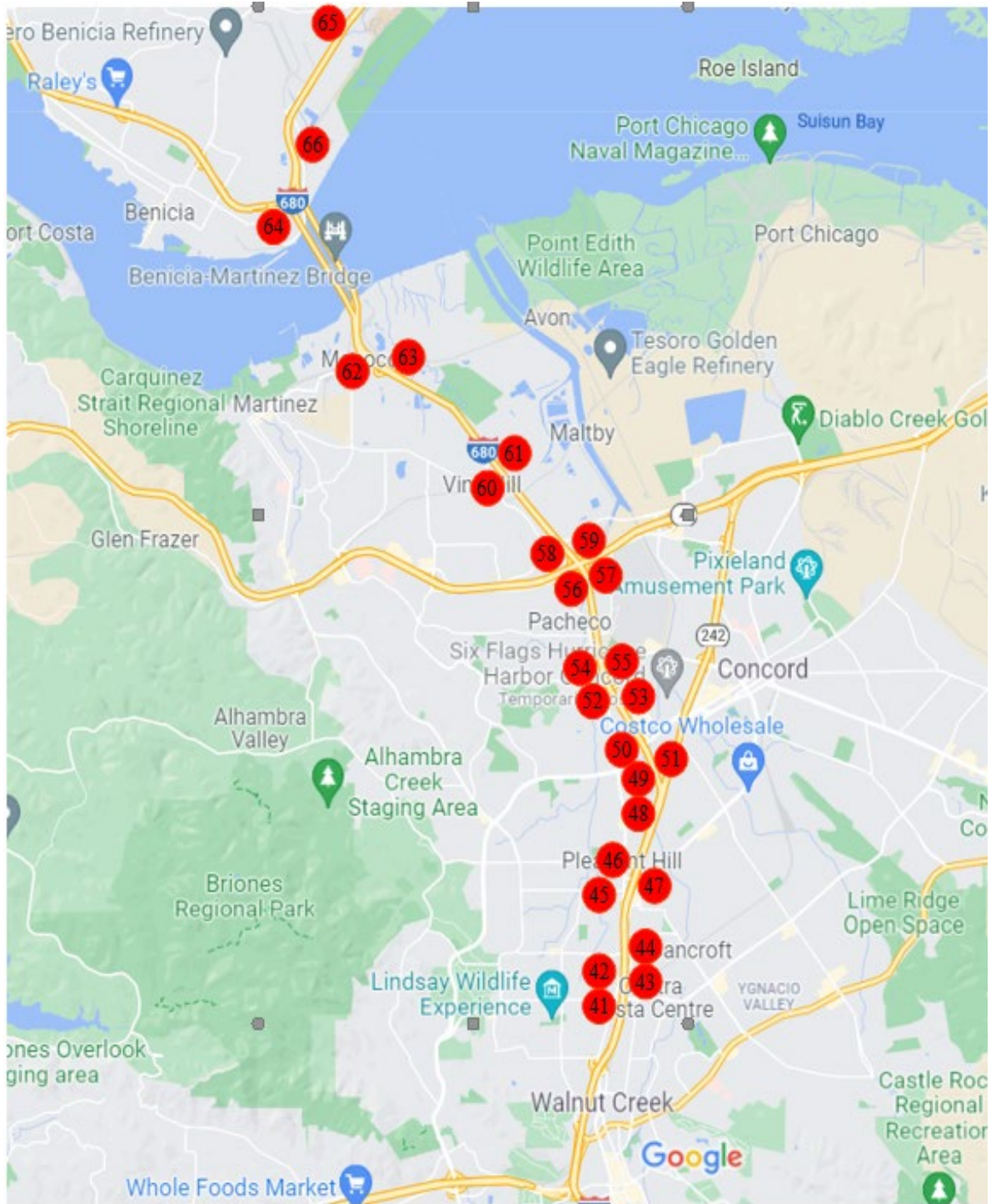
Project Location



ATTACHMENT B

Ramp Locations







I-580/680/780 Traffic Management Systems

Air Quality Conformity Task Force Meeting on February 24, 2022

MTC Bay Area Metro Center, 375 Beale Street, Suite 800, San Francisco, CA 94105

CALIFORNIA DEPARTMENT OF TRANSPORTATION, DISTRICT 4

111 Grand Avenue, Oakland, CA 94612

PROJECT LOCATION

SONOMA COUNTY

SR 37

PM 3.78
START



LAND USE

▶ Interstate 580 (I-580)

- ❖ Within Alameda County project limits, I-580 is a ten-lane divided freeway, interchanging with I-680 in the City of Dublin. The Corridor serves local traffic within the Tri-Valley, links commuters to economic and employment centers, and supports interregional travel through direct access to I-80, I-880 (via I-238), and I-5 in San Joaquin County.

▶ Interstate 680 (I-680)

- ❖ Within Alameda County project limits, I-680 is a six-lane freeway, interchanging with I-580 in the City of Dublin.
- ❖ Within Contra Costa County project limits, I-680 is an eight-lane freeway.
- ❖ Within Solano County project limits, I-680 is the Benicia-Martinez Bridge, which is comprised of two structures (north and south bound) of 5 and 4 lanes. The route connects the suburban communities of Solano County with Central Contra Costa County via the Bridge and with I-80 and SR 12 further north at the Cordelia Junction.

▶ Interstate 780 (I-780)

- ❖ I-780 is a seven-mile four-lane freeway which closely follows the Carquinez Strait, linking I-680 in Benicia to I-80 in Vallejo. The route traverses dense suburban communities and is entirely located within Solano County.

BACKGROUND

- ▶ The project is currently listed in the Group TIP (VAR170005).
- ▶ This project is processed under NEPA as a Categorical Exclusion Section 326, and NEPA document CE.

PURPOSE AND NEED

Purpose: The purpose of this project is to provide a high-capacity fiber-optic communication backbone (trunk) that will link Caltrans-owned facility to the TOS field components. This project also closes gaps in TOS and RM elements to maximize throughput of the freeway and better inform the traveling public of freeway incidents and activities within the project limits.

Need: With the lack of Caltrans-owned fiber optic cables throughout the system, most of the existing communication is routed through the slower GPRS modems or leased lines. As a result of the deficiencies, information concerning incidents and freeway conditions are inadequately and inefficiently collected and transferred, reducing the effectiveness of the TOS to manage and analyze the throughput of the freeway system.

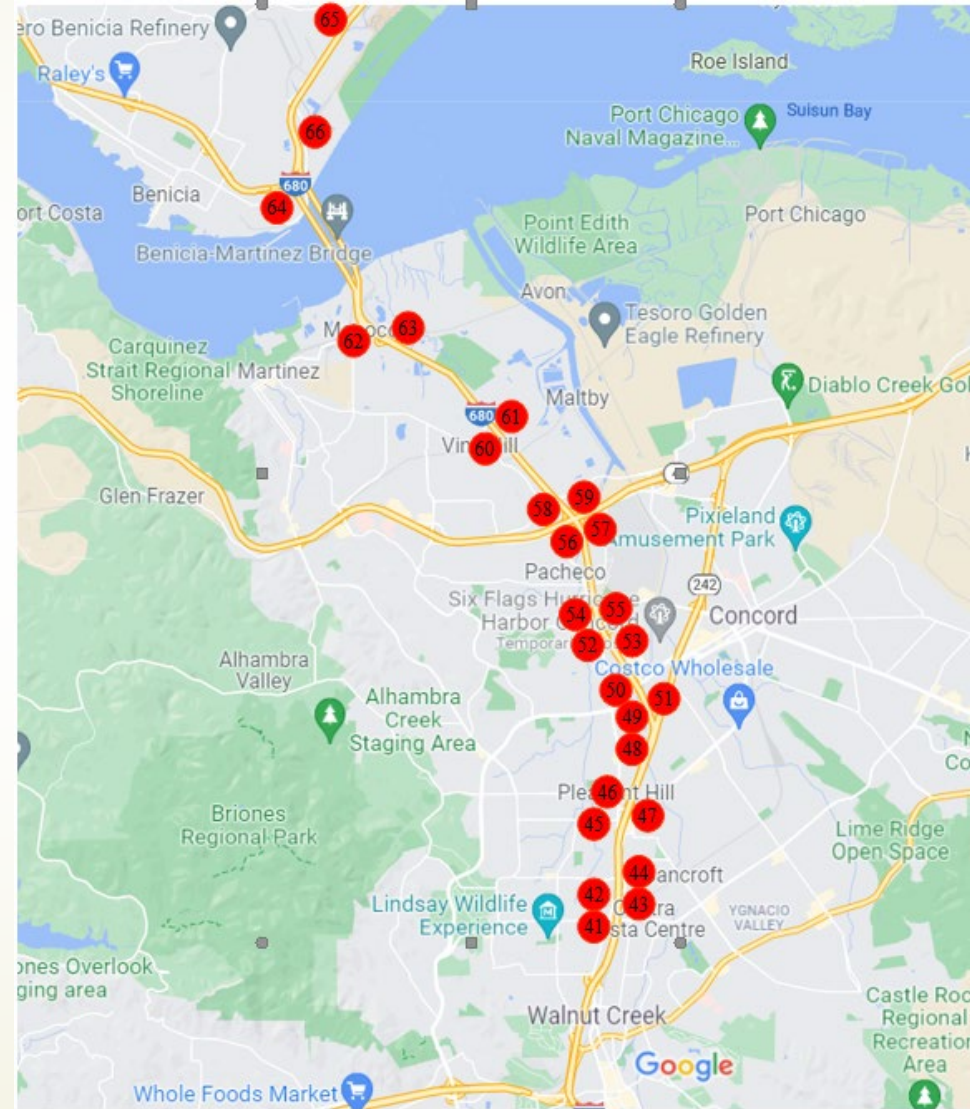
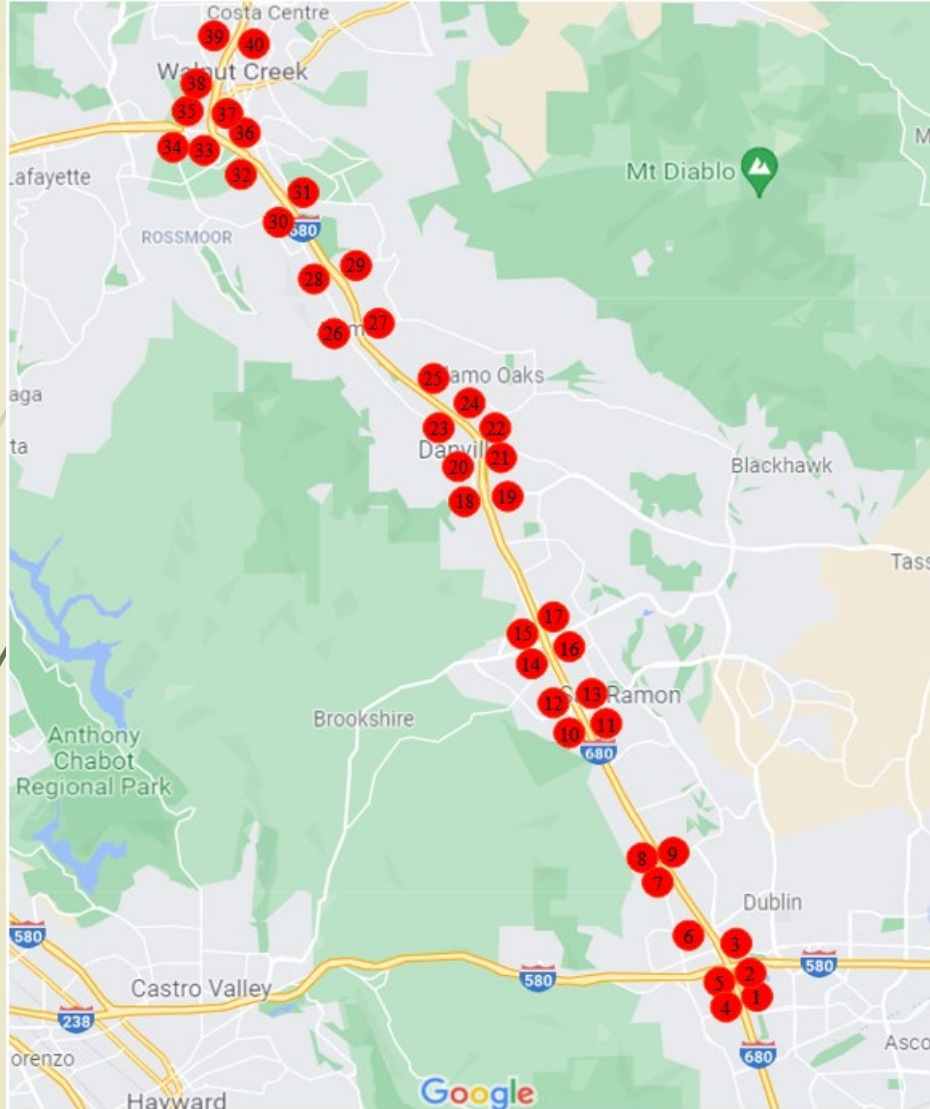
Not all ramps have ramp metering and HOV bypass systems, and according to Caltrans policy, when ramp volume exceeds the threshold or adversely affects adjacent freeway flow, ramp meter and HOV bypass lane need to be installed. Hence various ramps need ramp meters and HOV bypass lanes.

