



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Bay Area Metro Center
375 Beale Street, Suite 800
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Air Quality Conformity Task Force

Metropolitan Transportation Commission
Bay Area Metro Center

Mount Hamilton Conference Room

375 Beale Street, Suite 800

(Note: Visitors must check in with the receptionist on the 7th floor)
San Francisco, CA

Conference Call Number: Dial - **(415) 655-0002 (Access Code: 927 823 945)**

Participant ID is # **button.**)

Thursday, October 25, 2018

9:30 a.m. –11:00 a.m.

AGENDA

(Revised)

1. Welcome and Introductions
2. PM_{2.5} Project Conformity Interagency Consultations
 - a. Consultation to Determine Project of Air Quality Concern Status
 - i. I-80/Central Avenue Interchange Modification Project
 - ii. Dublin Blvd. - North Canyons Pkwy Extension Project
 - iii. Town of Windsor Intersection Improvements Project
 - b. Confirm Projects Are Exempt from PM_{2.5} Conformity
 - i. Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern
3. Consent Calendar
 - a. September 27, 2018 Air Quality Conformity Task Force Meeting Summary
4. Other Items – Updates
 - a. Delayed Implementation of South Coast vs EPA Lawsuit
 - b. MTC/SACOG Air Quality Planning/Conformity MOU

Next Meeting: December 6, 2018

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



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Memorandum

TO: Air Quality Conformity Task Force

DATE: October 17, 2018

FR: Harold Brazil

W. I.

RE: PM_{2.5} Project Conformity Interagency Consultation

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

No.	Project Sponsor	Project Title
1	City of Richmond	I-80/Central Avenue Interchange Modification Project
2	City of Dublin	Dublin Blvd. - North Canyons Pkwy Extension Project
3	Town of Windsor	Town of Windsor Intersection Improvements Project

2ai_I-80_Central_Ave_Intchg_Modification_Project_Assessment_Form.pdf (for the I-80/Central Avenue Interchange Modification project)

2aii_Dublin_Blvd_North_Canyons_Pkwy_Ext_Project_Assessment_Form.pdf (for the Dublin Blvd. - North Canyons Parkway Extension project)

2aiii_Town_of_Windsor_Intersection_Improvements_Project_Assessment_Form.pdf (for the Town of Windsor Intersection Improvements project)

MTC also requests the review and concurrence from the Task Force on projects which project sponsors have identified as exempt and likely not to be a POAQC. **2b_Exempt List 101118.pdf** lists exempt projects under 40 CFR 93.126

Application of Criteria for a Project of Air Quality Concern

Project Title: I-80 Central Avenue – Local Portion

Project Summary for Air Quality Conformity Task Force Meeting: (October 25, 2018)

Description

- Project will relocate the existing traffic signal at Pierce Street/Central Avenue east to the San Mateo Street/Central Avenue intersection in the City of Richmond
- Convert the Pierce Street/Central Avenue intersection to right-turn in/right-turn out only access
- Construct a new two-lane (one lane in each direction) roadway connection (about 300 feet in length) between San Mateo Street on the south side of Central Avenue and Pierce Street
- Close gaps in the sidewalk system and add Class III bicycle facilities
- Install new traffic signals
- Street resurfacing and street reconstruction / construction
- Widened turn pocket, street parking and parking lot reconfigurations, and striping
- Undergrounding/relocation of power/telecom poles and underground utility adjustments, if needed
- Relocation of bus stops with possible bus shelter
- Landscaping and bio retention/rain gardens
- New and replacement street lighting
- Curb and gutter improvements

Background

- CEQA and NEPA processes in progress for Environmental phase
- Seeking air quality conformity determination on or before October 25, 2018
- Schedule based on deadline for FSTIP 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?*

- No change in traffic volume or truck percentages

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

- Intersections at LOS D, E, or F would improve with the Project
- No project changes to land use that would affect diesel traffic percentage

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

NA

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

NA

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

- The implementation of the Project would not result in any changes in land use or transportation circulation that could result in a change in the number of diesel vehicles in traffic in the project area.

Final Note: The proposed project would reduce congestion and slightly increase travel speeds on Central Avenue which is likely to result in a reduction of PM_{2.5} emissions. Furthermore, the pedestrian and bicycle circulation improvements provided by the Project would promote non-motorized vehicle travel which could lead to a further reduction in vehicle emissions.

**PM_{2.5} Project Assessment Form for Interagency Consultation
I-80/CENTRAL AVENUE – LOCAL PORTION**

RTIP ID# (required) 22355				
TIP ID# (required) CC-050076				
Air Quality Conformity Task Force Consideration Date October 25, 2018				
Project Description (clearly describe project) The Project would improve traffic operations and reduce traffic congestion by increasing the spacing between the signalized intersections east of I-80 by relocating the existing signal at Pierce Street/Central Avenue to the San Mateo Street/Central Avenue intersection and converting the Pierce Street/Central Avenue intersection to right-turn in/right-turn out only access. The Project would also construct a new two-lane (one lane in each direction) roadway connection (about 300 feet in length) between San Mateo Street on the south side of Central Avenue and Pierce Street. Non-motorized Project improvements include new/closing gaps in the sidewalk system and Class III bicycle facilities that would improve both pedestrian and bicycle circulation. The Project would result in some local redistribution of traffic as a result of new turn restrictions and new roadway connections; however, the Project would not change overall origin-destination patterns or result in any increase in vehicular traffic. Other Project elements include new and removed signals, street resurfacing and street reconstruction / construction, widened turn pocket, street parking reconfiguration, striping, undergrounding/relocation of power/telecom poles as needed, underground utility adjustments if needed, relocation of bus stops with possible bus shelter, parking lot reconfiguration, landscaping and bio retention/rain gardens, new and replacement street lighting, and curb and gutter improvements.				
Type of Project: Local Road Improvement Project				
County Contra Costa	Narrative Location/Route & Postmiles The Project limits are Central Avenue from the I-80 Caltrans right-of-way at Pierce Street to Yolo Avenue, San Mateo Street from Central Avenue to the new connection on Pierce Street, Pierce Street from the new connection with San Mateo Street to Central Ave. Caltrans Projects – EA# N/A (City of Richmond)			
Lead Agency:				
<i>Contact Person</i> Tawfic Halaby	<i>Phone#</i> (510) 621-1612	<i>Fax#</i> (510) 307-8116	<i>Email Tawfic-halaby</i> @ci.richmond.ca.us	
Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)				
<input checked="" type="checkbox"/> <i>Categorical Exclusion (NEPA)</i>	<input type="checkbox"/> EA or Draft EIS	<input type="checkbox"/> FONSI or Final EIS	<input type="checkbox"/> PS&E or Construction	<input type="checkbox"/> <i>Other</i>
Scheduled Date of Federal Action:				
NEPA Delegation – Project Type (check appropriate box)				
<input type="checkbox"/>	<input checked="" type="checkbox"/> Section 326 – Categorical Exclusion	<input type="checkbox"/>	<input type="checkbox"/> Section 327 – Non-Categorical Exclusion	
Current Programming Dates (as appropriate)				
	PE/Environmental	ENG	ROW	CON
Start	07/16	07/16	07/17	12/18
End	06/17	12/17	--	01/20

PM_{2.5} Project Assessment Form for Interagency Consultation
I-80/CENTRAL AVENUE – LOCAL PORTION

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

The purpose of the project is to improve traffic operations on Central Avenue by reducing congestion, shortening vehicle queues, and minimizing left turn conflicts.

The need for the project is based on unacceptable (LOS F) operations at the Pierce Street/Central Avenue and San Mateo/Central Avenue intersections due to the close spacing of the traffic signals and lack of an exclusive westbound left-turn from Central Avenue to either Pierce Street or San Mateo Street. The Project is needed to address these issues.

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

The surrounding area is primarily commercial retail and residential. The Project involves no change in land uses or number of travel lanes and therefore would not result in an increase in diesel traffic.

