



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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

## Air Quality Conformity Task Force Meeting

Metropolitan Transportation Commission

Join Zoom Meeting @

<https://bayareametro.zoom.us/j/88015790031?from=addon>

**Meeting ID: 880 1579 0031**

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

**January 23, 2025**

**9:30 a.m. – 11:00 a.m.**

### AGENDA

1. Welcome and Introductions
2. PM<sub>2.5</sub> Project Conformity Interagency Consultations
  - a. Consultation to Determine Project of Air Quality Concern Status
    - i. Fremont Boulevard Multimodal Corridor (Downtown to Irvington) Project
    - ii. US 101 San Antonio Road to Charleston Road/Rengstorff Avenue Interchange Improvements Project
    - iii. Alameda de las Pulgas – Traffic and Safety Improvements Project
    - iv. SR 17 Corridor Congestion Relief Project
    - v. Treat Boulevard Corridor Improvements Project
  - b. Conformity Exemption for Project that Correct, Improve, or Eliminate a Hazardous Location or Feature
    - i. US 101 I-80 / San Pablo Dam Road (SPDR), Phase 2 PS&E Project
    - ii. SON 113 / Roadway Rehabilitation 3R Project
  - c. 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\_012325.pdf
    - 3a\_Attachment-A\_List\_of\_Proposed\_New\_Projects\_012325.pdf
4. Consent Calendar
  - a. October 24, 2024 and December 5, 2024 Air Quality Conformity Task Force Meeting Summaries
5. Other Items

Next Meeting: February 27, 2025

MTC Staff Liaison: Harold Brazil

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

Harold Brazil is inviting you to a scheduled Zoom meeting.

Topic: Air Quality Conformity Task Force Meeting

Time: This is a recurring meeting Meet anytime

Join Zoom Meeting

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

Meeting ID: 843 8369 8853

One tap mobile

+16699006833,,84383698853# US (San Jose)

+14086380968,,84383698853# US (San Jose)

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+1 346 248 7799 US (Houston)

+1 253 215 8782 US (Tacoma)

+1 312 626 6799 US (Chicago)

+1 646 876 9923 US (New York)

+1 301 715 8592 US (Washington DC)

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833 548 0276 US Toll-free

833 548 0282 US Toll-free

877 853 5247 US Toll-free

Meeting ID: 843 8369 8853

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162.255.37.11 (US West)

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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



## Memorandum

TO: Air Quality Conformity Task Force

DATE: January 17, 2025

FR: Harold Brazil

W. I.

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

Two project sponsors 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 Fremont	Fremont Boulevard Multimodal Corridor (Downtown to Irvington) Project
2	Caltrans	US 101 San Antonio Road to Charleston Road/Rengstorff Avenue Interchange Improvements Project
3	Town of Atherton	Alameda de las Pulgas – Traffic and Safety Improvements Project
4	Caltrans	SR 17 Corridor Congestion Relief Project
5	Contra Costa County	Treat Boulevard Corridor Improvements Project

**2ai\_Fremont\_Bldv\_Multimodal\_Corridor\_Project\_Assessment\_Form.pdf** (for the Fremont Boulevard Multimodal Corridor (Downtown to Irvington) project)

**2aii\_US101\_San\_Antonio\_Rd\_to\_Charleston\_Rd\_Rengstorff\_Ave\_Interchange\_Improve\_Project\_Assessment\_Form.pdf** (for the US 101 San Antonio Road to Charleston Road/Rengstorff Avenue Interchange Improvements project)

**2aiii\_ADLP\_Traffic\_&\_Safety\_Improve\_Project\_Assessment\_Form.pdf** (for the Alameda de las Pulgas – Traffic and Safety Improvements project)

**2aiv\_SR\_17\_Corridor\_Congestion\_Relief\_Project\_Assessment\_Form.pdf** (for the SR 17 Corridor Congestion Relief project)

**2av\_Treat\_Bldv\_Corridor\_Improve\_Project\_Assessment\_Form.pdf** (for the Treat Boulevard Corridor Improvements project)

MTC requests the review and concurrence from the Task Force for projects seeking a conformity exemption for the correction, improvement, or elimination of hazardous a location or feature and the projects are as follows:

No.	Project Sponsor	Project Title
1	Contra Costa Transportation Authority	US 101 I-80 / San Pablo Dam Road (SPDR), Phase 2 PS&E Project
2	Caltrans	SON 113 / Roadway Rehabilitation 3R Project

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

**2c\_POAQC\_Exempt\_List\_011625.pdf** lists exempt projects under 40 CFR 93.126.

**Application of Criteria for a Project of Air Quality Concern**  
**Project Title: Fremont Boulevard Multimodal Corridor (Downtown to Irvington) Project**  
**Project Summary for Air Quality Conformity Task Force Meeting: December 5, 2024**

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**Description**

- Project will construct new Class IV separated bikeways, “protected” intersections, and replace existing traffic signals (at Beacon Avenue, Sundale Drive, and Bidwell Drive intersections) along both sides of Fremont Boulevard between Country Drive and Eugene Street.
- Project elements are designed to enhance overall active transportation safety, connection, access, and comfort that have been proven to result in actual mode shift in the City’s Downtown area, supporting one of the key action goals of the City’s Climate Action Plan.
- Project will not change the number of through vehicle lanes along the project corridor.
- Upgrade existing curb access ramps to remain for ADA compliance and install new curb access ramps.

