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)

December 7, 2023
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. Interstate 80 (I-80) Westbound (WB) Cordelia Commercial Vehicle Enforcement Facility (CCVEF) Project
      ii. NB 680 Express Lanes Completion Project

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_120723.pdf
      3a_Attachment-A_List_of_Proposed_New_Projects_120723.pdf

4. Update: PBA 2050+ Planning Assumptions and Draft Blueprint Development

5. Consent Calendar

   a. October 26, 2023 Air Quality Conformity Task Force Meeting Summary

6. Other Items

   Next Meeting: January 25, 2024

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

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Meeting ID: 843 8369 8853

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• 833 548 0276 US Toll-free
• 833 548 0282 US Toll-free
• 877 853 5247 US Toll-free

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• 84383698853@zoomcrc.com

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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)
• 207.226.132.110 (Japan Tokyo)
• 149.137.24.110 (Japan Osaka)

Meeting ID: 843 8369 8853

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Memorandum

TO: Air Quality Conformity Task Force DATE: November 29, 2023

FR: Harold Brazil W. I.

RE: $PM_{2.5}$ Project Conformity Interagency Consultation

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

No.	Project Sponsor	Project Title
1	Caltrans	Interstate 80 (I-80) Westbound (WB) Cordelia Commercial Vehicle Enforcement Facility (CCVEF) Project
2	Contra Costa Transportation Authority (CCTA)	NB 680 Express Lanes Completion Project

2ai_I-80_WB_CCVEF_Project_Assessment_Form.pdf (for the Interstate 80 (I-80) Westbound (WB) Cordelia Commercial Vehicle Enforcement Facility (CCVEF) project)

2aii_NB_680_Express_Lanes_Completion_Project_Assessment_Form.pdf (for the NB 680 Express Lanes Completion project)

Application of Criteria for a Project of Air Quality Concern

Project Title: Interstate 80 (I-80) Westbound (WB) Cordelia Commercial Vehicle Enforcement Facility (CCVEF) Project
Summary for Air Quality Conformity
Task Force Meeting: December 7, 2023

Description

The Interstate (I-) 80 westbound truck scales Project, known formally as the Cordelia Commercial Vehicle Enforcement Facility (CCVEF) Project would redesign the existing truck scales facility and construct modifications to on- and off-ramps to relieve congestion near the facility due to vehicle queuing. The Project would include 150,000 square feet less paved footprint than the existing facility while maintaining the same operational capacity. It also provides CHP better viewsheds of site and freeway operations, improves circulation of vehicles, and utilizes state-of-the-art technology to prescreen all trucks, enabling inspectors and officers to focus their attention on trucks most likely to have safety violations. The on- and off-ramp improvements would provide simplified direct access to and from the new truck scales facility while eliminating any queuing onto I-80 which occurs now on a regular basis, reducing congestion/conflicts between trucks re-entering I-80 and cars exiting towards southbound I-680. The Project would also realign and widen the westbound SR 12E connection to I-80 to three lanes to provide standard connector geometry.

Additionally, the Project eliminates the need to reconstruct the off-ramp from westbound I-80 to Abernathy Road, the construction of a new loop on-ramp, and the construction of an auxiliary lane on westbound I-80 between Abernathy Road and West Texas Street as originally envisioned by the larger Interstate 80/Interstate 680/State Route 12 Interchange Project.

Background

The relocation and enhancement of the existing I-80 westbound CCVEF is an element of the larger Interstate 80/Interstate 680/State Route 12 Interchange Project (DISTRICT 4-SOL-80 (PM 10.8/17.0); SOL-680 (PM 10.0/13.1); SOL-SR 12 (PM 1.7/L2.8); and SOL-SR 12 (PM L1.8/4.8) EA # 0A5300, Project # 04-0000-0150). The Interstate 80/Interstate 680/State Route 12 Interchange Project began the environmental review process in 2003 and a NEPA Record of Determination (ROD) was signed by Caltrans on December 7, 2012. While the relocation and modification of the existing I-80 westbound CCVEF are part of the original environmental study area, the CCVEF was not included due to funding limitation at the time of ROD approval. Since the Final Environmental Impact Statement (EIS) for the project was completed over 3 years ago, a written re-evaluation is required to determine if the prior EIR/S remains valid. In addition, a new/revised ROD will be required since the original ROD did not include the I-80 WB CCVEF.

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

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 Project does not change the number of diesel vehicles using the CCEVF nor does it degrade the LOS of the ramp terminal intersections near the Project area. The primary purpose of the project is to reduce congestion near the CCEVF and provide a reliable travel time on I-80 and SR 12.

- The Project does not involve a bus terminal, rail terminal, or vehicle transfer points.

- The I-80 corridor, and more specifically the location of the CCEVF, is not an area identified by the SIP as a location where the NAAQS for $PM_{2.5}$ could be violated or possibly violated.

RTIP ID# *21-T07-055*

TIP ID# *SOL190025*

Air Quality Conformity Task Force Consideration Date
December 7, 2023

Project Description *(clearly describe project)*

The project involves the Interstate (I-) 80 westbound truck scales, known formally as the Cordelia Commercial Vehicle Enforcement Facility (CCVEF), proceeding into the detailed design and construction phase (Project). The relocation and enhancement of the existing I-80 westbound CCVEF is an element of the larger Interstate 80/Interstate 680/State Route 12 Interchange Project (DISTRICT 4-SOL-80 (PM 10.8/17.0); SOL-680 (PM 10.0/13.1); SOL-SR 12 (PM 1.7/L2.8); and SOL-SR 12 (PM L1.8/4.8) EA # 0A5300, Project # 04-0000-0150). While the relocation and modification of the existing I-80 westbound CCVEF are part of the preferred alternative for the larger Interstate 80/Interstate 680/State Route 12 Interchange Project, the CCVEF was not included due to funding limitation at the time of the larger project's approval. Therefore, a written re-evaluation is required to determine if the prior EIR/S remains valid.

The Project has been developed in conjunction with the California Highway Patrol (CHP) and Caltrans DES Architecture (CVEF) and incorporates the latest requirements of CVEF operations. The Project would include 150,000 square feet less paved footprint while maintaining the same operational capacity. It also provides CHP better viewsheds of site and freeway operations, improves circulation of vehicles, and utilizes state-of-the-art technology to prescreen all trucks, enabling inspectors and officers to focus their attention on trucks most likely to have safety violations. The overall function and location of the CCVEF would remain the same. However, the new layout proposed by the Project creates a more efficient facility.

The Project includes off- and on-ramp improvements that would provide simplified direct access to and from the new truck scales facility while eliminating any queuing onto I-80 which occurs now on a regular basis, reducing congestion/conflicts between trucks re-entering I-80 and cars exiting towards southbound I-680. Direct off-ramps to the I-80 westbound CCVEF would be constructed to reduce the truck volumes within the westbound SR 12E connector and improve weaving/differential speeds. The Project would also realign and widen the westbound SR 12E connection to I-80 to three lanes to provide standard connector geometry.

The on-ramp from Abernathy Road to westbound I-80 would be eliminated. Caltrans determined the existing on-ramp from Abernathy Road to westbound I-80 has low traffic volumes, and an alternate route for traffic exists via the SR 12/Chadbourne Road interchange on-ramp, which immediately merges onto westbound I-80. Local traffic wishing to access westbound I-80 would be directed to the SR 12/Chadbourne Road interchange. Additionally, the Project eliminates the need to reconstruct the off-ramp from westbound I-80 to Abernathy Road, the construction of a new loop on-ramp, and the construction of an auxiliary lane on westbound I-80 between Abernathy Road and West Texas Street as originally envisioned by the larger Interstate 80/Interstate 680/State Route 12 Interchange Project.

Figures 1 -3 show the Project improvements proposed.

Type of Project:
Commercial Vehicle Enforcement Facility Redesign and Ramp Improvement Project

County	***Narrative Location/Route & Postmiles*** In Solano County in and near Fairfield on Route 12 at various locations from the I-80/SR12 East Junction to 0.9 mile east of Chadbourne Road undercrossing and on I-80 at various locations from 0.5 mile west of Dan Wilson Creek Bridge to West Texas Street Undercrossing. Generally contained between I-80 PM 13.4 in the west to I-80 PM 16.7 and SR 12 PM L3.2 in the east. **Caltrans Projects – EA#** OA53T

Lead Agency: Caltrans District 4

Contact Person	*Phone#*	*Fax#*	*Email*
Sindhu Kurup	510.715.7920	N/A	Sindhu.kurup@dot.ca.gov

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

Categorical Exclusion (NEPA)		**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	*Other*
	X				

Scheduled Date of Federal Action: 2024

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

	Section 326 – Categorical Exclusion		**Section 327 – Non-Categorical Exclusion**
		X	

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	10/2/2002	10/1/2021	7/1/2024	1/5/2025
End	12/10/2012	11/1/2024	11/1/2024	1/5/2028

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

The location, purpose, and function of the CCVEF has not changed since approval of the original since the Final Environmental Impact Statement (EIS) for the project was completed in October 2012. Therefore, a specific Purpose and Need statement for this Phase has not been developed.

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

The area surrounding the CCEVF and I-80 in the project consists primarily of rural residential developments, agricultural fields, and open land. Office/commercial developments exist adjacent to Business Center Drive at the west end of the Project area. Industrial and commercial developments are located at the east end of the project area, adjacent to I-80, SR 12, Chadbourne Road, and Auto Mall Parkway. The proposed Project would not alter the existing land use/development patterns nor impact truck trip generation.

Brief summary of assumptions and methodology used for conducting analysis

The Fairfield traffic model was calibrated and validated for Year 2019 conditions. Model validation was performed using guidelines drawn from the 2017 California Regional Transportation Plan (RTP) Guidelines published by the California Transportation Commissions. The validated/calibrated 2019 Fairfield model met all the 2017 California Regional Transportation Plan guidelines model validation standards.

A new 2050 land use input file was developed using Plan Bay Area 2050 (PBA 2050), and the 2021 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) prepared by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG).

The Year 2050 roadway networks contain improvements identified in the RTP for Plan Bay Area. All of the projects are anticipated to be completed in the Year 2050, and thus are included in both the Opening Year (2030) and Design Year (2050) scenarios.

A large proportion of travel on I-80, I-680, and SR 12 E is through trips traveling through the travel model area (approximately the City of Fairfield boundary). The as-received 2050 Fairfield model shows the majority of the though trips are on I-80 traveling between I-80 and I-680, with an annual growth rate around 0.5%. This growth was compared to the amount of travel along the corridor in the California Statewide Travel Demand Model (CSTDM) and the Solano-Napa Activity Based Model (SNABM), and found to be in general agreement.

Figure 1. Project Area Overview

Figure 2. Project Area- I-80/Abernathy Road Interchange

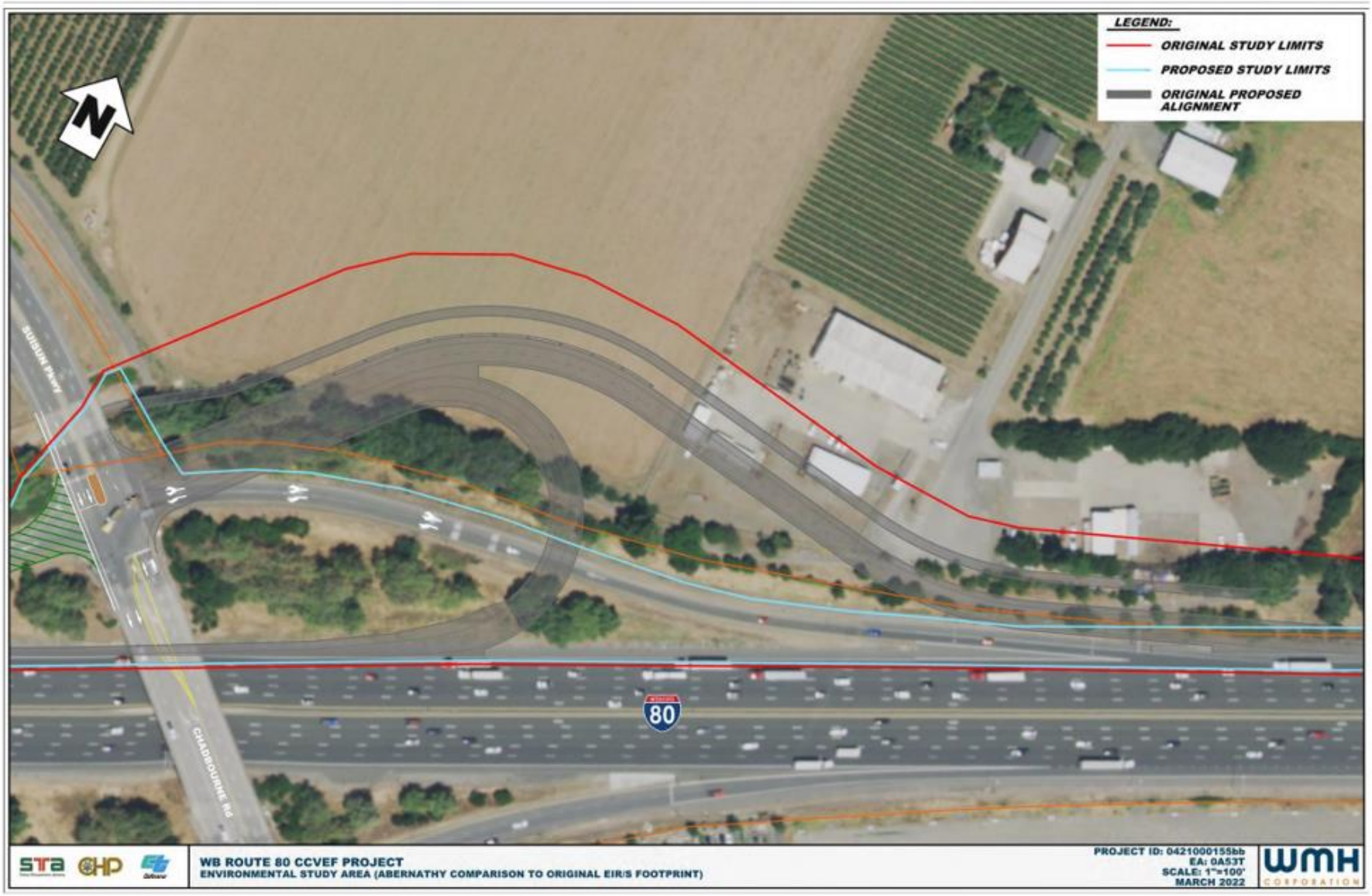


Figure 3. Project Area- WB I-80 CCVEF

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

Segments		2030 No Build AADT			2030 Build AADT		
		Total	Truck	% Truck	Total	Truck	% Truck
I-80 Mainline Westbound	Between Chadbourne Road On-ramp and SR 12 On-ramp	74,000	1,480	2	72,600	1,450	2
	Between SR 12 On-ramp and Truck Scales Off-ramp	100,600	7,040	7	100,600	7,040	7
	Between Truck Scales Off-ramp and Truck Scales On-ramp	95,000	1,900	2	95,000	1,900	2
Ramps	**I-80 WB On-ramp** from Chadbourne Road	4,500	320	7	NA	NA	NA
	I-80 WB On-ramp from SR 12	26,600	1,860	7	28,000	1,960	7
	I-80 WB Off-ramp to Truck Scales	5,600	5,600	100	5,600	5,600	100
	I-80 WB On-ramp from Truck Scales	5,600	5,600	100	5,600	5,600	100
	SR 12 On-ramp from WB Chadbourne Road	4,800	340	7	9,100	640	7
Chadbourne Road	Between I-80 WB and EB Ramps	17,900	540	3	17,900	540	3
	Between I-80 WB Ramps and Auto Mall Parkway	16,100	480	3	16,500	500	3
	Between Auto Mall Parkway and SR 12 WB Ramps	15,000	450	3	19,600	590	3

Intersection LOS	**AM**	**PM**	**AM**	**PM**
Chadbourne Road at I-80 WB Ramps	B	B	B	A
Chadbourne Road at I-80 EB Ramps	A	B	A	B
Chadbourne Road at Auto Mall Parkway	B	B	B	B
Chadbourne Road at SR 12 WB Ramps	B	B	B	B

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

Segments		2050 No Build AADT			2050 Build AADT		
		Total	Truck	% Truck	Total	Truck	% Truck
I-80 Mainline Westbound	Between Chadbourne Road On-ramp and SR 12 On-ramp	80,200	1,600	2	78,400	1,570	2
	Between SR 12 On-ramp and Truck Scales Off-ramp	111,400	7,800	7	111,400	7,800	7
	Between Truck Scales Off-ramp and Truck Scales On-ramp	104,800	2,100	2	104,800	2,100	2
Ramps	**I-80 WB On-ramp** from Chadbourne Road	5,000	350	7	NA	NA	NA
	I-80 WB On-ramp from SR 12	31,200	2,180	7	33,000	2,310	7
	I-80 WB Off-ramp to Truck Scales	6,600	6,600	100	6,600	6,600	100
	I-80 WB On-ramp from Truck Scales	6,600	6,600	100	6,600	6,600	100
	SR 12 On-ramp from WB Chadbourne Road	5,300	370	7	10,100	710	7
Chadbourne Road	Between I-80 WB and EB Ramps	24,100	720	3	24,200	730	3
	Between I-80 WB Ramps and Auto Mall Parkway	21,300	640	3	21,900	660	3
	Between Auto Mall Parkway and SR 12 WB Ramps	18,300	550	3	23,600	710	3

Intersection LOS	**AM**	**PM**	**AM**	**PM**
Chadbourne Road at I-80 WB Ramps	C	C	B	B
Chadbourne Road at I-80 EB Ramps	A	B	A	B
Chadbourne Road at Auto Mall Parkway	B	C	B	C
Chadbourne Road at SR 12 WB Ramps	C	C	B	C

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

Not Applicable

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

Not Applicable

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)*

Traffic redistribution effects are expected to be minimal. With implementation of the project, traffic volumes would be redistributed from the I-80 Chadbourne on-ramp to the SR 12 E Chadbourne Road on-ramp due to the project removing the I-80 Chadbourne on-ramps.

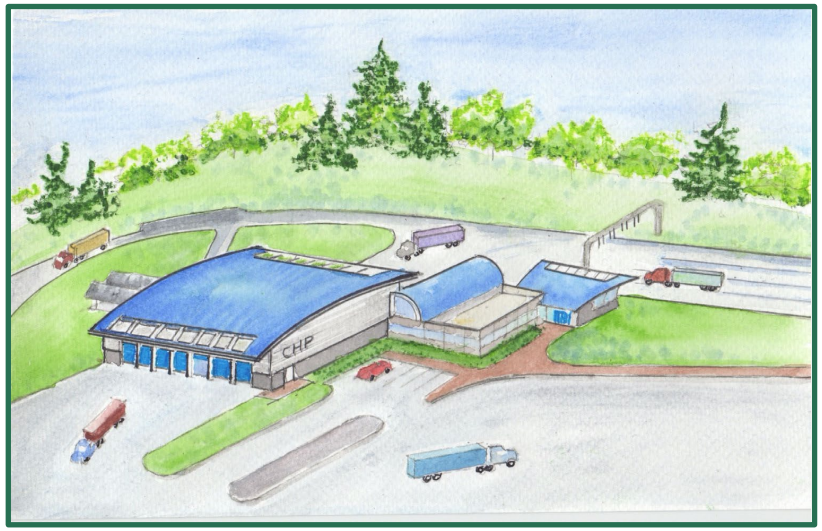
Comments/Explanation/Details (please be brief)

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:

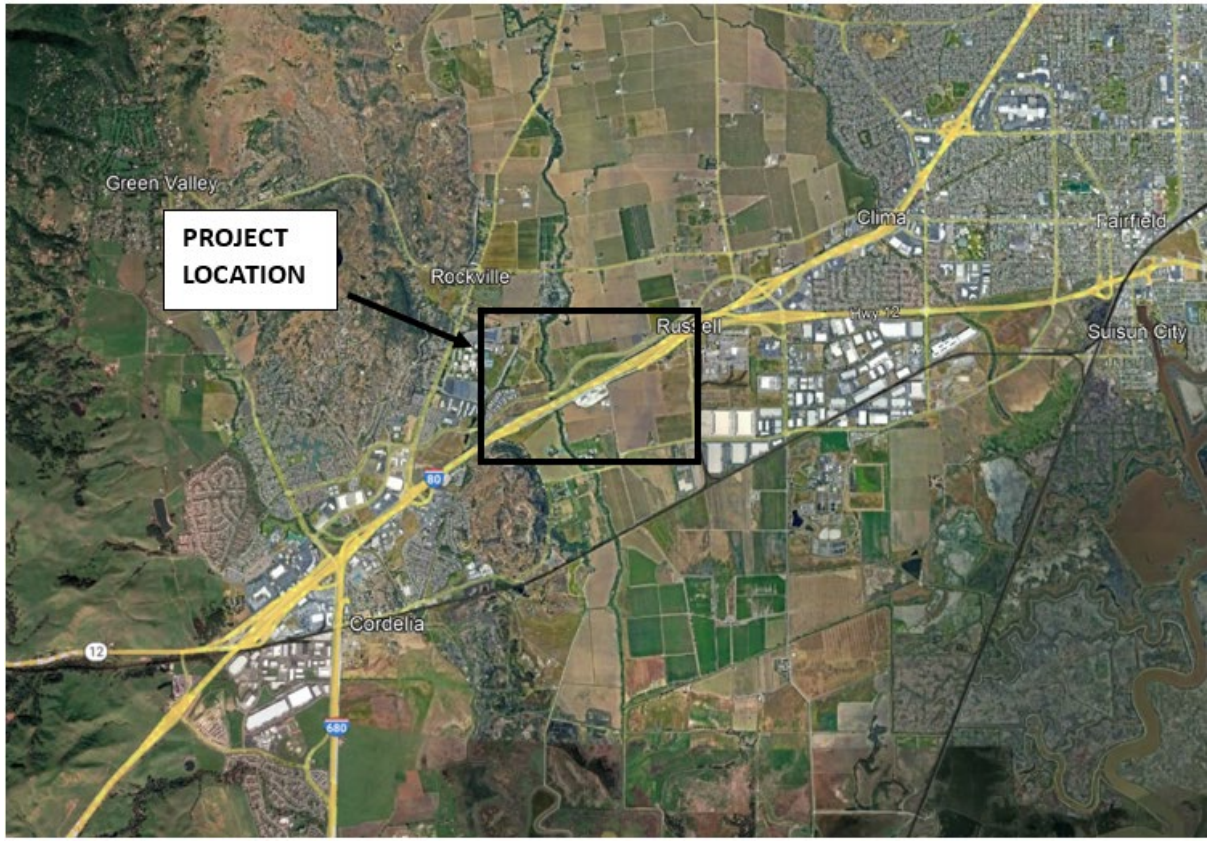
- The Project will not result in a significant number or significant increase in diesel vehicles in the area.
- The Project does not change the number of diesel vehicles using the CCEVF nor does it degrade the LOS of the ramp terminal intersections near the Project area. The primary purpose of the project is to reduce congestion near the CCEVF and provide a reliable travel time on I-80 and SR 12.
- The Project does not involve a bus terminal, rail terminal, or vehicle transfer points.
- The I-80 corridor, and more specifically the location of the CCEVF, is not an area identified by the SIP as a location where the NAAQS for $PM_{2.5}$ could be violated or possibly violated.