Brief summary of assumptions and methodology used for conducting analysis

The Existing Conditions analysis was based on weekday and Saturday peak hour counts collected in late January/early February 2017. Trucks represent about 2% of the traffic on Central Avenue. The Existing Conditions analysis was performed using the SimTraffic microsimulation software and the procedures outlined in the 2010 Highway Capacity Manual.

The future year forecasts were based on growth projected by the CCTA Travel Demand Model. Project volumes were determined by manually redistributing the No Build volumes to account for the new turn restrictions and roadway connection.

**PM_{2.5} Project Assessment Form for Interagency Consultation
I-80/CENTRAL AVENUE – LOCAL PORTION**

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

Existing and Existing Plus Project Intersection LOS Analysis

Intersection	Traffic Control	Peak Hour ¹	Existing		Existing Plus Project	
			Delay ²	LOS ³	Delay ²	LOS ³
1. Central Avenue / I-580 Eastbound Ramps	All-Way Stop	AM	8	A	8	A
		PM	9	A	9	A
		Weekend	12	B	12	B
2. Central Avenue / I-580 Westbound Ramps	All-Way Stop	AM	8	A	7	A
		PM	9	A	9	A
		Weekend	12	B	11	B
3 Central Avenue / I-80 WB Ramps/ Jacuzzi Street	Signal	AM	37	D	40	D
		PM	31	C	32	C
		Weekend	48	D	50	D
4. Central Avenue / I-80 Eastbound Ramps	Signal	AM	7	A	8	A
		PM	18	B	19	B
		Weekend	19	B	21	C
5. Central Avenue / Pierce Street	Signal (Right In/Out with Project)	AM	13	B	7	A
		PM	16	B	19	C
		Weekend	56	E	32	D
6. Central Avenue / San Mateo Street	Side-Street Stop (Signal with Project)	AM	17	C	15	B
		PM	24	C	13	B
		Weekend	>100	F	16	B
7. Central Avenue / Belmont Avenue	Side-Street Stop	AM	9	A	15	C
		PM	24	C	25	C
		Weekend	>100	F	31	D
8. Central Avenue / Santa Clara Avenue	Side-Street Stop	AM	12	B	13	B
		PM	20	C	19	C
		Weekend	45	E	30	D
9. Central Avenue / Carlson Boulevard	Signal	AM	29	C	28	C
		PM	27	C	28	C
		Weekend	23	C	23	C
10. Central Avenue / San Pablo Avenue	Signal	AM	44	D	45	D
		PM	37	D	38	D
		Weekend	42	D	41	D
11. Pierce Street / San Mateo Connection	Side-Street Stop	AM			9	A
		PM			9	A
		Weekend			11	B

**PM_{2.5} Project Assessment Form for Interagency Consultation
I-80/CENTRAL AVENUE – LOCAL PORTION**

System-Wide Vehicle Hours of Delay	AM	76	73
	PM	87	87
	Weekend	145	112

Notes:

1. AM = morning peak hour, PM = evening peak hour; Weekend = Saturday midday peak hour
 2. Whole intersection average delay in seconds presented for signalized intersections. Worst approach delay in seconds reported for side-street stop-controlled intersections. Delays calculated per *2010 Highway Capacity Manual* methodologies.
 3. LOS per *2010 Highway Capacity Manual* definitions.
- Bold** indicates unacceptable operations (below LOS D standard)
Source: Fehr & Peers, September 2018.

The project results in local redistribution of traffic with no increase to passenger or truck traffic. Trucks represent about 2% of the traffic on Central Avenue.

Existing Average Daily Traffic Volumes

Location	Average Daily Traffic Volume	
	Existing	Existing Plus Project
Central Avenue between San Mateo Street and Carlson Boulevard	20,900 (418)	20,900 (418)
Pierce Street just south of Central Avenue	10,400 (208)	5,200 (104)
New Roadway Connection between San Mateo Street and Pierce Street	n/a	5,200 (104)

Note:

XX (YY) = Total ADT (Truck ADT)

**PM_{2.5} Project Assessment Form for Interagency Consultation
I-80/CENTRAL AVENUE – LOCAL PORTION**

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

Year 2040 No Project and Plus Project Intersection Analysis

Intersection	Traffic Control	Peak Hour ¹	Cumulative No Project		Cumulative Plus Project	
			Delay ²	LOS ³	Delay ²	LOS ³
1. Central Avenue / I-580 Eastbound Ramps	Signal	AM	16	B	17	B
		PM	11	B	11	B
		Weekend	78	E	74	E
2. Central Avenue / I-580 Westbound Ramps	Signal	AM	11	B	12	B
		PM	30	C	26	C
		Weekend	119	F	117	F
3. Central Avenue / I-80 WB Ramps/ Jacuzzi Street	Signal	AM	130	F	132	F
		PM	118	F	75	E
		Weekend	150	F	145	F
4. Central Avenue / I-80 Eastbound Ramps	Signal	AM	9	A	9	A
		PM	49	D	36	D
		Weekend	36	D	48	D
5. Central Avenue / Pierce Street	Signal (Right In/Out with Project)	AM	19	B	6	A
		PM	120	F	31	D
		Weekend	147	F	40	E
6. Central Avenue / San Mateo Street	Side-Street Stop (Signal with Project)	AM	23	C	19	B
		PM	>200	F	30	C
		Weekend	>200	F	44	D
7. Central Avenue / Belmont Avenue	Side-Street Stop	AM	24	C	22	C
		PM	>200	F	>200	F
		Weekend	>200	F	>200	F
8. Central Avenue / Santa Clara Avenue	Side-Street Stop	AM	21	C	18	C
		PM	127	F	104	F
		Weekend	>200	F	>200	F
9. Central Avenue / Carlson Boulevard	Signal	AM	81	F	74	E
		PM	56	E	46	D
		Weekend	75	E	44	D
10. Central Avenue / San Pablo Avenue	Signal	AM	136	F	138	F
		PM	98	F	101	F
		Weekend	157	F	145	F
11. Pierce Street / San Mateo Connection	Side-Street Stop	AM			11	B
		PM			10	A
		Weekend			15	C

**PM_{2.5} Project Assessment Form for Interagency Consultation
I-80/CENTRAL AVENUE – LOCAL PORTION**

System-Wide Vehicle Hours of Delay	AM	292	292
	PM	427	288
	Weekend	737	561

Notes:

1. AM = morning peak hour, PM = evening peak hour; Weekend = Saturday midday peak hour
 2. Whole intersection average delay in seconds presented for signalized intersections. Worst approach delay in seconds reported for side-street stop-controlled intersections. Delays calculated per *2010 Highway Capacity Manual* methodologies.
 3. LOS per *2010 Highway Capacity Manual* definitions.
- Bold** indicates unacceptable operations (below LOS D standard)
Source: Fehr & Peers, September 2018.

The project results in local redistribution of traffic with no increase to passenger or truck traffic. Trucks represent about 2% of the traffic on Central Avenue.

2040 Average Daily Traffic Volumes

Location	Average Daily Traffic Volume	
	2040 No Project	2040 Plus Project
Central Avenue between San Mateo Street and Carlson Boulevard	28,100 (562)	28,100 (562)
Pierce Street just south of Central Avenue	13,800 (276)	6,900 (138)
New Roadway Connection between San Mateo Street and Pierce Street	n/a	6,900 (138)

Note:

XX (YY) = Total ADT (Truck ADT)

PM_{2.5} Project Assessment Form for Interagency Consultation
I-80/CENTRAL AVENUE – LOCAL PORTION

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

Intersection information presented in tables above

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

Intersection information presented in tables above

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

N/A

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

N/A

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

The Project would not result in adverse traffic impacts elsewhere on the transportation network.