**Background**

- NEPA process for a Categorical Exclusion is almost complete.
- Seeking air quality conformity determination on or before February 2025.

**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.
- Grade separated bikeways and intersection improvements to increase pedestrian/bicyclist safety and promote active transportation mode shifts.
- Project will not include any roadway capacity increasing elements (e.g. additional vehicle lanes).
- No change in truck percentages.

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

- Project does not include intersections at LOS D, E, or F with significant number of diesel vehicles.

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

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

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

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

<b>RTIP ID#</b> <i>(required)</i> 21-T08-060				
<b>TIP ID#</b> <i>(required)</i> ALA230220				
<b>Air Quality Conformity Task Force Consideration Date</b> December 5, 2024				
<b>Project Description</b> <i>(clearly describe project)</i> The Project limits are on Fremont Boulevard between Country Drive and Eugene Street. The Project will provide an enhanced grade separated and bollard separated bikeway to connect between the previously completed protected intersection improvements along Fremont Boulevard (at Mowry Avenue and Stevenson Boulevard), the recently completed intersections (Walnut Avenue and Eugene Street, and a new protected intersection currently under construction at Country Drive.  The project consists of constructing grade separated asphalt concrete bikeways along both sides of Fremont Blvd, constructing protected intersections with upgraded traffic signals (at Beacon Avenue, Sundale Drive, and Bidwell Drive intersections), storm drain system modifications as needed, landscaping enhancements, bus stop/shelter upgrades, pavement repair, placing a slurry seal pavement application, and restriping the existing travel lanes. The project will require temporary traffic control, minor excavation for the construction of the enlarged curb returns and new traffic signals.				
<b>Type of Project:</b> Pedestrian and Bicycle Safety Improvements				
<b>County</b> Alameda	<b>Narrative Location/Route &amp; Postmiles</b>  <b>Fremont Boulevard between Country Drive and Eugene Street</b>  <b>Caltrans Projects – EA#</b>			
<b>Lead Agency:</b>				
<b>Contact Person</b> Edelzar Garcia	<b>Phone#</b> (510) 494-4781	<b>Fax#</b>	<b>Email</b> egarcia@fremont.gov	
<b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>				
<input checked="" type="checkbox"/> <b>Categorical Exclusion (NEPA)</b>	<input type="checkbox"/> <b>EA or Draft EIS</b>	<input type="checkbox"/> <b>FONSI or Final EIS</b>	<input type="checkbox"/> <b>PS&amp;E or Construction</b>	<input type="checkbox"/> <b>Other</b>
<b>Scheduled Date of Federal Action:</b>				
<b>NEPA Delegation – Project Type</b> <i>(check appropriate box)</i>				
<input type="checkbox"/>	<input checked="" type="checkbox"/> <b>Section 326 – Categorical Exclusion</b>	<input type="checkbox"/> <b>Section 327 – Non-Categorical Exclusion</b>		
<b>Current Programming Dates</b> <i>(as appropriate)</i>				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	Sept 2024	Sept 2024		March 2026
<b>End</b>	January 2025	March 2026		March 2027

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

Fremont Boulevard is the primary north-south regional arterial corridor that spans the length of the City of Fremont and runs parallel to the I-880 freeway. Fremont Boulevard serves not only as a regional commute corridor, but it also provides key connections between the North Fremont Community, Centerville District, Downtown/City Center area, and Irvington District, as well as a number of regional transit destinations like the Centerville Train Depot (ACE and Amtrak Train service), Fremont BART station, and the future Irvington BART station.

The Project is a part of a multi-year City effort to enhance Fremont Boulevard into a safe, multimodal, efficient, and balanced regional corridor that serves and supports planned higher density mixed-use development within a number of regionally designated Priority Development Areas (PDA) and Transit Oriented Development (TOD) Areas, ultimately providing improved multimodal transportation infrastructure to connect hundreds of affordable and higher density housing units under development along the corridor to regional transit and service destinations.

Over the past five years, the City has implemented a number of protected intersection improvements, bollard separated Class IV bikeways, buffered Class II bike lanes, and traffic signal modernization projects to improve active transportation access, comfort, and safety, as well as vehicle traffic circulation and progression along Fremont Boulevard. However, general public input revealed that given the traffic speeds and volumes along Fremont Boulevard, a higher degree of separation between bicycle paths and vehicle lanes is needed to provide the sufficient comfort and safety for less experienced residents to use active transportation along Fremont Boulevard.

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

The area around the project sites is primarily a mix of residential and commercial uses.

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

The project proposes modifications to the existing bike lanes and is not anticipated to affect land uses nor generate additional traffic or change the percentage of heavy trucks passing through the intersection.

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

The planned opening year for the project is 2027. Based on projected corridor traffic growth rate of 1.25% per year, the projected ADT along the project corridor in 2027 is 23,300 vehicles per day. The truck percentage is expected to remain at 1.5% of the ADT, or 350 trucks per day. The LOS under build and no-build scenario is expected to remain the same at LOS C in both AM and PM peak hours across the various signalized intersections.