Solano I-80 Westbound Truck Scales

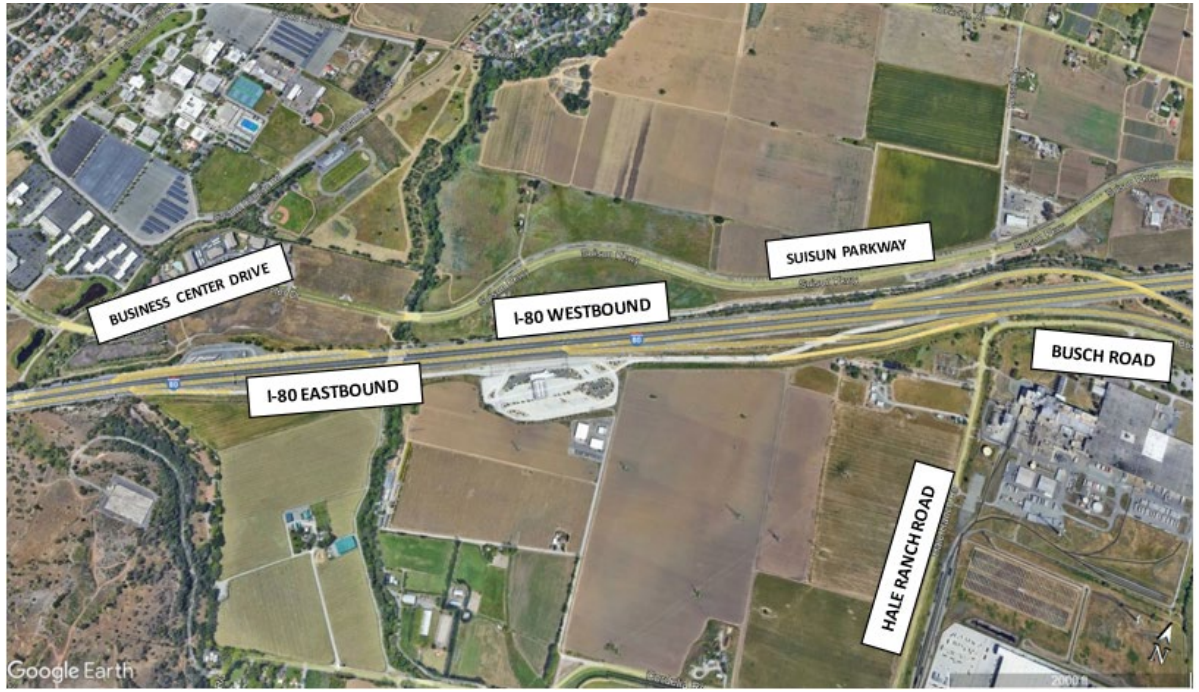
Cordelia Commercial Vehicle Enforcement Facility (CCVEF)



Project Location



- Southwest Fairfield near I-80 / Route 12 Interchange
- Near I-80 / I-680 Junction



Project Basics

IMPROVED TRAFFIC FLOW

REDUCTION OF GREENHOUSE GAS EMISSIONS

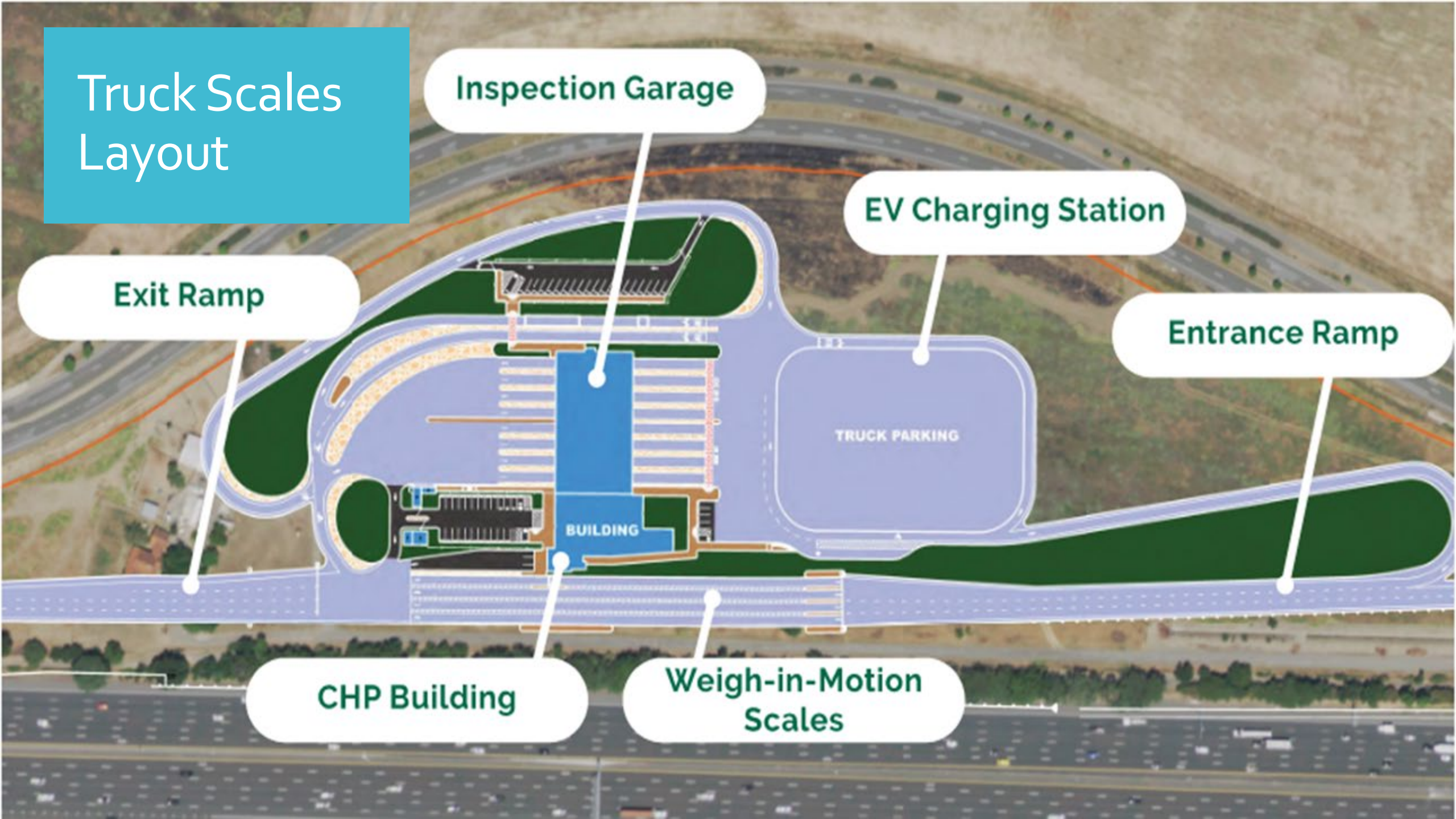
SAFETY IMPROVEMENTS FOR ALL MODES OF TRANSPORTATION

Relocation and enhancement of the I-80 westbound truck scales, known formally as the Cordelia Commercial Vehicle Enforcement Facility (CCVEF)

- Updated off and on-ramps to improve traffic congestion & safety
- State of the art technology allows prioritization of CHP enforcement activities
- Reduced queuing and travel times for commercial vehicles and buses

Project Overview

Truck Scales Layout



Purpose

Purpose

The relocation and enhancement of the existing I-80 westbound CCVEF is part of the previous Interstate 80/Interstate 680/State Route 12 Interchange Project.

The purpose and need of the project are consistent with the purpose and need in the EIR/EIS certified in December 2012.

The purpose of this project include:

- Improving the processing capabilities of CCVEF facility
- Increasing enforcement capacity
- Improving travel times
- Improving traffic safety
- Reducing the amount of cut-through traffic on local roads
- Reducing environmental impact of freight movement

Need

Need

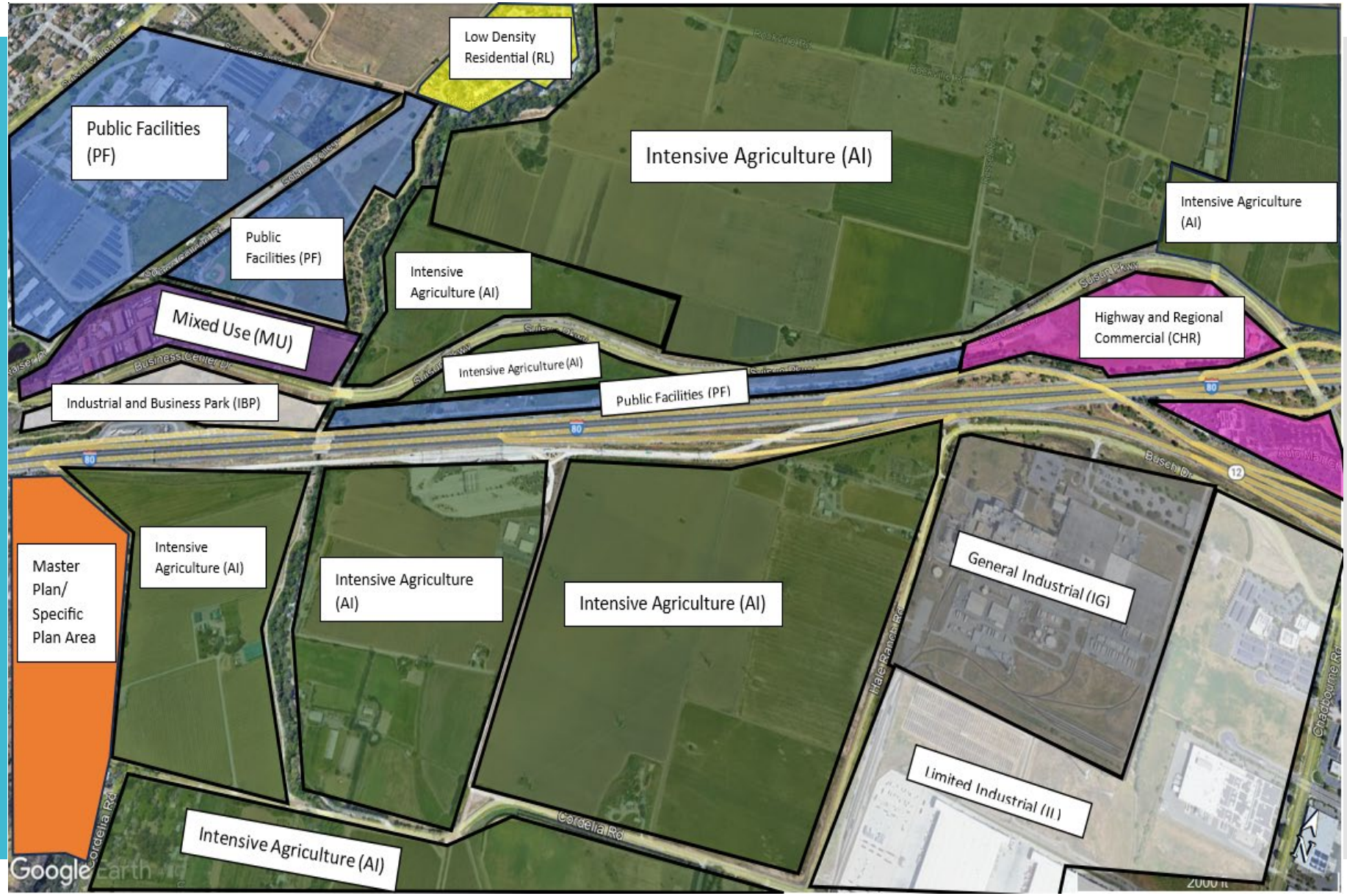
- Since its construction in the 1960's there has been major development and substantial population growth in the surrounding area
- Corridor has limited capacity with current configurations
  - Significant delays during peak hours
  - Congestion creates unpredictable and unreliable travel times for freight trucks
  - Traffic has begun diverting to local roadways to avoid congested traffic
- Congestion develops because of trucks entering traffic streams to and from the I-680 connector ramps
- There have been a significant number of rear end collisions along this corridor dating back to 2006
  - Congestion has been the primary factor

Project Schedule

Key Milestones

- Environmental (Re-Eval) – April 2024
- Record of Decision (ROD) – September 2024
- Design and ROW Acquisition – November 2024
- Construction – January 2025 to January 2028

Surrounding Land Uses (General Plan Land Use Map, 2015)



Traffic Data (Opening Year)

Segments		2030 No Build AADT			2030 Build AADT		
		Total	Truck	% Truck	Total	Truck	% Truck
I-80 Mainline Westbound	Between Chadbourne Road On-ramp and SR 12 On-ramp	74,000	1,480	2	72,600	1,450	2
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Intersection LOS	AM	PM	AM	PM
Chadbourne Road at I-80 WB Ramps	B	B	B	A
Chadbourne Road at I-80 EB Ramps	A	B	A	B
Chadbourne Road at Auto Mall Parkway	B	B	B	B
Chadbourne Road at SR 12 WB Ramps	B	B	B	B

Source: Application of Criteria for a Project of Air Quality Interstate 80 (I-80) Westbound (WB) Cordelia Commercial Vehicle Enforcement Facility (CCVEF) Project. Fehr and Peers ,2023.

Traffic Data (Design Year)

Segments		2050 No Build AADT			2050 Build AADT		
		Total	Truck	% Truck	Total	Truck	% Truck
I-80 Mainline Westbound	Between Chadbourne Road On-ramp and SR 12 On-ramp	80,200	1,600	2	78,400	1,570	2
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Intersection LOS	2050 No Build AADT		2050 Build AADT	
	AM	PM	AM	PM
Chadbourne Road at I-80 WB Ramps	C	C	B	B
Chadbourne Road at I-80 EB Ramps	A	B	A	B
Chadbourne Road at Auto Mall Parkway	B	C	B	C
Chadbourne Road at SR 12 WB Ramps	C	C	B	C

Source: Application of Criteria for a Project of Air Quality Interstate 80 (I-80) Westbound (WB) Cordelia Commercial Vehicle Enforcement Facility (CCVEF) Project. Fehr and Peers, 2023.

Screening Results

- The Project will not result in a significant number or significant increase in diesel vehicles in the area.
- The Project does not change the number of diesel vehicles using the CCEVF nor does it degrade the LOS of the ramp terminal intersections near the Project area.
- The project does not involve a bus terminal, rail terminal, or transfer points involving a significant number of diesel vehicles congregating at a single location.
- The project location is not in an area identified by the SIP as one that could violate or possibly violate the NAAQS for $PM_{2.5}$.
- **Therefore, the proposed project would not be considered a Project of Air Quality Concern.**

Questions and Discussion

Thank you! For further questions, please contact:

Sean Charles, PE
WMH Corporation

Mobile: 415.601.1900

Email:
scharles@wmhcorporation.com

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San Francisco, CA 94105
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Memorandum

TO: Air Quality Conformity Task Force DATE: November 28, 2023

FR: Harold Brazil W. I.

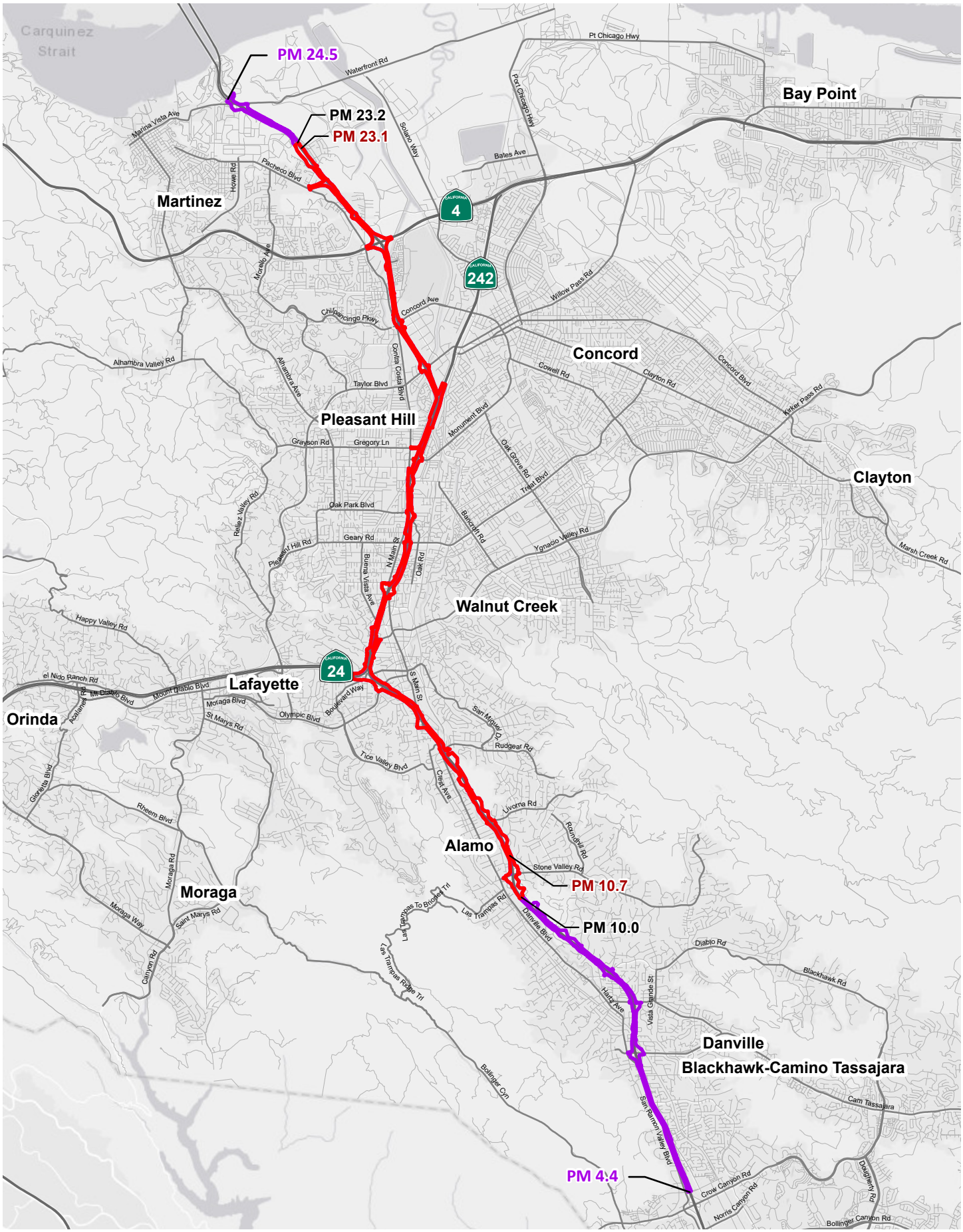
RE: NB 680 Express Lanes Completion Project – Conformity Interagency Consultation (Follow-Up)

The NB 680 Express Lanes Completion project (CC-170017) sponsor has been working on finishing up the Draft EIR/EA. Previously, the Contra Costa Transportation Authority (CCTA) project team presented and engaged with the Air Quality Task Force twice. Alternatives 1C, 2, and 3 were presented to the Task Force on March 24, 2022, and Alternative 5 was presented on January 26, 2023. The Task Force concurred that the project was not a project of air quality concern (POAQC) for Alternatives 1C, 2, and 3 (provided on April 1, 2022) and for Alternative 5 (provided on February 24, 2023).

The NB 680 Express Lanes Completion project sponsor has reduced the postmile (PM) limits in the Draft EIR/EA to reflect the permanent and temporary disturbance areas more accurately. This reduction in PM limits does not change the project's operational impacts and the new postmile limits for the project will be from PM R10.7 to PM 23.1, and the project study limits (i.e., project footprint) will be from PM R10.0 to PM 23.2.

The NB 680 Express Lanes Completion project sponsor has indicated that the change to the PM limits and project study limits (PSL) should not change the permanent and temporary impact areas that were identified in the draft environmental document. As the project is in the Project Approval-Environmental Document (PA-ED) phase, the design is being developed and refined concurrently with the preparation of the environmental document. The previous larger limits included a design option for a 2.75-mile express lanes buffer that would have restricted express lane access between northbound Sycamore Valley Road Off-ramp and northbound El Pintado Road On-ramp. This buffer was eliminated from the design because traffic analysis results did not show traffic operations benefits. The reduction in PM and PSL limits reflect this update to the project design, i.e. removal of the express lanes buffer.

CCTA believes the project remains a project of NOT a POAQC with the new, reduced project limits and is seeking the Task Force's concurrence with their determination.



I-680 NORTHBOUND EXPRESS LANE COMPLETION PROJECT
PROJECT STUDY LIMITS COMPARISON

Due to the number of pages in the information and documentation for the rest of item – *2.a.ii. NB 680 Express Lanes Completion Project* –

the rest the pages for this item start on page **39**.

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TO: Air Quality Conformity Task Force DATE: December 7, 2023

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 2023 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 2023 TIP

Staff is proposing to add a number of new projects to the 2023 TIP through future revisions. The description of the new projects along with the regional air quality category that staff believes best describes the project is included on Attachment A.

MTC staff is not seeking a determination on the status of this project 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	Expanded Project Description	Project Type	Column1
1	ALA	ALA230212	AC Transit	Foothill Corridor Planning Study	Oakland : Foothill Boulevard between 1st Ave and 73rd Ave at the Eastmont Transit Center. : The purpose of this study is to enhance connectivity, reduce mobility barriers for the community, especially transit users and pedestrian, and improve bus transit operations along the corridor	This planning study is to provide service and design alternative to reduce congestion delay and improve bus operations. The potential improvements include bus lanes, queue jumps, and sidewalk bulb outs, new traffic signals or other traffic controls.	Exempt (40 CFR 93.126) - Other - Planning and technical studies	
2	CC	CC-230222	Martinez	Downtown Martinez Parking Technology Upgrades	Martinez : Downtown Martinez : Removal and installation of new parking meter technology; improvements to parking wayfinding signage.	Complete upgrade to the parking technology in downtown Martinez. Removal of individual meters and installation of multi-space parking kiosks that accept credit card and RFID payments. Installation of new wayfinding signage to better direct motorists to available parking.	Exempt (40 CFR 93.126) - Other - Directional and informational signs	
3	CC	CC-230220	CCTA	Martinez Amtrak Shared Mobility Hub	Martinez : Martinez Amtrak Station : Enhance Martinez Amtrak Station to a shared mobility hub: reconfigure surface parking lot to a transit center; improve passenger pick up drop off; install signage/wayfinding; bike/ped improvements at the station and streets around station	Project includes improvements to the Martinez Amtrak Station to enhance the facility to a shared mobility hub, including reconfigure surface parking lot to a transit center; improve passenger pick up drop off area; install signage/wayfinding; and bike/ped improvements at the Amtrak Station and the streets around the Amtrak Station	Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)	
4	CC	CC-230221	Walnut Creek	Ygnacio Valley Road Fiber Infrastructure	Walnut Creek : Ygnacio Valley Road - between I-680 & Oak Grove Road : Includes PE, Con and CE phases for installation of fiber communication infrastructure.	This project will install fiber optic communication infrastructure and technologies on Ygnacio Valley Road between I-680 & Oak Grove Road	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)	
5	REG	REG230222	MTC	Incident Management Program	SF Bay Area : Regionwide : Manage congestion by implementing strategies to enhance mobility and safety, and reduce the impacts of traffic incidents, including advanced transportation management technologies and system	SF Bay Area: Regionwide: The purpose of the program is to deploy projects that manage congestion by preventing and/or addressing incidents that occur along Bay Area corridors and arterials. The Incident Management program also utilizes operational and management tools, including advanced transportation management technologies and systems, to enhance mobility and safety.	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)	
6	SOL	SOL230206	Fairfield	East Tabor and Tolenas Sidewalks	Fairfield : East Tabor Avenue (north side) from the UPRR tracks to Tolenas Avenue; East side of Tolenas Avenue from Tolenas Elementary School to East Tabor Avenue : On East Tabor Avenue (north side) construct sidewalk across UPRR tracks including minimal roadway widening. On Tolenas Avenue (east side) widen the existing sidewalk.	In Fairfield:On East Tabor Street construct new sidewalk on the north side across the railroad tracks to connect the ends of the existing sidewalk and close the sidewalk gap. Project also includes minimal roadway widening to place the sidewalk in the correct alignment, construction of curb and gutter, revised traffic striping to add class 2 bike lane, and improvements as needed for bikes to use the new pedestrian crossing across the railroad tracks. On Tolenas Avenue (east side) the sidewalk will be widened from 4 feet to 6 feet, minimum. Non-participating work includes costs to modify an existing private property access and parking lot to facilitate the new sidewalk installation alignment adjacent to UPRR right-of-way.	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	
7	SOL	SOL230207	STA	Bike Trail Pedestrian Improvements	Vacaville : At three (3) trail crossings, Arlene Drive, Briarwood Drive, and Fruitvale Road : Install crosswalks; Rapid Rectangular Flashing Beacons (RRFBs), and associated signing and striping.	Bike Trail Pedestrian Improvements: At three (3) trail crossings, Arlene Drive west of Arlene Way; Briarwood Drive south of Florence Drive; and Fruitvale Road between Ridgewood Drive and Parkridge Drive: Install crosswalks; Rapid Rectangular Flashing Beacons (RRFBs), and associated signing and striping.	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities	

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Memorandum

TO: Air Quality Conformity Task Force DATE: November 28, 2023

FR: Harold Brazil W. I.