The traffic analysis shows the following key benefits during the weekend peak hour when congestion is the worst:

- 1) The Project would reduce traffic delays and improve the traffic operations on Central Avenue at Pierce Street, San Mateo Street, Belmont Avenue, and Santa Clara Avenue.
- 2) The Project would reduce system-wide vehicle hours of delay by 23% in the near-term and 24% in the long-term.
- 3) In the near-term, the Project would increase the average westbound travel speed on Central Avenue from 9.7 mph to 13.3 mph. In the long-term, the Project would increase the westbound travel speed from 5.0 mph to 7.4 mph.
- 4) The improved traffic operations and slight increase in average travel speeds would result in less vehicle idling and emissions (including PM_{2.5}) which should translate to improved air quality.

**PM_{2.5} Project Assessment Form for Interagency Consultation
I-80/CENTRAL AVENUE – LOCAL PORTION**

Comments/Explanation/Details (please be brief)

The project is **not** a Project of Air Quality Concern (40 CFR 93.123(b)(1)) because:

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

- No change in traffic volume or truck percentages

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

- Intersections at LOS D, E, or F would improve with the Project
- No project changes to land use that would affect diesel traffic percentage

(iii) New bus and rail terminals and transfer points?

- Not Applicable

(iv) Expanded bus and rail terminals and transfer points?

- Not Applicable

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

- The Implementation of the Project would not result in any changes in land use, or in transportation circulation that could result in a change in the number of diesel vehicles in traffic in the project area.

Final Note: The proposed Project would reduce congestion and slightly increase travel speeds on Central Avenue which is likely to result in a reduction of PM_{2.5} emissions. Furthermore, the pedestrian and bicycle circulation improvements provided by the Project would promote non-motorized vehicle travel which could lead to a further reduction in vehicle emissions.

PM_{2.5} Project Assessment Form for Interagency Consultation
I-80/CENTRAL AVENUE – LOCAL PORTION

PROJECT VICINITY MAP



Application of Criteria for a Project of Air Quality Concern

Project Title: Dublin Boulevard/North Canyons Parkway Extension

Project Summary for Air Quality Conformity Task Force Meeting: October 25, 2018

Description

The City of Dublin (Dublin), in cooperation with the City of Livermore (Livermore), Alameda County (County), Alameda County Transportation Commission (ACTC), and the California Department of Transportation (Caltrans) as assigned by the Federal Highway Administration (FHWA), proposes to extend Dublin Boulevard approximately 1.5 miles eastward through eastern Dublin and an unincorporated portion of the County, terminating at the boundary between the County and Livermore city limits (project).

The roadway extension would start from the current terminus of Dublin Boulevard at the Dublin Boulevard/Fallon Road intersection in Dublin and would end at the Doolan Road/North Canyons Parkway intersection along the boundary of the County and Livermore. This roadway extension would provide four to six travel lanes and bicycle and pedestrian facilities (i.e., sidewalks and bike lanes). Beginning at Fallon Road, the roadway extension would have six travel lanes (three in each direction). Continuing eastward, the roadway extension would transition to four travel lanes (two in each direction) before or at the intersection with Croak Road. From Croak road to Doolan Road, the roadway extension would remain in the four lane configuration. Future ADT along the roadway extension is projected to be 17,000-19,000 vehicles per day.

Background

The Notice of Preparation (NOP) for the project was publicly circulated May 18, 2017 through June 19, 2017, notifying the public that the City of Dublin as the California Environmental Quality Act (CEQA) lead agency would prepare an Environmental Impact Report (EIR). A public scoping meeting was held on May 31, 2017. No comments on air quality were received during the scoping meeting or in response to the NOP. After the NOP scoping period, due to the involvement of Federal funding, the need for documentation under the National Environmental Policy Act (NEPA) was identified. The Caltrans is the NEPA lead agency, under the authority delegated to Caltrans by the FHWA. Through the Caltrans Preliminary Environmental Study (PES) process, it was determined that an Environmental Assessment (EA) is the appropriate type of NEPA document. A draft EIR/EA is currently being prepared. The City is seeking air quality conformity determination on or before December 31, 2018.

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?

In the City's General Plan, the Dublin Boulevard – North Canyon Parkway roadway is designated as Class 1 Collector route as it approaches the Fallon Road intersection. City's California Roadway System map (CRS) that is maintained by Caltrans has classified the roadway as a Minor Arterial in the area between Tassajara Road and Fallon Road. A Class 1 collector route is not designated as a truck route and therefore the percentage of diesel trucks is relatively low. Existing Dublin Boulevard has been identified as a local truck delivery route by the City, and the extension would similarly allow local truck deliveries. It is anticipated that the percentage of trucks will remain the same with and without the project; there will be a slight increase in the number of trucks on the road, due to the increase in the AADT.

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

Diesel vehicles represent <3% of traffic volume predicted to travel along the roadway. No project changes to land use would occur, and therefore land use changes from the project would not affect diesel traffic percentages.

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

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

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

The project would not affect locations identified in an applicable implementation plan or implementation plan submission. On January 9, 2013, the U.S. EPA issued a final rule that determined the San

Francisco Bay Area air basin has attained the 24-hour PM_{2.5} National Ambient Air Quality Standards (NAAQS). As a result, new state implementation plan (SIP) provisions are not necessary to demonstrate how the air basin will attain the standard.

RTIP ID# 17-01-0048				
TIP ID# ALA150003				
Air Quality Conformity Task Force Consideration Date 10/25/18				
<p>Project Description The City of Dublin (Dublin), in cooperation with the City of Livermore (Livermore), Alameda County (County), Alameda County Transportation Commission (ACTC), and the California Department of Transportation (Caltrans) as assigned by the Federal Highway Administration (FHWA), proposes to extend Dublin Boulevard approximately 1.5 miles eastward through eastern Dublin and an unincorporated portion of the County, terminating at the boundary between the County and Livermore city limits.</p> <p>The roadway extension would start from the current terminus of Dublin Boulevard at the Dublin Boulevard/Fallon Road intersection in Dublin and would end at the Doolan Road/North Canyons Parkway intersection along the boundary of the County and Livermore. This roadway extension would provide four to six travel lanes and bicycle and pedestrian facilities (i.e., sidewalks and bike lanes). Beginning at Fallon Road, the roadway extension would have six travel lanes (three in each direction). Continuing eastward, the roadway extension would transition to four travel lanes (two in each direction) before or at the intersection with Croak Road. From Croak road to Doolan Road, the roadway extension would remain in the four lane configuration.</p> <p>The permanent area needed for the project, including the roadway, sidewalks, intersections, and land acquired for right-of-way is estimated at 29 acres. Future ADT along the roadway extension is projected to be 17,000-19,000 vehicles per day.</p>				
Type of Project: Major Arterial				
County Alameda	<i>Narrative Location/Route & Postmiles</i> From the intersection of Dublin Boulevard/Fallon Road to North Canyons Parkway/Doolan Road Caltrans Projects – EA# Local Assisstance – RTPL 5432(019)			
Lead Agency: City of Dublin				
<i>Contact Person</i> Obaid Khan	<i>Phone#</i> 925-833-6630	<i>Fax#</i> 925-833-6651	<i>Email</i> obaid.khan@dublin.ca.gov	
Federal Action for which Project-Level PM Conformity is Needed (<i>check appropriate box</i>)				
<i>Categorical Exclusion (NEPA)</i>	<input checked="" type="checkbox"/> EA or Draft EIS	<input type="checkbox"/> FONSI or Final EIS	<input type="checkbox"/> PS&E or Construction	<input type="checkbox"/> <i>Other</i>
Scheduled Date of Federal Action: TBD				
NEPA Delegation – Project Type (<i>check appropriate box</i>)				
	Section 326 – Categorical Exclusion	Section 327 – Non-Categorical Exclusion		
Current Programing Dates (<i>as appropriate</i>)				
	PE/Environmental	ENG	ROW	CON

Start	2017	2018	2020	2021
End	2018	2018	2021	2023

Project Purpose and Need (Summary): The purpose of the project is to improve east-west local roadway connectivity between Dublin and Livermore and improve mobility, multimodal access and efficiency for all roadway users. The purpose is also to support an integrated corridor management strategy.