**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**

For the 2040 RTP horizon year, the projected ADT along the project corridor is expected to increase to 26,200 vehicles per day. The truck percentage is expected to remain at 1.5% of the ADT, or 393 trucks per day. The LOS under the build and no-build scenario is expected to be LOS D in both AM and PM peak hours across the various intersections.

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

N/A

**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**

N/A

**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*)**

One of the goals of the project is to improve bike and pedestrian infrastructure along the project corridor, which will provide residents in the Centerville District, Downtown/City Center area, and Irvington District PDA/TOD areas alternate modes of transportation to destinations that can be easily accessed by walking or biking. The project will also upgrade the traffic signals along the project corridors with modern equipment that can allow for better vehicle detection and signal coordination that can result in greater efficiency.

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

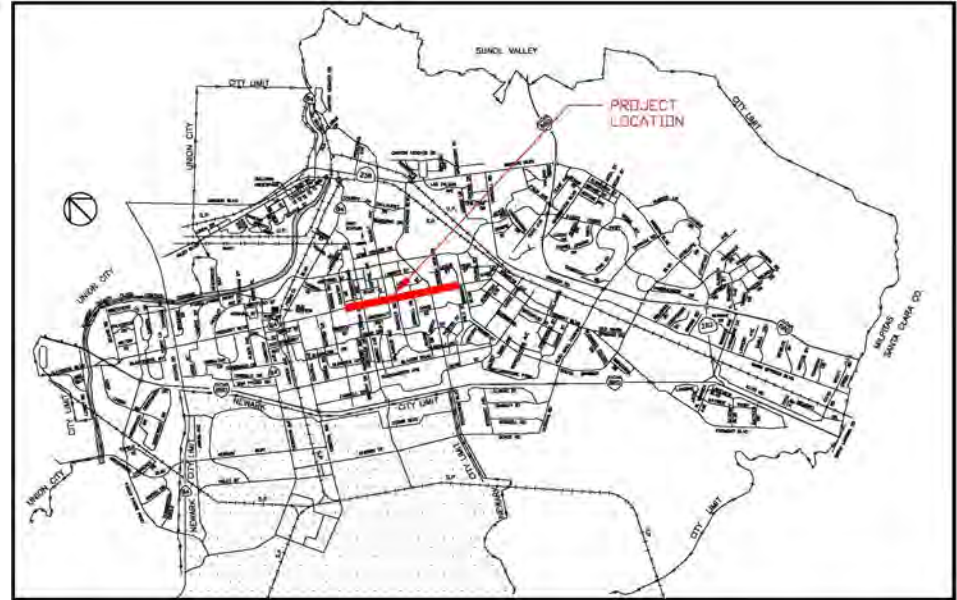
# Fremont Boulevard Multimodal Corridor (Downtown to Irvington) Project