RE: Update: PBA 2050+ Planning Assumptions and Draft Blueprint Development

Subject:
MTC staff provided an update on the Plan Bay Area 2050+ Draft Blueprint development, including core planning assumptions and potential strategy refinements, informed by feedback from Round 1 engagement activities at the November 3, 2023 Joint MTC Planning Committee with the ABAG Administrative Committee. Please see Agenda Item 8a at:
https://mtc.ca.gov/sites/default/files/meetings/agendas/_basename__102.pdf

Background
In July 2023, MTC/ABAG kicked off Plan Bay Area 2050+. As a limited and focused update to the regional vision for transportation, housing, economic development, and environmental resilience, Plan Bay Area 2050+ aims to make targeted refinements to core planning assumptions and strategies to reflect the post-pandemic context and ongoing implementation progress. The preliminary refinements outlined in this memo have incorporated feedback from round 1 public engagement and serve as the foundation for the Draft Blueprint.

Round 1 Engagement Activities
Conducted over the summer and early fall, the first round of public engagement aimed to gather insights on the pandemic's impact on the lives of Bay Area residents. It also sought to identify shifts in priorities and concerns among different partners and stakeholders.
Through activities including pop-up public workshops, an online survey, and partner/stakeholder virtual workshops, MTC/ABAG staff have received and analyzed over 16,000 public comments and engaged hundreds of partners on topics related to the four plan elements:

- The top concerns related to housing included affordability, homelessness and home access, and housing insecurity.
- The top concerns related to the economy focused on the negative impacts of inflation and the high cost of living, low or stagnant wages and the job market, and income inequality.
- The top concerns related to transportation included the need to improve the safety, cleanliness, frequency, and convenience of transit, changes in travel behavior, and the need for bike/pedestrian improvements.
- The top concerns related to the environment focused on cleaner streets/communities, climate mitigation and adaptation, and environmental degradation.

Air Quality Conformity Task Force
Summary Meeting Notes
October 26, 2023

Participants:

Andrea Gordon – BAAQMD
Emma Maggioncalda – Caltrans
Cid Chiu – Caltrans
Jeff Zimmerman – AECOM
Ravi Puttagunta – Kimley-Horn
Shilpa Mareddy – Caltrans
Erika Vaca – Caltrans
Jay Witt – Illingworth & Rodkin Inc
Mary Nguyen – FTA
Kathleen Kelly – USDOT
Van Dominic Ocampo – C/CAG
Chris Barney – SCTA
Karishma Becha – Caltrans
Michael Dorantes – EPA
Ramsey Hissen – Verano Technical Services/Technical Advisor Blue Dome Technologies
Jacqueline Kahrs – Caltrans
Paul Hensleigh – YSAQMD
Rodney Tavitas – Caltrans
Vamsi Tabjulu – Samtrans
Catherine Clark – AECOM
Adam Crenshaw – MTC
Peter Kang – Caltrans
Harold Brazil – MTC

1. **Welcome, Introductions, and Attendance**: 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 Managed Lanes North of I-380 Project**

Jeff Zimmerman (AECOM) began the presentation for the US-101 Managed Lanes North of I-380 project by identifying the project limits. Mr. Zimmerman mentioned the southern project limit at post mile, San Mateo, 19.2 coincides with San Francisco International Airport and the northern limits are at the commuter rail line that crosses over at Third Avenue on US-101 – about half a mile into San Francisco County. Mr. Zimmerman went on to say that these limits were chosen to make sure that we capture the entire project, which includes signage and changes to lanes and stripping. The project report and all environmental documents to cover. Within that you see the red and yellow lines. The red line is the northbound limits of the project, starting from about and extending up to about a long way, which is right just south of the San Mateo County line. That would be the northern and the southern limits start at a different point just about the Brisbane lagoon at Sierra Point Parkway, or just north of there and then that extends down again to the interchange on that, and it connects to the existing. It would connect to the existing lanes that end at the limit there.

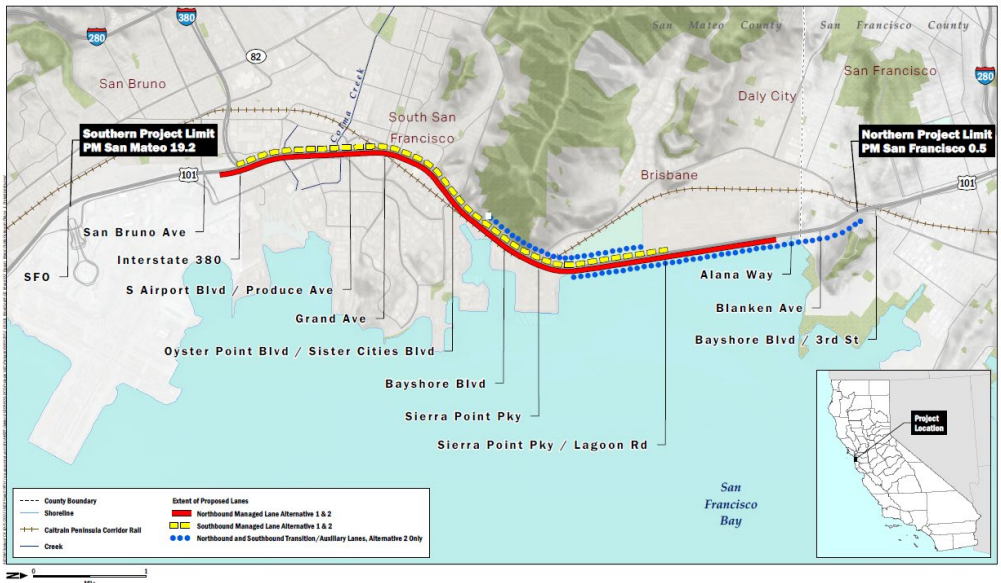

FIGURE 1
Project Location, Project Limits, and Extent of Proposed Lanes by Alternative

After identifying the US-101 Managed Lanes North of I-380 project, Mr. Zimmerman provided a summary of the project as follows:

- Located primarily in San Mateo County, and ½ mile into San Francisco County
- Within the cities of South San Francisco, Brisbane, and southern extent of City and County of San Francisco
- Managed Lane Alternatives: No Build, Add a Lane, Convert a Lane
    - Add a Lane or Convert a Lane could be HOV or Express Lanes
    - Convert a Lane Alternative also includes segments of Transition Lanes
- Project will connect to existing Express Lanes that end at I-380 Interchange

Following up on his description of the build alternative operational options for the US-101 Managed Lanes North of I-380 project, Mr. Zimmerman said that the HOV lane option would provide hours of operation and vehicle eligibility consistent with other Bay Area HOV lanes. Mr. Zimmerman also said the express lanes alternative option would:

- Open to HOV use. HOV 3+ are free, HOV 2 occupants pay discounted rate.
- Single occupant vehicles only permitted when space is available.
- Toll zones established, overhead and roadside signs, monitoring of traffic.

Mr. Zimmerman concluded his alternative description of the US-101 Managed Lanes North of I-380 project by added that the project would be constructed almost entirely within existing Caltrans right-of-way and neither the HOV or Express Lanes would serve large trucks.

Mr. Zimmerman also discussed the purpose and need by mentioning –
Purposes of the Project:

- Increase mobility in the corridor;
- Encourage carpooling and transit use;
- Improve travel time savings and reliability for managed lane users;
- Minimize operational degradation (increased congestion) in the general-purpose lanes;
- Increase person throughput (the number of people moved); and

- Provide continuity with the managed lane facility to the south.

Project Need:

- No HOV lanes within the project limits.
- No option for drivers to avoid areas of congestion or slow downs in speeds, except to divert to longer alternative routes.

Question/Answer Discussion:

Michael Dorantes (EPA) asked what the preferred alternative was for the US-101 Managed Lanes North of I-380 project and Mr. Zimmerman responded by saying that the preferred alternative has not been identified yet.

Mr. Dorantes asked about exceptions to the 2 -axle vehicle rule regarding buses – should we expect that to only occur with buses, or is that how would that be sort of enforced? Mr. Zimmerman wasn't sure if he could answer the question but mentioned the alternatives would not allow the semi-trucks, the trucks with a cab and diesel-powered trucks hauling cargo.

Jay Witt (Illingworth & Rodkin Inc) and Mr. Dorantes discussed the US-101 Managed Lanes North of I-380 project air quality technical report and the $PM_{2.5}$ monitoring data included in it to try to access the potential of vehicle emissions from the project impacting nearby air monitors and registering a violation.

Rodney Tavitas (Caltrans) pointed out that Caltrans looks exclusively at projects which are in $PM_{2.5}$ non-attainment areas.

Mr. Dorantes added that looking at the US-101 Managed Lanes North of I-380 project more holistically and the potential impacts it would have in these potentially $PM_{2.5}$ non-attainment areas rather than just kind of considering the changes in diesel traffic, because that's one factor of consideration and definitely a major factor of consideration.

Mr. Zimmerman indicated that the environmental document for the US-101 Managed Lanes North of I-380 project goes out for public review, which would be mid this year. On that. At this point. I don't know, you know. That's II guess at this point we don't have it completed, and we're going to

Mr. Dorantes felt he needed to take a deeper look at the project to make sure that the kind of design value comparison would be the most useful and especially based on the currently violating or very close to violating monitors.

After the meeting, Mr. Dorantes indicated that EPA believes that an analysis of truck traffic diversion associated with the project is not necessary for us to make a determination on the POAQC status and concurred that the US-101 Managed Lanes North of I-380 project is not of air quality concern. However, EPA encourages the project sponsors to provide such information in any future documentation associated with the project.

Final Determination: With input from EPA, FTA, FHWA and Caltrans (deferring their determination to FHWA), the Task Force concluded the US-101 Managed Lanes North of I-380 project was not of air quality concern.

b. Confirm Projects Are Exempt from PM2.5 Conformity

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

The Task Force had no concerns.

Final Determination: With input from FTA, FHWA, EPA, Caltrans and MTC, the Task Force agreed that the projects on the exempt list **2b_POAQC_Exempt_List_101923.pdf** are exempt from $PM_{2.5}$ project level analysis.

3. Projects with Regional Air Quality Conformity Concerns

a. Regional Conformity Status for New and Revised Projects

Adam Crenshaw (MTC) presented his standard regional item with several projects that MTC is proposing to add to the tip through future amendments, and just wanted to give the Task Force a chance to review them, and just see if any of the Task Force members had any questions or concerns with the exemption categories that MTC is proposing for these. The Task Force members had no comments.

4. Consent Calendar

a. September 28, 2023 Air Quality Conformity Task Force Meeting Summary

The Task Force members had no additional comment.

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

5. Other Items

Task Force members observed a moment of silence in dedication to colleague, Patrick Pittenger, who passed away last summer.

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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)

January 26, 2023
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. Interstate 680 Northbound Express Lane Completion Project
      ii. Open Road Tolling Conversion Northern Bridges Project
      iii. Richmond-San Rafael Bridge Open Road Tolling and I-580 Westbound High Occupancy Vehicle Lane Project
      iv. I-580 Westbound High Occupancy Vehicle Lane Conversion Project

   b. Confirm Project Projects 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_012623.pdf
      3a_Attachment-A_List_of_Proposed_New_Projects_012623.pdf
   b. Dumbarton Forward Operational Improvements Project
      – Task Force discussion for regional conformity determination

4. Consent Calendar

   a. December 1, 2022 Air Quality Conformity Task Force Meeting Summary

5. Other Items

Next Meeting: February 23, 2023

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

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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)
207.226.132.110 (Japan Tokyo)
149.137.24.110 (Japan Osaka)
Meeting ID: 843 8369 8853

Application of Criteria for a Project of Air Quality Concern

Project Title: Interstate 680 Northbound Express Lane Completion Project
Summary for Air Quality Conformity – Revision 1 3-28-2022, Revision 2 12-23-2022
Task Force Meeting: March 24, 2022

Description

Project will address the gap in the northbound (NB) managed lane on Interstate 680 (I-680) between Livorna Road and State Route 242 (SR-242). Currently, I-680 NB includes an express lane from Alcosta Boulevard to Livorna Road and an HOV lane from SR-242 to about one mile south of the Benicia-Martinez Bridge Toll Plaza. The 'gap' between these two managed lane segments extends for 7.5 miles.

Five alternatives are being evaluated as part of the Project: one No Build alternative and four Build Alternatives. The five alternatives are:

No Build Alternative - Under the No-Build Alternative, northbound I-680 would remain in its current configuration and no improvements made.

Build Alternative 1C - Alternative 1C proposes to close the 7.5 mile "gap" between the two existing managed lane segments by constructing a northbound express lane from Livorna Road to SR-242 and by converting the existing northbound HOV lane that runs from SR-242 to just south of the Benicia-Martinez Bridge Toll Plaza to an express lane. The existing NB truck scale facility, south of the Treat Boulevard overcrossing structure between northbound I-680 and the Treat Boulevard off-ramp, would remain in its current condition and location with minor restriping of the off-ramp gore.

Build Alternative 2 - Alternative 2 would leave a 2-mile gap in the northbound I-680 managed lane in the vicinity of the I 680/SR-24 interchange. Traffic operational improvements would be made by addressing the existing major bottleneck between North Main Street and Treat Boulevard. The existing weaving issues between these interchanges would be alleviated by modifying the on- and off-ramp configuration. The existing NB truck scale facility near the Treat Boulevard off ramp would remain in its current location with access provided directly from the mainline. Trucks will access the facility on a new dedicated truck scale off-ramp.

Build Alternative 3 - Alternative 3 represents the combined project improvements proposed under Alternative 1C and Alternative 2. Alternative 3 would close the 7.5 mile "gap" between the two existing managed lane segments on I-680 by constructing a northbound express lane from Livorna Road to SR-242 and by converting the existing northbound HOV lane that runs from SR-242 to just south of the Benicia-Martinez Bridge Toll Plaza to an express lane. The existing NB truck scale facility near the Treat Boulevard off ramp would remain in its current location with access provided directly from the mainline. Trucks will access the facility on a new dedicated truck scale off-ramp.

Build Alternative 5 - Alternative 5 is comparable to Alternative 2, leaving a 2-mile gap in the managed lane and constructing braided ramps between North Main Street and Treat Boulevard; however, instead of widening or reducing lane and shoulder widths to add an express lane from the Livorna interchange to the South Main Street interchange and south of the North Main Street off-ramp to the SR-242 interchange, Alternative 5 converts the inside general-purpose lane to an express lane at these locations.

Background

NEPA process for Environmental Impact Report/Environmental Assessment (EIR/EA) is in process
Public review for Draft EIR/EA is anticipated May/June 2023
No comments received on air quality thus far
Seeking air quality conformity determination on or before December 2023
Schedule based on deadline for STP funding allocation

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

(i) New or expanded highway projects with significant number/increase in diesel vehicles?
Not a new or expanded highway project.
Improvements to I-680 NB managed lanes only.
No change in traffic volume or truck percentages on I-680.

(ii) Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?
Diesel vehicles (trucks) currently represent between 6.8% and 2.7% of the AADT on I-680, based on Caltrans 2020 Traffic Census Data. Truck percentages on NB I-680 are anticipated to be between 6.7% and 2.5% in the future years (2027, 2047, and 2050) for the Build Alternatives.

Interchanges and/or intersections will not be significantly altered by the project, nor do they serve a significant number of diesel trucks.

The project would not change land uses along the corridor. Thus, the project would not increase diesel traffic.

(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_{10} or $PM_{2.5}$ implementation plan as site of violation?
No. The Project would not result in an increase of either PM_{10} or $PM_{2.5}$ levels compared to the No-Build Alternative. Additionally, the Project location is not in an area identified by the SIP as one that could violate or possibly violate the NAAQS for $PM_{2.5}$.

RTIP ID# *(required)* 21-T12-116

TIP ID# *(required)* CC-170017

Air Quality Conformity Task Force Consideration Date
3/24/2022

Project Description *(clearly describe project)*

The Contra Costa Transportation Authority (CCTA), in cooperation with the California Department of Transportation (Caltrans) and Metropolitan Transportation Commission (MTC), is proposing to complete the Interstate 680 (I-680) express lane network in Contra Costa County, California, to improve system continuity, congestion relief, and operations. The I-680 Northbound Express Lane Completion Project (Project) is part of the CCTA INNOVATE 680 Program, which seeks to implement a suite of projects that, when operating together, will address corridor-wide congestion, travel delays, and operational challenges. The Project limits on I-680 are from post mile (PM) R4.4 at the southern limit to PM 24.5 at the northern limit. More than one configuration is under consideration for the proposed Project, including the construction of a northbound express lane between Livorna Road and State Route 242 (SR-242) (PM R11.30 to R18.87, approximately 7.5 miles). In addition, the Project would convert the existing northbound high-occupancy vehicle (HOV) lane that runs from SR-242 to south of the Benicia-Martinez Bridge Toll Plaza (PM R18.87 to R22.87, approximately 4.0 miles) to an express lane.

Five alternatives are being evaluated as part of the Project: one No Build alternative and four Build Alternatives. The Build Alternatives satisfy the Project purpose and need, while avoiding and/or minimizing environmental impacts. The five alternatives are:

No Build Alternative - Under the No-Build Alternative, northbound I-680 would remain in its current configuration and no improvements made.

Build Alternative 1C - Alternative 1C proposes to close the 7.5 mile “gap” between the two existing managed lane segments by constructing a northbound express lane from Livorna Road to SR-242 and by converting the existing northbound HOV lane that runs from SR-242 to just south of the Benicia-Martinez Bridge Toll Plaza to an express lane. The existing NB truck scale facility, south of the Treat Boulevard overcrossing structure between northbound I-680 and the Treat Boulevard off-ramp, would remain in its current condition and location with minor restriping of the off-ramp gore.

Build Alternative 2 - Alternative 2 would leave a 2-mile gap in the northbound I-680 managed lane in the vicinity of the I 680/SR-24 interchange. Traffic operational improvements would be made by addressing the existing major bottleneck between North Main Street and Treat Boulevard. The existing weaving issues between these interchanges would be alleviated by modifying the on- and off-ramp configuration. The existing NB truck scale facility near the Treat Boulevard off ramp would remain in its current location with access provided directly from the mainline. Trucks will access the facility on a new dedicated truck scale off-ramp.

Build Alternative 3 - Alternative 3 represents the combined project improvements proposed under Alternative 1C and Alternative 2. Alternative 3 would close the 7.5 mile “gap” between the two existing managed lane segments on I-680 by constructing a northbound express lane from Livorna Road to SR-242 and by converting the existing northbound HOV lane that runs from SR-242 to just south of the Benicia-Martinez Bridge Toll Plaza to an express lane. The existing NB truck scale facility near the Treat Boulevard off ramp would remain in its current location with access provided directly from the mainline. Trucks will access the facility on a new dedicated truck scale off-ramp.

Build Alternative 5 - Alternative 5 is comparable to Alternative 2, leaving a 2-mile gap in the managed lane and constructing braided ramps between North Main Street and Treat Boulevard; however, instead of widening or reducing lane and shoulder widths to add an express lane from the Livorna interchange to the South Main Street interchange and south of the North Main Street off-ramp to the SR-242 interchange, Alternative 5 converts the inside general-purpose lane to an express lane at these locations.

Type of Project:
Express Lane Extension/Gap Closure, Convert HOV lane to Express Lane

County	***Narrative Location/Route & Postmiles***
Contra Costa County	Construct an Express Lane on NB I680 from Livorna Rd. to SR-242 (PM R11.30 to R18.87, approximately 7.5 miles). Convert existing HOV lane to Express Lane on NB I-680 from Livorna to Benicia-Martinez Bridge (PM R18.87 to R22.87, approximately 4.0 miles) . **Caltrans Projects – EA#** 04-0Q3100

Lead Agency: Contra Costa Transportation Authority (CCTA)

Contact Person	*Phone#*	*Fax#*	*Email*
Stephanie Hu	(925) 256-4740		StephanieH@ccta.net

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

Categorical Exclusion (NEPA)		**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	*Other*
	X				

Scheduled Date of Federal Action: June 2024

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

	Section 326 – Categorical Exclusion		**Section 327 – Non-Categorical Exclusion**
		X	

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	June 2020	June 2024	June 2024	January 2026
End	June 2024	December 2026	December 2026	December 2027

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

The purpose of the proposed Project is to:

- Reduce peak-period congestion and delay on northbound I-680.
- Reduce travel time and improve travel time reliability for travelers in the corridor.
- Encourage use of high occupancy vehicles and transit service.
- Optimize use of the existing HOV lane capacity in the I-680 corridor.
- Offer non-carpool eligible drivers a reliable travel time option.

The need for the project to address existing transportation problems within the PSL are:

- Congestion – Northbound I-680 general-purpose lanes within the area experience substantial congestion (over 30 minutes of delay) during peak hours.
- System Continuity – There is a 7.5-mile gap in the existing northbound I-680 managed lane system between Livorna Road and SR-242; system continuity is lacking through this area, diminishing the effectiveness of the managed lane system, and increasing travel time for all users.
- Operational Improvements – The weaving movement between Lawrence Way and Treat Boulevard creates a bottleneck on I-680 and a traffic queue as far back as Livorna Road during the peak traffic period. The situation is compounded by the gap in the managed lane system.

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

The Project is located primarily within the cities of Walnut Creek, Pleasant Hill, Concord, and Martinez in Contra Costa County, California (Figure 1). The Project is bounded from Fostoria Way to slightly north of Marina Vista Road by an urbanized area with residential and commercial development south of State Route 4 (SR-4), and industrial and residential areas north of SR-4 (Figure 2). The Waterbird Regional Preserve, a 198-acre regional park that primarily consists of the Al McNabney Marsh, lies east of I-680 at the northern end of the Project.

I-680 is a major north-south freeway connecting the Southern San Francisco Bay Area with Interstate 80 (I-80), which crosses the Central Valley including the Sacramento metropolitan area. I-680 passes through Santa Clara, Alameda, Contra Costa, and Solano counties. I-680 is part of the National Network under the Surface Transportation Assistance Act (STAA) and provides connections to other National Network routes (such as I-580). I-680 also provides connections to STAA Terminal Access Routes and California Legal Truck Routes such as SR 84.

Land uses adjacent to the project area consist of both urban/developed land and open space and include industrial, residential, public/semi-public development. The existing (i.e., 2020) average truck volumes and percentages for the project area are provided in the table below. The project would not result in changes to land use that would affect diesel truck traffic in the area. Truck AADTs range between 9,440 and 5,643 (5.46 to 3.23 percent) based on the land uses served by this segment of I-680.