The need for the project is to:

- Eliminate a gap in local roadway network connectivity within the cities of Dublin and Livermore and the County, and improve interconnectivity between Dublin and Livermore PDAs.
- Establish transportation facilities and other public infrastructure to serve planned development in the Dublin General Plan, EDSP, and Plan Bay Area.
- Reduce vehicle miles traveled (VMT) on the local highway system by providing local access to existing and planned land uses, including residential, commercial, industrial, and business uses, and local destinations on an alternate local route that is convenient to I-580.
- Reduce local trip lengths in Dublin and between Dublin and Livermore by diverting localized inter-city trips from I-580.
- Provide complete streets and multimodal access between Dublin and Livermore, particularly for key public facilities such as Las Positas College, consistent with the requirements of Senate Bill (SB) 375 and regional complete streets policies on multimodal roadways and sustainable transportation.
- Indirectly relieve congestion on I-580 by providing a completed local route on the north side of I-580 between west of I-680 in Dublin to SR-84 in Livermore.

Surrounding Land Use/Traffic Generators

The project area is located north of Interstate 580 (I-580) between Fallon Road and Airway Boulevard. The project would connect to the intersection of Dublin Boulevard and Fallon Road to the west and N. Canyons Parkway and Doolan Road to the east. The project area land use designations include residential, industrial, open space, and commercial uses in Dublin; resource management and large parcel agricultural uses in the County; and business and commercial uses in Livermore. In Dublin, residential, industrial, and commercial land uses have not yet been developed in the project area, and existing land uses are permitted non-conforming uses.

Brief summary of assumptions and methodology used for conducting analysis

The Average Annual Daily Traffic (AADT) and truck percentages were provided by *Kittelson & Associates, Inc.*¹ The project forecasts were prepared using recent traffic and truck counts along the Dublin Boulevard corridor as well as model runs using the Alameda Countywide Travel Demand Model.

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

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

¹ *Dublin Boulevard – North Canyons Parkway Extension Traffic Impact Analysis report prepared by Kittelson & Associates in March 2018*

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

The Traffic volumes and Los information is from the *Dublin Boulevard – North Canyons Parkway Extension Transportation Impact Analysis* report prepared by Kittelson & Associates in March 2018. The percent trucks used is from the *Dublin Crossing Specific Plan* Dated May 2013 and the Kittelson Transportation Impact Analysis report.

2025 No Build Conditions AADT					
#	Location	West Leg	East Leg	North Leg	South Leg
1	Hacienda Drive and Dublin Boulevard	17,215	18,110	14,150	19,915
2	Tassajara Road & Dublin Boulevard	18,055	19,285	18,750	30,650
3	Fallon Road & Dublin Boulevard	9,705	3,945	18,310	23,190
4	Fallon Road and I-580 WB Ramps	4,825	13,325	24,100	20,870
5	El Charro Road & I-580 EB Ramps	13,025	3,895	24,845	22,025
6	Airway Boulevard & I-580 EB Ramps	13,415	6,960	13,255	7,270
7	Airway Boulevard and I-580 WB Ramps	6,365	3,940	18,385	13,420
8	Airway Boulevard & N. Canyons Parkway	2,340	15,320	10	17,190
9	Doolan Road & N. Canyons Parkway	25	985	420	580
10	Isabel Avenue & Portola Avenue	14,030	11,860	8,650	19,600
11	Isabel Avenue & I-580 WB Ramps	4,415	23,675	19,900	30,950
12	Isabel Avenue & I-580 EB Ramps	11,125	10,190	31,080	40,105
13	Murrieta Boulevard & Portola Avenue	15,115	18,355	130	8,180

2025 + Project Conditions AADT					
#	Location	West Leg	East Leg	North Leg	South Leg
1	Hacienda Drive and Dublin Boulevard	18,665	20,075	14,160	20,230
2	Tassajara Road & Dublin Boulevard	20,025	21,940	18,695	30,680
3	Fallon Road & Dublin Boulevard	16,480	13,315	18,485	22,980
4	Fallon Road and I-580 WB Ramps	4,860	13,730	20,925	18,705
5	El Charro Road & I-580 EB Ramps	12,935	4,210	23,910	22,085
6	Airway Boulevard & I-580 EB Ramps	12,330	7,055	14,530	9,065
7	Airway Boulevard and I-580 WB Ramps	4,940	5,660	20,335	14,695
8	Airway Boulevard & N. Canyons Parkway	11,860	17,440	10	19,230
9	Doolan Road & N. Canyons Parkway	9,830	10,770	420	580
10	Isabel Avenue & Portola Avenue	15,780	13,060	8,575	19,135
11	Isabel Avenue & I-580 WB Ramps	4,135	22,955	19,415	29,955
12	Isabel Avenue & I-580 EB Ramps	10,780	10,330	30,090	39,200
13	Murrieta Boulevard & Portola Avenue	16,530	19,675	130	7,865
14	Croak Road & Dublin Boulevard Extension	11,525	9,850	3,450	165

#	Location	LOS Standard	2025 PM No Project			2025 PM + Project		
			V/C	Delay	LOS	V/C	Delay	LOS
1	Hacienda Drive & Dublin Boulevard	D	0.59	30.4	C	0.62	31.1	C
2	Tassajara Road & Dublin Boulevard	D	0.72	37.7	D	0.76	39.7	D
3	Fallon Road & Dublin Boulevard	D	0.62	28.1	C	0.72	38.2	D
4	Fallon Road & I-580 WB Ramps	D	0.64	10.6	B	0.67	12.4	B
5	El Charro Road & I-580 EB Ramps	D	0.59	8.1	A	0.59	8.1	A
6	Airway Boulevard & I-580 EB Ramps	E	0.46	32.8	C	0.39	32.8	C
7	Airway Boulevard & I-580 WB Ramps	E	0.28	9.3	A	0.20	9.2	A
8	Airway Boulevard & N. Canyons Parkway	E	0.48	73.6	E	0.62	35.3	D
9	Doolan Road & N. Canyons Parkway	Mid-D	0.06	9.0	A	0.34	14.9	B
10	Isabel Avenue & Portola Avenue	E	0.47	25.2	C	0.53	26.1	C
11	Isabel Avenue & I-580 WB Ramps	E	0.73	17.9	B	0.74	17.5	B
12	Isabel Avenue & I-580 EB Ramps	E	0.75	16.4	B	0.75	15.3	B
13	Murrieta Boulevard & Portola Avenue	Md-D	0.58	30.7	C	0.63	30.3	C
14	Dublin Boulevard Extension & Croak Road	D				0.37	7.1	A

Grey highlights indicate LOS below the LOS standard
Source: Kittelson & Associates, Inc. 2018

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

2040 No Build Conditions AADT					
#	Location	West Leg	East Leg	North Leg	South Leg
1	Hacienda Drive and Dublin Boulevard	19,780	19,525	15,340	22,595
2	Tassajara Road & Dublin Boulevard	18,805	18,695	18,890	29,940
3	Fallon Road & Dublin Boulevard	11,835	16,400	20,735	34,440
4	Fallon Road and I-580 WB Ramps	6,590	18,850	35,090	33,620
5	El Charro Road & I-580 EB Ramps	15,040	5,840	37,980	35,940
6	Airway Boulevard & I-580 EB Ramps	15,605	7,530	15,710	11,225
7	Airway Boulevard and I-580 WB Ramps	7,110	5,210	20,900	16,460
8	Airway Boulevard & N. Canyons Parkway	2,235	17,745	10	19,500
9	Doolan Road & N. Canyons Parkway	25	895	330	580
10	Isabel Avenue & Portola Avenue	12,615	17,880	10,260	22,485
11	Isabel Avenue & I-580 WB Ramps	4,835	21,240	23,240	29,155
12	Isabel Avenue & I-580 EB Ramps	11,610	8,035	28,430	32,885
13	Murrieta Boulevard & Portola Avenue	20,580	23,120	130	12,140