MTC Air Quality Conformity Task Force Meeting  
December 5, 2024

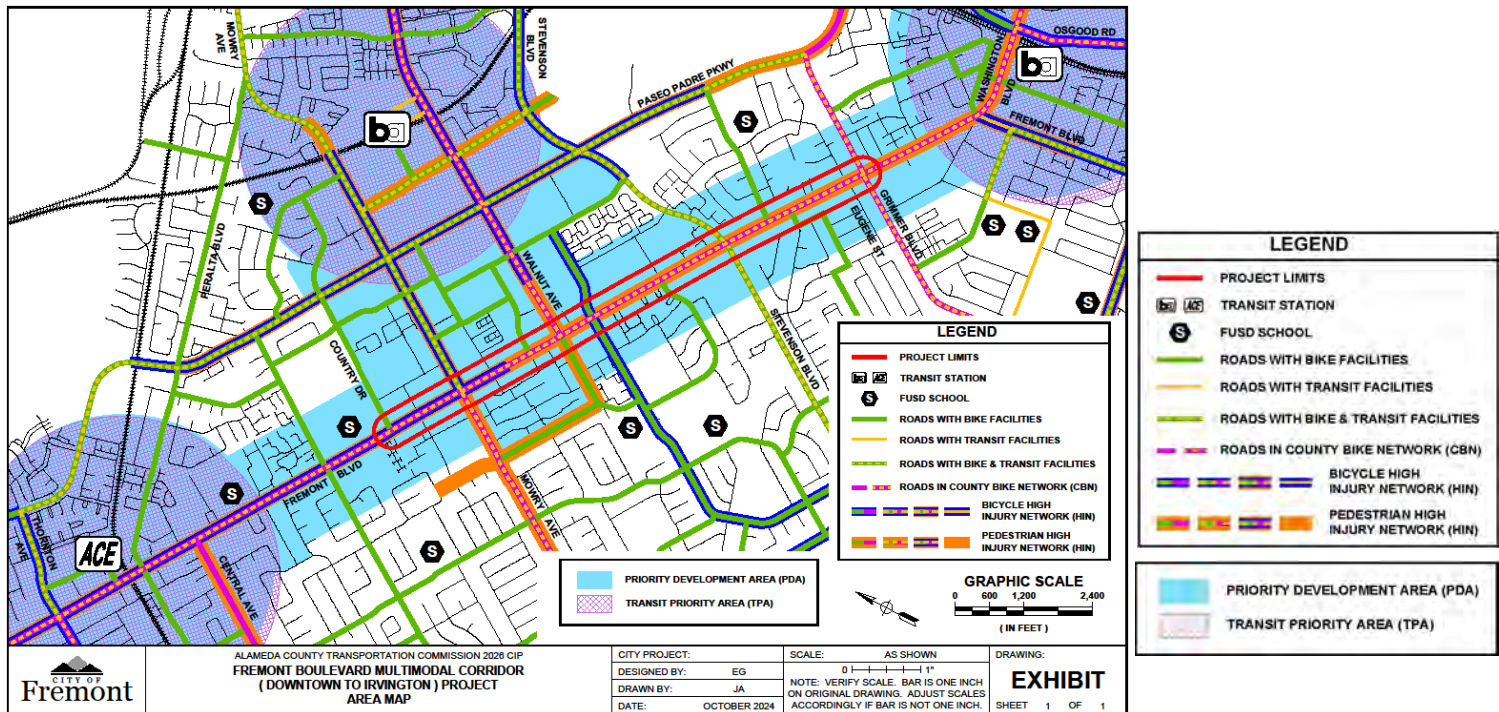


# Project Location



# Purpose and Need

- Project is located within the City’s Downtown PDA, the adjacent Irvington Transit PDA, and the Fremont BART Station TPA
- Fremont Blvd is part of MTC’s Regional Active Transportation Network

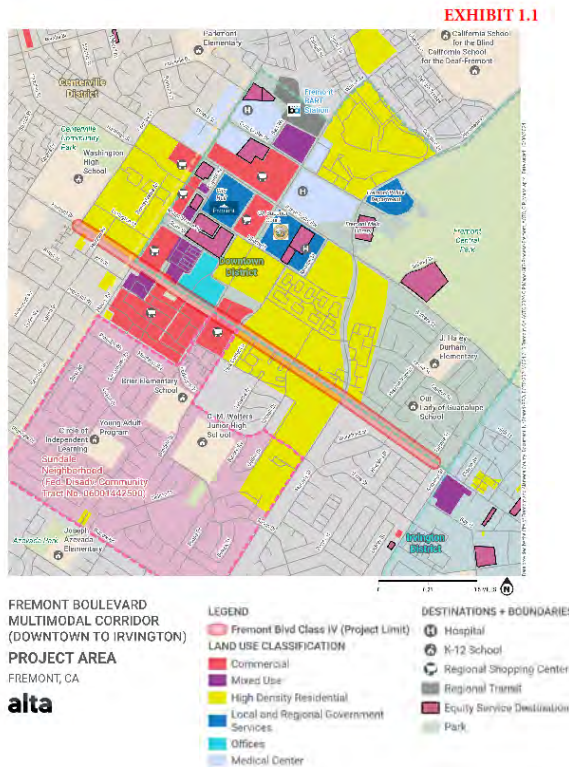


Project Area Map with PDA, TPA, and Active Transportation Network

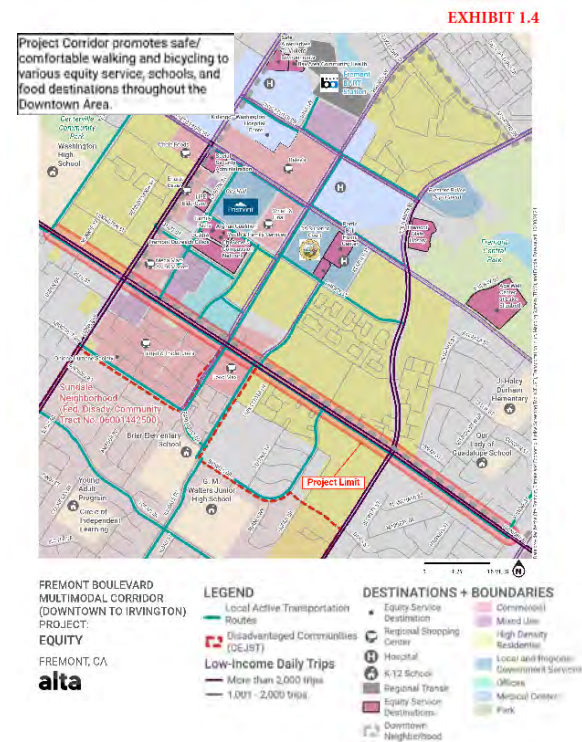


# Purpose and Need (cont'd)

- Project is part of a multi-year City effort to enhance Fremont Blvd into a safe, multimodal, efficient, and balanced regional corridor for users of all ages and abilities in an urban environment