Figure 1. Regional Location and Project Vicinity

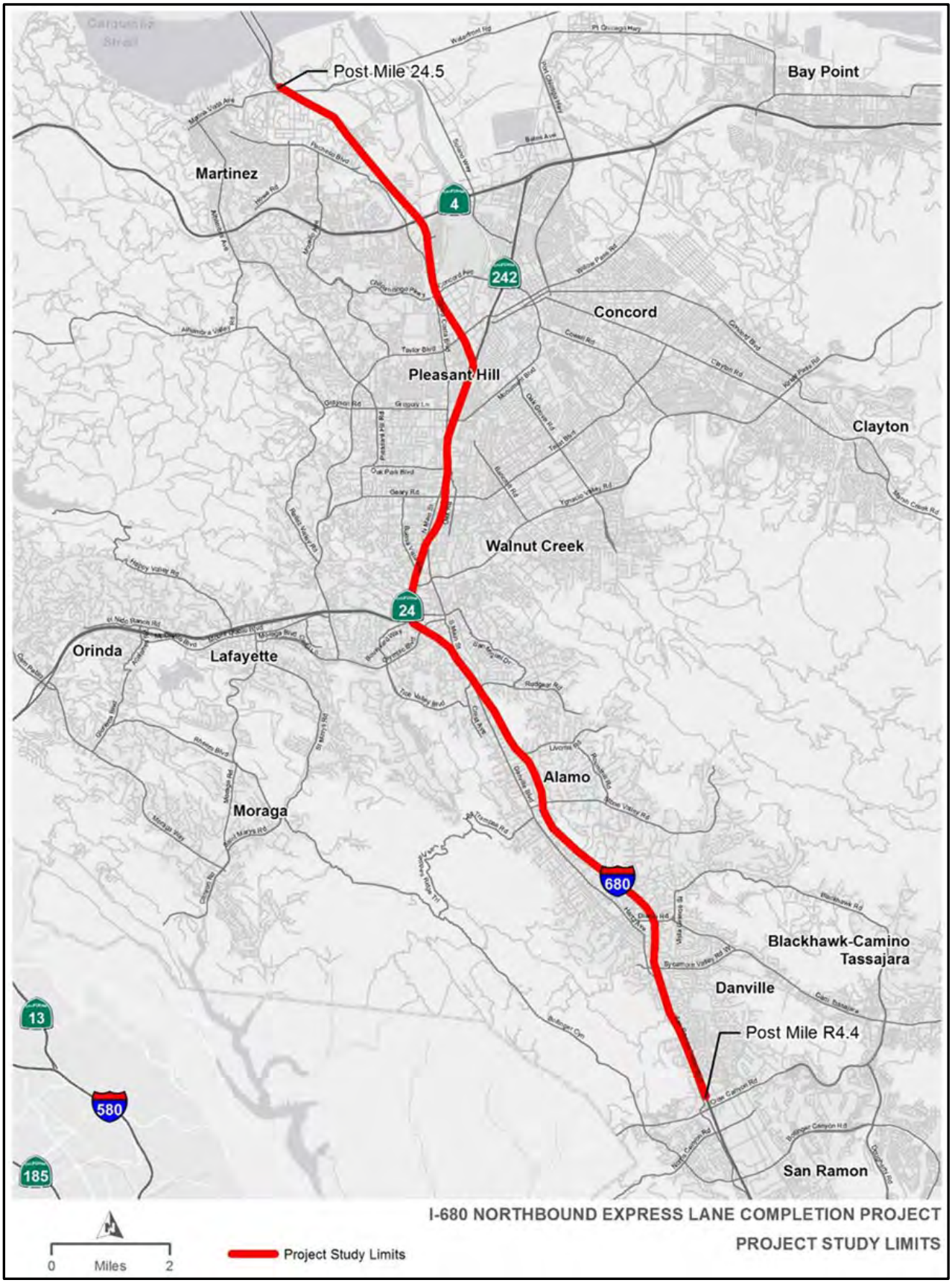


Figure 2. Project Study Limits

Brief summary of assumptions and methodology used for conducting analysis

Kittelson & Associates, Inc. developed the traffic forecasts by using the Contra Costa travel demand model. The model did not forecast truck percentages, therefore existing condition truck percentages from Caltrans 2020 Census Data are used to estimate truck AADT based on traffic forecasts for the No-Build conditions. The project Build Alternatives would not cause any changes in truck volumes, as it will not change adjacent land uses nor increase capacity for truck traffic.

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

Opening Year 2027

I-680 NB Location	Total NB AADT					NB Truck AADT					% Trucks				
	No Build	Alt 1C	Alt 2	Alt 3	Alt 5	No Build	Alt 1C	Alt 2	Alt 3	Alt 5	No Build	Alt 1C	Alt 2	Alt 3	Alt 5
N. of Alcosta	91,516	93,007	92,745	93,024	92,032	4,850	4,850	4,850	4,850	4,850	5.3	5.2	5.2	5.2	5.3
N. of Crow Canyon	103,687	105,506	105,216	105,536	104,496	6,636	6,636	6,636	6,636	6,636	6.4	6.3	6.3	6.3	6.4
N. of Sycamore Valley	108,570	111,136	110,667	111,103	109,688	6,948	6,948	6,948	6,948	6,948	6.4	6.3	6.3	6.3	6.3
N. of El Cerro	108,000	110,502	110,070	110,468	109,205	6,912	6,912	6,912	6,912	6,912	6.4	6.3	6.3	6.3	6.3
N. of Stone Valley	108,685	115,066	114,532	115,011	112,493	6,956	6,956	6,956	6,956	6,956	6.4	6.0	6.1	6.0	6.2
N. of Livorna	112,630	119,186	118,685	119,176	113,460	7,208	7,208	7,208	7,208	7,208	6.4	6.0	6.1	6.0	6.4
N. of Rudgear	115,699	120,939	119,237	120,922	116,654	7,405	7,405	7,405	7,405	7,405	6.4	6.1	6.2	6.1	6.3
S. of Olympic	105,720	111,041	108,521	111,034	106,619	6,766	6,766	6,766	6,766	6,766	6.4	6.1	6.2	6.1	6.3
N. of Olympic	85,629	93,027	88,814	93,405	87,222	5,480	5,480	5,480	5,480	5,480	6.4	5.9	6.2	5.9	6.3
S. of Ygnacio Valley	143,147	151,725	146,855	151,606	143,156	5,869	5,869	5,869	5,869	5,869	4.1	3.9	4.0	3.9	4.1
S. of N. Main	143,147	151,725	146,855	151,606	143,156	5,440	5,440	5,440	5,440	5,440	3.8	3.6	3.7	3.6	3.8
S. of Treat	155,772	165,728	147,479	145,042	137,308	4,206	4,206	4,206	4,206	4,206	2.7	2.5	2.9	2.9	3.1
N. of Oak Park	156,623	167,534	167,679	168,146	157,423	6,108	6,108	6,108	6,108	6,108	3.9	3.6	3.6	3.6	3.9
N. of Monument	146,856	156,101	155,683	156,224	147,002	5,727	5,727	5,727	5,727	5,727	3.9	3.7	3.7	3.7	3.9
S. of Willow Pass	77,561	86,693	86,460	86,605	77,947	3,800	3,800	3,800	3,800	3,800	4.9	4.4	4.4	4.4	4.9
N. of Willow Pass	89,628	96,006	95,751	95,862	90,976	4,392	4,392	4,392	4,392	4,392	4.9	4.6	4.6	4.6	4.8
N. of Concord Ave.	98,156	104,065	103,928	104,024	100,553	2,650	2,650	2,650	2,650	2,650	2.7	2.5	2.6	2.5	2.6
N. of SR 4	90,884	94,943	94,850	94,964	91,431	6,180	6,180	6,180	6,180	6,180	6.8	6.5	6.5	6.5	6.8
S. of Waterfront	86,742	89,688	89,596	89,706	86,802	5,898	5,898	5,898	5,898	5,898	6.8	6.6	6.6	6.6	6.8
N. of Waterfront	91,196	93,371	93,256	93,383	91,629	6,201	6,201	6,201	6,201	6,201	6.8	6.6	6.6	6.6	6.8
Benicia Bridge	91,196	93,371	93,256	93,383	91,629	6,201	6,201	6,201	6,201	6,201	6.8	6.6	6.6	6.6	6.8

Source: Based on traffic forecasts provided by Kittelson & Associates, Inc. (Innovate680_Segments_20220216.xlsx)

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

Design Year 2047

I-680 NB Location	Total NB AADT					NB Truck AADT					% Trucks				
	No Build	Alt 1C	Alt 2	Alt 3	Alt 5	No Build	Alt 1C	Alt 2	Alt 3	Alt 5	No Build	Alt 1C	Alt 2	Alt 3	Alt 5
N. of Alcosta	106,838	108,417	108,067	108,393	107,306	5,662	5,662	5,662	5,662	5,662	5.3	5.2	5.2	5.2	5.3
N. of Crow Canyon	110,525	112,732	112,454	112,690	111,230	7,074	7,074	7,074	7,074	7,074	6.4	6.3	6.3	6.3	6.4
N. of Sycamore Valley	116,495	119,232	118,860	119,383	117,515	7,456	7,456	7,456	7,456	7,456	6.4	6.3	6.3	6.2	6.3
N. of El Cerro	115,010	117,789	117,418	117,792	116,135	7,361	7,361	7,361	7,361	7,361	6.4	6.2	6.3	6.2	6.3
N. of Stone Valley	116,607	123,264	122,835	123,248	120,880	7,463	7,463	7,463	7,463	7,463	6.4	6.1	6.1	6.1	6.2
N. of Livorna	119,352	127,460	126,936	127,661	120,631	7,639	7,639	7,639	7,639	7,639	6.4	6.0	6.0	6.0	6.3
N. of Rudgear	123,731	129,695	128,449	129,677	123,806	7,919	7,919	7,919	7,919	7,919	6.4	6.1	6.2	6.1	6.4
S. of Olympic	112,644	119,091	117,054	119,095	112,901	7,209	7,209	7,209	7,209	7,209	6.4	6.1	6.2	6.1	6.4
N. of Olympic	92,429	101,902	96,830	102,285	92,558	5,915	5,915	5,915	5,915	5,915	6.4	5.8	6.1	5.8	6.4
S. of Ygnacio Valley	149,828	161,563	154,059	161,256	148,596	6,143	6,143	6,143	6,143	6,143	4.1	3.8	4.0	3.8	4.1
S. of N. Main	149,828	161,563	154,059	161,256	148,596	5,693	5,693	5,693	5,693	5,693	3.8	3.5	3.7	3.5	3.8
S. of Treat	163,277	175,949	156,727	157,132	143,244	4,408	4,408	4,408	4,408	4,408	2.7	2.5	2.8	2.8	3.1
N. of Oak Park	164,653	177,607	177,447	178,456	164,027	6,421	6,421	6,421	6,421	6,421	3.9	3.6	3.6	3.6	3.9
N. of Monument	156,073	166,474	166,230	166,715	155,040	6,087	6,087	6,087	6,087	6,087	3.9	3.7	3.7	3.7	3.9
S. of Willow Pass	84,850	94,489	94,491	94,655	84,176	4,158	4,158	4,158	4,158	4,158	4.9	4.4	4.4	4.4	4.9
N. of Willow Pass	98,457	105,012	104,766	105,051	99,150	4,824	4,824	4,824	4,824	4,824	4.9	4.6	4.6	4.6	4.9
N. of Concord Ave.	108,394	114,349	114,202	114,473	109,775	2,927	2,927	2,927	2,927	2,927	2.7	2.6	2.6	2.6	2.7
N. of SR 4	102,234	106,246	106,031	106,294	101,367	6,952	6,952	6,952	6,952	6,952	6.8	6.5	6.6	6.5	6.9
S. of Waterfront	98,899	101,492	101,234	101,484	98,543	6,725	6,725	6,725	6,725	6,725	6.8	6.6	6.6	6.6	6.8
N. of Waterfront	106,809	109,013	108,843	108,987	106,784	7,263	7,263	7,263	7,263	7,263	6.8	6.7	6.7	6.7	6.8
Benicia Bridge	106,809	109,013	108,843	108,987	106,784	7,263	7,263	7,263	7,263	7,263	6.8	6.7	6.7	6.7	6.8

Source: Based on traffic forecasts provided by Kittelson & Associates, Inc. (Innovate680_Segments_20220216.xlsx)

RTP Horizon Year 2050

I-680 NB Location	Total NB AADT					NB Truck AADT					% Trucks				
	No Build	Alt 1C	Alt 2	Alt 3	Alt 5	No Build	Alt 1C	Alt 2	Alt 3	Alt 5	No Build	Alt 1C	Alt 2	Alt 3	Alt 5
N. of Alcosta	109,137	110,728	110,365	110,699	109,598	5,784	5,784	5,784	5,784	5,784	5.3	5.2	5.2	5.2	5.3
N. of Crow Canyon	111,550	113,816	113,540	113,763	112,240	7,139	7,139	7,139	7,139	7,139	6.4	6.3	6.3	6.3	6.4
N. of Sycamore Valley	117,684	120,446	120,089	120,625	118,689	7,532	7,532	7,532	7,532	7,532	6.4	6.3	6.3	6.2	6.3
N. of El Cerro	116,061	118,882	118,521	118,891	117,175	7,428	7,428	7,428	7,428	7,428	6.4	6.2	6.3	6.2	6.3
N. of Stone Valley	117,795	124,493	124,081	124,484	122,138	7,539	7,539	7,539	7,539	7,539	6.4	6.1	6.1	6.1	6.2
N. of Livorna	120,360	128,701	128,174	128,933	121,707	7,703	7,703	7,703	7,703	7,703	6.4	6.0	6.0	6.0	6.3
N. of Rudgear	124,936	131,009	129,831	130,990	124,879	7,996	7,996	7,996	7,996	7,996	6.4	6.1	6.2	6.1	6.4
S. of Olympic	113,683	120,298	118,334	120,305	113,843	7,276	7,276	7,276	7,276	7,276	6.4	6.0	6.1	6.0	6.4
N. of Olympic	93,450	103,233	98,033	103,617	93,359	5,981	5,981	5,981	5,981	5,981	6.4	5.8	6.1	5.8	6.4
S. of Ygnacio Valley	150,830	163,039	155,139	162,703	149,413	6,184	6,184	6,184	6,184	6,184	4.1	3.8	4.0	3.8	4.1
S. of N. Main	150,830	163,039	155,139	162,703	149,413	5,732	5,732	5,732	5,732	5,732	3.8	3.5	3.7	3.5	3.8
S. of Treat	164,403	177,482	158,114	158,946	144,134	4,439	4,439	4,439	4,439	4,439	2.7	2.5	2.8	2.8	3.1
N. of Oak Park	165,858	179,118	178,912	180,002	165,017	6,468	6,468	6,468	6,468	6,468	3.9	3.6	3.6	3.6	3.9
N. of Monument	157,456	168,030	167,812	168,289	156,246	6,141	6,141	6,141	6,141	6,141	3.9	3.7	3.7	3.6	3.9
S. of Willow Pass	85,944	95,659	95,696	95,862	85,110	4,211	4,211	4,211	4,211	4,211	4.9	4.4	4.4	4.4	4.9
N. of Willow Pass	99,782	106,363	106,119	106,430	100,377	4,889	4,889	4,889	4,889	4,889	4.9	4.6	4.6	4.6	4.9
N. of Concord Ave.	109,929	115,891	115,743	116,040	111,159	2,968	2,968	2,968	2,968	2,968	2.7	2.6	2.6	2.6	2.7
N. of SR 4	103,936	107,942	107,708	107,993	102,857	7,068	7,068	7,068	7,068	7,068	6.8	6.5	6.6	6.5	6.9
S. of Waterfront	100,723	103,262	102,980	103,251	100,304	6,849	6,849	6,849	6,849	6,849	6.8	6.6	6.7	6.6	6.8
N. of Waterfront	109,151	111,359	111,181	111,328	109,057	7,422	7,422	7,422	7,422	7,422	6.8	6.7	6.7	6.7	6.8
Benicia Bridge	109,151	111,359	111,181	111,328	109,057	7,422	7,422	7,422	7,422	7,422	6.8	6.7	6.7	6.7	6.8

Source: Based on traffic forecasts provided by Kittelson & Associates, Inc. (Innovate680_Segments_20220216.xlsx)

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

Not Applicable – facility is an Interstate corridor.

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

Not Applicable – facility is an Interstate corridor.

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 – facility is an Interstate corridor.

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 – facility is an Interstate corridor.

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

The proposed Project would implement congestion priced tolling in the proposed express lane to provide a more reliable travel time option to travelers. It would encourage use of high occupancy vehicles and transit service by offering free access to the express lane. The proposed Project would also shift SOV drivers choosing to pay a toll from the general-purpose lanes to the Express Lane. It would also reduce recurring peak-period traffic congestion and delay on northbound I-680, which would reduce travel times for all travelers. In addition, the Project would optimize the use of the existing HOV lane capacity north of SR-242 by converting the HOV lane to an express lane. It should be noted that only two-axle vehicles are permitted in Express Lanes.

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 Build Alternatives do not change the number of diesel vehicles using the corridor nor do they degrade the LOS of the interchanges in in the corridor. The primary purpose of the project is to provide a reliable travel time option, encourage use of high occupancy vehicles and transit service while, at the same time, optimizing the use of the existing HOV lane capacity in the I-680 corridor to better meet current and future traffic demands for personal vehicles and transit (i.e., gasoline and electric powered 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 I-680 corridor is not an area identified by the SIP as a location where the NAAQS for $PM_{2.5}$ could be violated or possibly violated.

CCTA Northbound 680 Express Lane Completion Project

Prepared for the Bay Area Air Quality Conformity Task Force

Revised December 22, 2022

Purpose

- Bay Area Air Quality Conformity Task Force
  - Last Met March 29, 2022 to discuss the Project
  - Presented Alternatives 1C, 2, 3 and No-Build
  - Project determined **not** to be a POAQC
- Introduce a new Build Alternative 5 to the Project
  - Alternative 5 does not change land use along the corridor
  - Truck percentages along the corridor are consistent with other Build Alternatives
  - Information from the initial presentation not pertaining to Alternative 5 have been moved to Background Slides

PROJECT OVERVIEW

Project Limits

LEGEND/KEY

- Project limits
- SB & NB Express Lanes

Project Purpose

- **The purpose of the I-680 Express Lane Completion Project is to:**


Reduce peak-period congestion and delay

Optimize use of existing HOV lane capacity


Improve travel time reliability

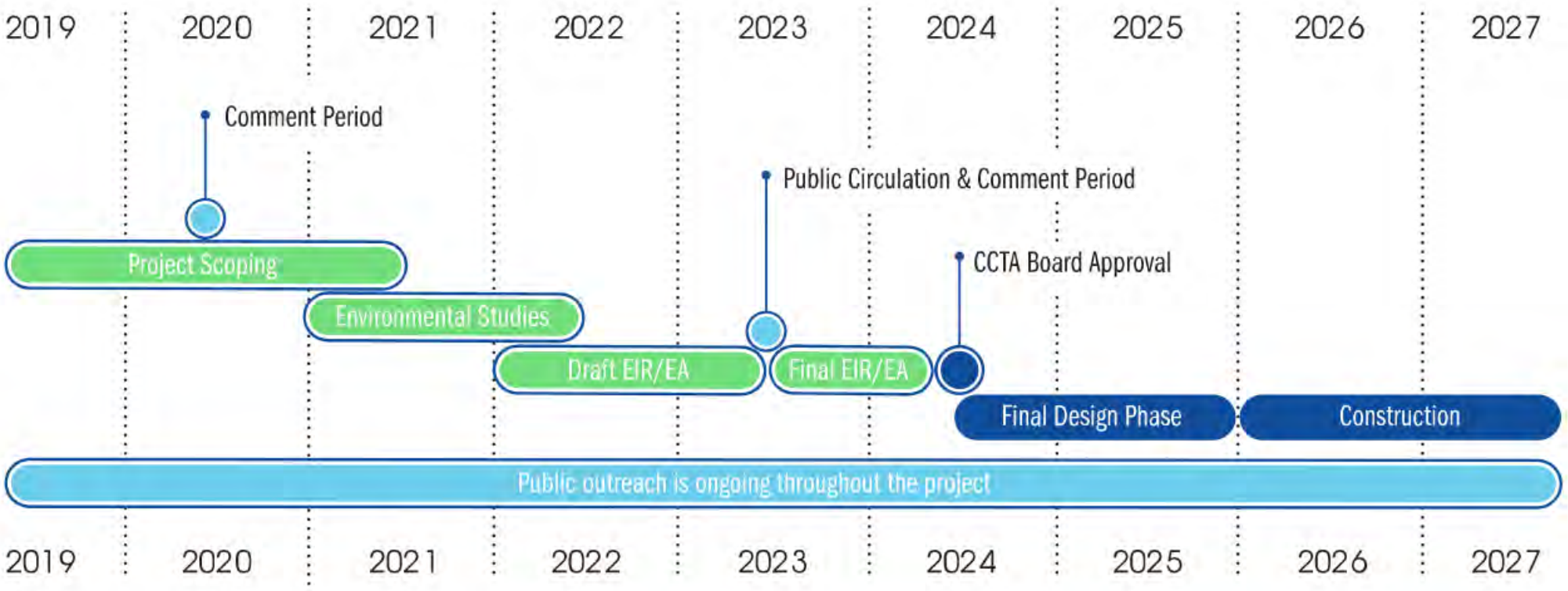

Provide efficient travel options for all vehicles

Project Need

The project is needed to address existing transportation problems within the project study limits:

- **Congestion** – Northbound I-680 general-purpose lanes within the area experience substantial congestion (over 30 minutes of delay) during peak hours.
- **System Continuity** – There is a 7.5-mile gap in the existing northbound I-680 managed lane system between Livorna Road and SR-242; system continuity is lacking through this area, diminishing the effectiveness of the managed lane system, and increasing travel time for all users.
- **Operational Improvements** – The weaving movement between Lawrence Way and Treat Boulevard creates a bottleneck on I-680 and a traffic queue as far back as Livorna Road during the peak traffic period. The situation is compounded by the gap in the managed lane system.

Project Schedule



Build Alternatives

- Four Build Alternatives
  - **Alternative 1C**
    - Close the Gap with Realignment
  - **Alternative 2**
    - Reduce the Gap plus Braided Ramps
  - **Alternative 3**
    - Close the Gap with Realignment plus Braided Ramps
  - **Alternative 5**
    - Reduce the Gap with GP conversion plus Braided Ramps

Alternative 5

- **Convert NB I-680 Inside General Purpose Lane to an Express Lane**
  From Livorna Road to North of South Main Street
  - From South of North Main Street to the SR-242 Interchange
- **Construct Braided Ramps (Similar to Alternatives 2 & 3)**
  - Grade Separate Lawrence Way On-Ramp & Treat Boulevard Off-Ramp
  - Treat Boulevard Exits at Existing North Main Street Off-Ramp
  - NB Truck Scales Exit at Dedicated Off-Ramp
- **Convert Existing HOV Lane to Express Lane (All Build Alternatives)**
  - From SR-242 Interchange to South of Benicia-Martinez Toll Plaza

Opening Year 2027 AADT Summary
@ I-680 North of Oak Park

Alternative	Truck AADT	Total AADT**	% Trucks
No Build*	6,108	156,623	3.9%
Alternative 1C	6,108	167,534	3.6%
Alternative 2	6,108	167,679	3.6%
Alternative 3	6,108	168,146	3.6%
Alternative 5	6,108	157,423	3.9%

Source: Kittleson & Associates Traffic Forecast, 2022
*Truck Percentage from Caltrans 2020 Census Data applied to No Build AADT
**General Purpose Lanes plus Express Lane

Build Alternatives do not add lane capacity that is available to truck traffic.

Design Year 2047 AADT Summary
@ I-680 North of Oak Park

Alternative	Truck AADT	Total AADT**	% Trucks
No Build*	6,421	164,653	3.9%
Alternative 1C	6,421	177,607	3.6%
Alternative 2	6,421	177,447	3.6%
Alternative 3	6,421	178,456	3.6%
Alternative 5	6,421	164,027	3.9%

Source: Kittleson & Associates Traffic Forecast, 2022
*Truck Percentage from Caltrans 2020 Census Data applied to No Build AADT
**General Purpose Lanes plus Express Lane

Build Alternatives do not add lane capacity that is available to truck traffic.