2040 + Project Conditions AADT					
#	Location	West Leg	East Leg	North Leg	South Leg
1	Hacienda Drive and Dublin Boulevard	22,450	22,825	15,335	22,980
2	Tassajara Road & Dublin Boulevard	22,165	22,640	18,785	30,630

3	Fallon Road & Dublin Boulevard	18,555	24,890	21,240	32,165
4	Fallon Road and I-580 WB Ramps	6,590	18,445	31,275	30,940
5	El Charro Road & I-580 EB Ramps	16,090	6,070	36,125	35,545
6	Airway Boulevard & I-580 EB Ramps	14,310	7,780	18,075	12,795
7	Airway Boulevard and I-580 WB Ramps	5,490	8,045	23,320	18,835
8	Airway Boulevard & N. Canyons Parkway	16,955	24,805	10	22,100
9	Doolan Road & N. Canyons Parkway	15,590	16,460	330	580
10	Isabel Avenue & Portola Avenue	17,555	20,300	9,570	20,945
11	Isabel Avenue & I-580 WB Ramps	4,780	21,730	22,110	27,600
12	Isabel Avenue & I-580 EB Ramps	11,090	7,825	27,740	32,775
13	Murrieta Boulevard & Portola Avenue	21,145	23,000	130	8,655
14	Croak Road & Dublin Boulevard Extension	19,145	15,780	4,620	4,005

#	Location	LOS Standard	2040 AM			2040 AM + Project		
			V/C	Delay	LO	V/C	Delay	LOS
1	Hacienda Drive & Dublin Boulevard	D	0.56	26.3	C	0.66	28.7	C
2	Tassajara Road & Dublin Boulevard	D	0.55	28.1	C	0.63	31.2	C
3	Fallon Road & Dublin Boulevard	D	0.48	21.9	C	0.70	28.5	C
4	Fallon Road & I-580 WB Ramps	D	0.66	9.8	A	0.63	9.8	A
5	El Charro Road & I-580 EB Ramps	D	0.63	10.0	A	0.58	9.3	A
6	Airway Boulevard & I-580 EB Ramps	E	0.54	31.7	C	0.67	35.9	D
7	Airway Boulevard & I-580 WB Ramps	E	0.43	5.4	A	0.65	17.8	B
8	Airway Boulevard & N. Canyons Parkway	E	0.41	57.3	E	0.68	20.8	C
9	Doolan Road & N. Canyons Parkway	Mid-D	0.03	8.8	A	0.59	3.8	A
10	Isabel Avenue & Portola Avenue	E	0.79	37.7	D	0.93	44.0	D
11	Isabel Avenue & I-580 WB Ramps	E	0.94	31.6	C	0.96	23.0	C
12	Isabel Avenue & I-580 EB Ramps	E	0.85	27.2	C	0.83	24.5	C
13	Murrieta Boulevard & Portola Avenue	Mid-D	0.64	25.1	C	0.62	19.3	B
14	Dublin Boulevard Extension & Croak Road	D				0.66	14.7	B

Grey highlights indicate LOS below the LOS standard
Source: Kittelson & Associates, Inc. 2018

TRUCK PERCENTAGE

2040 Segment	AADT	%Trucks	# Trucks
Dublin Boulevard – North Canyon Parkway (west of Doolan Road)	15,590	2.9	452
Dublin Boulevard – North Canyon Parkway (East of Fallon Road)	24,890	2.9	722

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

Not applicable

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

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

Not applicable.

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

Not applicable

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

The Transportation Impact Report completed for the project is included as an attachment. The project would have secondary, indirect congestion relief effects on I-580 traffic by providing an alternative route for local trips. Congestion relief is not a primary purpose of the project.

Comments/Explanation/Details (please be brief)

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

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

In the City's General Plan, the Dublin Boulevard – North Canyon Parkway roadway is designated as Class 1 Collector route as it approaches the Fallon Road intersection. California Roadway System map that is maintained by Caltrans has classified the roadway as a Minor Arterial in the area between Tassajara Road and Fallon Road. A Class 1 collector route is not designated as a truck route and therefore the percentage of diesel trucks is relatively low. Existing Dublin Boulevard has been identified as a local truck delivery route by the City, and the extension would similarly allow local truck deliveries. It is anticipated that the percentage of trucks will remain the same with and without the project; there will be a slight increase in the number of trucks on the road, due to the increase in the AADT.

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

The project will not have an effect on any intersections with a significant number of diesel vehicles.

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

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

4. The project does not expand an existing bus or rail terminal with significant increases in the number of diesel vehicles congregating at a single location (40 CFR Section 93.123 (b)(1)(iv)).

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

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

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

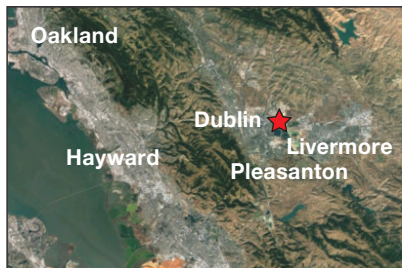
Based on the evaluation above, the project should not be considered a POAQC and not require a quantitative hot-spot analysis to demonstrate that it will not cause or worsen an existing PM_{2.5} violation

Project Vicinity



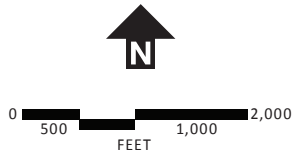
Nearby Priority Development Areas (PDA)