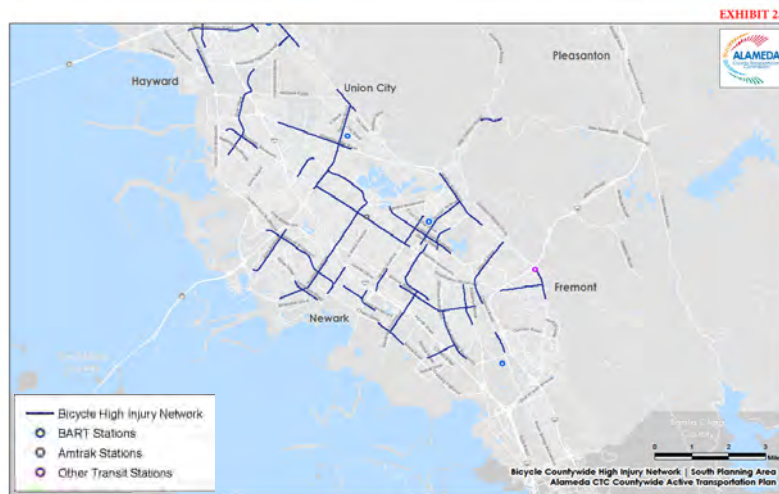
Project Area Map with Land Use areas



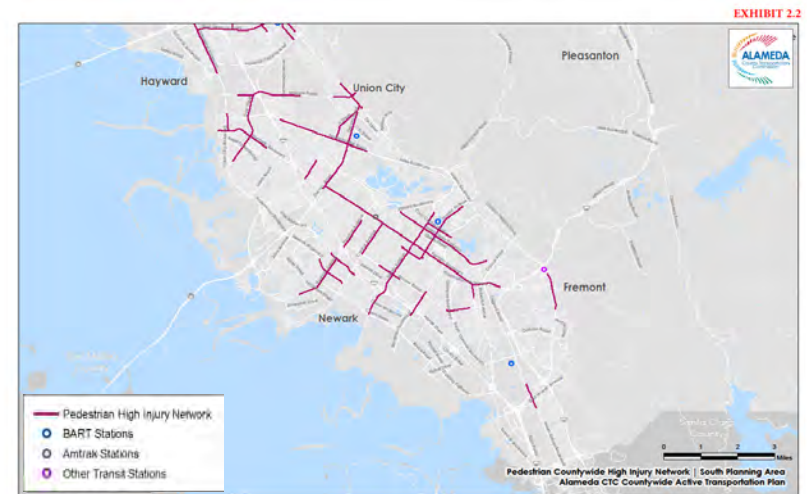
Equity Map

# Purpose and Need (cont'd)

- Fremont Blvd is part of High Injury Network (HIN) with a history of fatal and severe injury collisions