Design Year 2047 Vehicle Hours of Delay

	No Build	Alt 1C	Alt 2	Alt 3	Alt 5
VHT (hr.)	45,428	44,280	41,689	46,166	41,996
Total delay (hr.)	27,101	25,390	22,607	27,046	23,778
Avg delay (sec/veh)	499	468	414	503	439

Source: DKS Associates I-680 NB Express Lanes VISSIM Operations Analysis, 2022

Not a Project of Air Quality Concern

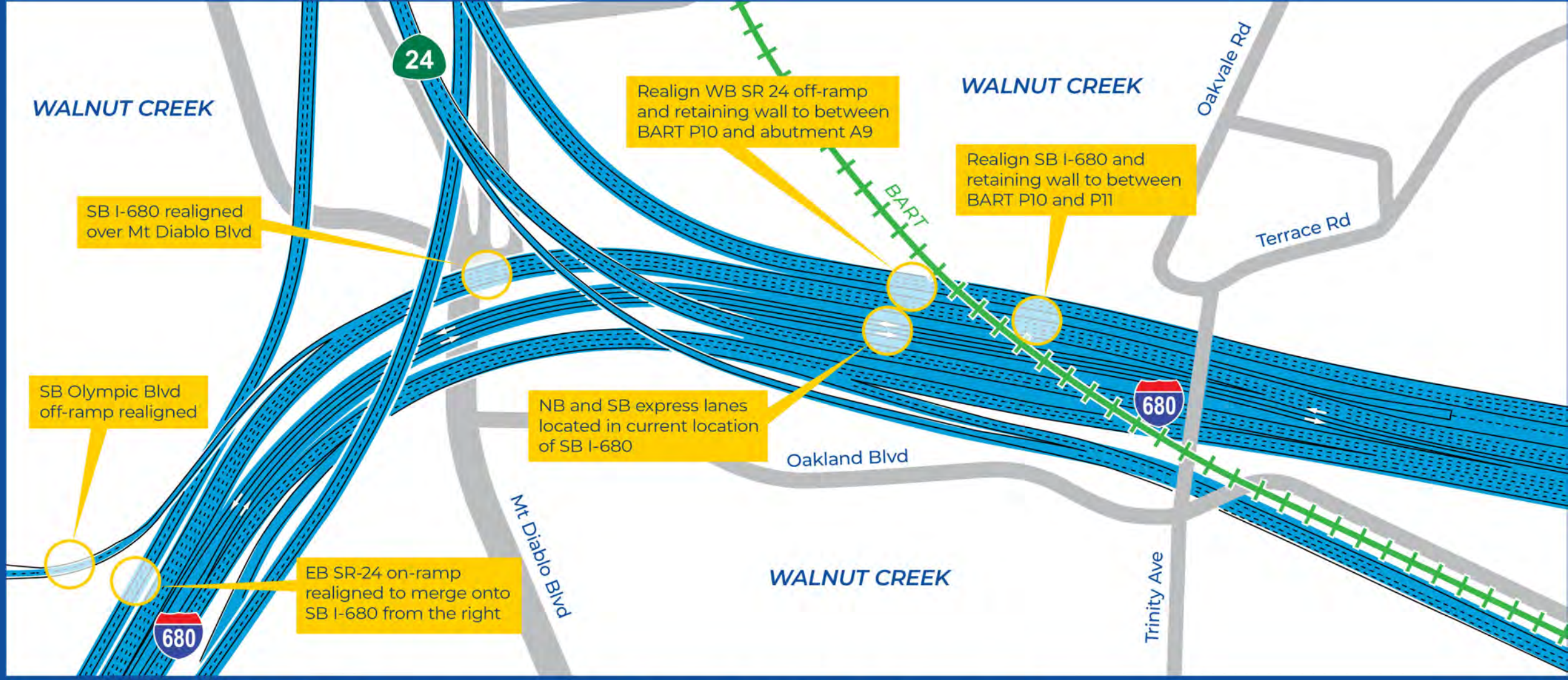
- Diesel vehicles (trucks) currently represent between 6.8% and 2.7% of the AADT on I-680, based on Caltrans 2020 Traffic Census Data. Truck percentages on NB I-680 are anticipated to be between 6.7% and 2.5% in the future years (2027, 2047, and 2050) for the Build Alternatives.
- Interchanges and/or intersections will not be significantly altered by the project, nor do they serve a significant number of diesel trucks.
- The project would not change land uses along the corridor. Thus, the project would not increase diesel traffic.
- Statements on this slide are valid for Alternative 5.

Questions

THANK YOU

Background

PROJECT ALTERNATIVES



Innovate 680 | Express Lane Completion Project

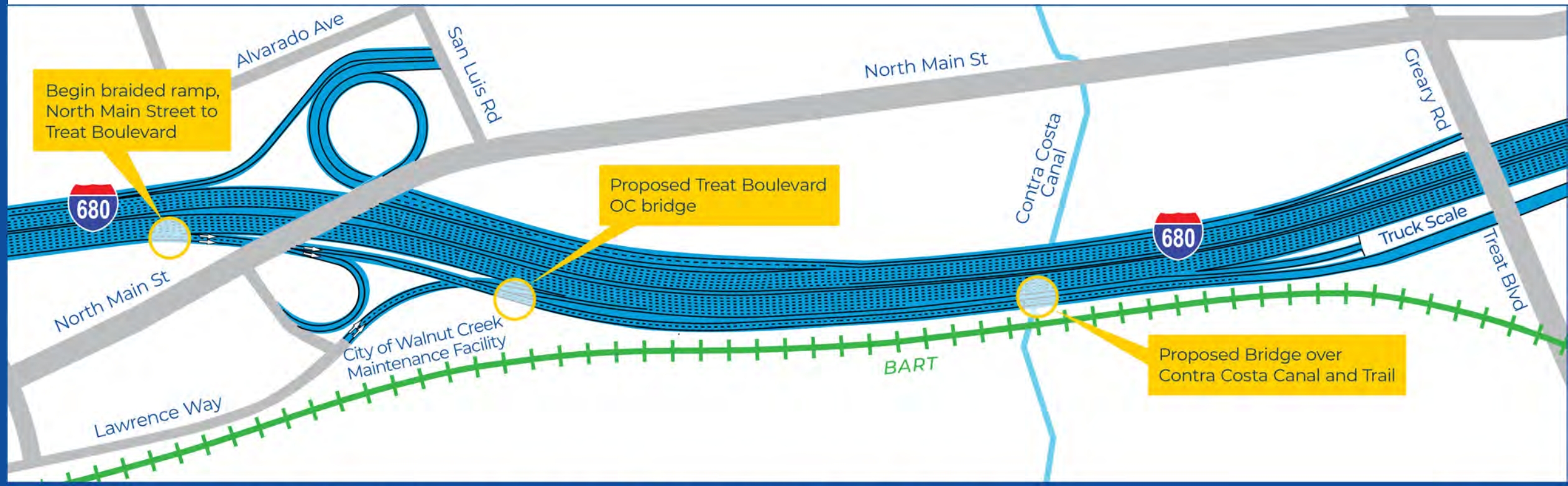
Alternative 1C — Close the Gap with Realignment

Innovate 680 | Express Lane Completion Project

Existing Condition

Innovate 680 | Express Lane Completion Project

Alternative 1C



Innovate 680 | Express Lane Completion Project

Alternative 2 — Reduce the Gap plus Braided Ramps

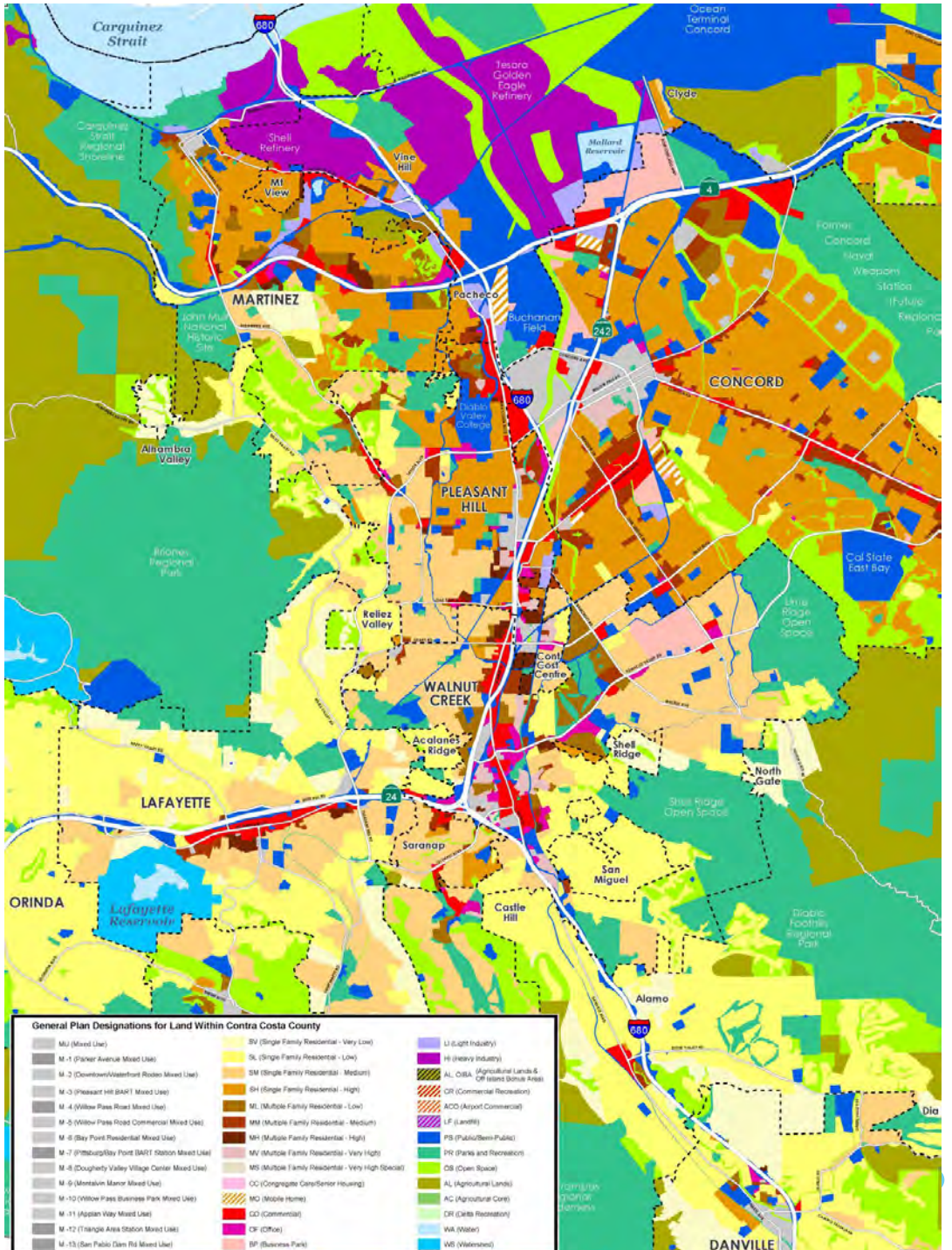
Innovate 680 | Express Lane Completion Project

Alternative 3 — Close the Gap with Realignment plus Braided Ramps

Land Uses

The project location and adjacent study area land uses are predominately:

- Commercial and Retail
- Residential
- Industrial
- Research and Development
- Open Space/Recreation



Air Quality Conformity Task Force
Summary Meeting Notes
January 26, 2023

Participants:

Chadi Chazbek – Kimley-Horn
Rodney Tavitas – Caltrans
Alexander Smith – FTA
Garrett Kaya – WKE
Cam Oakes – Caltrans
Abhijit Bagde – Caltrans
Vicky Hsu – HDR
Michael Dorantes – EPA
Emma Maggioncalda – Caltrans
Cidney Chiu – Caltrans
John Saelee – MTC
Shilpa Mareddy – Caltrans
Patrick Pittenger – FHWA
Paul Hensleigh – YSAQMD
Sri Koneru – HDR
Peter Lee – MTC/BATA
Adekemi Ademuyewo – FHWA
George Gorman – HDR
Andrea Gordon – BAAQMD
Eldar Levin - HDR
Ingrid Supit – MTC/BATA
Olivia Chan – Kimley-Horn
Mike Aronson – Kittelson
Ace Malisos – Kimley-Horn
Danae Hall – Kimley-Horn
Angela Louie – MTC
Prasanna Muthireddy – Kimley-Horn
Jay Witt – Illingworth-Rodkin, Inc.
Angie Kung – HDR
Noemi Wyss – Kimley-Horn
Uyenlan Vu – HDR
Edwin Xie – Kimley-Horn
Adam Crenshaw – MTC
Harold Brazil – MTC
Tanay Pradhan – Kimley-Horn
Karishma Becha – Caltrans
Stephanie Hu – CCTA
Erika Espinosa Araiza – Caltrans
Erika Vaca – Caltrans
Jonathan Goodman – Caltrans

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

2. **$PM_{2.5}$ Project Conformity Interagency Consultation**

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

      i. **Interstate 680 Northbound Express Lane Completion Project**

Garrett Kaya (WKE) began the presentation for the Interstate 680 Northbound Express Lane Completion project by reviewing the previous meeting with the Task Force March 2022, where:

- 1C, 2, 3 and No-Build Alternatives were presented
- The project was determined **not** to be a POAQC

Mr. Kaya stated the purpose of the Interstate 680 Northbound Express Lane Completion project was:

- Reduce peak-period congestion and delay
- Optimize use of existing HOV lane capacity
- Improve travel time reliability
- Provide efficient travel options for all vehicles

Based on comments received during public scoping and the implementation of SB743 for Vehicles Miles Traveled (VMT), the Interstate 680 Northbound Express Lane Completion project team recently added a new alternative that converts an existing General Purpose (GP) lane to an express lane. The segment north of SR242 would remain as a HOV to Express Lane conversion. This new GP lane conversion alternative (number 5) does not add capacity since it does not add any new lanes and –

- Does not change land use along the corridor
- Truck percentages along the corridor are consistent with other Build Alternatives

Build Alternatives

- Four Build Alternatives
  - **Alternative 1C**
    - Close the Gap with Realignment
  - **Alternative 2**
    - Reduce the Gap plus Braided Ramps
  - **Alternative 3**
    - Close the Gap with Realignment plus Braided Ramps
  - **Alternative 5**
    - Reduce the Gap with GP conversion plus Braided Ramps

Patrick Pittenger (FHWA): asked to confirm that the additional alternative being presented is because of the need to conform with the CEQA process as compared to the previous process that was undertaken. Mr. Kaya indicated that it was a combination of 2 reasons:

1. There is a VMT component that is now part of the CEQA process and in the state of California we are required to look at alternatives that reduce the vehicle miles traveled.

2. There were comments received during the public scoping period that asked to look at doing GP lane conversions and (originally) it didn't look like it was going to be doable. After digging into the details of the traffic data, alternative 5 showed results were better than the No build alternative – so at that point alternative 5 became a viable to move forward with.

Opening Year 2027 AADT Summary
@ I-680 North of Oak Park

Alternative	Truck AADT	Total AADT**	% Trucks
No Build*	6,108	156,623	3.9%
Alternative 1C	6,108	167,534	3.6%
Alternative 2	6,108	167,679	3.6%
Alternative 3	6,108	168,146	3.6%
Alternative 5	6,108	157,423	3.9%

Source: Kittleson & Associates Traffic Forecast, 2022
*Truck Percentage from Caltrans 2020 Census Data applied to No Build AADT
**General Purpose Lanes plus Express Lane

Build Alternatives do not add lane capacity that is available to truck traffic.

Rodney Tavitas (Caltrans) commented: when the project is submitted to Caltrans for review, please make sure the information within the CTIPS database showing continuous funding throughout the all phases of the project – from PE to right away, because again, if Caltrans sees a gap, we are going to ask questions. Mr. Kaya acknowledged the comment.

Final Determination: With input from EPA, FTA, FHWA and Caltrans (deferring their determination to FHWA), the Task Force concluded the Interstate 680 Northbound Express Lane Completion project was not of air quality concern.

ii. Open Road Tolling Conversion Northern Bridges Project

Sri Koneru (HDR) began the presentation for the Open Road Tolling Conversion Northern Bridges project by indicating the Bay Area Toll Authority (BATA), in cooperation with Caltrans, proposes to convert the existing all All-Electronic Tolling (AET) systems to Open Road Tolling (ORT) systems at the Antioch Bridge, Benicia-Martinez Bridge, and Carquinez Bridge.

Mr. Koneru also mentioned the proposed Open Road Tolling Conversion Northern Bridges project is located at the toll plazas for the Antioch Bridge, Benicia-Martinez Bridge, and Carquinez Bridge in Contra Costa and Solano Counties. The Project would provide toll discounts to high occupancy vehicles with three or more passengers (HOV 3+) at all three bridge locations.

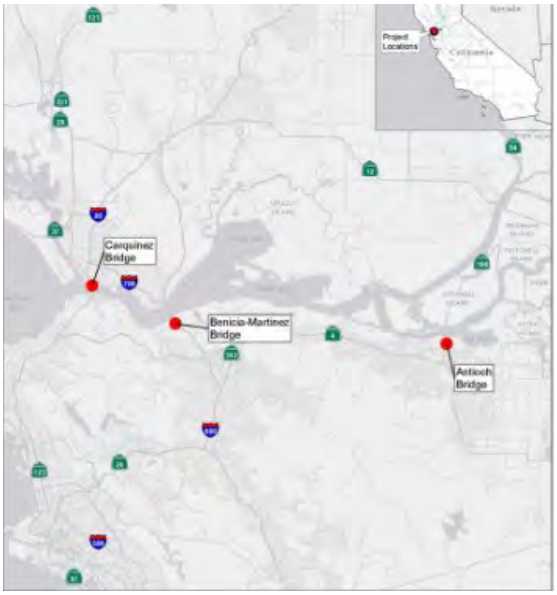
Mr. Koneru listed the purposes and needs for the Open Road Tolling Conversion Northern Bridges project with the following:

- Replace aging tolling infrastructure
- Enhance safety at toll plazas
- Improve operations through bridge toll plazas

Project Location

Northern Bridges (EA 04-2W520)

- Antioch Bridge: SR-160
  (Contra Costa County)
- Benicia-Martinez Bridge: I-680
  (Contra Costa County)
- Carquinez Bridge: I-80
  (Contra Costa and Solano Counties)



Mr. Koneru added that the Open Road Tolling Conversion Northern Bridges project is needed to address operational and safety deficiencies for vehicles traveling through BATA toll collection facilities at the Antioch, Benicia-Martinez, and Carquinez Bridge toll plazas. The existing toll collection system is aging, and improvements are required to meet the technological standards for both the existing AET systems and the proposed ORT systems. The existing toll collection booths and other civil infrastructure that were used during manual toll collection need to be removed to improve travel time and safety.

Final Determination: With input from EPA, FTA, Caltrans and FHWA (deferring their determination to Caltrans), the Task Force concluded the Interstate 680 Northbound Express Lane Completion project was not of air quality concern.

iii. Richmond-San Rafael Bridge Open Road Tolling and I-580 Westbound High Occupancy Vehicle Lane Project

Ace Malisos (Kimley-Horn) began the presentation for the Richmond-San Rafael Bridge Open Road Tolling and I-580 Westbound High Occupancy Vehicle Lane project by indicating the Bay Area Toll Authority (BATA) proposes the Richmond-San Rafael (RSR) Bridge Open Road Tolling (ORT) and Interstate 580 (I-580) Westbound High Occupancy Vehicle (HOV) Lane Project (proposed project). BATA developed the RSR Bridge Forward initiative which implements a suite of strategies to address congestion and improve options for travelling in the RSR Bridge Corridor. The RSR Bridge ORT and I-580 Westbound HOV Lane Project would provide safety and operational improvements on westbound I-580 approaching the RSR Bridge by reinstating a previous westbound I-580 HOV lane through Richmond to encourage carpooling and transit ridership, and replacing the existing tolling structure with open road tolling.

Mr. Malisos went on to say the purpose of the Richmond-San Rafael Bridge Open Road Tolling and I-580 Westbound High Occupancy Vehicle Lane project is to:

- Promote mode shift by providing travel time savings for carpooling and transit riders;
- Reduce Vehicle Miles Traveled (VMT) and corresponding greenhouse gas (GHG) emissions;
- Improve safety by eliminating the need to pass through the existing toll plaza; and
- Improve operational efficiency by upgrading the existing toll infrastructure to accommodate the future BATA system-wide upgrade on the toll collection system.

Mr. Malisos also mentioned the Richmond-San Rafael Bridge Open Road Tolling and I-580 Westbound High Occupancy Vehicle Lane project is needed to address operational and safety deficiencies for vehicles traveling through the BATA toll collection facilities at the toll plaza and to encourage carpooling and transit ridership.

Mr. Malisos said the Richmond-San Rafael Bridge Open Road Tolling and I-580 Westbound High Occupancy Vehicle Lane project consists of the following improvements:

- Remove the existing RSR Bridge Toll Booths, tolling equipment and canopy structure and install an ORT gantry.
- Reconfigure I-580 mainline at the proposed ORT gantry to three lanes (two general purpose lanes and one HOV3+ lane) and improve weaving bottle neck caused by existing seven lanes merging to two lanes.
- Realign Stenmark Drive on-ramp to conform to I-580 reconfiguration and install separate ORT gantry for the Stenmark Drive on-ramp.
- Convert the leftmost general-purpose lane along I-580 to an HOV2+ lane from Regatta Boulevard interchange to the Stenmark Drive off-ramp
- Removal, replacement, or relocation of existing roadway signs and signposts, as needed, for the ORT and HOV conversion.
- Trenching and/or horizontal directional drilling (up to 3-ft deep and 2-ft wide) to extend electrical and communication conduit and fiber and bring these services to the tolling equipment, signage, and toll equipment building. Auxiliary cabinets may be required between toll equipment building and gantries.
- Modifications to drainage systems, grading, lighting, landscaping, and necessary utility connections/relocations for the new toll collection facilities.

Michael Dorantes (EPA) asked about what project factors are projected to contribute to reductions in VMT and greenhouse gas emissions and Mr. Malisos responded by indicating that the continuous HOV lane component of the project is projected to increase the number of people carpooling and using transit. (due to increased transit efficiency from the continuous HOV lane through the corridor)

Final Determination: With input from EPA, FTA, Caltrans and FHWA (deferring their determination to Caltrans), the Task Force concluded the Richmond-San Rafael Bridge Open Road Tolling and I-580 Westbound High Occupancy Vehicle Lane project was not of air quality concern.

iv. I-580 Westbound High Occupancy Vehicle Lane Conversion Project

Ace Malisos (Kimley-Horn) began the presentation for the I-580 Westbound High Occupancy Vehicle Lane Conversion project by stating the The Bay Bridge Forward (BBF) Interstate 580 (I-580) Westbound (WB) High Occupancy Vehicle (HOV) Lane Extension project is in the City of Oakland. The Metropolitan Transportation Commission (MTC) is the Project sponsor, implementing agency, and lead agency on the project. Project partners include the Caltrans and the Alameda County Transportation Commission (CTC).

Mr. Malisos went on to say the I-580 Westbound High Occupancy Vehicle Lane Conversion project proposes to convert 1.7 miles of an existing general-purpose (GP) lane to an HOV lane. Signing and striping work would occur along the existing HOV lane between I-580 Post Mile 46.9 and I-580 Post Mile 46.7. The proposed HOV lane would extend from the beginning of the existing HOV lane on I-580 WB at the Interstate 80 (I-80) WB connector to approximately the Broadway-Richmond Boulevard Undercrossing. The project limit extends further along I-580 WB from the Broadway-Richmond Boulevard Undercrossing to I-580 Post Mile 43.2 at the Lake Park Ave Overcrossing for the installation of advanced HOV lane signs and restriping. No HOV lane extension is proposed for this portion of the Project site.

Project Location

Mr. Malisos pointed out; the purpose of the I-580 Westbound High Occupancy Vehicle Lane Conversion project is to:

- Increase person throughput during peak hours.
- Improve travel time reliability to support buses and high-occupancy vehicles.
- Encourage mode shift by providing travel time savings for HOV and transit users.

Mr. Malisos added GP Lane conversion to an HOV lane would entail the removal of current striping, application of new striping, and installation of signs. The proposed HOV lane would be an HOV 3+. The HOV lane would be separated from the remaining GP lanes by a combination of dashed white striping (continuous access), a single solid white stripe (access discouraged), or solid, double, white striping (restricted access). The proposed HOV lane would operate during the same hours as the existing facility between 5 A.M and 10 A.M. and 3 P.M. and 7 P.M. Monday through Friday. All Project work would occur within the current freeway roadway width and right-of way.

Final Determination: With input from EPA, FTA, Caltrans and FHWA (deferring their determination to Caltrans), the Task Force concluded the I-580 Westbound High Occupancy Vehicle Lane Conversion project was not of air quality concern.

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

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

The Task Force had no concerns.

Final Determination: With input from FTA, FHWA, EPA, Caltrans and MTC, the Task Force agreed that the projects on the exempt list **2b_POAQC_Exempt_List_012323.pdf** are exempt from $PM_{2.5}$ project level analysis.

3. Projects with Regional Air Quality Conformity Concerns

a. Regional Conformity Status for New and Revised Projects

Adam Crenshaw (MTC) stated MTC is proposing to add two projects the TIP through future amendments and the projects are scheduled to go to the Commission in March 2023. Abhijit Bagde (Caltrans) commented that Caltrans will be making an internal TIP approval on Friday (1/27/23) and Patrick Pittenger (FHWA) indicated he would follow-up with federal partners to complete the process.