PROJECT DESCRIPTION

▶ The proposed project is to:

- ❖ Install fiber optic communication trunk line to close fiber trunk gaps within project limits along I-580, I-680, and I-780.
- ❖ Install distribution line connecting TOS elements, field hubs, and cable trunk line.
- ❖ Install/upgrade Traffic Operation Systems (TOS)
- ❖ Install missing over ground equipment and traffic controller cabinets.
- ❖ Install/upgrade Ramp Metering (RM) Element at 66 ramps.
- ❖ Widen ramp to provide HOV bypass lanes at 27 locations
- ❖ Restripe ramp to add HOV bypass lane or convert existing GP lane to HOV bypass lane at 8 locations.
- ❖ Widen EB I-780 to SB I-680 connector to add HOV bypass lane for a length of 700 feet.
- ❖ Re-stripe EB I-780 to I-680 NB connector to convert existing GP lane to HOV bypass lane for a length of approximately 3000 feet.
- ❖ Construct CHP enforcement area at all ramps that add/convert HOV lane.

PROPOSED RAMP LOCATIONS



SUMMARY OF FORECASTED AADT (MAINLINE)

Roadway Segment	Existing Year Build/No-Build (2019)			Opening Year Build/No-Build (2027)			Design Year Build/No-Build (2047)			Planning Horizon Year Build/No-Build (2050)		
	AADT	TRUCKS		AADT	TRUCKS		AADT	TRUCKS		AADT	TRUCKS	
		%	#		%	#		%	#		%	#
CC I-680 PM 0-14.38 (County Line to Route 24)	178,600	5.68%	10,145	191,100	5.68%	10,855	222,300	5.68%	12,627	226,900	5.68%	12,888
CC I-680 PM 14.38-18.7 (Route 24 to Route 242)	288,700	3.87%	11,173	296,600	3.87%	11,478	316,300	3.87%	12,241	319,200	3.87%	12,353
CC I-680 PM 18.7-21.19 (Route 242 to Route 4)	169,000	4.94%	8,349	176,400	4.94%	8,714	194,900	4.94%	9,628	197,700	4.94%	9,766
CC I-680 PM 18.7-21.19 (Route 4 to Benicia Martinez Bridge)	126,900	6.81%	8,642	140,200	6.81%	9,548	173,500	6.81%	12,020	178,500	6.81%	12,156
ALA I-680 PM 20-21.88	177,000	7.60%	13,452	189,500	7.60%	14,402	220,300	7.60%	16,743	224,900	7.60%	17,092
SOL I-680 PM 0-0.83	126,900	5.33%	6,764	140,200	5.33%	7,473	173,500	5.33%	9,248	178,500	5.33%	9,514

SUMMARY OF FORECASTED AADT (RAMPS)

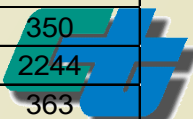
No.	Rodway Segments	AADT (Build/No-Build)				Truck %	TRUCK AADT			
		Existing Year (2019)	Opening Year (2027)	Design Year (2047)	Planning Horizon Year (2050)		Existing Year (2019)	Opening Year (2027)	Design Year (2047)	Planning Horizon Year (2050)
1	EB 580 to NB 680	14770	14780	16340	16580	7.6	1123	1123	1242	1260
2	WB 580 to NB 680	31050	32410	40340	41530	7.6	2360	2463	3066	3156
3	Village Pkwy / Dublin Blvd. to NB 680	9110	9530	13080	13620	7.6	692	724	994	1035
4	EB 580 to SB 680	7840	8160	9510	9720	7.6	596	620	723	739
5	WB 580 to SB 680	21710	22430	24540	24860	7.6	1650	1705	1865	1889
6	Amador Plaza Rd / St Patrick Way	5850	6300	9850	10390	7.6	445	479	749	790
7	SB Alcosta Blvd On	5540	5770	6670	6810	7.6	421	439	507	518
8	SB San Ramon Valley Blvd On	11210	11650	14010	14370	5.68	637	662	796	816
9	Alcosta Blvd	9510	9940	10970	11130	5.68	540	565	623	632
10	SB Bollinger Canyon Rd On from EB	6000	6300	6940	7040	5.68	341	358	394	400
11	Bollinger Canyon Rd	4900	5470	5920	5990	5.68	278	311	336	340
12	SB Bollinger Canyon Rd On from WB	15230	15950	17730	18000	5.68	865	906	1007	1022
13	Bollinger Canyon Rd	12110	13310	14390	14560	5.68	688	756	817	827
14	SB Crow Canyon On from EB	8220	8870	12250	12760	5.68	467	504	696	725
15	SB Crow Canyon Rd On from WB	10590	11100	12440	12650	5.68	602	630	707	719
16	Crow Canyon Rd	11450	12540	13180	13280	5.68	650	712	749	754
17	Crow Canyon Rd	11730	12950	15790	16220	5.68	666	736	897	921
18	SB Sycamore Valley Rd On	8910	9350	10370	10530	5.68	506	531	589	598
19	Sycamore Valley Rd	17320	18370	21120	21540	5.68	984	1043	1200	1223
20	SB Diablo Rd On	9340	10370	11460	11630	5.68	531	589	651	661
21	Diablo Rd	2790	2990	3420	3490	5.68	158	170	194	198
22	Diablo Rd	3740	4030	5900	6190	5.68	212	229	335	352

SUMMARY OF FORECASTED AADT (RAMPS)

No.	Rodway Segments	AADT (Build/No-Build)				Truck %	TRUCK AADT			
		Existing Year (2019)	Opening Year (2027)	Design Year (2047)	Planning Horizon Year (2050)		Existing Year (2019)	Opening Year (2027)	Design Year (2047)	Planning Horizon Year (2050)
23	SB El Cerro On	6700	7610	9330	9590	5.68	381	432	530	545
24	El Cerro Blvd	7170	7620	8670	8830	5.68	407	433	492	502
25	El Pintado Rd	1970	2130	2820	2930	5.68	112	121	160	166
26	SB Stone Valley Rd On	7700	8070	10390	10740	5.68	437	458	590	610
27	Stone Valley Rd	9050	9620	12150	12530	5.68	514	546	690	712
28	Livorna Rd On	4550	4810	5650	5780	5.68	258	273	321	328
29	Livorna Rd	5150	7360	8970	9220	5.68	293	418	509	524
30	SB Rudgear On	8200	8640	9700	9860	5.68	466	491	551	560
31	Danville Blvd	9950	10560	12260	12520	5.68	565	600	696	711
32	SB Main St on	2810	2990	3680	3790	5.68	160	170	209	215
33	Olympic Blvd On	2040	2220	2470	2510	5.68	116	126	140	143
34	Olympic Blvd On	3510	3750	4270	4350	5.68	199	213	243	247
35	SR-24 On	21330	22620	25630	26090	5.68	1212	1285	1456	1482
36	Olympic Blvd	16420	17460	20040	20430	5.68	933	992	1138	1160
37	SR-24 On	55120	58480	68530	70040	3.87	2133	2263	2652	2711
38	Ygnacio Valley road / Hillside Ave on	17520	19340	21180	21460	3.87	678	748	820	831
39	San Luis Rd	9130	9740	11560	11840	3.87	353	377	447	458
40	Lawrence Way On	18440	20340	24020	24580	3.87	714	787	930	951
41	Treat Blvd	3830	4080	4620	4710	3.87	148	158	179	182
42	Main St on	15970	16830	18860	19170	3.87	618	651	730	742
43	Buskirk Ave	16160	16970	19330	19690	3.87	625	657	748	762
44	Oak Rd On	9180	9660	10730	10900	3.87	355	374	415	422

SUMMARY OF FORECASTED AADT (RAMPS)

No.	Rodway Segments	AADT (Build/No-Build)				Truck %	TRUCK AADT			
		Existing Year (2019)	Opening Year (2027)	Design Year (2047)	Planning Horizon Year (2050)		Existing Year (2019)	Opening Year (2027)	Design Year (2047)	Planning Horizon Year (2050)
45	Contra Costa On	8980	9470	10620	10800	3.87	348	366	411	418
46	Monument Blvd	11140	11750	13170	13390	3.87	431	455	510	518
47	NB Monument Blvd On	15400	16520	18520	18820	3.87	596	639	717	728
48	242 On	54470	58170	65230	66290	3.87	2108	2251	2524	2565
49	Willow Pass Rd /Sunvalley Blvd On from EB	6520	6900	7590	7700	4.94	322	341	375	380
50	Willow Pass Rd /Sunvalley Blvd On from WB	6080	6400	7090	7200	4.94	300	316	350	356
51	Willow Pass On	12150	13180	16260	16730	4.94	600	651	803	826
52	Concord Ave On	4180	4410	4900	4980	4.94	206	218	242	246
53	Burnett Ave On	7550	8000	9030	9190	4.94	373	395	446	454
54	Contra Costa On	8530	8950	9930	10080	4.94	421	442	491	498
55	Concord Ave On	8770	10020	11340	11540	4.94	433	495	560	570
56	SR-4 On From EB	22700	24140	26490	26850	4.94	1121	1193	1309	1326
57	SR-4 from EB On	2610	2820	3230	3300	4.94	129	139	160	163
58	SR-4 On From WB	5710	6230	6940	7050	6.81	389	424	473	480
59	SR-4 from WB On	18760	20040	23400	23910	6.81	1278	1365	1594	1628
60	Pacheco Blvd On	11890	12690	14630	14930	6.81	810	864	996	1017
61	NB Arthur Rd	3950	4410	5360	5510	6.81	269	300	365	375
62	SB Waterfront Rd On	5870	6840	7680	7810	6.81	400	466	523	532
63	Waterfront Rd On	4530	5640	7640	7940	6.81	308	384	520	541
64	Bayshore Rd to SB 680 on	5220	5690	6440	6560	5.33	278	303	343	350
65	EB 780 to SB 680 on	32020	36770	41410	42110	5.33	1707	1960	2207	2244
66	EB 780 to NB 680	5430	6240	6730	6810	5.33	289	333	359	363



PROJECT SCHEDULE

Current Programming Dates	Preliminary Engineering/ Environmental	Engineering	Right of Way	Construction
Start	October 2020	July 2022	July 2022	September 2024
End	June 2022	August 2024	August 2024	September 2027

CONCLUSIONS

- ▶ The I-580/680/780 Traffic Management Systems Project would improve the effectiveness of traffic monitoring systems, increase the storage capacity of the ramps and reduce impacts to the mainline traffic flow.
- ▶ The project would not increase capacity or percentage of trucks in the area.
- ▶ This project should not be considered a project of air quality concern and, therefore, a PM2.5 hot-spot analysis for project-level conformity determination is not required.

QUESTIONS?

Application of Criteria for a Project of Air Quality Concern

Project Title: I-580 Ramp Metering Installation Project

Project Summary for Air Quality Conformity Task Force Meeting: February 24, 2022

Description

- The project proposes to install or upgrade ramp metering systems with High Occupancy Vehicle (HOV) bypass lanes, along I-580 in Alameda County from Stobridge Avenue Undercrossing (UC) to the I-80/I-580/I-880 junction.

Background

- The project is currently listed in the Group TIP (VAR170005).
- This project is processed under NEPA as a Categorical Exclusion Section 326, and NEPA document CE.
- Seeking air quality conformity determination on or before February 24, 2022.

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
- Proposed project would have no effect on mainline AADT or truck traffic volumes

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

- The proposed project will not cause an increase in the number of diesel vehicles at the intersections in the project area.

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

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

(v) *Affects areas identified in PM₁₀ or PM_{2.5} 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_{2.5} National Ambient Air Quality Standards (NAAQS).