Legend

■ Project Alignment



Regional Location and Project Alignment

Figure

1-1

Dublin Boulevard – North Canyons Parkway Extension Project

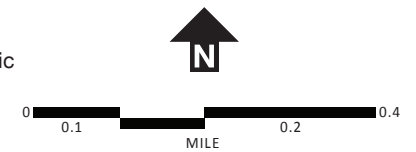


Legend

■ Conceptual Alignment*

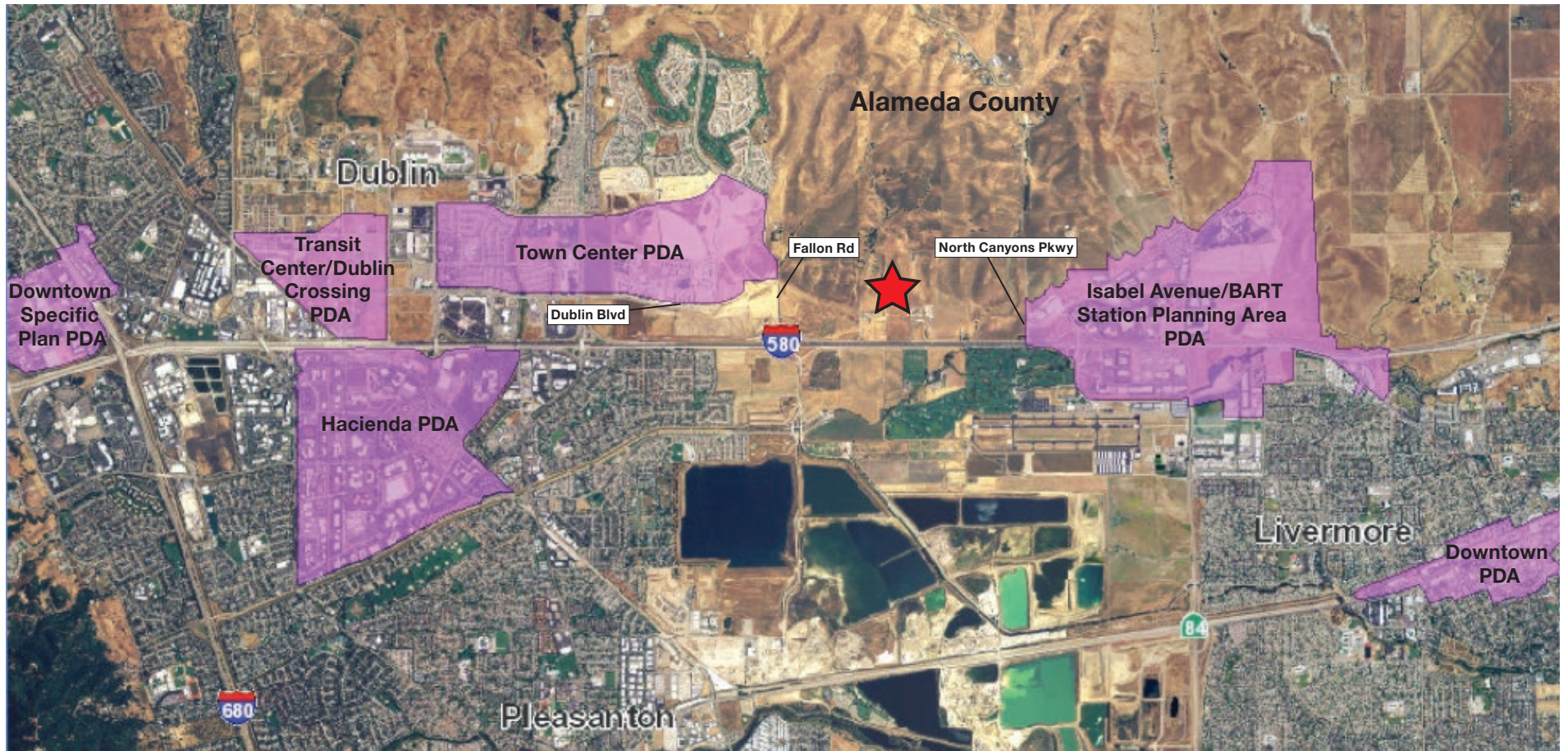
- | | | |
|------------------------------------|----------------------------|---------------------------|
| ■ Single-Family Residential | ■ Industrial Park | ■ Parks/Public Recreation |
| ■ Medium Density Residential | ■ Business Commercial Park | ■ Semi-Public |
| ■ Medium/High-Density Residential | ■ Open Space | ■ Public/Semi-Public |
| ■ General Commercial | ■ Resource Management | ■ Major Public |
| ■ General Commercial/Campus Office | ■ Hillside Conservation | |

* Note: Conceptual alignment is based on previous planning documents and will be finalized during project design.



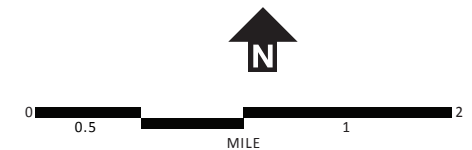
Existing Land Use Designations

Figure



Legend

★ Study Area



Nearby Priority Development Areas

Figure 3

Application of Criteria for a Project of Air Quality Concern
Project Title: Town of Windsor Intersection Improvements Project
Project Summary for Air Quality Conformity Task Force Meeting: (October 25, 2018)

Description

- Project will install a roundabout or upgraded traffic signal at the Windsor River Road/Windsor Road Intersection that will allow for a single-track railroad design to pass through the intersection.
 - o Would require right-of way acquisition from 4 parcels.
- Improve pedestrian crossings at the intersection by relocating pedestrian crossings outside of the railroad grade crossing equipment creating a separate grade crossing at the northwest and southwest quadrants of the intersection.
- Install 760 feet of multi-use pathway within the SMART right-of-way beginning southeast of the Windsor River Road/Windsor Road Intersection and continuing southeasterly.
- Improve pedestrian circulation near adjacent Windsor Depot (Sonoma County Transit Center).

Background

- NEPA review process is partially complete-field review still needs to be conducted (meeting date TBD)
- Seeking air quality conformance determination
- Schedule based on deadline for federal (CMAQ) funding allocation through One Bay Area Grant Cycle 2

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 Applicable

- Not a new or expanded highway project
- Roundabout or traffic signal installation with no addition of lanes
- Project elements would construct multi-modal enhancements (e.g. bike lanes/shared lanes, crosswalks and multi-use pathway)

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

- Diesel vehicles represent 8% of intersection traffic volume
- The project would improve conditions at the intersection under build-out conditions from assumed LOS D and E to LOS B
- No project changes to land use that would affect diesel traffic percentage

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

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

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

- No state implementation plan for PM₁₀ or PM_{2.5}
- Therefore, not identified in plan as an area of potential violation
- No PM₁₀ or PM_{2.5} violations near project area

RTIP ID# CML-5472(021)				
TIP ID# SON-170001				
Air Quality Conformity Task Force Consideration Date October 2018				
Project Description <i>(clearly describe project)</i> The Town of Windsor Intersection Improvements Project (Project) will improve vehicular, bicycle, and pedestrian circulation at the Windsor River Road/ Windsor Road/ Sonoma Marin Area Rail Transit (SMART) intersection through the construction of a roundabout, pedestrian crossing safety improvements, and a multi-use pathway. The pedestrian rail crossing safety improvements within the intersection would be relocated to outside of the intersection railroad grade crossing equipment, creating a separate pathway and grade crossing for pedestrians and bicyclists at the northwest and southeast quadrants of the intersection. CPUC is requiring these improvements, as there are currently no barriers separating pedestrians from the railroad tracks. The multi-use pathway would be constructed along the rail corridor within the SMART R/W from the intersection to approximately 760 feet south of the intersection, and include separation fencing. The alignment of the multi-use pathway would be along the eastern side of the railroad tracks. As an alternative, an upgraded traffic signal may be installed pending outcome of public outreach conducted by the Town.				
Type of Project: This project is a Roadway Improvement project.				
County Sonoma County	<i>Narrative Location/Route & Postmiles</i> This project would improve the Windsor River Road and Windsor Road intersection within Windsor Town limits, and install a multi-use pathway commencing at the southeastern corner of the intersection and extending 760 feet along the SMART railroad tracks. Caltrans Projects – EA# N/A-This is a Town of Windsor Project and not a Caltrans project.			
Lead Agency: Town of Windsor				
<i>Contact Person</i> Alejandro Perez	<i>Phone#</i> (707) 838-5318	<i>Fax#</i>	<i>Email</i> aperez@townofwindsor.com	
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
<input checked="" type="checkbox"/> <i>Categorical Exclusion (NEPA)</i>	<input type="checkbox"/> EA or Draft EIS	<input type="checkbox"/> FONSI or Final EIS	<input type="checkbox"/> PS&E or Construction	<input type="checkbox"/> <i>Other</i>
Scheduled Date of Federal Action:				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
<input type="checkbox"/>	<input checked="" type="checkbox"/> Section 326 – Categorical Exclusion	<input type="checkbox"/> Section 327 – Non-Categorical Exclusion		
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	Spring 2018	Winter 2019	Spring 2019	Summer 2021
End	Spring 2019	Summer 2019	Spring 2020	Spring 2022

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

Project Purpose: The Project purpose is to improve the Windsor River Road at Windsor Road intersection traffic circulation, pedestrian and bicycle safety, and install a segment of the SMART Multi-use Pathway.

Project Need: The existing intersection is not equipped to provide adequate Level of Service under full build-out conditions. Additionally, the intersection does not provide adequate motor vehicle, pedestrian and bicycle circulation, due to existing traffic signal operation, the placement of the existing pedestrian crossings within railroad grade crossing gate arms and lack of alternative pedestrian facilities. The project is needed to address near-term operational impacts to the intersection and potentially unsafe conditions.