Task Force members had no other comments.

b. Dumbarton Forward Operational Improvements Project

Eldar Levin (HDR) began the presentation for the Dumbarton Forward Operational Improvements project by identifying the project purpose and need –

Need:

- Significant highway peak period congestion results in increased travel times

- Accelerated growth in the jobs-housing imbalance between the East Bay and Peninsula has increased traffic congestion and travel times along the corridor
- Limited Transbay highway capacity is available, resulting in the need implement innovative strategies to improve operations and mobility, and incentivize bus use
- Current Transbay buses do not have travel time reliability for users

Purpose:

- Increase person throughput by encouraging use of Transbay bus services
- Improve travel time reliability for bus commuters
- Reduce peak-period congestion and delay along the SR 84/Dumbarton Bridge corridor

Mr. Levin went on to describe the Dumbarton Forward Operational Improvements project including the following components:

- Implement a contiguous preferential bus-only lane along the right side of Bayfront Expressway in both directions, between Marsh Rd and the Dumbarton Bridge (< 3 mi), by use of signing, striping, and signals
- Operate the PTBOL in the WB direction during the AM peak period, and in the EB direction during the PM peak period, at a maximum speed of 35 mph (Note: the PTBOL is closed all other times)
- Implement an additional traffic signal phase at the intersections with Marsh Rd and Willow Rd, to accommodate a dedicated left-turn phase for buses (in the WB direction)
- Deploy Transit Signal Prioritization at the following five intersections: Marsh Rd, Chrysler Dr, Chilco St, and the two Facebook Way intersections
- Complete other minor improvements – relocations and/or protection of fixed objects, cold planing and overlaying pavement sections, modifying curb ramps and sidewalks

Mr. Levin concluded the discussion of the Dumbarton Forward Operational Improvements project by indicating the following:

- The Project would reduce vehicle-hours of delay (VHD), person-hours of delay (PHD), travel times, and maximum individual delays: the Project would also increase travel speeds for all modes of travel;
- The PTBOL on SR 84/Bayfront Expressway would improve mobility between southern Alameda County and San Mateo County, increase person throughput, and reduce congestion within cities that are directly affected by traffic along the Dumbarton Bridge corridor;
- The Project is not anticipated to generate additional vehicular or truck trips, therefore AADT and truck percentages along SR 84 for the Build and No Build conditions are considered the same

After Mr. Levin's presentation, Harold Brazil (MTC) confirmed the Dumbarton Forward Operational Improvements project was included in MTC's travel demand modeling for the Plan Bay Area 2050 (PBA2050) conformity analysis and Patrick Pittenger (FHWA), Michael Dorantes (EPA) Alexander Smith (FTA) and Rodney Tavitas (Caltrans) concurred for the regional conformity determination for the project.

4. Consent Calendar

a. December 1, 2022 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

- Cam Oakes (Caltrans) and Cid Chiu (Caltrans) introduced themselves as the replacements for Dick Fahey's Caltrans District 4 Task Force representative.
- Andrea Gordon (BAAQMD) updated the group on EPA's proposal to lower the $PM_{2.5}$ annual standard and Michael Dorantes (EPA) followed the standard could be as low as 8 micrograms, or as high as 11 micrograms per cubic meter.
- Patrick Pittenger (FHWA) mentioned FWHA is currently looking to fill two positions: a Senior Community Planner for District 4 and an Air Quality Specialist.

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)

March 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-280 Winchester Boulevard Interchange Improvements Project
      ii. Interstate 680 Northbound Express Lane Completion Project
      iii. US 101/Tamalpais Drive Overcrossing Project
      iv. Sunnyvale SNAIL Safe Routes to School Project

   b. Confirm Projects Are Exempt from $PM_{2.5}$ Conformity
      Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern

3. Consent Calendar

   a. February 24, 2022 Air Quality Conformity Task Force Meeting Summary

4. Other Items

   Next Meeting: April 28, 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
https://bayareametro.zoom.us/j/84383698853

Meeting ID: 843 8369 8853
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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)
207.226.132.110 (Japan Tokyo)
149.137.24.110 (Japan Osaka)
Meeting ID: 843 8369 8853

Application of Criteria for a Project of Air Quality Concern
Project Title: Interstate 680 Northbound Express Lane Completion Project
Project Summary for Air Quality Conformity Task Force Meeting: March 24, 2022

Description

Project will address the gap in the northbound (NB) managed lane on Interstate 680 (I-680) between Livorna Road and State Route 242 (SR-242). Currently, I-680 NB includes an express lane from Alcosta Boulevard to Livorna Road and an HOV lane from SR-242 to about one mile south of the Benicia-Martinez Bridge Toll Plaza. The 'gap' between these two managed lane segments extends for 7.5 miles.

Four alternatives are being evaluated as part of the Project: one No Build alternative and three Build Alternatives. The four alternatives are:

No Build Alternative - Under the No-Build Alternative, northbound I-680 would remain in its current configuration and no improvements made.

Build Alternative 1c - Alternative 1C proposes to close the 7.5 mile "gap" between the two existing managed lane segments by constructing a northbound express lane from Livorna Road to SR-242 and by converting the existing northbound HOV lane that runs from SR-242 to just south of the Benicia-Martinez Bridge Toll Plaza to an express lane. The existing NB truck scale facility, south of the Treat Boulevard overcrossing structure between northbound I-680 and the Treat Boulevard off-ramp, would remain in its current condition and location.

Build Alternative 2 - Alternative 2 would leave a 2-mile gap in the northbound I-680 managed lane in the vicinity of the I 680/SR-24 interchange. Traffic operational improvements would be made by addressing the existing major bottleneck between North Main Street and Treat Boulevard. The existing weaving issues between these interchanges would be alleviated by modifying the on- and off-ramp configuration. The existing NB truck scale facility would not be removed or relocated; it would remain in its current condition and location.

Build Alternative 3 - Alternative 3 represents the combined project improvements proposed under Alternative 1C and Alternative 2. Alternative 3 would close the 7.5 mile "gap" between the two existing managed lane segments on I-680 by constructing a northbound express lane from Livorna Road to SR-242 and by converting the existing northbound HOV lane that runs from SR-242 to just south of the Benicia-Martinez Bridge Toll Plaza to an express lane. The existing NB truck scale facility would not be removed or relocated; it would remain in its current condition and location.

Background

- NEPA process for Environmental Impact Report/Environmental Assessment (EIR/EA) is in process
- Public review for Draft EIR/EA is anticipated May/June 2023
- No comments received on air quality thus far
- Seeking air quality conformity determination on or before December 2023
- Schedule based on deadline for STP funding allocation

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

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

- Not a new or expanded highway project.
- Improvements to I-680 NB managed lanes only.
- No change in traffic volume or truck percentages on I-680.

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

- Diesel vehicles (trucks) currently represent between 5.5% and 3.2% of the AADT on I-680, based on Caltrans 2020 Traffic Census Data. Truck percentages on NB I-680 are anticipated to be between 6.4% and 4% in the future years (2027, 2047, and 2050).

- Interchanges and/or intersections will not be significantly altered by the project, nor do they serve a significant number of diesel trucks.
- The project would not change land uses along the corridor. Thus, the project would not increase diesel traffic.

(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_{10} or $PM_{2.5}$ implementation plan as site of violation?
- No. The Project would not result in an increase of either PM_{10} or $PM_{2.5}$ levels compared to the No-Build Alternative. Additionally, the Project location is not in an area identified by the SIP as one that could violate or possibly violate the NAAQS for $PM_{2.5}$.

Application of Criteria for a Project of Air Quality Concern

Project Title: Interstate 680 Northbound Express Lane Completion Project
Summary for Air Quality Conformity
Task Force Meeting: March 24, 2022

Description

The Interstate 680 Northbound Express Lane Completion Project (Project) proposes to address the gap in the northbound (NB) managed lane on Interstate 680 (I-680) between Livorna Road and State Route 242 (SR-242). Currently, I-680 NB includes an express lane from Alcosta Boulevard to Livorna Road and an HOV lane from SR-242 to about one mile south of the Benicia-Martinez Bridge Toll Plaza. The 'gap' between these two managed lane segments extends for 7.5 miles.

Background

The Contra Costa Transportation Authority (CCTA), in cooperation with the California Department of Transportation (Caltrans) and Metropolitan Transportation Commission (MTC), is proposing to complete the Interstate 680 (I-680) express lane network in Contra Costa County, California, to improve system continuity, operations and provide congestion relief. The I-680 Northbound Express Lane Completion Project (Project) is part of the CCTA INNOVATE 680 Program, which seeks to implement a suite of projects that, when operating together, will address corridor-wide congestion, travel delays, and operational challenges.

Project of Air Quality Concern (40 CFR 93.123(b)(1))
(i) New or expanded highway projects with significant number/increase in diesel vehicles?

No.

- Not a new or expanded highway project.
- Improvements to I-680 NB managed lanes only.
- No change in traffic volume or truck percentages on I-680.

(ii) Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?
No.

- Diesel vehicles (trucks) currently represent between 5.5% and 3.2% of the AADT on I-680, based on Caltrans 2020 Traffic Census Data. Truck percentages on NB I-680 are anticipated to be between 6.4% and 4% in the future years (2027, 2047, and 2050).
- Interchanges and/or intersections will not be significantly altered by the project, nor do they serve a significant number of diesel trucks.
- The project would not change land uses along the corridor. Thus, the project would not increase diesel traffic.

(iii) New bus and rail terminals and transfer points?- No.

(iv) Expanded bus and rail terminals and transfer points?- No.

(v) Affects areas identified in PM_{10} or $PM_{2.5}$ implementation plan as site of violation?

No. The Project would not result in an increase of either PM_{10} or $PM_{2.5}$ levels compared to the No-Build Alternative. Additionally, the Project location is not in an area identified by the SIP as one that could violate or possibly violate the NAAQS for $PM_{2.5}$.

RTIP ID# *(required)* 21-T12-116

TIP ID# *(required)* CC-170017

Air Quality Conformity Task Force Consideration Date
3/24/2022

Project Description *(clearly describe project)*

The Contra Costa Transportation Authority (CCTA), in cooperation with the California Department of Transportation (Caltrans) and Metropolitan Transportation Commission (MTC), is proposing to complete the Interstate 680 (I-680) express lane network in Contra Costa County, California, to improve system continuity, congestion relief, and operations. The I-680 Northbound Express Lane Completion Project (Project) is part of the CCTA INNOVATE 680 Program, which seeks to implement a suite of projects that, when operating together, will address corridor-wide congestion, travel delays, and operational challenges. The Project limits on I-680 are from post mile (PM) R4.4 at the southern limit to PM 24.5 at the northern limit. More than one configuration is under consideration for the proposed Project, including the construction of a northbound express lane between Livorna Road and State Route 242 (SR-242) (PM R11.30 to R18.87, approximately 7.5 miles). In addition, the Project would convert the existing northbound high-occupancy vehicle (HOV) lane that runs from SR-242 to south of the Benicia-Martinez Bridge Toll Plaza (PM R18.87 to R23.28, approximately 4.6 miles) to an express lane. The Project also includes a design option for a striped buffer restriction towards the southern project limits, from PM R6.15 to R8.9. Project limits were extended to PM R4.4 to accommodate signing and lighting requirements for the design option buffer. .

Four alternatives are being evaluated as part of the Project: one no build alternative and three build alternatives. The Build Alternatives satisfy the Project purpose and need, while avoiding and/or minimizing environmental impacts. The four alternatives are:

No Build Alternative - Under the No-Build Alternative, northbound I-680 would remain in its current configuration and no improvements made.

Build Alternative 1c - Alternative 1C proposes to close the 7.5 mile “gap” between the two existing managed lane segments by constructing a northbound express lane from Livorna Road to SR-242 and by converting the existing northbound HOV lane that runs from SR-242 to just south of the Benicia-Martinez Bridge Toll Plaza to an express lane. The existing NB truck scale facility, south of the Treat Boulevard overcrossing structure between northbound I-680 and the Treat Boulevard off-ramp, would remain in its current condition and location.

Build Alternative 2 - Alternative 2 would leave a 2-mile gap in the northbound I-680 managed lane in the vicinity of the I 680/SR-24 interchange. Traffic operational improvements would be made by addressing the existing major bottleneck between North Main Street and Treat Boulevard. The existing weaving issues between these interchanges would be alleviated by modifying the on- and off-ramp configuration. The existing NB truck scale facility would not be removed or relocated; it would remain in its current condition and location.

Build Alternative 3 - Alternative 3 represents the combined project improvements proposed under Alternative 1C and Alternative 2. Alternative 3 would close the 7.5 mile “gap” between the two existing managed lane segments on I-680 by constructing a northbound express lane from Livorna Road to SR-242 and by converting the existing northbound HOV lane that runs from SR-242 to just south of the Benicia-Martinez Bridge Toll Plaza to an express lane. The existing NB truck scale facility would not be removed or relocated; it would remain in its current condition and location.

Design Option A - As a design option, an approximately 2.75-mile long striped buffer restriction from PM R6.15 to PM R8.9 at the southern end of the project limits is included for all build alternatives. The proposed buffer would include a striped double white line restricting access to the express lane between the Sycamore Valley Road NB off-ramp and El Pintado Road NB on-ramp. The southern limits would be extended to post mile R4.4 to accommodate signs and lighting. The purpose of the buffer is to address potential traffic congestion and weaving that may occur in this area based on preliminary traffic modeling results. Construction of Design Option A would be included in any of the three build alternatives, if needed, and would not result in increase in construction duration.

Type of Project:
Express Lane Extension/Gap Closure, Extend HOV lane

County	***Narrative Location/Route & Postmiles***
Contra Costa County	Construct an Express Lane on NB I680 from Livorna Rd. to SR-242 (PM R11.30 to R18.87, approximately 7.5 miles). Convert existing HOV lane to Express Lane on NB I-680 from Livorna to Benicia-Martinez Bridge (PM R18.87 to R23.28, approximately 4.6 miles) . **Caltrans Projects – EA#** 04-0Q3100

Lead Agency: Contra Costa Transportation Authority (CCTA)

Contact Person	*Phone#*	*Fax#*	*Email*
Stephanie Hu	(925) 256-4740		StephanieH@ccta.net

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

Categorical Exclusion (NEPA)	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	*Other*
	X			

Scheduled Date of Federal Action: June 2024

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

	Section 326 – Categorical Exclusion		**Section 327 – Non-Categorical Exclusion**
		X	

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	June 2020	June 2024	June 2024	January 2026
End	June 2024	December 2026	December 2026	December 2027

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

The purpose of the proposed Project is to:

- Reduce peak-period congestion and delay on northbound I-680.
- Reduce travel time and improve travel time reliability for travelers in the corridor.
- Encourage use of high occupancy vehicles and transit service.
- Optimize use of the existing HOV lane capacity in the I-680 corridor.
- Offer non-carpool eligible drivers a reliable travel time option.

The need for the project to address existing transportation problems within the PSL are:

- Congestion – Northbound I-680 general-purpose lanes within the area experience substantial congestion (over 30 minutes of delay) during peak hours.
- System Continuity – There is a 7.5-mile gap in the existing northbound I-680 managed lane system between Livorna Road and SR-242; system continuity is lacking through this area, diminishing the effectiveness of the managed lane system, and increasing travel time for all users.
- Operational Improvements – The weaving movement between Lawrence Way and Treat Boulevard creates a bottleneck on I-680 and a traffic queue as far back as Livorna Road during the peak traffic period. The situation is compounded by the gap in the managed lane system.

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

The Project is located primarily within the cities of Walnut Creek, Pleasant Hill, Concord, and Martinez in Contra Costa County, California (Figure 1). The Project is bounded from Fostoria Way to slightly north of Marina Vista Road by an urbanized area with residential and commercial development south of State Route 4 (SR-4), and industrial and residential areas north of SR-4 (Figure 2). The Waterbird Regional Preserve, a 198-acre regional park that primarily consists of the Al McNabney Marsh, lies east of I-680 at the northern end of the Project.

I-680 is a major north-south freeway connecting the Southern San Francisco Bay Area with Interstate 80 (I-80), which crosses the Central Valley including the Sacramento metropolitan area. I-680 passes through Santa Clara, Alameda, Contra Costa, and Solano counties. I-680 is part of the National Network under the Surface Transportation Assistance Act (STAA) and provides connections to other National Network routes (such as I-580). I-680 also provides connections to STAA Terminal Access Routes and California Legal Truck Routes such as SR 84.

Land uses adjacent to the project area consist of both urban/developed land and open space and include industrial, residential, public/semi-public development. The existing (i.e., 2020) average truck volumes and percentages for the project area are provided in the table below. The project would not result in changes to land use that would affect diesel truck traffic in the area. Truck AADTs range between 9,440 and 5,643 (5.46 to 3.23 percent) based on the land uses served by this segment of I-680.

Average Truck Volumes – 2020 (Source: Caltrans Traffic Census Program)

I-680 POSTMILE	DESCRIPTION	TRUCK AADT TOTAL	TRK PERCENT TOT	2 AXLE AADT	2 AXLE %	3 AXLE AADT	3 AXLE %	4 AXLE AADT	4 AXLE %	5 AXLE AADT	5 AXLE %
0.020	ALAMEDA/CONTRA COSTA COUNTY LINE	9,440	5.46	5,912	62.63	610	6.46	295	3.13	2,623	27.79
14.383	WALNUT CREEK, JCT. RTE. 24 WEST	9,073	5.25	4,264	47.00	922	10.18	400	4.41	3,487	38.42
15.606	WALNUT CREEK, NORTH MAIN STREET	7,286	3.23	3,693	50.51	731	9.92	366	5.03	2,496	34.55
18.707	CONCORD, JCT. RTE. 242 NORTH	7,220	4.41	3,699	51.36	721	9.98	292	4.02	2,508	34.65
21.191	JCT. RTE. 4	5,643	4.76	2,927	51.85	712	13.23	180	3.28	1,826	31.65

Figure 1. Regional Location and Project Vicinity

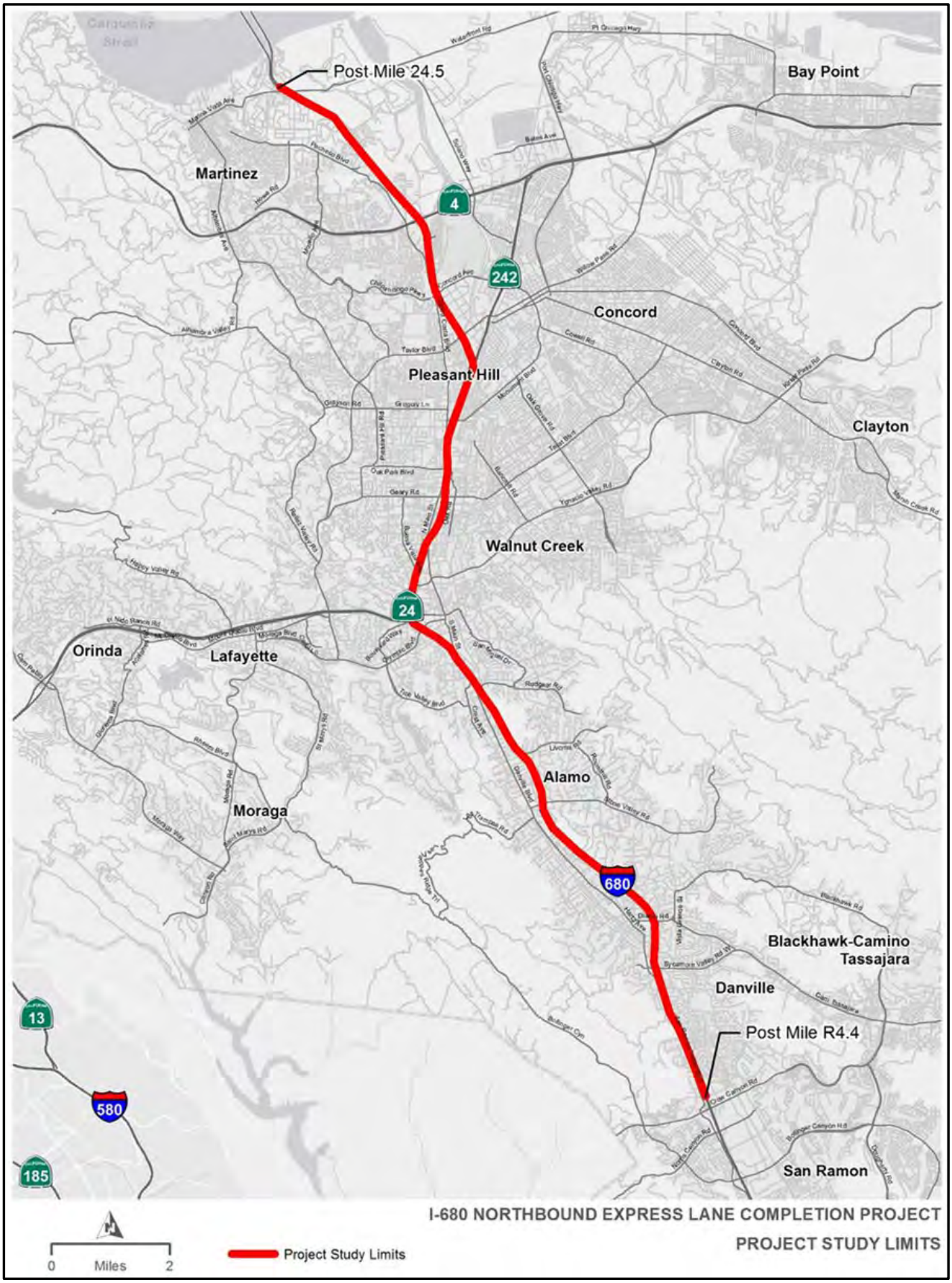


Figure 2. Project Study Limits

Brief summary of assumptions and methodology used for conducting analysis

Kittelson & Associates, Inc. developed the traffic forecasts by using the Contra Costa travel demand model. The model did not forecast truck percentages, therefore existing condition truck percentages provided by Kittelson & Associates, Inc. are used to estimate truck AADT given traffic forecasts for the Build and No-Build conditions. The project would not cause any changes in truck volumes, as it will not change adjacent land uses nor increase capacity for truck traffic.