RTIP ID# 17-10-0013				
TIP ID# VAR170005				
Air Quality Conformity Task Force Consideration Date February 24, 2022				
Project Description The project proposes to install or upgrade ramp metering systems with High Occupancy Vehicle (HOV) bypass lanes or general purpose (GP) lanes, along I-580 in Alameda County from Strobridge Avenue Undercrossing (UC) to the I-80/I-580/I-880 junction (from PM 30.36 to 46.50).				
No Build Alternative This alternative maintains the existing conditions.				
Build Alternatives The main design features of the Build Alternatives are as follows: <ul style="list-style-type: none"> • Install/upgrade Ramp Metering (RM) Systems at 43 entrance ramp locations. • Widen ramp to add a HOV bypass lane or a GP lane. • Construct Maintenance Vehicle pullouts (MVP) where applicable. • Construct CHP enforcement areas on the ramps. • Cold plane and overlay of existing ramp pavement from mainline to the ramp intersection. 				
Type of Project: Ramp Metering Installation Project				
County: ALA	Caltrans Projects – EA# 0K530 04-ALA-580-PM 30.36/46.50			
Lead Agency: Caltrans				
<i>Contact Person</i> Shilpa Mareddy	<i>Phone#</i> 510-418-1794	<i>Fax#</i>	<i>Email</i> Shilpa.Mareddy@dot.ca.gov	
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
<input checked="" type="checkbox"/> <i>Categorical Exclusion (NEPA)</i>	<input type="checkbox"/> EA or Draft EIS	<input type="checkbox"/> FONSI or Final EI	<input type="checkbox"/> PS&E or Construction	<input type="checkbox"/> <i>Other</i>
Scheduled Date of Federal Action:				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
	<input checked="" type="checkbox"/>	Section 326 – Categorical Exclusion	<input type="checkbox"/> Section 327 – Non-Categorical Exclusion	

Current Programming Dates (as appropriate)

	PE/ENVIRONMENTAL	ENGINEERING	ROW	CONSTRUCTION
Start	August 2021	October 2022	October 2022	November 2024
End	September 2022	October 2024	October 2024	November 2026

Project Purpose and Need (Summary):

The purpose of the project is to install or upgrade ramp metering systems and widen ramp entrances to provide HOV bypass lanes, where applicable. The proposed improvements will:

- Manage congestion and control traffic flow entering freeway
- Minimize off-ramp to on-ramp cut through traffic during peak hours
- Enhance safety by reducing congestion-related accidents

The current and anticipated future transportation demand contributes to the need for this project. According to recent Performance Measurement System (PeMS) data, there are approximately 265,000 hours of annual vehicle delay along this segment of the I-580 corridor. The accumulation of vehicular delay combined with regional economic growth are causing extended queuing on westbound direction during AM peak commute hours, and eastbound direction during PM peak commute hours.

Surrounding Land Use/Traffic Generators

I-580 is a freeway route that begins at I-5 in San Joaquin County (Caltrans District 10) and terminates at US 101 in Marin County. The I-580 corridor provides direct connections to three major north-south freeways, I-5, I-680 and I-880. With connections to the interstate network, I-580 is a major gateway for goods movement into and out of the San Francisco Bay Area's five seaports, three commercial airports, and four rail freight terminals, and is the primary route for eastbound travelers destined for the Sierra Nevada Mountains and Southern California.

Within Alameda County, the I-580 corridor is an east-west route begins at the I-580/I-205 interchange near the San Joaquin County/Alameda County border, traverses westward to the I-580/I-238 interchange, continues to the I-580/I-880/I-80 junction in the City Oakland and ends at the Contra Costa County/Alameda County border near the Central Avenue interchange. I-580 serves inter-regional and inter-county commute trips in Alameda County.

The segment of I-580 within the project limits is a six to ten-lane freeway with no high-occupancy vehicle (HOV) lanes. Truck traffic is prohibited on I-580 from Foothill Boulevard in San Leandro (postmile 34.9) to Grand Avenue in Oakland (postmile 43.6), except during emergencies. This portion of I-580 is officially designated as a State Scenic Route.

Brief summary of assumptions and methodology used for conducting analysis

The Average Annual Daily Traffic (AADT) were provided by Caltrans Traffic Forecasting for year 2018, 2026, 2046 and 2050. As truck % for ramps is unavailable, mainline truck % is used for the ramps. Four analysis years were evaluated:

- Year 2018 represents the existing conditions
- Year 2026 represents the possible opening year of the project.
- Year 2046 represents the possible design year for the project.
- Year 2050 represents the planning horizon year for the project

Ramp locations 1,2,3 and 38 did not have 2018 counts, therefore traffic forecasting used 2010-2014 Highway Operation's count database and forecasted AADT for years 2026, 2046 and 2050.

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

The project will not increase capacity therefore Build and No-Build volumes are the same.

Roadway Segment	Existing Year Build/No-Build (2018)		
	AADT	TRUCKS	
		%	#
ALA I-580 PM 31.3	182,500	0.51%	931
ALA I-580 PM 38.5	213,900	0.51%	1,091
ALA I-580 PM 39.5	170,600	0.51%	870
ALA I-580 PM 43	229,100	0.58%	1,329
ALA I-580 PM 44.6	224,000	1.11%	2,486

Roadway Segment	Opening Year Build/No-Build (2026)		
	AADT	TRUCKS	
		%	#
ALA I-580 PM 31.3	195,630	0.51%	998
ALA I-580 PM 38.5	228,120	0.51%	1,163
ALA I-580 PM 39.5	182,480	0.51%	931
ALA I-580 PM 43	245,160	0.58%	1,422
ALA I-580 PM 44.6	234,560	1.11%	2,604

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

Roadway Segment	Design Year Build/No-Build (2046)		
	AADT	TRUCKS	
		%	#
ALA I-580 PM 31.3	228,440	0.51%	1,165
ALA I-580 PM 38.5	263,630	0.51%	1,345
ALA I-580 PM 39.5	212,170	0.51%	1,082
ALA I-580 PM 43	285,290	0.58%	1,655
ALA I-580 PM 44.6	260,920	1.11%	2,896

Roadway Segment	Planning Horizon Year Build/No-Build (2050)		
	AADT	TRUCKS	
		%	#
ALA I-580 PM 31.3	235,100	0.51%	1,199
ALA I-580 PM 38.5	270,800	0.51%	1,381
ALA I-580 PM 39.5	218,200	0.51%	1,113
ALA I-580 PM 43	293,400	0.58%	1,702
ALA I-580 PM 44.6	266,300	1.11%	2,956

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

No.	Rodway Segments	AADT (Build/No-Build)		Truck %	TRUCK AADT	
		Existing Year (2018)	Opening Year (2026)		Existing Year (2018)	Opening Year (2026)
1	NB Rte 238 (Foothill Blvd)	8400*	10320	0.51	43	53
2	WB ON FR WB CASTRO VALLEY BL.	4900*	5470	0.51	25	28
3	NB Rte 238(Foothill Blvd) + EB Castro Valley Blvd /Mattox Rd + SB I-238	35200*	37550	0.51	180	192
4	Liberty St / 163rd Ave	5284	5690	0.51	27	29
5	Foothill Blvd / Carolyn St	3804	4070	0.51	19	21
6	Fairmont Dr / Freedom Ave	8446	9090	0.51	43	46
7	150th Ave / Foothill Blvd	14021	14980	0.51	72	76
8	Grand Ave / Benedict Dr	4308	4600	0.51	22	23
9	Grand Ave	9202	9620	0.51	47	49
10	Benedict Dr / Marlow Dr	6912	7390	0.51	35	38
11	SB MacArthur Blvd / Foothill Blvd	7677	8600	0.51	39	44
12	NB Foothill Blvd / Revere Ave	5323	5870	0.51	27	30
13	Peralta Oaks Dr / 106th Ave	7172	7660	0.51	37	39
14	98th Ave / Golf Link Rd	9409	10430	0.51	48	53
15	Golf Link Rd / Mountain Blvd	9406	10370	0.51	48	53
16	Keller Ave / Fontaine St	4610	5060	0.51	24	26
17	Mountain Blvd / Maynard Ave / Keller Ave	5909	6320	0.51	30	32
18	Edwards Ave / Mountain Blvd / Leona Dr	10235	10940	0.51	52	56
19	Kuhnle Ave / Sunnymere Ave / Seminary Ave	7247	7830	0.51	37	40
20	SB RTE 13	23003	24200	0.51	117	123
21	Rusting Ave / Mountain Blvd	3477	3720	0.51	18	19
22	SB RTE 13 / Mountain Blvd / (Calaveras Ave. / Davenport Ave.)	2981	3670	0.51	15	19
23	SB MacArthur Blvd	9233	10000	0.58	54	58
24	MacArthur Blvd	9443	11450	0.58	55	66
25	High St	9607	10300	0.58	56	60
26	35th Ave	13436	14410	0.58	78	84
27	Coolidge Ave / Harold St	14179	15320	0.58	82	89
28	Fruitvale Ave / Montana St / Diamond Ave	14600	15700	0.58	85	91
29	Beaumont Ave / MacArthur Blvd	14969	16300	0.58	87	95
31	Park Blvd / Chatham Rd	18723	20080	0.58	109	116
32	Lakeshore Ave / MacArthur Blvd	13758	14900	1.11	153	165
33	Grand Ave / Santa Clara Ave	15385	16310	1.11	171	181
34+35	Oakland -Harrison	15329	18390	1.11	170	204
36	Harrison St / Oakland Ave	15135	16050	1.11	168	178
37	I-980 to EB I-580	11839	12610	1.11	131	140
38	West St /35th St	9900*	10800	1.11	110	120
39	WB Rte 24	31101	33200	1.11	345	369
40	I-980 to WB I-580	13021	14590	1.11	145	162
41	WB Rte 24 / WB 52nd St /Martin Luther King Jr Way	29474	32100	1.11	327	356
42	WB on from MacArthur	7964	8450	1.11	88	94
43	From WB I-80	53400	56610	1.11	593	628

* - AADT data from 2010-2014 Highway Operation's count database.

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

No.	Rodway Segments	AADT (Build/No-Build)		Truck %	TRUCK AADT	
		Design Year (2046)	Planning Horizon Year (2050)		Design Year (2046)	Planning Horizon Year (2050)
1	NB Rte 238 (Foothill Blvd)	15090	16100	0.51	77	82
2	WB ON FR WB CASTRO VALLEY BL.	6880	7200	0.51	35	37
3	NB Rte 238(Foothill Blvd) + EB Castro Valley Blvd /Mattox Rd + SB I-238	43410	44600	0.51	221	227
4	Liberty St / 163rd Ave	6690	6900	0.51	34	35
5	Foothill Blvd / Carolyn St	4710	4840	0.51	24	25
6	Fairmont Dr / Freedom Ave	10690	11020	0.51	55	56
7	150th Ave / Foothill Blvd	17360	17840	0.51	89	91
8	Grand Ave / Benedict Dr	5330	5480	0.51	27	28
9	Grand Ave	10640	10850	0.51	54	55
10	Benedict Dr / Marlow Dr	8560	8800	0.51	44	45
11	SB MacArthur Blvd / Foothill Blvd	10800	11250	0.51	55	57
12	NB Foothill Blvd / Revere Ave	7210	7480	0.51	37	38
13	Peralta Oaks Dr / 106th Ave	8880	9130	0.51	45	47
14	98th Ave / Golf Link Rd	12980	13500	0.51	66	69
15	Golf Link Rd / Mountain Blvd	12760	13240	0.51	65	68
16	Keller Ave / Fontaine St	6180	6410	0.51	32	33
17	Mountain Blvd / Maynard Ave / Keller Ave	7320	7530	0.51	37	38
18	Edwards Ave / Mountain Blvd / Leona Dr	12670	13020	0.51	65	66
19	Kuhnle Ave / Sunnymere Ave / Seminary Ave	9280	9580	0.51	47	49
20	SB RTE 13	27000	27580	0.51	138	141
21	Rusting Ave / Mountain Blvd	4300	4420	0.51	22	23
22	SB RTE 13 / Mountain Blvd / (Calaveras Ave. / Davenport Ave.)	5380	5730	0.51	27	29
23	SB MacArthur Blvd	11800	12170	0.58	68	71
24	MacArthur Blvd	16460	17470	0.58	95	101
25	High St	12030	12380	0.58	70	72
26	35th Ave	16820	17310	0.58	98	100
27	Coolidge Ave / Harold St	18150	18720	0.58	105	109
28	Fruitvale Ave / Montana St / Diamond Ave	18400	18950	0.58	107	110
29	Beaumont Ave / MacArthur Blvd	19400	20040	0.58	113	116
31	Park Blvd / Chatham Rd	23440	24120	0.58	136	140
32	Lakeshore Ave / MacArthur Blvd	17600	18150	1.11	195	201
33	Grand Ave / Santa Clara Ave	18620	19090	1.11	207	212
34+35	Oakland -Harrison	26030	27560	1.11	289	306
36	Harrison St / Oakland Ave	18310	18770	1.11	203	208
37	I-980 to EB I-580	14530	14920	1.11	161	166
38	West St /35th St	11980	12300	1.11	133	137
39	WB Rte 24	38300	39330	1.11	425	437
40	I-980 to WB I-580	18480	19260	1.11	205	214
41	WB Rte 24 / WB 52nd St /Martin Luther King Jr Way	35600	36480	1.11	395	405
42	WB on from MacArthur	9640	9880	1.11	107	110
43	From WB I-80	64610	66220	1.11	717	735

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

Not applicable

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

Not applicable

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

The proposed project would not create new traffic. The project is proposed to manage congestion, minimize cut through traffic at ramp intersections during peak hours and enhance safety.