Bicycle Countywide High Injury Network Map

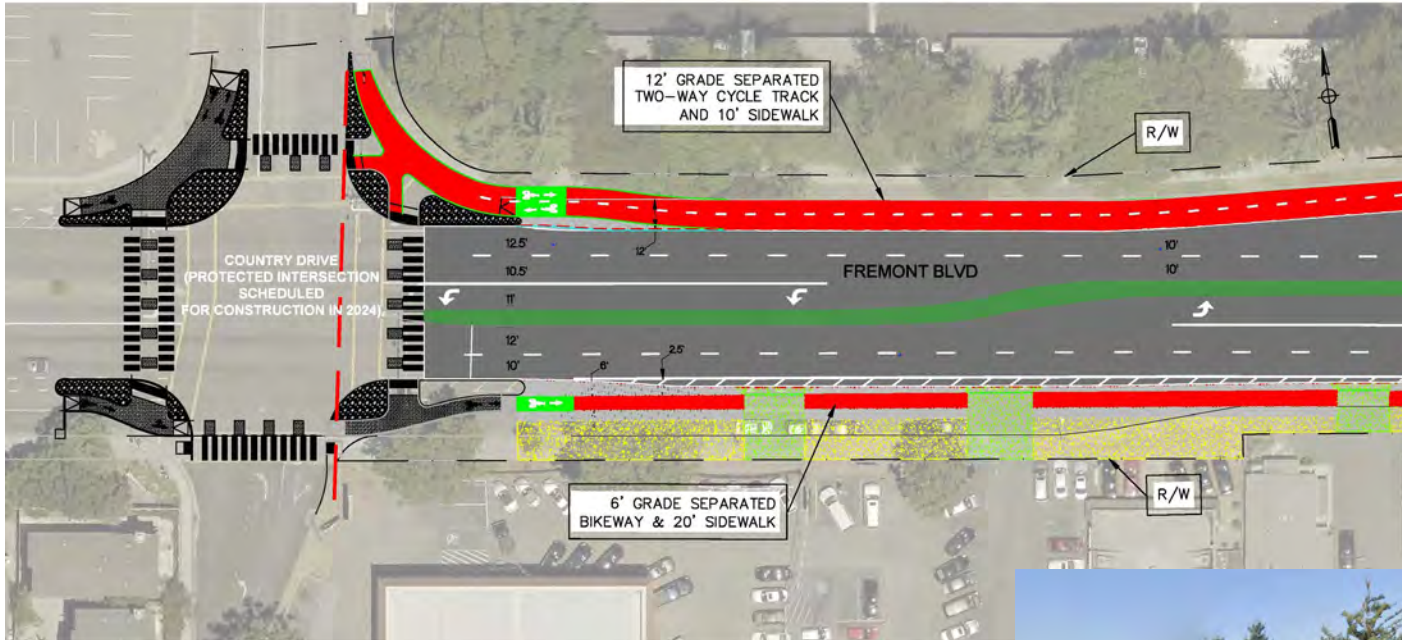


Pedestrian Countywide High Injury Network Map

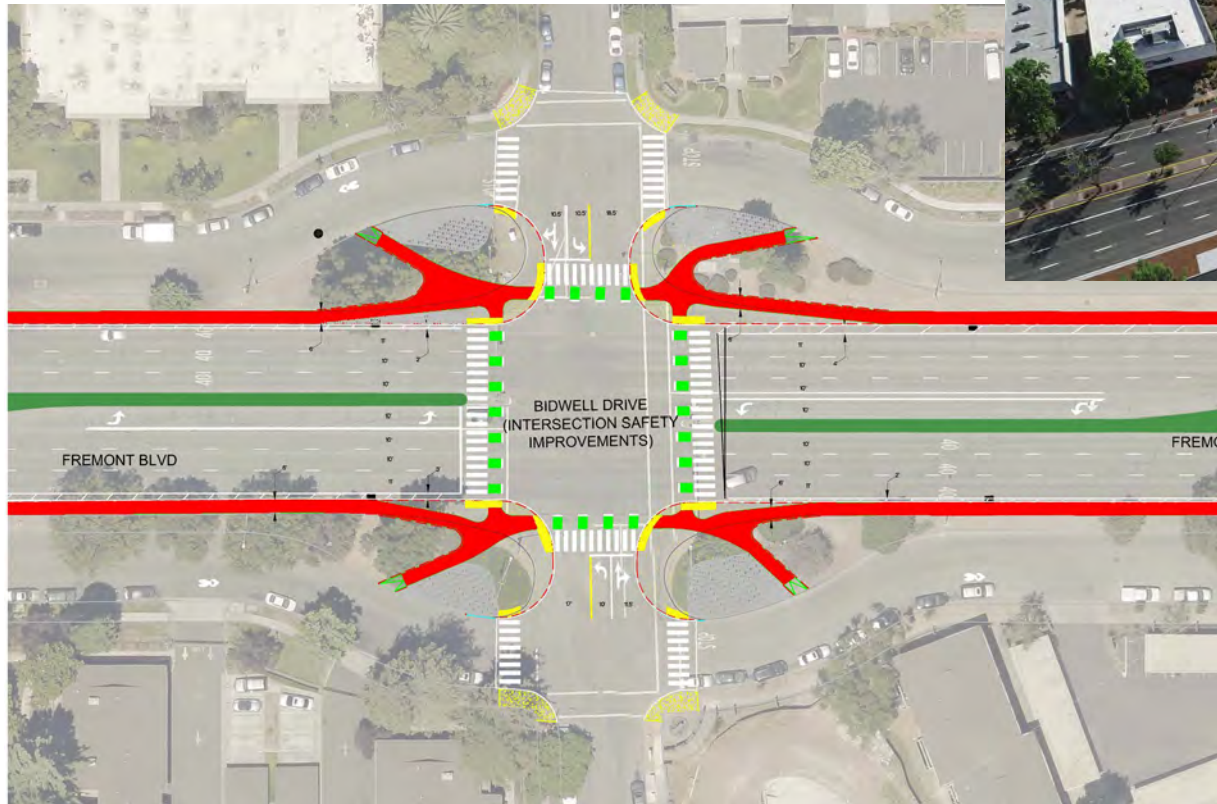
# Project Description

- Construction of new Class IV separated bikeways, including sidewalk level bikeway through the higher density downtown area, along both sides of Fremont Blvd from Country Drive to Eugene Street.
- “Protected intersection” improvements and replace existing traffic signals at Fremont Blvd/Beacon Ave, Fremont Blvd/Sundale Dr, and Fremont Blvd/Bidwell Dr intersections.
- Pavement resurfacing and striping to incorporate narrower vehicle lane widths to increase vehicle/bike/pedestrian separation and promote slower traffic speeds.
- Project elements are designed to enhance overall active transportation safety, connection, access, and comfort that have been proven to result in actual mode shift among majority of population that are not as experienced as current road cyclists and commute riders. Mode shift has been documented along other Downtown corridors with similar bikeway/protected intersection elements constructed over the past five years.

# Project Description (cont'd)



# Project Description (cont'd)



**Fremont Boulevard-Bidwell Drive  
Protected Intersection Design**

# Traffic Volumes

Location	Opening Year (2027)		Horizon Year (2040)	
	Total AADT	Trucks	Total AADT	Trucks
1. Fremont Blvd between Country Dr and Eugene St	23,300	350 (1.5%)	26,200	393 (1.5%)

# Level of Service (LOS) Analysis

## Opening Year (2027)

Corridor	Control	Peak Hour	No Build	Build	Significant Impact?
			LOS	LOS	
1. Fremont Boulevard (northbound)	Signal	AM	C	C	No
		PM	C	C	No
2. Fremont Boulevard (southbound)	Signal	AM	C	C	No
		PM	C	C	No

# Level of Service (LOS) Analysis

## Horizon Year (2040)

Corridor	Control	Peak Hour	No Build	Build	Significant Impact?
			LOS	LOS	
1. Fremont Boulevard (northbound)	Signal	AM	D	D	No
		PM	D	D	No
2. Fremont Boulevard (southbound)	Signal	AM	D	D	No
		PM	D	D	No

# Conclusions

## All Ages and Abilities Multi-modal Transportation Corridor Project

1. Purpose of this project is to implement all ages and abilities active transportation improvements to improve safety, access, comfort, and convenience for residents in Downtown area and adjacent disadvantaged community and connect them to regional transit, shopping, medical government services, and social services.
2. Project anticipated to create measurable increase in active transportation travel within Downtown and surrounding neighborhood districts given corridor connection to local K-12 schools, regional destinations, and regional transit (BART). Actual mode shift is expected to result in measurable air quality benefits in the region.
3. This project will not generate additional traffic or change the percentage of heavy trucks passing through the intersection.
4. Project will enhance vehicular traffic flow through new signal upgrades and timing improvements to reduce stop and go traffic, reduce corridor congestion, and encourage slower and more efficient driving, which also has air quality benefits.