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

Opening Year 2027

	Total NB AADT				NB Truck AADT				% Trucks			
	No Build	Alt 1c	Alt 2	Alt 3	No Build	Alt 1c	Alt 2	Alt 3	No Build	Alt 1c	Alt 2	Alt 3
N. of Alcosta	91,516	93,007	92,745	93,024	4,850	4,929	4,915	4,930	5.30	5.30	5.30	5.30
N. of Crow Canyon	103,687	105,506	105,216	105,536	5,145	5,218	5,204	5,222	4.96	4.95	4.95	4.95
N. of Sycamore Valley	108,570	111,136	110,667	111,103	5,395	5,558	5,528	5,558	4.97	5.00	5.00	5.00
N. of El Cerro	108,000	110,502	110,070	110,468	5,361	5,517	5,490	5,518	4.96	4.99	4.99	4.99
N. of Stone Valley	108,685	115,066	114,532	115,011	5,406	5,793	5,754	5,786	4.97	5.03	5.02	5.03
N. of Livorna	112,630	119,186	118,685	119,176	7,208	6,066	6,035	6,059	6.40	5.09	5.08	5.08
N. of Rudgear	115,699	120,939	119,237	120,922	7,405	6,194	6,102	6,188	6.40	5.12	5.12	5.12
S. of Olympic	105,720	111,041	108,521	111,034	6,766	5,756	6,945	5,773	6.40	5.18	6.40	5.20
N. of Olympic	85,629	93,027	88,814	93,405	5,480	4,603	5,684	4,645	6.40	4.95	6.40	4.97
S. of Ygnacio Valley	143,147	151,725	146,855	151,606	5,869	5,355	6,021	5,362	4.10	3.53	4.10	3.54
S. of N. Main	143,147	151,725	146,855	151,606	5,440	4,963	4,709	4,969	3.80	3.27	3.21	3.28
S. of Treat	155,772	165,728	147,479	145,042	4,206	3,905	3,363	3,354	2.70	2.36	2.28	2.31
N. of Oak Park	156,623	167,534	167,679	168,146	6,108	5,594	5,645	5,611	3.90	3.34	3.37	3.34
N. of Monument	146,856	156,101	155,683	156,224	5,727	5,236	5,181	5,229	3.90	3.35	3.33	3.35
S. of Willow Pass	77,561	86,693	86,460	86,605	3,430	3,178	3,118	3,159	4.42	3.67	3.61	3.65
N. of Willow Pass	89,628	96,006	95,751	95,862	4,021	3,634	3,573	3,613	4.49	3.79	3.73	3.77
N. of Concord Ave.	98,156	104,065	103,928	104,024	2,376	2,230	2,197	2,218	2.42	2.14	2.11	2.13
N. of SR 4	90,884	94,943	94,850	94,964	5,571	5,146	5,125	5,134	6.13	5.42	5.40	5.41
S. of Waterfront	86,742	89,688	89,596	89,706	5,211	4,773	4,756	4,761	6.01	5.32	5.31	5.31
N. of Waterfront	91,196	93,371	93,256	93,383	6,201	6,349	6,341	6,350	6.80	6.80	6.80	6.80
Benecia Bridge	91,196	93,371	93,256	93,383	6,201	6,349	6,341	6,350	6.80	6.80	6.80	6.80

Source: Based on traffic forecasts provided by Kittelson & Associates, Inc. (Innovate680_Segments_20220216.xlsx)

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

Design Year 2047

I-680 NB Location	Total NB AADT				NB Truck AADT				% Trucks			
	No Build	Alt 1c	Alt 2	Alt 3	No Build	Alt 1c	Alt 2	Alt 3	No Build	Alt 1c	Alt 2	Alt 3
N. of Alcosta	106,838	108,417	108,067	108,393	4,376	4,462	4,444	4,460	4.10	4.12	4.11	4.11
N. of Crow Canyon	110,525	112,732	112,454	112,690	5,519	5,657	5,646	5,655	4.99	5.02	5.02	5.02
N. of Sycamore Valley	116,495	119,232	118,860	119,383	5,891	6,057	6,043	6,061	5.06	5.08	5.08	5.08
N. of El Cerro	115,010	117,789	117,418	117,792	5,793	5,964	5,951	5,959	5.04	5.06	5.07	5.06
N. of Stone Valley	116,607	123,264	122,835	123,248	5,890	6,285	6,281	6,282	5.05	5.10	5.11	5.10
N. of Livorna	119,352	127,460	126,936	127,661	7,639	6,571	6,560	6,581	6.40	5.16	5.17	5.15
N. of Rudgear	123,731	129,695	128,449	129,677	7,919	6,744	6,695	6,748	6.40	5.20	5.21	5.20
S. of Olympic	112,644	119,091	117,054	119,095	7,209	6,129	7,491	6,139	6.40	5.15	6.40	5.15
N. of Olympic	92,429	101,902	96,830	102,285	5,915	5,029	6,197	5,063	6.40	4.94	6.40	4.95
S. of Ygnacio Valley	149,828	161,563	154,059	161,256	6,143	5,668	6,316	5,662	4.10	3.51	4.10	3.51
S. of N. Main	149,828	161,563	154,059	161,256	5,693	5,253	4,926	5,247	3.80	3.25	3.20	3.25
S. of Treat	163,277	175,949	156,727	157,132	4,408	4,121	3,572	3,617	2.70	2.34	2.28	2.30
N. of Oak Park	164,653	177,607	177,447	178,456	6,421	5,971	5,968	6,010	3.90	3.36	3.36	3.37
N. of Monument	156,073	166,474	166,230	166,715	6,087	5,562	5,538	5,575	3.90	3.34	3.33	3.34
S. of Willow Pass	84,850	94,489	94,491	94,655	3,559	3,460	3,442	3,474	4.19	3.66	3.64	3.67
N. of Willow Pass	98,457	105,012	104,766	105,051	4,226	3,976	3,946	3,983	4.29	3.79	3.77	3.79
N. of Concord Ave.	108,394	114,349	114,202	114,473	2,511	2,445	2,427	2,451	2.32	2.14	2.13	2.14
N. of SR 4	102,234	106,246	106,031	106,294	6,012	5,678	5,678	5,682	5.88	5.34	5.36	5.35
S. of Waterfront	98,899	101,492	101,234	101,484	5,689	5,328	5,315	5,337	5.75	5.25	5.25	5.26
N. of Waterfront	106,809	109,013	108,843	108,987	7,263	7,413	7,401	7,411	6.80	6.80	6.80	6.80
Benecia Bridge	106,809	109,013	108,843	108,987	6,531	6,643	6,636	6,640	6.11	6.09	6.10	6.09

Source: Based on traffic forecasts provided by Kittelson & Associates, Inc. (Innovate680_Segments_20220216.xlsx)

RTP Horizon Year 2050

I-680 NB Location	Total NB AADT				NB Truck AADT				% Trucks			
	No Build	Alt 1c	Alt 2	Alt 3	No Build	Alt 1c	Alt 2	Alt 3	No Build	Alt 1c	Alt 2	Alt 3
N. of Alcosta	109,137	110,728	110,365	110,699	4,305	4,392	4,373	4,390	3.94	3.97	3.96	3.97
N. of Crow Canyon	111,550	113,816	113,540	113,763	5,575	5,723	5,712	5,720	5.00	5.03	5.03	5.03
N. of Sycamore Valley	117,684	120,446	120,089	120,625	5,966	6,132	6,120	6,136	5.07	5.09	5.10	5.09
N. of El Cerro	116,061	118,882	118,521	118,891	5,858	6,031	6,020	6,025	5.05	5.07	5.08	5.07
N. of Stone Valley	117,795	124,493	124,081	124,484	5,963	6,359	6,360	6,356	5.06	5.11	5.13	5.11
N. of Livorna	120,360	128,701	128,174	128,933	7,703	6,647	6,639	6,659	6.40	5.16	5.18	5.16
N. of Rudgear	124,936	131,009	129,831	130,990	7,996	6,827	6,784	6,832	6.40	5.21	5.23	5.22
S. of Olympic	113,683	120,298	118,334	120,305	7,276	6,185	7,573	6,194	6.40	5.14	6.40	5.15
N. of Olympic	93,450	103,233	98,033	103,617	5,981	5,093	6,274	5,126	6.40	4.93	6.40	4.95
S. of Ygnacio Valley	150,830	163,039	155,139	162,703	6,184	5,715	6,361	5,707	4.10	3.51	4.10	3.51
S. of N. Main	150,830	163,039	155,139	162,703	5,732	5,297	4,959	5,289	3.80	3.25	3.20	3.25
S. of Treat	164,403	177,482	158,114	158,946	4,439	4,153	3,604	3,657	2.70	2.34	2.28	2.30
N. of Oak Park	165,858	179,118	178,912	180,002	6,468	6,027	6,017	6,070	3.90	3.36	3.36	3.37
N. of Monument	157,456	168,030	167,812	168,289	6,141	5,610	5,591	5,627	3.90	3.34	3.33	3.34
S. of Willow Pass	85,944	95,659	95,696	95,862	3,579	3,503	3,491	3,521	4.16	3.66	3.65	3.67
N. of Willow Pass	99,782	106,363	106,119	106,430	4,257	4,027	4,002	4,039	4.27	3.79	3.77	3.79
N. of Concord Ave.	109,929	115,891	115,743	116,040	2,532	2,477	2,462	2,486	2.30	2.14	2.13	2.14
N. of SR 4	103,936	107,942	107,708	107,993	6,078	5,758	5,761	5,764	5.85	5.33	5.35	5.34
S. of Waterfront	100,723	103,262	102,980	103,251	5,760	5,411	5,399	5,423	5.72	5.24	5.24	5.25
N. of Waterfront	109,151	111,359	111,181	111,328	7,422	7,572	7,560	7,570	6.80	6.80	6.80	6.80
Benecia Bridge	109,151	111,359	111,181	111,328	6,580	6,687	6,680	6,684	6.03	6.01	6.01	6.00
N. of Alcosta	109,137	110,728	110,365	110,699	4,305	4,392	4,373	4,390	3.94	3.97	3.96	3.97
N. of Crow Canyon	111,550	113,816	113,540	113,763	5,575	5,723	5,712	5,720	5.00	5.03	5.03	5.03

Source: Based on traffic forecasts provided by Kittelson & Associates, Inc. (Innovate680_Segments_20220216.xlsx)

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

Not Applicable – facility is an Interstate corridor.

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

Not Applicable – facility is an Interstate corridor.

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 – facility is an Interstate corridor.

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 – facility is an Interstate corridor.

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

The proposed Project would implement congestion priced tolling in the proposed express lane to provide a more reliable travel time option to travelers. It would encourage use of high occupancy vehicles and transit service by offering free access to the express lane. The proposed Project would also shift SOV drivers choosing to pay a toll from the general-purpose lanes to the Express Lane. It would also reduce recurring peak-period traffic congestion and delay on northbound I-680, which would reduce travel times for all travelers. In addition, the Project would optimize the use of the existing HOV lane capacity north of SR-242 by converting the HOV lane to an express lane. It should be noted that only two-axle vehicles are permitted in Express Lanes.

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 Build Alternatives do not change the number of diesel vehicles using the corridor nor do they degrade the LOS of the interchanges in in the corridor. The primary purpose of the project is to provide a reliable travel time option, encourage use of high occupancy vehicles and transit service while, at the same time, optimizing the use of the existing HOV lane capacity in the I-680 corridor to better meet current and future traffic demands for personal vehicles and transit (i.e., gasoline and electric powered 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 I-680 corridor is not an area identified by the SIP as a location where the NAAQS for $PM_{2.5}$ could be violated or possibly violated.

CCTA Northbound 680 Express Lane Completion Project

Prepared for the Bay Area Air Quality Conformity Task Force

March 24, 2022

Presented by: Sheena Patel, HDR

PROJECT OVERVIEW

Project Limits

LEGEND/KEY

- Project limits
- SB & NB Express Lanes

Project Purpose

- **The purpose of the I-680 Express Lane Completion Project is to:**


Reduce peak-period congestion and delay

Optimize use of existing HOV lane capacity


Improve travel time reliability

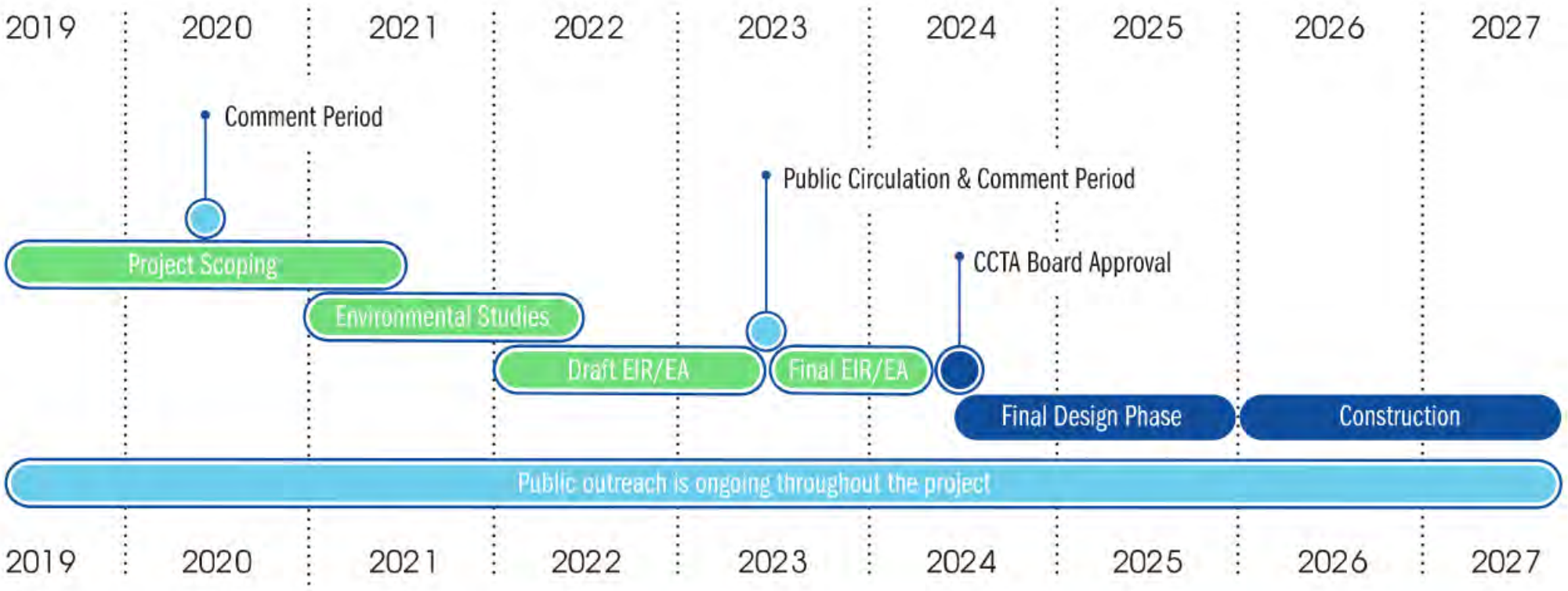

Provide efficient travel options for all vehicles

Project Need

The project is needed to address existing transportation problems within the project study limits:

- **Congestion** – Northbound I-680 general-purpose lanes within the area experience substantial congestion (over 30 minutes of delay) during peak hours.
- **System Continuity** – There is a 7.5-mile gap in the existing northbound I-680 managed lane system between Livorna Road and SR-242; system continuity is lacking through this area, diminishing the effectiveness of the managed lane system, and increasing travel time for all users.
- **Operational Improvements** – The weaving movement between Lawrence Way and Treat Boulevard creates a bottleneck on I-680 and a traffic queue as far back as Livorna Road during the peak traffic period. The situation is compounded by the gap in the managed lane system.

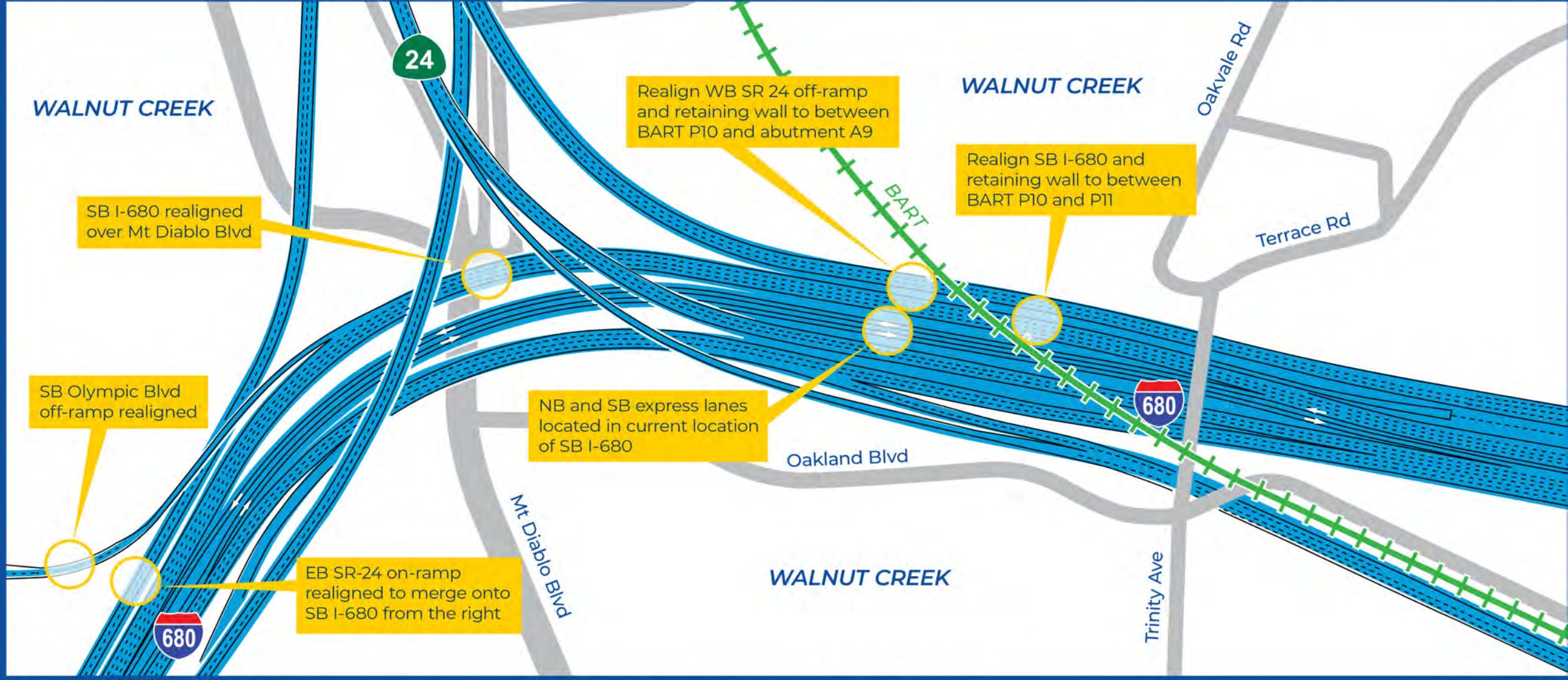
Project Schedule



PROJECT ALTERNATIVES

Build Alternatives

- Three Build Alternatives
  - **Alternative 1C**
    - Close the Gap with Realignment
  - **Alternative 2**
    - Reduce the Gap plus Braided Ramps
  - **Alternative 3**
    - Close the Gap with Realignment plus Braided Ramps
  - Received comments through the environmental scoping process on alternatives. Recommendations are being investigated.



Innovate 680 | Express Lane Completion Project

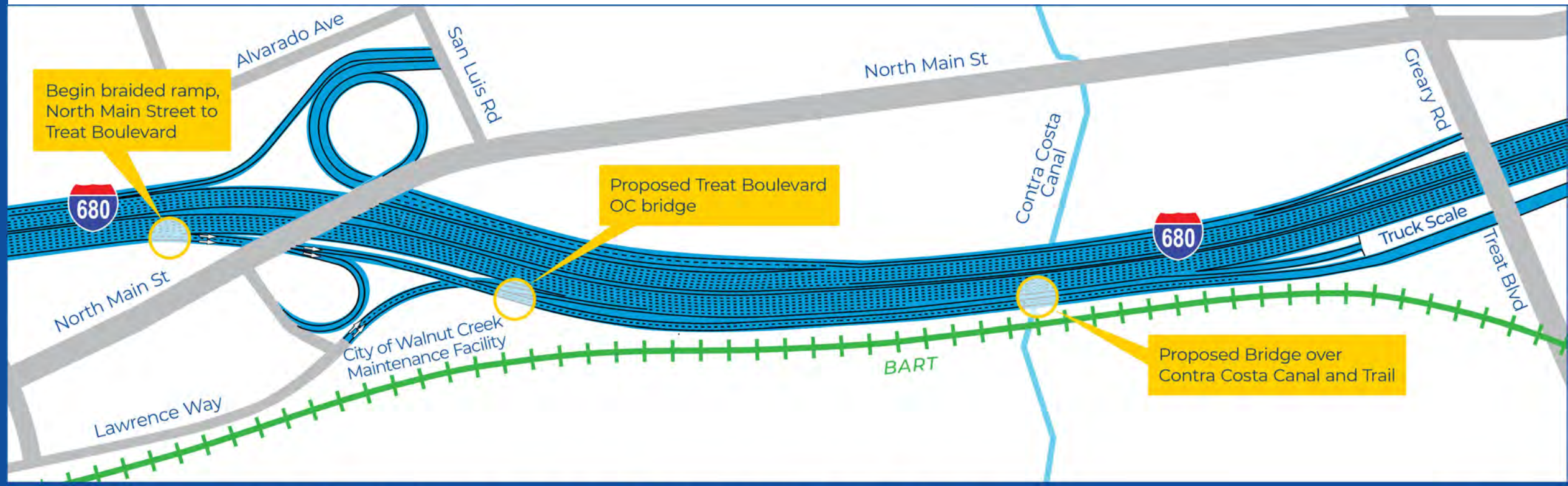
Alternative 1C — Close the Gap with Realignment

Innovate 680 | Express Lane Completion Project

Existing Condition

Innovate 680 | Express Lane Completion Project

Alternative 1C



Innovate 680 | Express Lane Completion Project

Alternative 2 — Reduce the Gap plus Braided Ramps

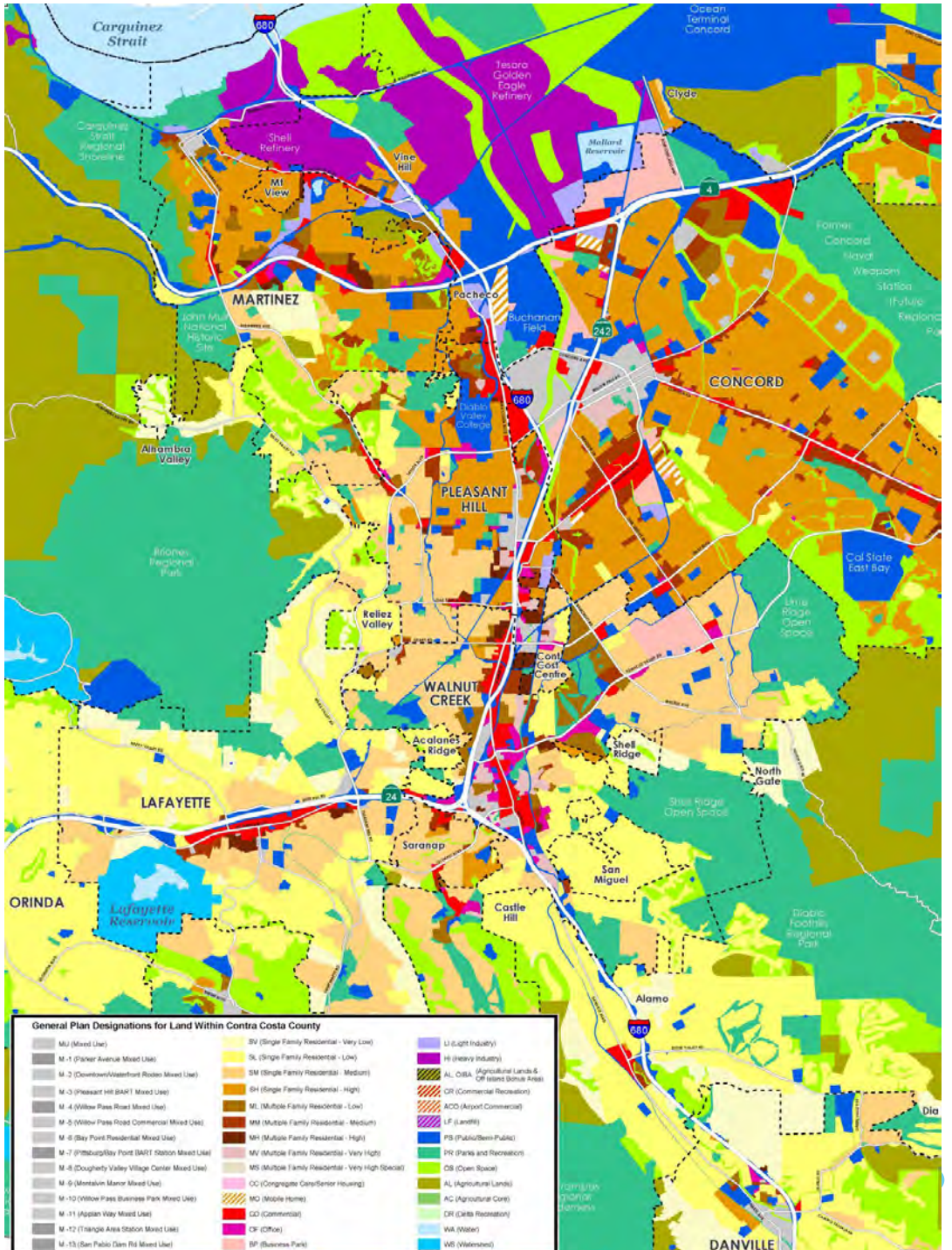
Innovate 680 | Express Lane Completion Project

Alternative 3 — Close the Gap with Realignment plus Braided Ramps

Land Uses

The project location and adjacent study area land uses are predominately:

- Commercial and Retail
- Residential
- Industrial
- Research and Development
- Open Space/Recreation



Opening Year 2027 AADT Summary
@ I-680 North of Oak Park

Alternative	Total AADT	Truck AADT*	% Truck AADT Change**
No Build	156,623	6,108	
Alternative 1c	167,534	5,594	-9.2
Alternative 2	167,679	5,645	-8.2
Alternative 3	168,146	5,611	-8.8

Source: Kittleson & Associates Traffic Forecast, 2022
*Based on GP lanes forecast
**Based on Total AADT volumes (GP and EL volumes)

Design Year 2047 AADT Summary
@ I-680 North of Oak Park

Alternative	Total AADT	Truck AADT*	% Truck AADT Change**
No Build	164,653	6,421	
Alternative 1c	177,607	5,971	-7.5
Alternative 2	177,447	5,968	-7.6
Alternative 3	178,456	6,010	-6.8

Source: Kittleson & Associates Traffic Forecast, 2022
*Based on GP lanes forecast
**Based on Total AADT volumes (GP and EL volumes)

Design Year 2047 Vehicle Hours of Delay

	No Build	Alt 1C	Alt 2	Alt 3
VHT (hr.)	45,738	44,280	41,329	45,296
Total delay (hr.)	27,324	25,390	22,226	26,136
Avg delay (sec/veh)	502	468	407	484

Source: DKS Associates I-680 NB Express Lanes VISSIM Operations Analysis, 2022

Not a Project of Air Quality Concern

- Diesel vehicles (trucks) currently represent between 5.5% and 3.2% of the AADT on I-680, based on Caltrans 2020 Traffic Census Data. Truck percentages on NB I-680 are anticipated to be between 6.4% and 4% in the future years (2027, 2047, and 2050).
- Interchanges and/or intersections will not be significantly altered by the project, nor do they serve a significant number of diesel trucks.
- The project would not change land uses along the corridor. Thus, the project would not increase diesel traffic.