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

Residential (SFDU & MFDU) units are located west of the railroad tracks. Existing Commercial establishments to the east are trip generators of diesel trucks when receiving deliveries. A transit station is located north of the intersection of Windsor River Rd/Windsor Rd. School

Brief summary of assumptions and methodology used for conducting analysis

Vehicle Length: 25 feet assumed for stacking and queues

Analysis Period: 15 minutes

PHF: Existing from counts, Year 2040 – 0.92 unless Existing was higher

Heavy Vehicle: from counts, minimum of 2%

Signal timings provided by Town of Windsor

Pedestrian crossing times from signal timing sheets provided by Town, minimum 3.5 ft/s

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 an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Windsor River Road – Major Street (Cross Town Street)

AADT approximately 13,500

% Truck of AADT: 8% or 1,081 per day

Roundabout:

- No Build - LOS D
- Build – LOS B

Signal:

- No Build – LOS D
- Build – LOS D

Windsor Road – Minor Street

AADT approximately 8,400

% Truck of AADT: 8% or 715 per day

Roundabout:

- No Build – LOS D
- Build – LOS B

Signal:

- No Build – LOS D
- Build – LOS D

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

Assumed same percentage of Truck per AADT.

Windsor River Road – Major Street (Cross Town Street)

AADT approximately 14,750

% Truck of AADT: 8% or 1,175 per day

Roundabout:

- No Build - LOS E
- Build – LOS C

Signal:

- No Build – LOS E
- Build – LOS D

Windsor Road – Minor Street

AADT approximately 9,900

% Truck of AADT: 8% or 790 per day

Roundabout:

- No Build – LOS E
- Build – LOS B

Signal:

- No Build – LOS E
- Build – LOS C

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

Not Applicable

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

Not Applicable

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

Implementation of the project would result in the conversion of the signalized intersection to a new traffic signal or roundabout with upgraded railroad grade crossing. The roundabout would reduce queuing impacts anticipated to occur at the Windsor River Road/Windsor Road intersection to an acceptable Level of Service under full-build-out conditions. A new traffic signal would provide similar performance to the “No Build” scenario, but would provide needed upgrades. The new multi-use trail, once connected to the proposed SMART pathway, would also facilitate movement throughout the Town and adjacent communities and encourage additional use of alternative modes of transportation, resulting in less vehicle trips generated in the area. The project is adjacent to the Windsor Depot and will provide direct linkage to this transit center for local and regional bus. The project will provide safe and convenient pedestrian transfer at the intersection.

Comments/Explanation/Details (please be brief)

The roundabout will provide better operations at the intersection of Windsor River Road/Windsor Road than improvements to the current signalized intersection.

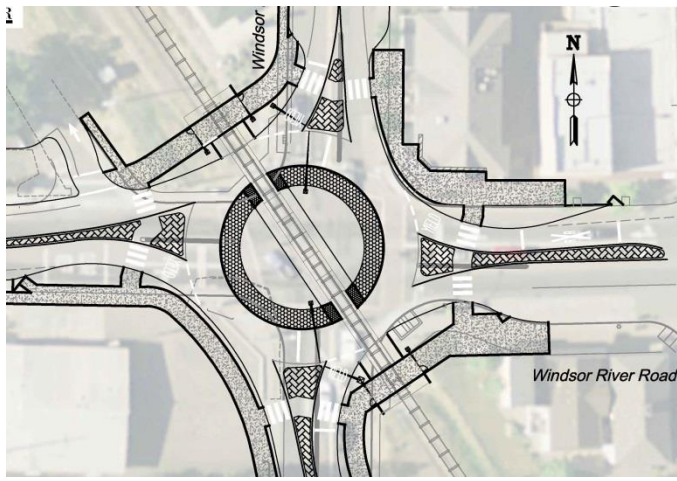
If the signal improvements alternative was selected, improvements would be required to maintain acceptable operations in Year 2040 and the following would be required:

- Northbound right turn pocket
- Eastbound right turn pocket

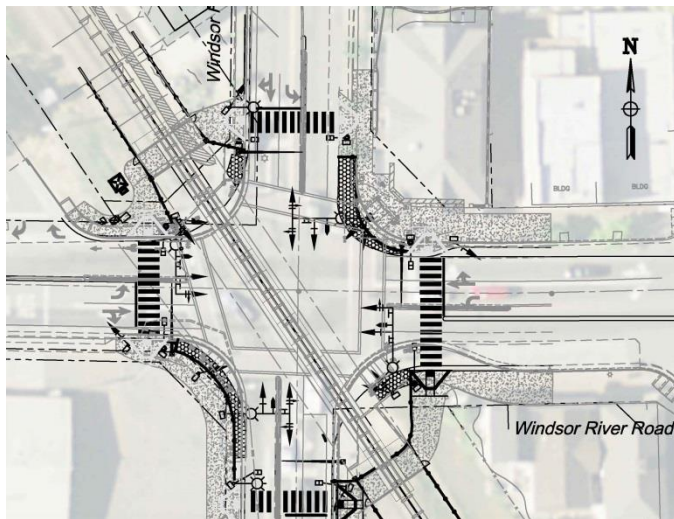
These two improvements would allow the projected Year 2040 LOS under signalized control to be LOS C and D (intersection overall) for AM and PM peak hours, respectively.

If the roundabout alternative was selected, the projected Year 2040 LOS under roundabout control would be LOS C and B (intersection overall) for AM and PM peak hours, respectively.

No feasible intersection improvements could be made to the signal improvements alternative to provide the same LOS as the roundabout alternative due to the constraints of local business, transit center, railroad track, and residences.



Option 1 - A roundabout would replace the existing traffic signal, and railway safety improvements would be added, including relocating railroad crossing gates, medians and new sidewalks. A roundabout is estimated to result in a significantly greater reduction in Green House Gas emissions than the traffic signal control option.



Option 2 – Traffic signal modification includes signal and railroad gate relocations, a median island extension, pedestrian controls, and sidewalk construction. The CPUC has indicated that traffic signal phasing would need to be modified with this option. This would add more delay to existing operations even when the train is not present.

40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Expanded Description	Project Type under 40 CFR 93.126
CC	CC-170063	CC County	Marsh Creek Rd Bridge Replacements 28C0143 28C0145	BRIDGE NO. 28C0143, MARSH CREEK RD, OVER MARSH CREEK, 7.3 MI E MORGAN TERITY RD combined with BRIDGE NO. 28C0145, MARSH CREEK RD, OVER MARSH CREEK, 3 MI E DEER VALLEY ROAD. Replace two existing 2-lane bridges with two new 2-lane bridges.	Contra Costa County Public Works Department (CCCPWD) plans to replace two existing bridges (#28C-0143 and #28C-0145) on Marsh Creek Road to meet current design standards (Project). Both bridges carry traffic over Marsh Creek. The Project is located on Marsh Creek Road, southeast of Clayton, in the unincorporated Antioch/Brentwood area. Marsh Creek Road is categorized as a minor arterial. The road serves as an alternate route from the East Bay to State Route 4 (SR-4) and provides access to local residential properties. Bridge #28C-0143 is approximately 1.6 miles west of Deer Valley Road; and, Bridge #28C-0145 is approximately 3.1 miles east of Deer Valley Road and approximately 0.2 mile west of Camino Diablo. It is anticipated that the improvements will be primarily governed by a combination of the roadway design speed, construction staging, and hydraulic freeboard requirements for Marsh Creek when establishing both the horizontal and vertical geometry for the facility. The selected design speed is 50 mph for Bridge Number 28C-0143 and 60 mph for Bridge Number 28C-0145. The design speeds are based on the posted speed limit, design standards, and speed survey data acquired in September of 2016.	Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)

**Air Quality Conformity Task Force
Summary Meeting Notes
September 27, 2018**

Participants:

Lucas Sanchez – Caltrans
Panah Stauffer – EPA
Ginger Vagenas – EPA
Dick Fahey – Caltrans
Jean Mazur – FHWA
Dominique Kraft – FTA

Boris Deunert – San Francisco Department of
Public Works
Oliver Iberien – San Francisco Department of
Public Works
Andrea Gordon – BAAQMD
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. San Francisco - Better Market Street Transportation Elements Project

Oliver Iberien (San Francisco Department of Public Works) began his description of the San Francisco - Better Market Street Transportation Elements project by stating that the City of San Francisco is proposing improvements to Market Street from Steuart Street to Octavia Boulevard, including:

- Reconstruct and resurface roadway
- Reconstruct transit facilities including streetcar tracks, transit boarding areas and transit connections, and adding a turnback loop for the F Market streetcar line at McAllister and 7th Streets
- Reconstruct traffic signals, and add new signals at 11th and Steuart Streets (the only intersections east of Van Ness Avenue that presently do not have signals)
- Reconstruct sidewalks and streetscape improvements.
- Construct a sidewalk-level, separated Class IV bike lane along Market Street (a roadway level bikeway would be constructed at intersections, select locations along Market Street and along a portion of Valencia Street)
- Make transportation circulation changes including diversion of private vehicle traffic off of Market Street eastbound between 10th Street and Beale Street, and westbound between Steuart Street and Van Ness Avenue.
- Utility relocation and upgrades.