Comments/Explanation/Details (please be brief)

The proposed project is in a nonattainment area for federal PM_{2.5} 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 project is not a new or expanded highway project and it will not add additional lanes to the mainline nor change the percentages of trucks in the project study area. The traffic data for the project shows that the percentage of trucks will remain the same with and without the project and the AADT will remain the same with and without the project. Therefore, the proposed project would not result in a significant increase in the number of diesel vehicles.

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

The traffic data for the project shows the volumes of diesel vehicles at the intersection will remain same with or without the project.

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_{2.5} 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_{2.5} 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.

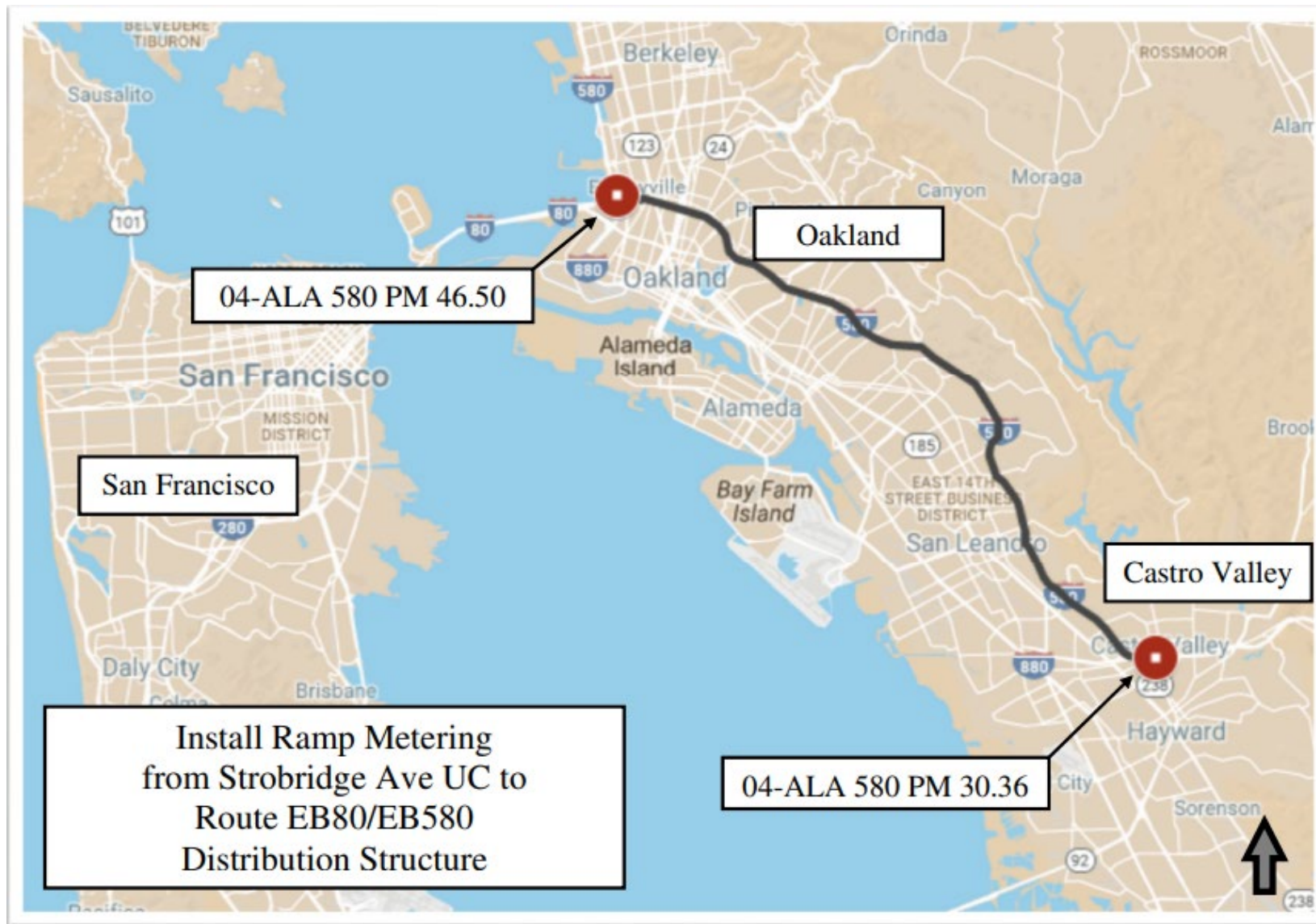
Based on the evaluation above, the project should not be considered a POAQC and not require a quantitative hot-spot analysis to demonstrate that it will not cause or worsen an existing PM_{2.5} violation

List of Attachments

1. Attachment A - Location Map
2. Attachment B – Ramp Locations

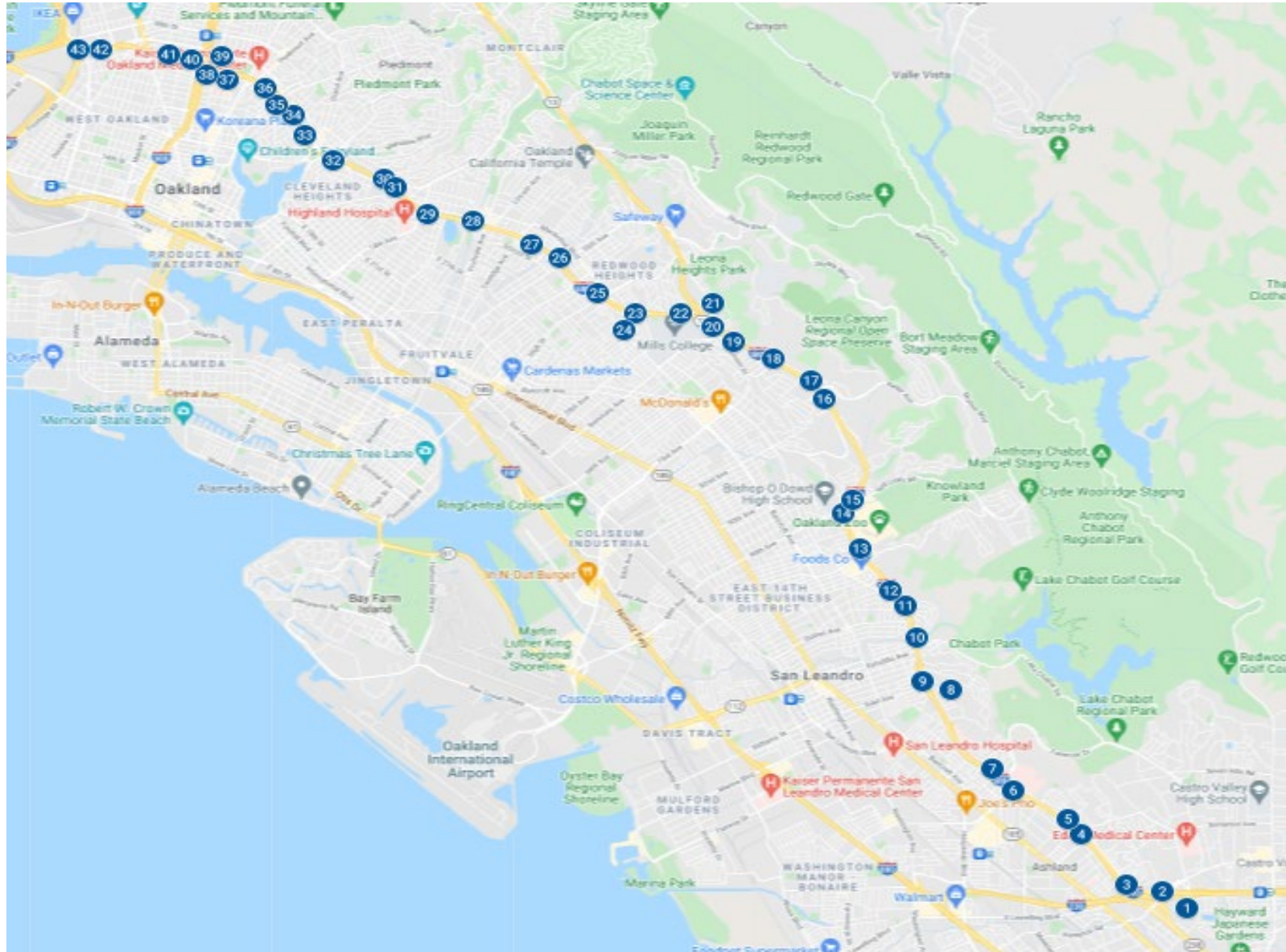
ATTACHMENT A

Project Location



ATTACHMENT B

Ramp Locations





I-580 Ramp Metering Installation Project

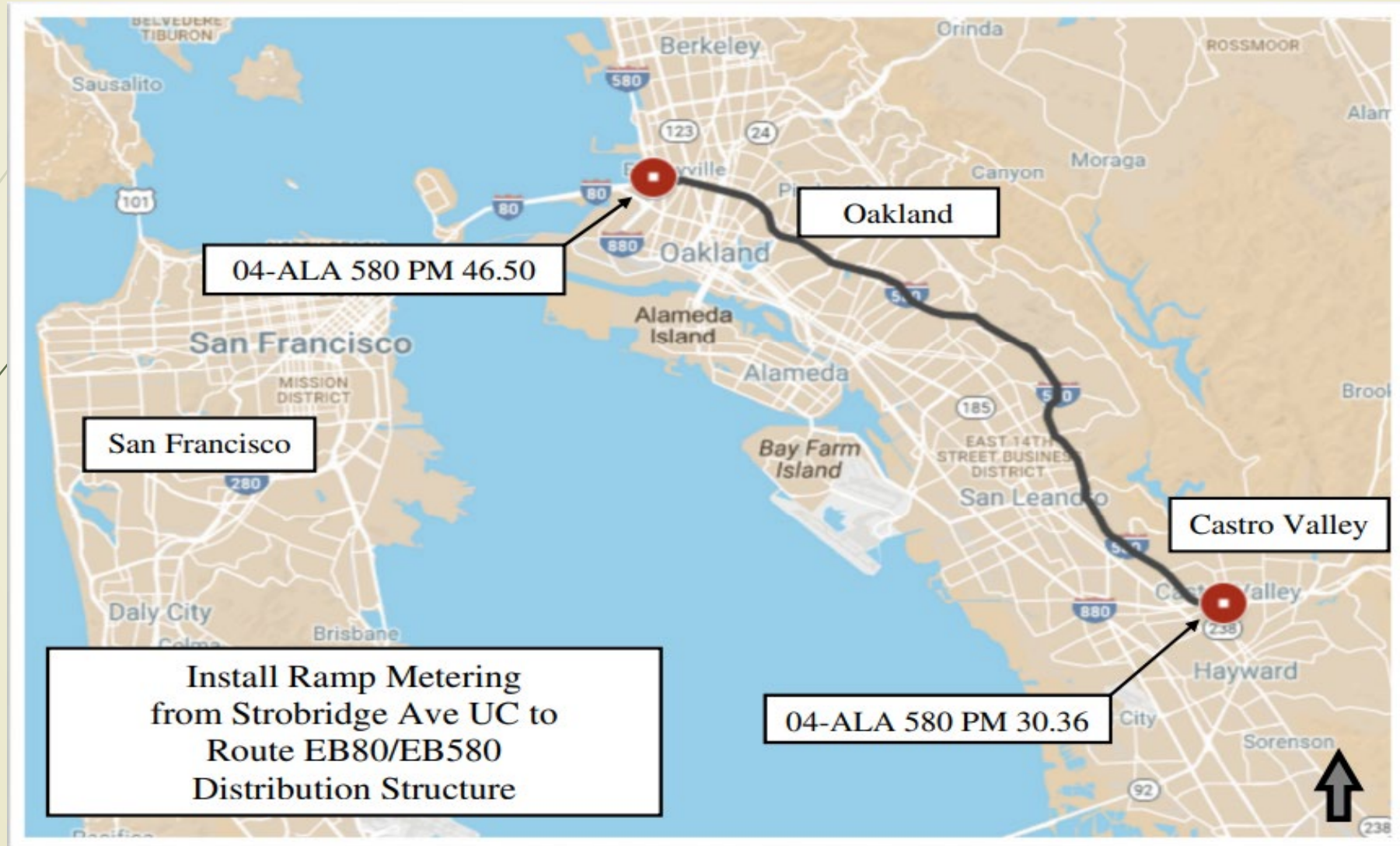
Air Quality Conformity Task Force Meeting on February 24, 2022

MTC Bay Area Metro Center, 375 Beale Street, Suite 800, San Francisco, CA 94105

CALIFORNIA DEPARTMENT OF TRANSPORTATION, DISTRICT 4

111 Grand Avenue, Oakland, CA 94612

PROJECT LOCATION



LAND USE

- ▶ The I-580 corridor provides direct connections to three major north-south freeways, I-5, I-680 and I-880.
- ▶ I-580 is a major gateway for goods movement into and out of the San Francisco Bay Area's five seaports, three commercial airports, and four rail freight terminals, and is the primary route for eastbound travelers destined for the Sierra Nevada Mountains and Southern California.
- ▶ I-580 serves inter-regional and inter-county commute trips in Alameda County.
- ▶ The segment of I-580 within the project limits is a six to ten-lane freeway with no high-occupancy vehicle (HOV) lanes. Truck traffic is prohibited on I-580 from Foothill Boulevard in San Leandro (postmile 34.9) to Grand Avenue in Oakland (postmile 43.6), except during emergencies. This portion of I-580 is officially designated as a State Scenic Route.