Questions

THANK YOU

From:	Fund Management System
To:	stephanieh@ccta.net; Kevin Chen
Cc:	Fund Management System; Harold Brazil
Subject:	FMS POAQC Project TIP ID CC-170017 (I-680 NB Express Lane Completion) update: Project is a not a POAQC
Date:	Friday, April 1, 2022 10:02:32 AM

Dear Project Sponsor

Based on the recent interagency consultation with the Air Quality Conformity Task force, Project TIP ID CC-170017 (FMS ID:6563.00) does not fit the definition of a project of air quality concern as defined by 40 CFR 93.123(b)(1) or 40 CFR 93.128 and therefore is not subject to PM2.5 project level conformity requirement. Please save this email as documentation confirming the project has undergone and completed the interagency consultation requirement for PM2.5 project level conformity. Note project sponsors are required to undergo a proactive public involvement process which provides opportunity for public review as outlined by 40 CFR 93.105(e). For projects that are not of air quality concern, a comment period is only required for project level conformity determinations if such a comment period would have been required under NEPA. For more information, please see FHWA PM2.5 Project Level Conformity Frequently Asked Questions (FAQ):
http://www.fhwa.dot.gov/environment/air_quality/conformity/reference/faqs/pm25faqs.cfm

If you have any questions, please direct them to Harold Brazil at hbrazil@bayareametro.gov or by phone at 415-778-6747

Air Quality Conformity Task Force
Summary Meeting Notes
March 24, 2022

Participants:
Lexie Arellano – Caltrans
Kevin Krewson – Caltrans
Chris Lillie – VTA
Jacqueline Kahrs – Caltrans
Erika Espinosa Araiza – Caltrans
Lani Lee Ho – VTA
Patrick Pittenger – FHWA
Maria Levario – HDR
Abhijit Bagde – Caltrans
John Hesler – David Powers & Associates
Sheena Patel – HDR
Rodney Tavitas – Caltrans
Alex Jewell – Kimley-Horn
Stephanie Hu – CCTA
Panah Stauffer – EPA
Dick Fahey – Caltrans
Joon Kang – Caltrans
Genay Markham – Leadership Development & Advocacy
Shilpa Mareddy – Caltrans
Joseph Vaughn – FHWA
Jay Witt – Illingworth & Rodkin Inc
Danielle Sanchez – Mark Thomas
Mike Aronson – Kittelson & Associates, Inc
Charlie Winter – Caltrans
George Gorman – HDR
Phil Pierce – Zoox
John Saelee – MTC
Adam Crenshaw – MTC
Harold Brazil – MTC

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. **Sunnyvale SNAIL Safe Routes to School Project**

Alex Jewell (Kimley-Horn) described the purpose of the Sunnyvale SNAIL Safe Routes to School project is to close slip lanes, add bulbouts, install detection systems, ADA compliant pedestrian signals, enhance existing bike lanes to include green bike lanes, create new bicycle lanes and bicycle boulevards. Mr. Jewell added the project is needed to provide increased safety to pedestrians and bicyclists. Many of the proposed intersections have been challenging to navigate for pedestrians and cyclists. There is also a need to provide bike and pedestrian enhancements around Columbia and San Miguel Elementary Schools.

Mr. Jewell added the Sunnyvale SNAIL Safe Routes to School project will provide various improvements at 23 intersections, including:

- New bulbouts

- Create new bicycle lanes and bicycle boulevards, enhance existing bike lanes, add green bike lanes
- Add high visibility crosswalks and install crosswalk warning systems at selected locations
- Safe Routes to Schools (SRTS) improvements will be constructed for Columbia and San Miguel Elementary Schools

Mr. Jewell mentioned some of the background activities as part of the Sunnyvale SNAIL Safe Routes to School project involving community engagement (which prioritize providing active transportation improvements closer to the schools), project scope changes, CTC approvals at their December 2020 and January 2021 meetings and (most recently) March 2022 CEQA project approval.

Final Determination: With input from EPA, FTA (via email), FHWA (deferring their determination to Caltrans) and Caltrans, the Task Force concluded the Sunnyvale SNAIL Safe Routes to School project was not of air quality concern.

ii. I-280 Winchester Boulevard Interchange Improvements Project

Chris Lillie (VTA) began his presentation of the I-280 Winchester Boulevard Interchange Improvements project by indicating the Project would modify the existing I-280/Winchester Boulevard interchange by constructing a new tunnel off-ramp from northbound I-280 to Winchester Boulevard. The Project would also construct a new direct connector ramp from northbound SR 17 to northbound I-280 and would replace the existing Monroe Pedestrian Overcrossing improving the improve bicycle/pedestrian access and transit connectivity in the project area.

- *Tunnel Off-Ramp to Winchester Boulevard via Tisch Way*

The new off-ramp from northbound I-280 would connect to Winchester Boulevard via Tisch Way. The new off-ramp would diverge from the current northbound I-280 off-ramp to Stevens Creek Boulevard; run parallel to northbound I-280 separated by a concrete barrier; cross under the I-880 separation structure, which would be widened with tie-back walls; cross under the existing southbound I-280 to northbound I-880 connector ramp structure; tunnel for a total distance of approximately 640 feet under a new northbound SR17 to northbound I-280 connector ramp, the existing southbound I-880 to northbound I-280 connector ramp, and Tisch Way; and rise to terminate at the Tisch Way and Hatton Street intersection. A new traffic signal would be installed at the intersection of Tisch Way and Hatton Street to replace the existing traffic signal used with the current intersection layout.

- *Flyover Connector Ramp*

The existing northbound SR17 to northbound I-280 loop ramp conflicts with the proposed new off-ramp from northbound I-280 to Winchester Boulevard. Therefore, the loop ramp would be removed and replaced with a new northbound SR17 to northbound I-280 direct connector ramp. The connector ramp would diverge from the existing northbound SR17 to southbound I-280 connector ramp and would "flyover" the I-280/I-880/SR17 interchange entering northbound I-

280 west of the I-280/I-880/SR17 interchange. The new connector ramp would reach a maximum height of approximately 70 feet above the northbound off-ramp from I-280 to Stevens Creek Boulevard. The connector ramp would widen to two (2) lanes along its length before merging to one lane and entering northbound I-280 as a fourth lane. The flyover connector ramp would be metered with two (2) mixed-flow lanes.

- *Monroe Pedestrian Overcrossing*

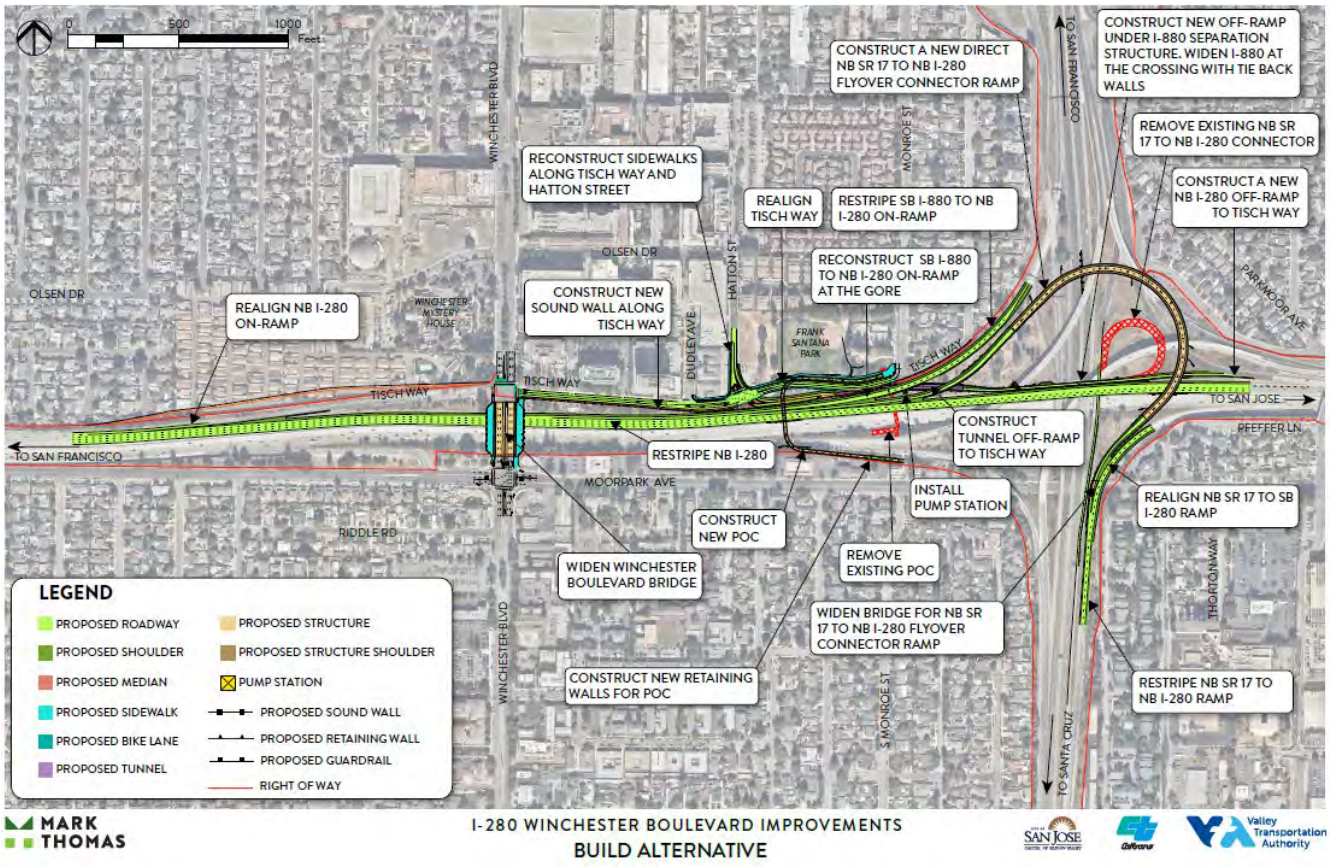
The existing Monroe bike/pedestrian over crossing (POC) over I-280 conflicts with the proposed northbound I-280 off-ramp to Winchester Boulevard. It would, therefore, be removed and replaced with a new POC. The north landing for the new POC would be constructed at the corner of Monroe Street and Tisch Way within Frank Santana Park. The new POC would be approximately 16-feet wide and reach a maximum height of approximately 30 feet.

- *Frank Santana Park*

To accommodate the proposed off-ramp from northbound I-280 to Winchester Boulevard and the reconstruction of the Monroe POC, the walking paths and softball field in Frank Santana Park would be shifted and realigned. Two vacant parcels located on the western edge of Santana Park, fronting Hatton Street, would be purchased, and the portion not needed for Project-related improvements would be transferred to the City of San Jose for expansion of Santana Park.

- *Other Project Elements*

    - The existing southbound I-880 to northbound I-280 connector ramp would be restriped to accommodate two (2) mixed-flow lanes and realigned to provide a 1,000-foot auxiliary lane before merging onto the northbound I-280 mainline. The connector ramp would be metered with two (2) mixed-flow lanes.
    - The existing Winchester Boulevard bridge over I-280 would be widened to provide enhanced bicycle and pedestrian facilities in both directions.
    - Buffered bike lanes and pedestrian facilities would be added on both northbound and southbound Winchester Boulevard within the project limits.
    - A buffered bike lane would be constructed on the southside of Tisch Way from Monroe Street to Winchester Boulevard.
    - A combination of multi-use path, buffered bike lane, and designated bike route would be added on the north side of Tisch Way from Monroe Street to Winchester Boulevard.
    - Emergency vehicle preemption would be added to traffic signals at the intersections of Tisch Way and Hatton Street and Tisch Way and Winchester Boulevard.



The Task Force had no follow-up questions for Mr. Lillie on the I-280 Winchester Boulevard Interchange Improvements project.

Final Determination: With input from EPA, FTA (via email), FHWA and Caltrans (deferring their determination to FHWA), the Task Force concluded the I-280 Winchester Boulevard Interchange Improvements project was not of air quality concern.

iii. Interstate 680 Northbound Express Lane Completion Project

Sheena Patel (HDR) opened her presentation of the Interstate 680 Northbound Express Lane Completion project by identifying the purpose of the I-680 Express Lane Completion Project is to:

- Reduce peak-period congestion and delay
- Optimize use of existing HOV lane capacity
- Improve travel time reliability
- Provide efficient travel options for all vehicles

Ms. Patel added the Interstate 680 Northbound Express Lane Completion project is needed to address the following existing transportation problems within the project study limits:

- **Congestion** – Northbound I-680 general-purpose lanes within the area experience substantial congestion (over 30 minutes of delay) during peak hours.

- **System Continuity** – There is a 7.5-mile gap in the existing northbound I-680 managed lane system between Livorna Road and SR-242; system continuity is lacking through this area, diminishing the effectiveness of the managed lane system, and increasing travel time for all users.

- **Operational Improvements** – The weaving movement between Lawrence Way and Treat Boulevard creates a bottleneck on I-680 and a traffic queue as far back as Livorna Road during the peak traffic period. The situation is compounded by the gap in the managed lane system.

Ms. Patel noted that there are four alternatives are being evaluated as part of the Interstate 680 Northbound Express Lane Completion project: one No Build alternative and three Build Alternatives. The four alternatives are:

No Build Alternative - Under the No-Build Alternative, northbound I-680 would remain in its current configuration and no improvements made.

Build Alternative 1c - Alternative 1C proposes to close the 7.5 mile "gap" between the two existing managed lane segments by constructing a northbound express lane from Livorna Road to SR-242 and by converting the existing northbound HOV lane that runs from SR-242 to just south of the Benicia-Martinez Bridge Toll Plaza to an express lane. The existing NB truck scale facility, south of the Treat Boulevard overcrossing structure between northbound I-680 and the Treat Boulevard off-ramp, would remain in its current condition and location.

Build Alternative 2 - Alternative 2 would leave a 2-mile gap in the northbound I-680 managed lane in the vicinity of the I 680/SR-24 interchange. Traffic operational improvements would be made by addressing the existing major bottleneck between North Main Street and Treat Boulevard. The existing weaving issues between these interchanges would be alleviated by modifying the on- and off-ramp configuration. The existing NB truck scale facility would not be removed or relocated; it would remain in its current condition and location.

Build Alternative 3 - Alternative 3 represents the combined project improvements proposed under Alternative 1C and Alternative 2. Alternative 3 would close the 7.5 mile "gap" between the two existing managed lane segments on I-680 by constructing a northbound express lane from Livorna Road to SR-242 and by converting the existing northbound HOV lane that runs from SR-242 to just south of the Benicia-Martinez Bridge Toll Plaza to an express lane. The existing NB truck scale facility would not be removed or relocated; it would remain in its current condition and location.

Panah Stauffer (EPA) asked if CCTA expected the Interstate 680 Northbound Express Lane Completion project to cause the ADT in the project area to increase and Mike Aronson (Kittelson & Associates, Inc) indicated the projected increasing AADT is a function of both providing the additional managed lane capacity (inducing travel) and following Caltrans' regulations for SB 743. Mr. Aronson went on to say some of the increase in travel volumes in the project area would be produced from traffic diverted from the local streets to the freeway (which would otherwise not be able to use the freeway because of capacity limitations). Jay Witt (Illingworth & Rodkin Inc) added the project team used the same percentage from Caltrans' truck census data to estimate truck volumes, so the truck volumes are based on this same percentage, but the total truck percent is based on total AADT total volume – which changes in each alternative.

Ms. Stauffer had an additional clarifying question on the truck AADT numbers which the CCTA project team on the 3% truck fraction was held constant for the build scenarios' truck AADT numbers. Ms. Stauffer noted the slides included in the Interstate 680 Northbound Express Lane Completion project presentation showed the overall traffic AADT is increasing, but the absolute truck AADT numbers were decreasing, and the thought would be that a constant percentage of increasing numbers would lead to increasing truck numbers.

After regrouping with their Air and Traffic folks, the CCTA project team decided on a different forecast methodology for the project that better represents the impacts of the project on truck traffic. Since the project Build Alternatives would not add capacity that is available to trucks, it is more appropriate to assume the truck volumes on I-680 would not change from the No Build conditions to the Build conditions. The total AADT under the Build Alternatives increases compared to the No Build, and the result is a very marginal reduction to the truck percentages (truck AADT/total AADT) for the project conditions.

The slides below represent the different forecast methodology used to revise the truck traffic estimates for the Interstate 680 Northbound Express Lane Completion project.

Opening Year 2027 AADT Summary
@ I-680 North of Oak Park

Alternative	Truck AADT	Total AADT**	% Trucks
No Build*	6,108	156,623	3.9%
Alternative 1c	6,108	167,534	3.6%
Alternative 2	6,108	167,679	3.6%
Alternative 3	6,108	168,146	3.6%

Source: Kittleson & Associates Traffic Forecast, 2022
*Truck Percentage from Caltrans 2020 Census Data applied to No Build AADT
**General Purpose Lanes plus Express Lane

Build Alternatives do not add lane capacity that is available to truck traffic.

Design Year 2047 AADT Summary
@ I-680 North of Oak Park

Alternative	Truck AADT	Total AADT**	% Trucks
No Build*	6,421	164,653	3.9%
Alternative 1c	6,421	177,607	3.6%
Alternative 2	6,421	177,447	3.6%
Alternative 3	6,421	178,456	3.6%

Source: Kittleson & Associates Traffic Forecast, 2022
*Truck Percentage from Caltrans 2020 Census Data applied to No Build AADT
**General Purpose Lanes plus Express Lane

Build Alternatives do not add lane capacity that is available to truck traffic.

Final Determination: With input from EPA, FTA (via email), FHWA and Caltrans (deferring their determination to FHWA), the Task Force concluded the Interstate 680 Northbound Express Lane Completion project was not of air quality concern.

iv. US 101/Tamalpais Drive Overcrossing Project

Shilpa Mareddy (Caltrans) began her discussion on the US 101/Tamalpais Drive Overcrossing project by identifying the Project's purpose:

- To address current seismic structural deficiencies, improve the structure's resistance to seismic events and reduce the potential for failure of Tamalpais Drive Overcrossing (OC)
- To upgrade pedestrian infrastructure within the state right of way, bring the State pedestrian infrastructure to current Americans with Disabilities Act standards, and improve safety, access, and connectivity across Tamalpais Drive OC

Ms. Mareddy also stated the US 101/Tamalpais Drive Overcrossing project proposes to construct ADA compliant infrastructure for pedestrians and bicyclists, new sidewalks, and intersections, roadside safety improvements and bus bypass improvements at the Tamalpais Drive OC and US 101 in City of Corte Madera. The project will also replace the existing bridge cable restrainers with concrete seat extensions at Abutment 1, Bent 2 and Abutment 10; replace access doors at closure wall; repair spalled surface areas on the bridge deck soffit; clean the deck drains, and remove all ivy growing on the concrete surface of the structure.

The six Build Alternatives analyzed for the US 101/Tamalpais Drive Overcrossing project include:

Alternative 2A:

- Remove the two existing pedestrian spiral walkway ramps and construct two new pedestrian loop ramps with stairways.
- Construct a new pedestrian sidewalk along SB US 101 off-ramp from the intersection at the Tamalpais OC to the existing bus station at the bus bypass.
- At the NB US 101 on-ramp intersection this option will include intersection modification, ramp widening, and an addition of a sign-controlled bus only ramp.
- The existing bus bypass on NB 101 off-ramp will be removed.

Alternative 2B:

- Remove the two existing pedestrian spiral walkway ramps and construct two new pedestrian loop ramps with stairways.
- Construct a new pedestrian sidewalk along SB US 101 off-ramp from the intersection at the Tamalpais Drive OC to the existing bus station at the bus bypass.
- The existing NB US 101 diagonal on-ramp will be realigned to be controlled at a new signalized intersection at Tamalpais Drive OC. The realigned NB on-ramp will include a new bus stop and bus pullout.
- The existing bus bypass at the NB US 101 off-ramp will be removed.

Alternative 3A:

- Remove the two existing pedestrian spiral walkway ramps and construct two new pedestrian ramps.
- Bridge widening and a new pedestrian/bike sidewalk at the SW intersection on Tamalpais Drive to Casa Buena Drive.
- Work at the SB US 101 off-ramp intersection includes ramp widening for a new bus stop and bus pullout.
- Reconfigure the NB and SB US 101 on-ramps to include signalized intersections.
- The NB on-ramp will be widened for a new bus bypass/stop.
- The SB US 101 loop on-ramp and connected bus bypass/stop will be removed
- The NB US 101 off-ramp bus bypass will also be removed.
-

Alternative 3B:

- Remove the two existing pedestrian spiral walkway ramps and construct a new pedestrian overcrossing for bicyclists and pedestrians.
- Bridge widening and a new pedestrian/bike sidewalk at the SW quadrant of the intersection on Tamalpais Drive to Casa Buena Drive.
- Work at the SB US 101 off-ramp intersection includes ramp widening for a new bus stop and bus pullout.
- Reconfigure the NB and SB US 101 on-ramps to include signalized intersections.
- The NB on-ramp will be widened for a new bus bypass/stop.
- Also, the SB 101 loop on-ramp and connected bus bypass/stop will be removed.
- The NB US 101 off-ramp bus bypass/stop will also be removed.

Alternative 4A:

- Remove the two existing pedestrian spiral walkway ramps and construct two new pedestrian ramps.
- Bridge widening and a new pedestrian/bike sidewalk at the SW intersection on Tamalpais Drive to Casa Buena Drive.
- Work at the SB US 101 off-ramp intersection includes ramp widening for a new bus stop and bus pullout. This option will reconfigure the NB and SB US 101 on-ramps to include signalized intersections.
- The NB on-ramp will be widened for a new bus bypass/stop.
- The NB and SB US 101 loop on-ramps and associated bus bypasses/stops will be removed.

Alternative 4B:

- Remove the two existing pedestrian spiral walkway ramps and construct two new pedestrian ramps.
- Bridge widening and a new pedestrian/bike sidewalk at the SW intersection on Tamalpais Drive to Casa Buena Drive.
- Work at the SB US 101 off-ramp intersection includes ramp widening for a new bus stop and bus pullout. This option will reconfigure the NB and SB 101 on-ramps, and NB and SB 101 loop ramps to signalized intersections.
- All existing bus bypasses/stops will be removed with this option.

In conclusion, Ms. Mareddy stated the following:

- The project is proposed to address current seismic deficiencies, upgrade pedestrian infrastructure to current ADA standards and improve safety, access and connectivity across Tamalpais Drive OC.
- The project would not increase capacity or percentage of trucks in the area.
- The 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.

Dick Fahey (Caltrans) noted that in some of the alternatives in the analysis, although they are small volume numbers – the truck traffic doubles but he did not know if it was a huge concern. Rodney Tavitas (Caltrans) added that truck volume increases are more of a concern when they are located passed the ramp gore and potentially would not be considered exempted under 40 CFR 93.127 – then the project can be considered regionally significant.

Panah Stauffer (EPA) indicated that she did not think the US 101/Tamalpais Drive Overcrossing project was of air quality concern, but she wanted to double check internally at EPA before making a final determination.

Final Determination: With input from EPA (after double checking on the project), FTA (via email), FHWA (deferring their determination to Caltrans) and Caltrans, the Task Force concluded the US 101/Tamalpais Drive Overcrossing project was not of air quality concern.

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

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

Final Determination: With input from FTA, FHWA, EPA, Caltrans and MTC and with the omission of the "*Replace San Pablo Avenue OH Bridge No 28C0062"* (TIP ID# CC-170054) project in Pinole, the Task Force agreed that the project on the exempt list **2b_Exempt List 03172022.pdf** is exempt from $PM_{2.5}$ project level analysis.

The *"Replace San Pablo Avenue OH Bridge No 28C0062"* project will be reviewed by the Task Force to see if it can be considered exempt under 40 CFR 93.126 when additional car and truck AADTs and truck map data are provided by the City of Pinole.

3. Consent Calendar

a. February 24, 2022 Air Quality Conformity Task Force Meeting Summary

The Consent Calendar item for the February 24, 2022 Air Quality Conformity Task Force Meeting Summary was inadvertently not discussed and will be reviewed at the Task Force's April 28th meeting.