# Fremont Boulevard Multimodal Corridor (Downtown to Irvington) Project

Questions?

MTC Air Quality Conformity Task Force  
December 5, 2024



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

**Project Title:** US 101 San Antonio Road to Charleston Road/Rengstorff Avenue Interchange Improvements Project

**Task Force Meeting:** January 23, 2025

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### Description

The Santa Clara Valley Transportation Authority (VTA), in cooperation with the California Department of Transportation (Caltrans), City of Mountain View, and City of Palo Alto, proposes the U.S. 101 Interchanges Improvement Project: San Antonio Road to Charleston Road/Rengstorff Avenue Project (Project) to improve access, safety and mobility for all travel modes and traffic operations. The Project proposes a southbound auxiliary lane on U.S. 101 and upgrades to the interchanges at Rengstorff Avenue (Postmile 49.6) and San Antonio Road (Postmile 50.3). The Project area extends from Postmile 49.3 to 50.6 on U.S. 101.

### Background

The Project is located within an approximately 1.3-mile segment of US 101 in the Cities of Mountain View and Palo Alto in Santa Clara County and includes portions of Rengstorff Avenue, San Antonio Road, and E. Charleston Road. This county is in the San Francisco Bay Area Air Basin and falls under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD), responsible for regional air quality planning, monitoring, and permitting, and the Metropolitan Transportation Commission (MTC), responsible for regional transportation planning.

This Project is included in the current MTC Regional Transportation Plan (RTP), Plan Bay Area 2050, as RTP ID 21-T06-028 and MTC's 2025 Transportation Improvement Program (TIP) as TIP ID SCL190012.

A joint Initial Study and Environmental Assessment (IS/EA) is being prepared for the Project under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA), respectively. Caltrans is the Lead Agency for both CEQA and NEPA. Public review for IS/EA is anticipated in mid-2025.

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

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

- Not a new or expanded highway project—no additional through lanes proposed on US 101
- The purpose of the Project is to provide locally-scaled transportation improvements that address multiple existing deficiencies.
- No change in traffic volume or truck percentages (i.e., diesel vehicles) on US 101

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

- Diesel vehicles represent approximately 2% of the daily traffic in the area. Project does not change the percentage of diesel vehicles on US 101
- The project would not change land uses in the area. Intersections impacted by the Build Alternative do not serve a significant number of diesel trucks.

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

- Not Applicable

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

- Not Applicable

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

- The Project location is not in an area identified by the PM<sub>2.5</sub> State Implementation Plan (SIP) as one that could violate or possibly violate the National Ambient Air Quality Standards (NAAQS) for PM<sub>2.5</sub>.
- The Project would not significantly increase PM<sub>2.5</sub> emissions when compared to the No-Build Alternative.

RTIP ID# (required) 21-T06-028

TIP ID# (required) SCL190012

**Air Quality Conformity Task Force Consideration Date**

January 23, 2025

**Project Description** (clearly describe project)

**Description**

The Santa Clara Valley Transportation Authority (VTA), in cooperation with the California Department of Transportation (Caltrans), City of Mountain View, and City of Palo Alto, proposes the U.S. 101 Interchanges Improvement Project: San Antonio Road to Charleston Road/Rengstorff Avenue Project (Project) to improve access, safety and mobility for all travel modes and traffic operations. The Project proposes a southbound auxiliary lane on U.S. 101 and upgrades to the interchanges at Rengstorff Avenue (Postmile 49.6) and San Antonio Road (Postmile 50.3). The Project area extends from Postmile 49.3 to 50.6 on U.S. 101. Figure 1 shows the project area.

**No Build Alternative.** Under the No-Build Alternative, there would be no auxiliary lane added to US 101 and no improvements made to the Rengstorff Avenue and San Antonio Road interchanges. Traffic operations, accessibility, and safety would continue to deteriorate in the project area. Both of the interchanges within the Project Area have the following attributes:

- Nonstandard vertical clearances of 15 feet over U.S. 101.
- Uncontrolled movements of ramps onto the crossing facilities, which conflict with pedestrian and bicycle movements.
- No dedicated bicycle facilities.

Furthermore, the U.S. 101/Rengstorff Interchange has a short weaving section (300 feet) between the Charleston Road SB On-ramp and the Rengstorff SB Off-ramp, while the U.S. 101/San Antonio Interchange lacks a SB On-ramp to U.S. 101 forcing vehicles to use local streets to enter SB U.S. 101 via the Charleston Road SB On-ramp.