BACKGROUND

- ▶ The project is currently listed in the Group TIP (VAR170005).
- ▶ This project is processed under NEPA as a Categorical Exclusion Section 326, and NEPA document CE.

PURPOSE AND NEED

Purpose: The purpose of the project is to install or upgrade ramp metering systems and widen ramp entrances to provide HOV bypass lanes, where applicable. The proposed improvements will:

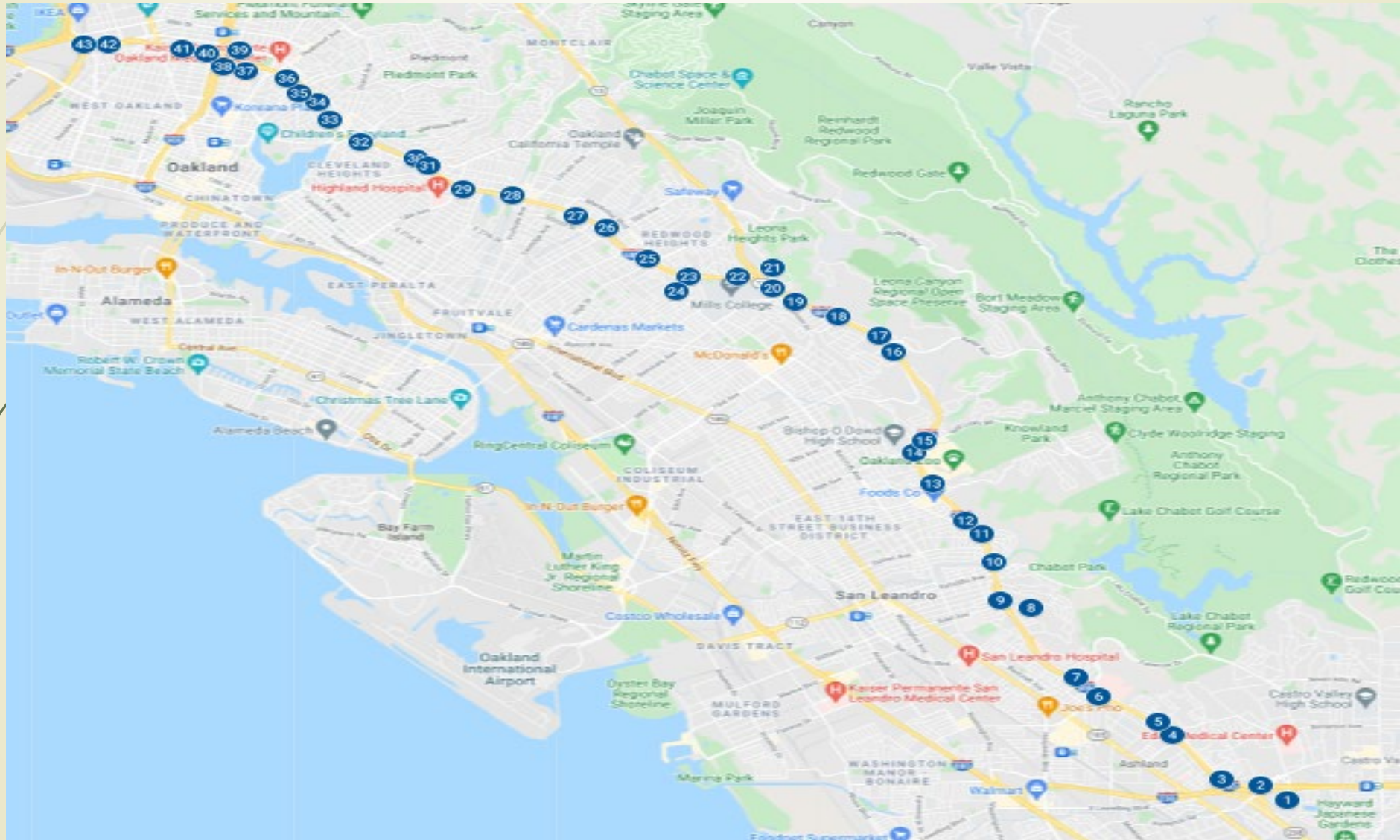
- Manage congestion and control traffic flow entering freeway
- Minimize off-ramp to on-ramp cut through traffic during peak hours
- Enhance safety by reducing congestion-related accidents

Need: The current and anticipated future transportation demand contributes to the need for this project. According to recent Performance Measurement System (PeMS) data, there are approximately 265,000 hours of annual vehicle delay along this segment of the I-580 corridor. The accumulation of vehicular delay combined with regional economic growth are causing extended queuing on westbound direction during AM peak commute hours, and eastbound direction during PM peak commute hours.

PROJECT DESCRIPTION

- ▶ The main design features of the Build Alternatives are as follows:
 - ❖ Install/upgrade Ramp Metering (RM) Systems at 43 entrance ramp locations.
 - ❖ Widen ramp to add a HOV bypass lane or a GP lane.
 - ❖ Construct Maintenance Vehicle pullouts (MVP) where applicable.
 - ❖ Construct CHP enforcement areas on the ramps.
 - ❖ Cold plane and overlay of existing ramp pavement from mainline to the ramp intersection.

PROPOSED RAMP LOCATIONS



SUMMARY OF FORECASTED AADT (MAINLINE)

Roadway Segment	Existing Year Build/No-Build (2018)			Opening Year Build/No-Build (2026)			Design Year Build/No-Build (2046)			Planning Horizon Year Build/No-Build (2050)		
	AADT	TRUCKS		AADT	TRUCKS		AADT	TRUCKS		AADT	TRUCKS	
		%	#		%	#		%	#		%	#
ALA I-580 PM 31.3	182,500	0.51%	931	195,630	0.51%	998	228,440	0.51%	1,165	235,100	0.51%	1,199
ALA I-580 PM 38.5	213,900	0.51%	1,091	228,120	0.51%	1,163	263,630	0.51%	1,345	270,800	0.51%	1,381
ALA I-580 PM 39.5	170,600	0.51%	870	182,480	0.51%	931	212,170	0.51%	1,082	218,200	0.51%	1,113
ALA I-580 PM 43	229,100	0.58%	1,329	245,160	0.58%	1,422	285,290	0.58%	1,655	293,400	0.58%	1,702
ALA I-580 PM 44.6	224,000	1.11%	2,486	234,560	1.11%	2,604	260,920	1.11%	2,896	266,300	1.11%	2,956

SUMMARY OF FORECASTED AADT (RAMPS)

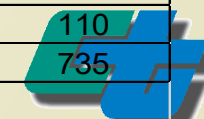
No.	Rodway Segments	AADT (Build/No-Build)		AADT (Build/No-Build)		Truck %	TRUCK AADT		TRUCK AADT	
		Existing Year (2018)	Opening Year (2026)	Design Year (2046)	Planning Horizon Year (2050)		Existing Year (2018)	Opening Year (2026)	Design Year (2046)	Planning Horizon Year (2050)
1	NB Rte 238 (Foothill Blvd)	8400*	10320	15090	16100	0.51	43	53	77	82
2	WB On From WB Castro Valley Blvd	4900*	5470	6880	7200	0.51	25	28	35	37
3	NB Rte 238(Foothill Blvd) + EB Castro Valley Blvd /Mattox Rd + SB I-238	35200*	37550	43410	44600	0.51	180	192	221	227
4	Liberty St / 163rd Ave	5284	5690	6690	6900	0.51	27	29	34	35
5	Foothill Blvd / Carolyn St	3804	4070	4710	4840	0.51	19	21	24	25
6	Fairmont Dr / Freedom Ave	8446	9090	10690	11020	0.51	43	46	55	56
7	150th Ave / Foothill Blvd	14021	14980	17360	17840	0.51	72	76	89	91
8	Grand Ave / Benedict Dr	4308	4600	5330	5480	0.51	22	23	27	28
9	Grand Ave	9202	9620	10640	10850	0.51	47	49	54	55
10	Benedict Dr / Marlow Dr	6912	7390	8560	8800	0.51	35	38	44	45
11	SB MacArthur Blvd / Foothill Blvd	7677	8600	10800	11250	0.51	39	44	55	57
12	NB Foothill Blvd / Revere Ave	5323	5870	7210	7480	0.51	27	30	37	38
13	Peralta Oaks Dr / 106th Ave	7172	7660	8880	9130	0.51	37	39	45	47
14	98th Ave / Golf Link Rd	9409	10430	12980	13500	0.51	48	53	66	69
15	Golf Link Rd / Mountain Blvd	9406	10370	12760	13240	0.51	48	53	65	68
16	Keller Ave / Fontaine St	4610	5060	6180	6410	0.51	24	26	32	33
17	Mountain Blvd / Maynard Ave / Keller Ave	5909	6320	7320	7530	0.51	30	32	37	38
18	Edwards Ave / Mountain Blvd / Leona Dr	10235	10940	12670	13020	0.51	52	56	65	66
19	Kuhnle Ave / Sunnymere Ave / Seminary Ave	7247	7830	9280	9580	0.51	37	40	47	49
20	SB RTE 13	23003	24200	27000	27580	0.51	117	123	138	141

* - AADT data from 2010-2014 Highway Operation's count database.

SUMMARY OF FORECASTED AADT (RAMPS)

No.	Rodway Segments	AADT (Build/No-Build)		AADT (Build/No-Build)		Truck %	TRUCK AADT		TRUCK AADT	
		Existing Year (2018)	Opening Year (2026)	Design Year (2046)	Planning Horizon Year (2050)		Existing Year (2018)	Opening Year (2026)	Design Year (2046)	Planning Horizon Year (2050)
21	Rusting Ave / Mountain Blvd	3477	3720	4300	4420	0.51	18	19	22	23
22	SB RTE 13 / Mountain Blvd / (Calaveras Ave. / Davenport Ave.)	2981	3670	5380	5730	0.51	15	19	27	29
23	SB MacArthur Blvd	9233	10000	11800	12170	0.58	54	58	68	71
24	MacArthur Blvd	9443	11450	16460	17470	0.58	55	66	95	101
25	High St	9607	10300	12030	12380	0.58	56	60	70	72
26	35th Ave	13436	14410	16820	17310	0.58	78	84	98	100
27	Coolidge Ave / Harold St	14179	15320	18150	18720	0.58	82	89	105	109
28	Fruityale Ave / Montana St / Diamond Ave	14600	15700	18400	18950	0.58	85	91	107	110
29	Beaumont Ave / MacArthur Blvd	14969	16300	19400	20040	0.58	87	95	113	116
31	Park Blvd / Chatham Rd	18723	20080	23440	24120	0.58	109	116	136	140
32	Lakeshore Ave / MacArthur Blvd	13758	14900	17600	18150	1.11	153	165	195	201
33	Grand Ave / Santa Clara Ave	15385	16310	18620	19090	1.11	171	181	207	212
34+35	Oakland -Harrison	15329	18390	26030	27560	1.11	170	204	289	306
36	Harrison St / Oakland Ave	15135	16050	18310	18770	1.11	168	178	203	208
37	I-980 to EB I-580	11839	12610	14530	14920	1.11	131	140	161	166
38	West St /35th St	9900*	10800	11980	12300	1.11	110	120	133	137
39	WB Rte 24	31101	33200	38300	39330	1.11	345	369	425	437
40	I-980 to WB I-580	13021	14590	18480	19260	1.11	145	162	205	214
41	WB Rte 24 / WB 52nd St /Martin Luther King Jr Way	29474	32100	35600	36480	1.11	327	356	395	405
42	WB on from MacArthur	7964	8450	9640	9880	1.11	88	94	107	110
43	From WB I-80	53400	56610	64610	66220	1.11	593	628	717	735

* - AADT data from 2010-2014 Highway Operation's count database.



PROJECT SCHEDULE

Current Programming Dates	Preliminary Engineering/ Environmental	Engineering	Right of Way	Construction
Start	August 2021	October 2022	October 2022	November 2024
End	September 2022	October 2024	October 2024	November 2026

CONCLUSIONS

- ▶ The I-580 Ramp Metering Installation Project would manage congestion and control traffic flow entering freeway, minimize cut through traffic and enhance safety.
- ▶ The project would not increase capacity or percentage of trucks in the area.
- ▶ This project should not be considered a project of air quality concern and, therefore, a PM2.5 hot-spot analysis for project-level conformity determination is not required.