Mr. Iberien explained that the principal purpose of the SF - Better Market Street Transportation Elements project is to increase the efficiency of the corridor for transit, bicyclists, pedestrians, and commercial vehicles and consequently make the facility safer for all modes of transportation. Mr.

Iberien went on to say that the City of San Francisco proposes to reconstruct Market Street in order to:

- Improve transit operating speed and safety
- Improve bicycle lane operation and safety by upgrading to a Class IV facility
- Reconstruct sidewalks and streetscape for better pedestrian safety, appearance, and regulatory compliance
- Bring the street, transit, and utility facilities up to a state of good repair

Mr. Iberien added that the project design option reflects differences of emphasis in prioritizing different modes of transportation, principally transit. Mr. Iberien also pointed out that the SF - Better Market Street Transportation Elements project is needed to address the following:

- Market Street is the main artery of the city's Muni transit system, with the majority of routes operating on or crossing Market Street.
 - Average of approximately 250,000 transit boardings per day
- Substantial pedestrian use
 - ~85,000 pedestrians per weekend day on Market Street between 4th and 5th streets
- Substantial number of bicyclists
 - 96 percent increase in bicycle traffic between 2006 and 2013
- High demand for parking and loading space from drivers of private vehicles and the low availability of non-commercial parking space in the area leads to conflicts between vehicles, double parking, and parking on the sidewalk and creates pinch zones at commercial on-street loading areas
- Market Street is among the slowest corridors in the Muni transit system (4.9–5.8 mph) because of conflicts between the different modes of transportation
 - These conflicts contribute to a collision rate higher than the statewide average for this type of facility (67 Muni/automobile collisions and 53 bicycle or pedestrian/automobile collisions on Market Street for the period 2012–2013, the most recent data available)
- Elements of the City infrastructure in the project corridor are reaching the ends of their operational design lives.

Dominique Kraft (FTA) asked about the SF - Better Market Street Transportation Elements project's impact on the existing bus stops (within the project area) and Mr. Iberien responded by saying the bus stops would potentially be relocated to accommodate other components of the project while increasing ADA accessibility for the transit boarding islands included in the project.

Ginger Vagenas (EPA) commented that categorization of the different aspects of the SF - Better Market Street Transportation Elements project was helpful and including the listing of project of air quality concern considerations relevant to the conformity regulations. Ms. Vagenas reminded the group that there really are not any bright lines defining whether or not a project is of air quality concern based on total numbers or percentages and these metrics are not the final deciding factor.

While Ms. Vagenas did not consider the SF - Better Market Street Transportation Elements project to be of air quality concern, but commented the formats build/no-build comparison analysis tables

included in the project assessment form would be more helpful if they were presented side by side with truck ADT values (i.e., no truck percentages) and included transit bus traffic volumes.

Ms. Kraft also did not consider the SF - Better Market Street Transportation Elements project to be of air quality concern and asked what a “Streetlife Zone” (slide 7 of the presentation) was. Mr. Iberien responded by saying the “Streetlife Zone” paved sidewalk area will be given a purpose by putting in street furniture, providing table space area for cafes on Market and to promote more civic life in the streets. Dick Fahey (Caltrans) indicated that he had the same comments as Ms. Vagenas and he also did not consider the SF - Better Market Street Transportation Elements project to be of air quality concern.

Final Determination: With input from FTA, EPA, FHWA and Caltrans (deferring their determination to FHWA), the Task Force concluded that the SF - Better Market Street Transportation Elements project was not of air quality concern.

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

i. Confirmation of the list of exempt projects from PM_{2.5} conformity (2b_Exempt List 090916.pdf)

Lucas Sanchez (Caltrans) mentioned/questioned:

1. On TIP ID # SM-170001; that instead of using “Safety - Traffic control devices and operating assistance other than signal projects” as the project type under 40 CFR 93.126, use the “Projects that correct, improve, or eliminate a hazardous location or feature” project type air quality code – as long as the acceleration lanes are less than one mile long. Adam Crenshaw (MTC) indicated the update to project type in FMS would be made.
2. On TIP ID # SON090001; is this project in the San Francisco Bay Area non-attainment area/Air Basin? After the meeting, MTC staff followed-up on the location for the Replace Geysers Road Bridge over Sulphur Creek 20C0005 project and noted that the project is located in the northern part of Sonoma County in the North Coast NAAQS area designation. Therefore, the Task Force’s determination on TIP ID # SON090001 was retracted from the FMS database.

Final Determination: With email follow-up input from FHWA, FTA, EPA, Caltrans and MTC, the Task Force agreed that the projects on the exempt list (**2b_Exempt List 091418.pdf** – including TIP ID numbers CC-110107 and (revised) SM-170001, **only**) are exempt from PM_{2.5} project level analysis.

2. Consent Calendar

a. July 26, 2018 Air Quality Conformity Task Force Meeting Summary

With input from all members the Task Force concluded that the consent calendar was approved.

3. Other Items

Ginger Vagenas (EPA) and Dominique Kraft (FTA) both indicated that EPA and FTA will not be providing reviewing or feedback on the NCHRP Quick Reference Guide which was passed out at the August 23, 2018 Task Force meeting. Ms. Kraft mentioned that the NTI – Transportation Conformity training course will be held at the Caltrans District 4 office in March 2019 and registration is now currently open. Lucas Sanchez (Caltrans) reminded the group about the upcoming statewide conformity group meeting on October 17th, 2018 from 9:30 am to noon.

Harold Brazil (MTC) asked Ms. Vagenas if EPA had any comments on the D.C. Circuit court's agreement to delay until February 2019 its voiding of a portion of the U.S. Environmental Protection Agency's 2008 ozone standards implementation rule that exempted some areas from transportation-related air quality requirements and how this might impact the statewide 2019 federal transportation improvement program (FSTIP). Ms. Vagenas answered indicating that she had spoken with Karina O'Connor (EPA) and Ms. O'Connor felt that it could be speculative to think that the 2019 FSTIP conformity finding since orphan areas in California are all isolated rule areas and these areas should not have to do any project updates to the 2019 FSTIP. Adam Crenshaw (MTC) mentioned that this item was discussed at the California Federal Programming group meeting and concerns were raised early on that there might not be federal approval of the 2019 FSTIP although nothing definitive was said. Mr. Crenshaw went on to say that Caltrans and FHWA has suggested that areas continue to amend their 2017 TIPs in case the 2019 FSTIP federal approval process is delayed. Ms. Vagenas stated that EPA is still in the process of analyzing potential conformity ramifications from the court ruling and will be providing more information about this issue at a later date. Ms. Vagenas asked FHWA, FTA and Caltrans if they had any further thoughts on the issue and Jean Mazur (FHWA), Lucas Sanchez (Caltrans) and Ms. Kraft all indicated that they currently had no additional information on the ruling and planned on pulling together their internal agency conversations (on the ruling) with one another.