QUESTIONS?



CONFORMITY EXEMPTION FORM
PROJECT SUMMARY FOR INTERAGENCY CONSULTATION
For projects that correct, improve, or eliminate a hazardous location or feature

Project Information

DIST-CO-RTE-PM: 39.27

EA/EFIS ID (Caltrans Projects): 04-2Q770/0419000047

Fed. Aid. No. (Local Projects): N/A

FTIP ID No. (required): 20600006104

TCWG Consideration Date: 2/24/2022

Pollutant of Concern: PM2.5

Contact Information

Lead Agency: Caltrans

Contact Person: Shilpa Mareddy

Phone: 510-418-1794

Fax:

Email: Shilpa.Mareddy@dot.ca.gov

Environmental Approval Information

Anticipated Federal Environmental Approval (check appropriate box):

23 USC 326 CE 23 USC 327 CE EA EIS

Anticipated Date of Federal Environmental Approval: March 24, 2022

Current Programming Dates (as appropriate):

	PA&ED	PS&E	ROW	CON
Start	10/11/2021	2/15/2023	2/15/2023	9/2/2024
End	2/15/2023	8/30/2024	8/30/2024	9/1/2026



CONFORMITY EXEMPTION FORM
PROJECT SUMMARY FOR INTERAGENCY CONSULTATION
For projects that correct, improve, or eliminate a hazardous location or feature

Project Details

Project Description

The project proposes to improve safety on State Route (SR) 116 and State Gulch Road intersection at Post Mile 39.27 in the City of Lakeville in Sonoma County. The following 4 alternatives are under considerations:

Alternative 1A: Signalized Intersection at Existing Location

- Install traffic signals at all 3 legs of the existing intersection.
- Traffic Signals will meter traffic through the intersection and enhance movement from Lakeville Highway with proposed right-turn channelization lane.

Alternative 1B: Signalized Intersection realigned to East

- Realign intersection east and install traffic signals at all 3 legs of the intersection.
- Traffic Signals will meter traffic through the intersection and enhance movement from Lakeville Highway with proposed right-turn channelization lane.

Alternative 2A: Roundabout at Existing Location

- Construct roundabout at existing intersection.

Alternative 2B: Roundabout realigned to East

- Realign intersection east and construct roundabout at intersection.

Project Purpose and Need (Summary) (attach additional sheets as necessary):

The purpose of the Project is to improve safety on SR 116 at the intersection of SR 116 (Stage Gulch Road) and Lakeville Highway by reducing the potential for broadside collisions and decreasing the severity of accidents.

The Project is needed due to an established pattern of broadside collisions involving northbound through vehicles on Lakeville Highway with left turning vehicles going eastbound on SR 116. A 3-year Traffic Accident Surveillance and Analysis System (from 01/01/2015 to 12/31/2017) warrants improvement to this intersection.



CONFORMITY EXEMPTION FORM
PROJECT SUMMARY FOR INTERAGENCY CONSULTATION
 For projects that correct, improve, or eliminate a hazardous location or feature

Please provide collision data or justification on the need for the correction, improvement, or elimination of a hazardous location or feature:

Table 1: 3-Year Traffic Accident Data between 1/1/2015 to 12/31/2017

Highway Intersection	Number of Accidents					Actual Accident Rates ¹			Average Accident Rates ¹		
	Total	FAT	INJ	F+I	PDO	FAT	F+I	Total	FAT	F+I	Total
SON 116 PM 39.27	16	1	6	0	16	0.08	0.53	1.210.69	0.02	0.17	0.33

Notes:

FAT = Fatal Accidents

INJ = Injury accidents

F+I = Fatal plus Injury accidents

PDO = Property damage only

¹ # of Accidents/ Million Vehicle Miles

Based on the traffic accident data in Table 1, provided by the Office of Traffic Safety, there were 16 collisions at Highway 116 PM 39.27 intersection with an actual total collision rate above the statewide average.

The type of collision included Broadside (9), Sideswipe (1), Rear end (5) and Head On (1). The primary collision factors were failure to yield (68.8%), influence of alcohol (12.5%), following too close (6.3%), improper turn (6.3%), and other violations (6.3%). Of all collisions, 87.5% occurred under clear weather, 68.8% under day light hours, and 93.8% under dry road surface conditions. Prior to the collisions, making left turn was reported in 13 of the cases. There were no unusual roadway conditions.

There was one fatal collision at the intersection in the three-year period:

The collision occurred on 9/18/2015 at PM 39.27 in clear, dark, and dry conditions (1920 hours) on Highway 116. The driver (P-1) who was under drug influence drove her vehicle (V-1) southbound on SR-116 attempting to turn left onto eastbound SR-116 and caused the collision with another vehicle (V-2) heading westbound on Lakeville Road. P-1 suffered major injuries and died at the hospital.

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

To resolve the broadside collisions and reduce the number and severity of accidents, the project proposes to convert the two-way stop-controlled intersection to either signalized intersection or roundabout. Therefore, this project would fall into a safety project, which Caltrans believes is an exempt project.

Caltrans would like to request a determination or concurrence from the Interagency Consultation Taskforce group that this project is exempt from project-level conformity under 40 CFR 93.126 – Projects that correct, improve, or eliminate a hazardous location or feature.



SON 116/ Lakeville Road and State Gulch Road Intersection Improvement Project

Air Quality Conformity Task Force Meeting on February 24, 2022

MTC Bay Area Metro Center, 375 Beale Street, Suite 800, San Francisco, CA 94105

CALIFORNIA DEPARTMENT OF TRANSPORTATION, DISTRICT 4

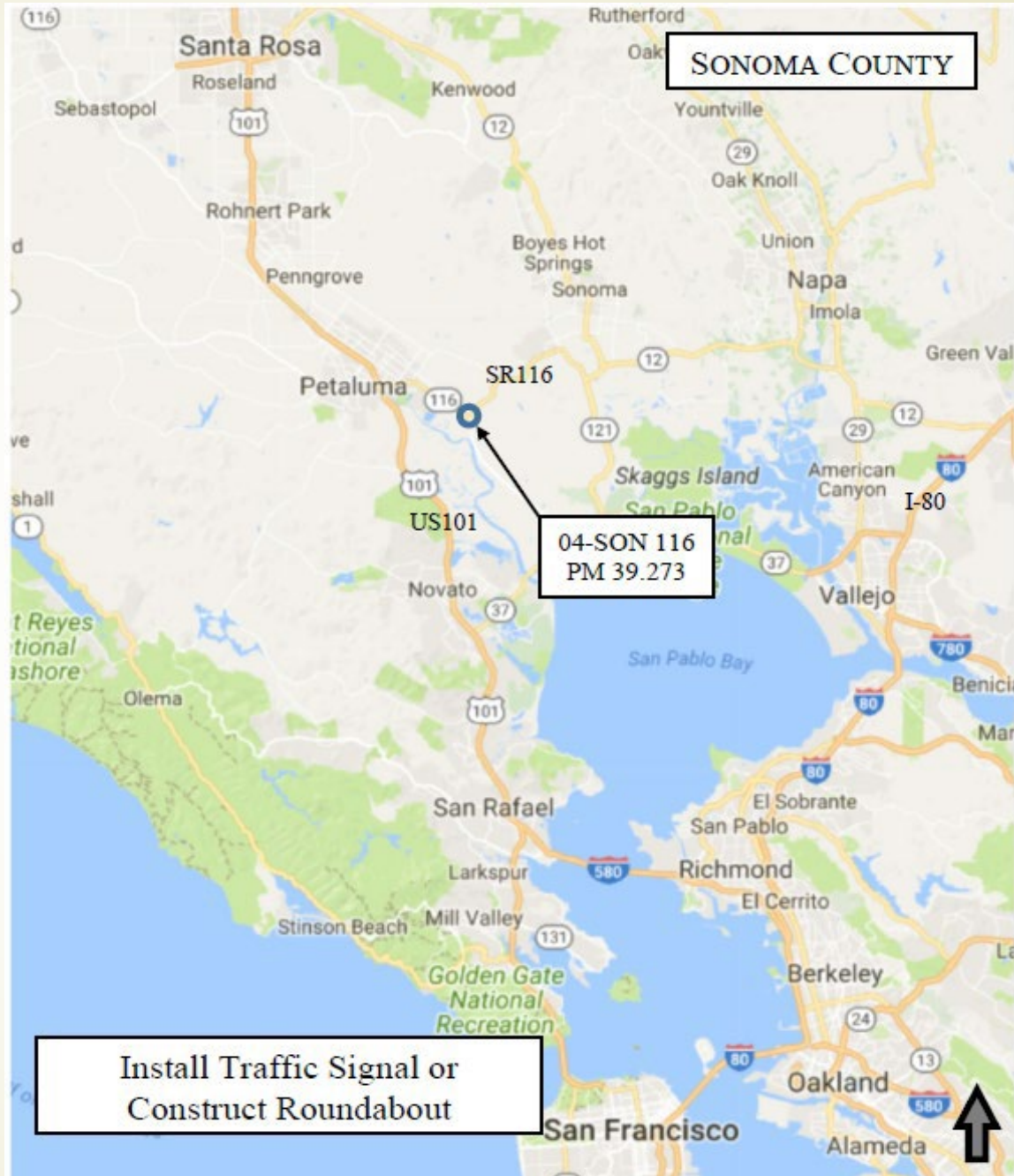
111 Grand Avenue, Oakland, CA 94612

PROJECT LOCATION

SONOMA COUNTY

SR 37

PM 3.78
START



PURPOSE AND NEED

Purpose: The purpose of the Project is to improve safety on SR 116 at the intersection of SR 116 (Stage Gulch Road) and Lakeville Highway by reducing the potential for broadside collisions and decreasing the severity of accidents.

Need: The Project is needed due to an established pattern of broadside collisions involving northbound through vehicles on Lakeville Highway with left turning vehicles going eastbound on SR 116. Based on the 3-year Traffic Accident Surveillance and Analysis System from 01/01/2015 to 12/31/2017 there were 16 collisions at the intersection of which 1 was fatal and 6 involved injury.

Table 1: 3-Year Traffic Accident Data between 1/1/2015 to 12/31/2017

Highway Intersection	Number of Accidents					Actual Accident Rates ¹			Average Accident Rates ¹		
	Total	FAT	INJ	F+I	PDO	FAT	F+I	Total	FAT	F+I	Total
SON 116 PM 39.27	16	1	6	0	16	0.08	0.53	1.210.69	0.02	0.17	0.33

Notes:

FAT = Fatal Accidents

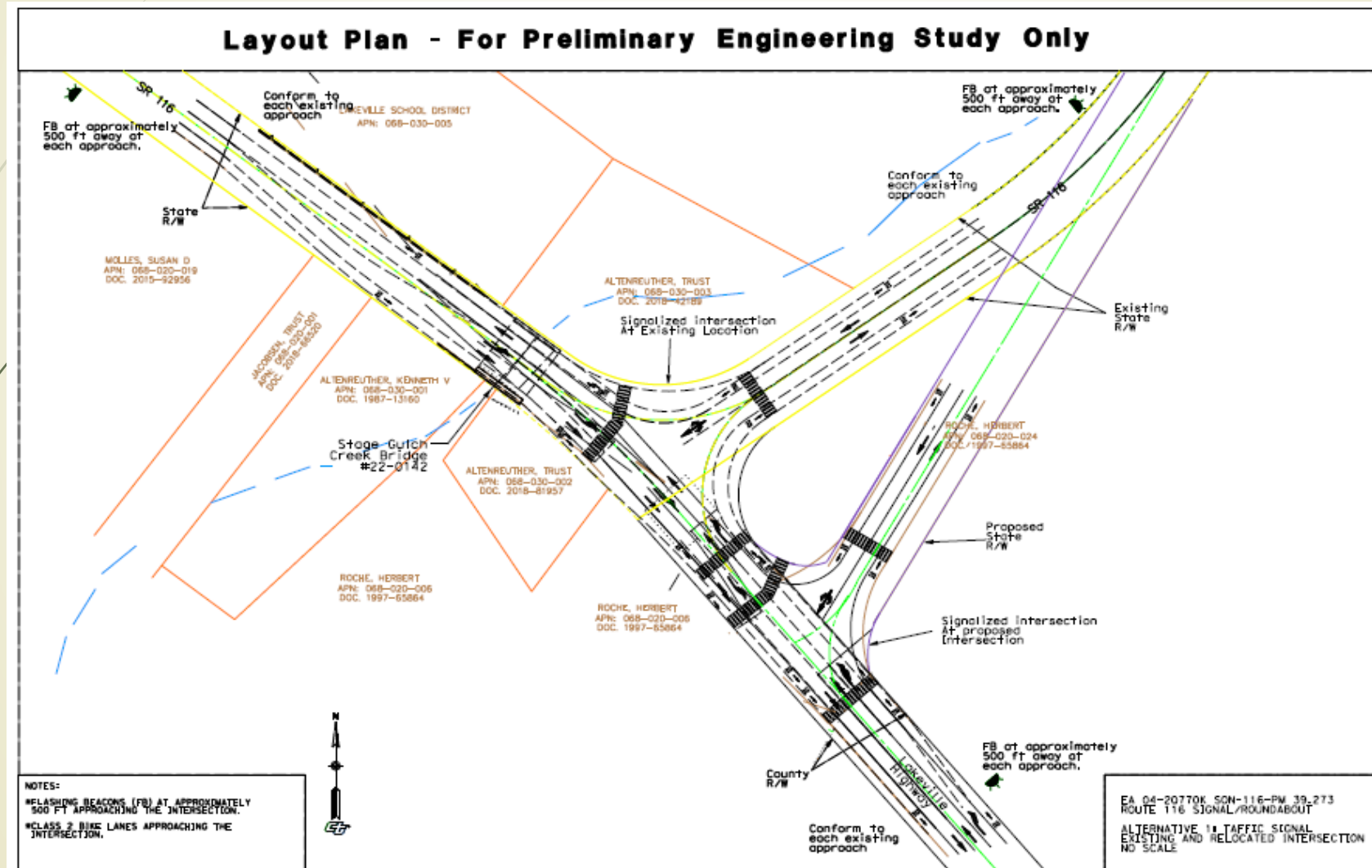
INJ = Injury accidents

F+I = Fatal plus Injury accidents

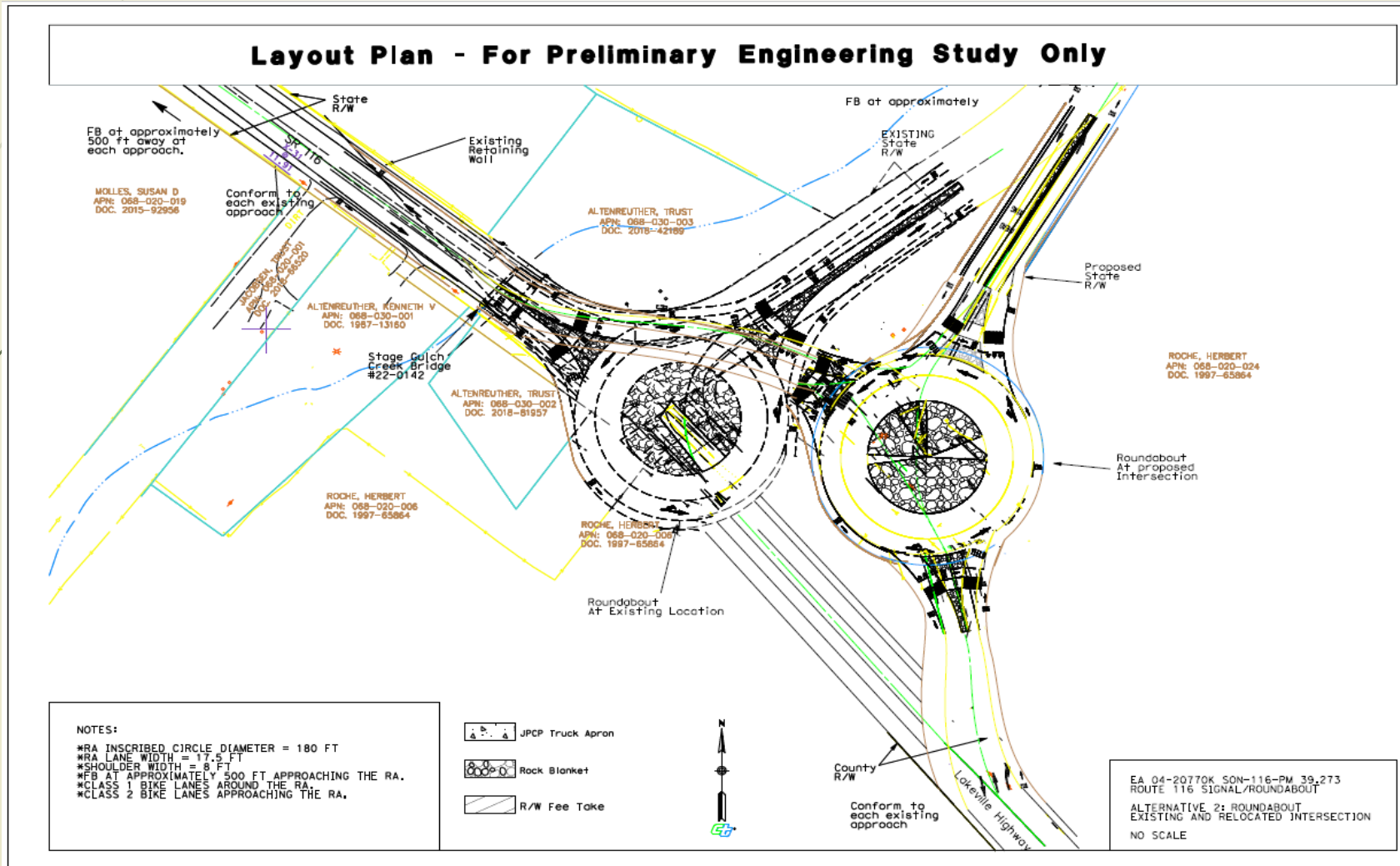
PDO = Property damage only

¹ # of Accidents/ Million Vehicle Miles

PROPOSED ALTERNATIVE 1A and 1B – SIGNALIZED INTERSECTION



PROPOSED ALTERNATIVE 2A and 2B – ROUNDABOUT



PROJECT DESCRIPTION

- ▶ The project proposes to improve safety on State Route (SR) 116 and State Gulch Road intersection at Post Mile 39.27 in the City of Lakeville in Sonoma County. The following 4 alternatives are under considerations:
- ▶ **Alternative 1A: Signalized Intersection at Existing Location**
 - Install traffic signals at all 3 legs of the existing intersection.
 - Traffic Signals will meter traffic through the intersection and enhance movement from Lakeville Highway with proposed right-turn channelization lane.
- ▶ **Alternative 1B: Signalized Intersection realigned to East**
 - Realign intersection east and install traffic signals at all 3 legs of the intersection.
 - Traffic Signals will meter traffic through the intersection and enhance movement from Lakeville Highway with proposed right-turn channelization lane.
- ▶ **Alternative 2A: Roundabout at Existing Location**
 - Construct roundabout at existing intersection.
- ▶ **Alternative 2B: Roundabout realigned to East**
 - Realign intersection east and construct roundabout at intersection.

PROJECT SCHEDULE

Current Programming Dates	Preliminary Engineering/ Environmental	Engineering	Right of Way	Construction
Start	October 2021	February 2023	February 2023	September 2024
End	February 2023	August 2024	August 2024	September 2026

CONCLUSIONS

- ▶ The SON 116/ Lakeville road and State Gulch Road Intersection Project would improve Operational Improvement Project would resolve the broadside collision and reduce the number and severity of accidents.
- ▶ The project will construct a signalized intersection or a roundabout.
- ▶ Therefore, this project should be considered as a safety project, and it is an exempt project.

QUESTIONS?

40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Expanded Description	Project Type under 40 CFR 93.126
CC	CC-190023	Walnut Creek	Walnut Creek-5 Main St - Las Trampas CrBridge Rep	Walnut Creek: S. Main St over Las Trampas Creek (28C0075): Replace existing 5-lane bridge with a new 5-lane bridge	Walnut Creek: S. Main St over Las Trampas Creek (28C0075): Replace existing 5-lane bridge with a new 5-lane bridge	Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
SCL	SCL210026	San Jose	Julian and St. James Couplet Conversion	San Jose: Along Julian St from Coleman Ave to 3rd St and St James from Market St to 4th St: Convert 1-way to 2-way traffic	San Jose: Along Julian St from Coleman Ave to 3rd St and St James from Market St to 4th St: Convert 1-way to 2-way traffic to improve roadway functionality and safety for all roadway users and to improve neighborhood livability. Project would include, but not limited to: 1. Restriping the street for two-way traffic (one lane in each direction), 2. New and modified signals to accommodate two-way traffic and improve signal responsiveness for people walking and bicycling, 3. Streetlights (new pedestrian-scale lighting and conversion of existing lights to smart, energy efficient lighting) 4. Amenities for livability, traffic calming and complete streets, including street trees, wayfinding information, refurbishing non-functional fountains as planters, green backed bicycle sharrows, bike racks, accessible ramps, and high-visibility/decorative crosswalks	Safety - Hazard elimination program
SCL	SCL210027	Mountain View	Mountain View Shoreline Blvd Pathway Improvements	Mountain View: Adjacent to Shoreline Blvd from Wright Ave to Villa St: Reconstruct a pathway connection to connect neighborhoods and the Transit Center and Downtown.	Mountain View: Adjacent to Shoreline Blvd from Wright Ave to Villa St: Reconstruct a pathway connection to connect neighborhoods and the Transit Center and Downtown. Project scope includes removal of the existing pathway, installation of a new ADA-compliant bicycle and pedestrian pathway, curb, gutter, curb ramps, stairs, pathway lighting, landscaping, irrigation, storm drains, and retaining wall.	Air Quality - Bicycle and pedestrian facilities
SF	SF-210005	SFMTA	Transbay Terminal Mobility Hub - East Cut	San Francisco: At former temporary Transbay Terminal, block bound by Folsom, Main, Howard and Beale streets, one block east of Salesforce Transit Center: Implement Mobility Hub Pilot improvements.	San Francisco: At the former temporary Transbay Terminal block bound by Folsom, Main, Howard and Beale streets, one block east of Salesforce Transit Center (The Transbay Terminal Mobility Hub at the Crossing at East Cut): Develop a mobility hub with East Cut Community Benefit District (CBD), where the CBD is implementing temporary uses including food service, recreational facilities, and programming. The Crossing at East Cut opened in summer 2021, and is expected to remain open until redevelopment occurs in 2025. Grant funds will be used for a quick-build project that includes long-term bicycle parking, seating, wayfinding and other amenities. These facilities will be complemented by the East Cut CBD's Crossing at East Cut programming and public space improvements at the project site.	Air Quality - Bicycle and pedestrian facilities
SOL	SOL210010	Vallejo	Vallejo Springs Rd Pavement Preservation	Vallejo: On Springs Rd from Humboldt St. to Maywood Dr: Pavement preservation including pavement rehabilitation, curb ramps imp., curb and gutter, and pavement striping	Vallejo: On Springs Rd from Humboldt St. to Maywood Dr: Pavement preservation including developing and implementing a water pollution program, traffic control for street closures and detours, surveying and staking for proposed grades, remove and replace curb, gutter, sidewalk, and curb ramps, cold-milling removal of asphalt concrete, hot-mix asphalt paving, lowering and raising of existing utilities, recycling disposed materials, pavement striping, signage, relocating utilities, Capital Improvements shall include demolition, and all ancillary work associated with the work, completed in place as shown on the drawings and specifications. This project is part of an exchange of federal funds (OBAG2-SSM) from SOL170008.	Safety - Pavement resurfacing or rehabilitation



METROPOLITAN
TRANSPORTATION
COMMISSION

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415.778.6700
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TO: Air Quality Conformity Task Force

DATE: February 24, 2022

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 some 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
1	Santa Clara	7331	VTA	SR-17 Bike/Ped Trail and Wildlife Crossing	Santa Clara County: SR-17 South of Los Gatos: Construct grade separated wildlife crossing, up to 5.4 miles of fencing, and a multi-use regional trail overcrossing	Santa Clara County: SR-17 South of Los Gatos: Construct a separate Highway 17 wildlife undercrossing at a top roadkill hotspot on the eastern slope of the Santa Cruz Mountains, up to 5.4 miles of related directional fencing, and a multi-use regional trail overcrossing to close a gap in the planned 550-mile Bay Area Ridge Trail.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
2	San Francisco	SF-210005	SFMTA	Transbay Terminal Mobility Hub - East Cut	San Francisco: At former temporary Transbay Terminal, block bound by Folsom, Main, Howard and Beale streets, one block east of Salesforce Transit Center: Implement Mobility Hub Pilot improvements.	San Francisco: At the former temporary Transbay Terminal block bound by Folsom, Main, Howard and Beale streets, one block east of Salesforce Transit Center (The Transbay Terminal Mobility Hub at the Crossing at East Cut): Develop a mobility hub with East Cut Community Benefit District (CBD), where the CBD is implementing temporary uses including food service, recreational facilities, and programming. The Crossing at East Cut opened in summer 2021, and is expected to remain open until redevelopment occurs in 2025. Grant funds will be used for a quick-build project that includes long-term bicycle parking, seating, wayfinding and other amenities. These facilities will be complemented by the East Cut CBD's Crossing at East Cut programming and public space improvements at the project site.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
3	Solano		Fairfield	Fairfield West Texas Street Complete Streets	Fairfield: Along West Texas St between Beck Ave and Pennsylvania Ave: Modernizes a relinquished highway to improve conditions for bicyclists and pedestrians traveling including implementing a road diet	Fairfield: Along West Texas St between Beck Ave and Pennsylvania Ave: Modernizes a relinquished highway to improve conditions for bicyclists and pedestrians traveling including implementing a road diet. The corridor is a primary route of local and regional significance, providing access to key community destinations including a major transit hub, downtown, a park, government services, and schools. As a Class II bike route, bicyclists share the curb lane of the 5 lane roadway with fast-moving traffic. Sidewalks are narrow and not buffered from the roadway; pedestrians often cross at unmarked and unsafe locations because there are too few marked crossings. Although facilities for walking and biking exist, they are insufficient. This proposed road diet will reduce lanes for motorist and upgrade facilities for bicyclist and pedestrians. Class II bike routes will be upgraded to Class IV separated bikeways and a landscaped street buffer will be installed; marked crossings will be added and a raised center median will be constructed.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature
4	Solano	7332	Vallejo	Vallejo Springs Rd Pavement Preservation	Vallejo: On Springs Rd from Humboldt St. to Maywood Dr: Pavement preservation including pavement rehabilitation, curb ramps imp., curb and gutter, and pavement striping	Vallejo: On Springs Rd from Humboldt St. to Maywood Dr: Pavement preservation including developing and implementing a water pollution program, traffic control for street closures and detours, surveying and staking for proposed grades, remove and replace curb, gutter, sidewalk, and curb ramps, cold-milling removal of asphalt concrete, hot-mix asphalt paving, lowering and raising of existing utilities, recycling disposed materials, pavement striping, signage, relocating utilities, Capital Improvements shall include demolition, and all ancillary work associated with the work, completed in place as shown on the drawings and specifications.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation

**Air Quality Conformity Task Force
Summary Meeting Notes
January 27, 2022**

Participants:

Dick Fahey – Caltrans	Erika Espinosa Araiza – Caltrans
Shilpa Mareddy – Caltrans	Andrea Gordon – BAAQMD
Panah Stauffer – EPA	Steve Boland– SFMTA
Abhijit Bagde – Caltrans	Paul Hensleigh – YSAQMD
Lucas Sanchez – Caltrans	Patrick Pittenger – FHWA
Lexie Arellano – Caltrans	Dominique Kraft – FTA
Kevin Krewson – Caltrans	John Saelee – MTC
Naga Adibhatla – Caltrans	Adam Crenshaw – MTC
Jacqueline Kahrs – Caltrans	Harold Brazil – MTC
Joseph Vaughn – FHWA	

- 1. Welcome and Self Introductions:** Harold Brazil (MTC) called the meeting to order at 9:35 am.
- 2. PM_{2.5} Project Conformity Interagency Consultations**
 - a. Consultation to Determine Project of Air Quality Concern Status**
 - i. US 101/Manuel T Freitas Parkway Interchange Project**

Shilpa Mareddy (Caltrans) began the presentation of the US 101/Manuel T. Freitas Parkway Interchange project by discussing some of the project’s background items, which included:

- The Project Report (PR) for the project was approved on June 2019 which included upgrading pedestrian facilities at the US 101/MFP interchange.
- Subsequent to the PR approval, additional study and consultation with Golden Gate Transit and the City of San Rafael resulted in modifying the interchange to a roundabout and moving the NB bus stop onto the frontage road.
- The project is currently listed in the Group TIP (VAR170009).
- This project is processed under NEPA as a non-categorical Exclusion Section 326, and NEPA document is a CE.

Ms. Mareddy also made the follow points in her description of the US 101/Manuel T. Freitas Parkway Interchange project:

- Modify Redwood Hwy/Civic Center Dr and MFP intersection, which adjoins the eastside of the interchange from a partial, stop-controlled intersection to a one lane roundabout.

- Relocate the northbound (NB) bus stop from within interchange footprint and State R/W, to the adjoining frontage road (NB Redwood Hwy) just north of the proposed roundabout in a dedicated bus pullout.
- To provide distance for buses to transition from the new bus stop to the NB slip on-ramp, the NB Lt Turn pocket from Redwood Hwy to the NB slip on-ramp will be moved north approximately 100' from its current location. The opening to the NB slip on-ramp will be modified to have a single opening to account for the shift and eliminate the short merge on the ramp.
- Reconstruct sidewalks and pedestrian paths to correct abrupt level changes.
- Widen spot locations along pedestrian path to SB bus stop to provide 5 feet by 5 feet passing spaces at 200 feet intervals.
- Retrofit or construct new curb ramps.

Ms. Mareddy provided the following conclusions at the end of her presentation on the US 101/Manuel T. Freitas Parkway Interchange project:

- The US 101/Manuel T Freitas Parkway Interchange Project would upgrade pedestrian facilities to comply with current American with Disability Act (ADA) standards.
- The project does not increase capacity or percentage of trucks in the area.
- The project does not increase number of diesel vehicles that congregate at a single location.
- This project should not be considered a project of air quality concern and, therefore, a PM2.5 hot-spot analysis for project-level conformity determination is not required.

Lucas Sanchez (Caltrans) commented the US 101/Manuel T. Freitas Parkway Interchange project has NEPA delegation as section 326, categorical exclusion Caltrans is responsible for making the final determination (USDOT defers to Caltrans).

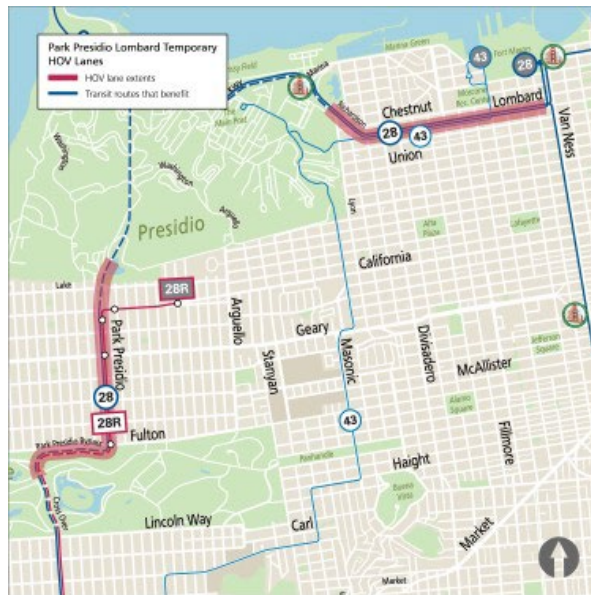
Final Determination: With input from EPA, FTA, FHWA (USDOT deferring their determination to Caltrans) and Caltrans, the Task Force concluded the US 101/Manuel T. Freitas Parkway Interchange project was not of air quality concern.

ii. Park Presidio Lombard Temporary HOV Lanes Project

Steve Boland (SFMTA) introduced the Park Presidio Lombard Temporary HOV Lanes project by pointing out that the project is:

- SFMTA-led pilot project
- Close partnership with Caltrans District 4
- Part of SFMTA's COVID-related temporary transit lanes program
- Implementation delayed (partially implemented, on Lombard)
- Seeking to extend pilot to complete evaluation

Project Area



While describing the project area, Mr. Boland also mentioned the design and policy components of the Park Presidio Lombard Temporary HOV Lanes project which included:

- Each street segment three lanes each way (with left-turn restrictions)
- Outermost lane converted to HOV/right turn
- No changes to other two lanes or to parking and loading
- HOV lanes in effect 5am-8pm Mon-Fri
- HOV-2 (all vehicles allowed under State law, including clean-air decals), plus right turn and parking access

Mr. Boland also discussed the public engagement process SFMTA conducted for the Park Presidio Lombard Temporary HOV Lanes project which included – 1. website with narrated presentation, 2. briefings offered to community stakeholders, 3. 4,000 e-mails, social media postings, posters and 4. survey seeking input on evaluation.

Mr. Boland stated that there was a fair amount of pre project data collected for the Park Presidio Lombard Temporary HOV Lanes project and SFMTA intends to do three rounds of post project collection about corridors at roughly one, three- and six-months following implementation of the project.

Mr. Boland confirmed for Joseph Vaughn (FHWA) that there is no federal funding included Park Presidio Lombard Temporary HOV Lanes project. Mr. Vaughn then commented that the project would not need to support a NEPA document (and a hotspot analysis would not be required), but even temporary projects can be regionally significant and (therefore) they need to be



BUILDING A BETTER BAY AREA

California's 1st urban HOV lanes coming to San Francisco

By Matt Boone

Thursday, April 22, 2021



EMBED MORE VIDEOS

As more commuters begin coming back to San Francisco, SFMTA is making changes to the way drivers and busses get around.

SAN FRANCISCO (KGO) -- As more commuters begin coming back to San Francisco, SFMTA is making changes to the way drivers and busses get around.

On Tuesday, the SFMTA board approved a plan to create the first urban HOV lanes on California

programmed and included in the travel demand. Mr. Vaughn also stated, moving forward – if a project is regionally significant, it needs to be in the regional transportation plan and TIP and MTC will need to run a conformity determination (to account for the project). Mr. Vaughn added that Caltrans has their own air quality analysis process that what FHWA does with an environmental document and the project-level conformity process, because there's no title 23, is not part of it.

Panah Stauffer (EPA) asked for clarification on the project timeline and Mr. Boland indicated the Lombard segment of the project was implemented in October and SFMTA has been planning the project since mid-2020 which was early in the pandemic. Ms. Stauffer agreed with Mr. Vaughn that the project should be defined as regionally significant and the conservative thing to do would be to include the project in the MTC's travel demand modeling. Patrick Pittenger (FHWA) also commented that a project doesn't become regionally significant if it's permanent – if it's permanent, it it's already regionally significant that's all that is, and the fact is the project is (currently) on the ground. Lucas Sanchez (Caltrans) followed by indicating when SFMTA does circle around and come to the Task Force for a PM assessment, at that point the Task Force would need to see and want to see the ADT, the level of service and the truck volumes, even though these are local roads, acknowledging that would inform Caltrans' decision at that point as to whether the project is of air quality concerned.

Mr. Boland indicated he will follow up what sort of data collection SFMTA will need to be carrying out specifically related to PM project-level assessment, because that's something that SFMTA as an

agency hasn't historically done within its environmental analyses. Harold Brazil (MTC) indicated he would work with Mr. Boland on the follow up work.

b. Confirm Projects Are Exempt from PM_{2.5} Conformity

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

Lucas Sanchez (Caltrans) asked for more information on TIP ID #SCL210026, the Julian and St. James Couplet Conversion project in San Jose and final determination on whether the project would be deferred until the information is received. Panah Stauffer (EPA) asked if TIP ID #SCL210013, the McKee-Julian Quick Strike Improvements in San Jose the project type should be “safety” or “bike and pedestrian” and Adam Crenshaw (MTC) indicated he would follow up.

Final Determination: With input from FTA, FHWA, EPA, Caltrans and MTC, the Task Force agreed that the project on the exempt list **2b_Exempt List 01202022.pdf** is exempt from PM_{2.5} project level analysis.

3. Projects with Regional Air Quality Conformity Concerns

Adam Crenshaw (MTC) stated staff prepared a list of three projects MTC is proposing to add to the TIP through upcoming amendment and asked to see if there were any questions or concerns about the scopes of the projects or the project types that MTC is proposing to use to describe them. Mr. Crenshaw highlighted the Bay Bridge Forward project and indicated MTC is programming preliminary engineering phase of the project currently – and when the preferred alternatives are identified with more firm project definitions – MTC will be adding those projects individually to the TIP and will be updating these projects as appropriate. Dominique Kraft (FTA) asked if the Bay Bridge Forward project is planned to be implemented as a program of projects or as like a suite of individual improvements and how the sequencing of projects would be conducted. Mr. Crenshaw responded by stating the projects would be implemented as individual projects and he would follow up with Ms. Kraft with more information. Joseph Vaughn (FHWA) commented the whole project, depending on how it’s defined, needs to be consistent with what MTC has in the plan and TIP and Ms. Kraft followed by mentioning if MTC is looking at doing a suite of projects, one of the concerns would be segmentation – so MTC might want to consider conducting the project’s environmental work all at once (then you know actually implementing things in a phased approach).

4. Consent Calendar

a. December 2, 2021 Air Quality Conformity Task Force Meeting Summary

Patrick Pittenger (FHWA) thanked Harold Brazil (MTC) for the information contained in in Task Force meeting summary from the December 2, 2021 meeting.

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