**Build Alternative.** Figure 2 shows the proposed improvements under the Build Alternative. The Project would:  
U.S. 101/Rengstorff Avenue Interchange

- Replace two overcrossing structures for Rengstorff Avenue over U.S. 101 to provide additional width for dedicated bicycle/pedestrian facilities. Increasing vertical clearance to 16.5 feet to meet current standards over U.S. 101 would also be provided.
- Widen existing southbound ramps and remove existing on-ramp from Charleston Road to southbound U.S. 101. Charleston Road would be re-striped.
- Remove the existing northbound diagonal off-ramp and northbound loop off-ramp. Reconfigure the northbound diagonal on-ramp near Rengstorff Avenue. Construct a new northbound loop off-ramp. Both ramps would connect with Rengstorff Avenue via a single signalized intersection.
- Provide Class IV facilities and sidewalks on both sides of Rengstorff Avenue throughout the project limits.

U.S. 101/ San Antonio Road Interchange

- Replace overcrossing structure for San Antonio Road to provide additional width for dedicated bicycle/pedestrian facilities. Increasing vertical clearance to 16.5 feet to meet current standards over U.S. 101 would also be provided.
- Remove the existing southbound loop off-ramp. Reconfigure the portion of the existing southbound diagonal off-ramp near San Antonio Road. Construct a new southbound loop on-ramp. Both ramps would connect to San Antonio Road via a single signalized intersection.
- Remove the existing northbound diagonal on-ramp and northbound loop on-ramp. Reconfigure the portion of the existing northbound diagonal off-ramp near San Antonio Road. Construct a new northbound loop on-ramp. Both ramps would connect to San Antonio Road via a single signalized intersection.
- Provide a Class I facility on north side of San Antonio Road throughout the project limits.

Figure 1. Regional Location and Project Vicinity

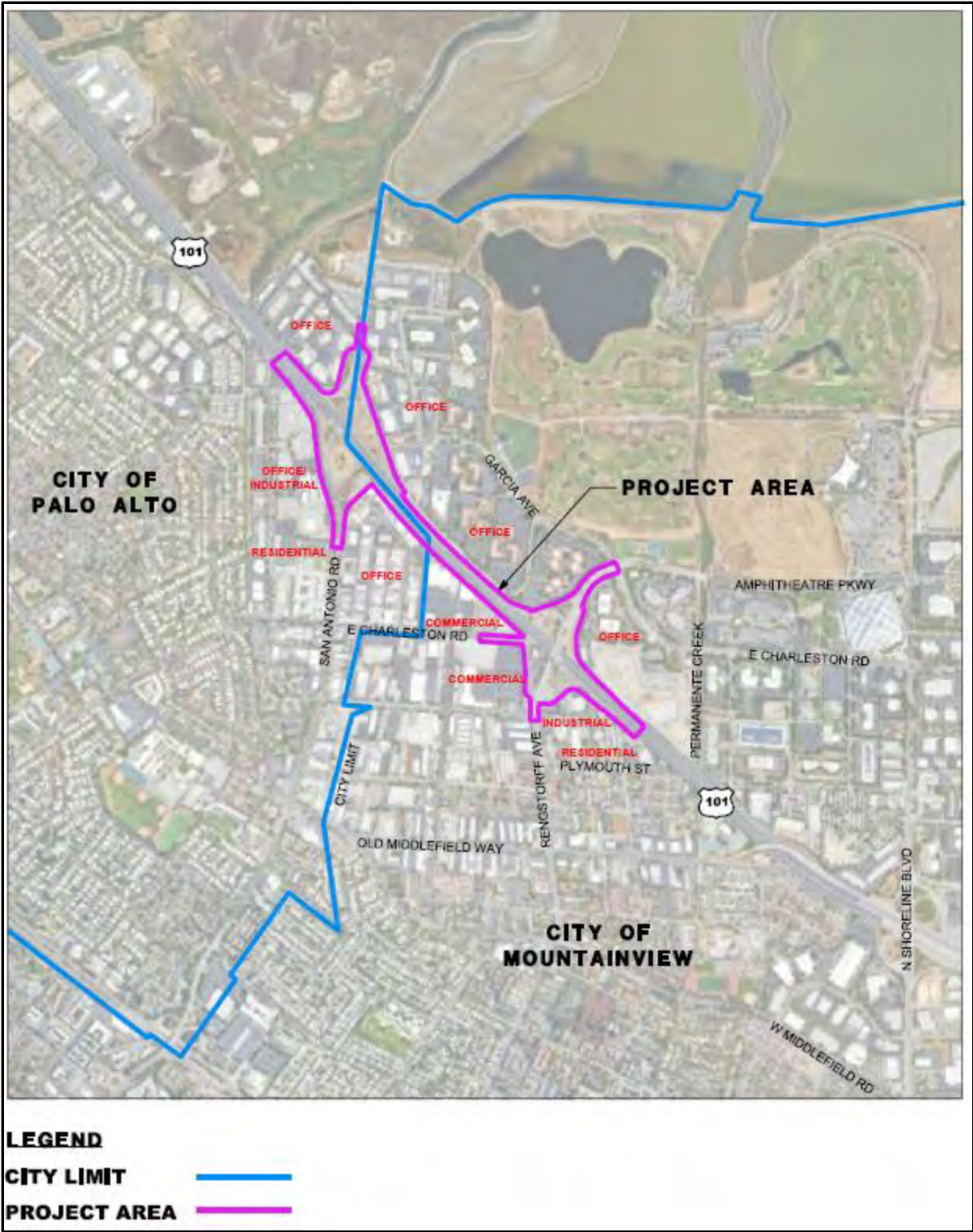
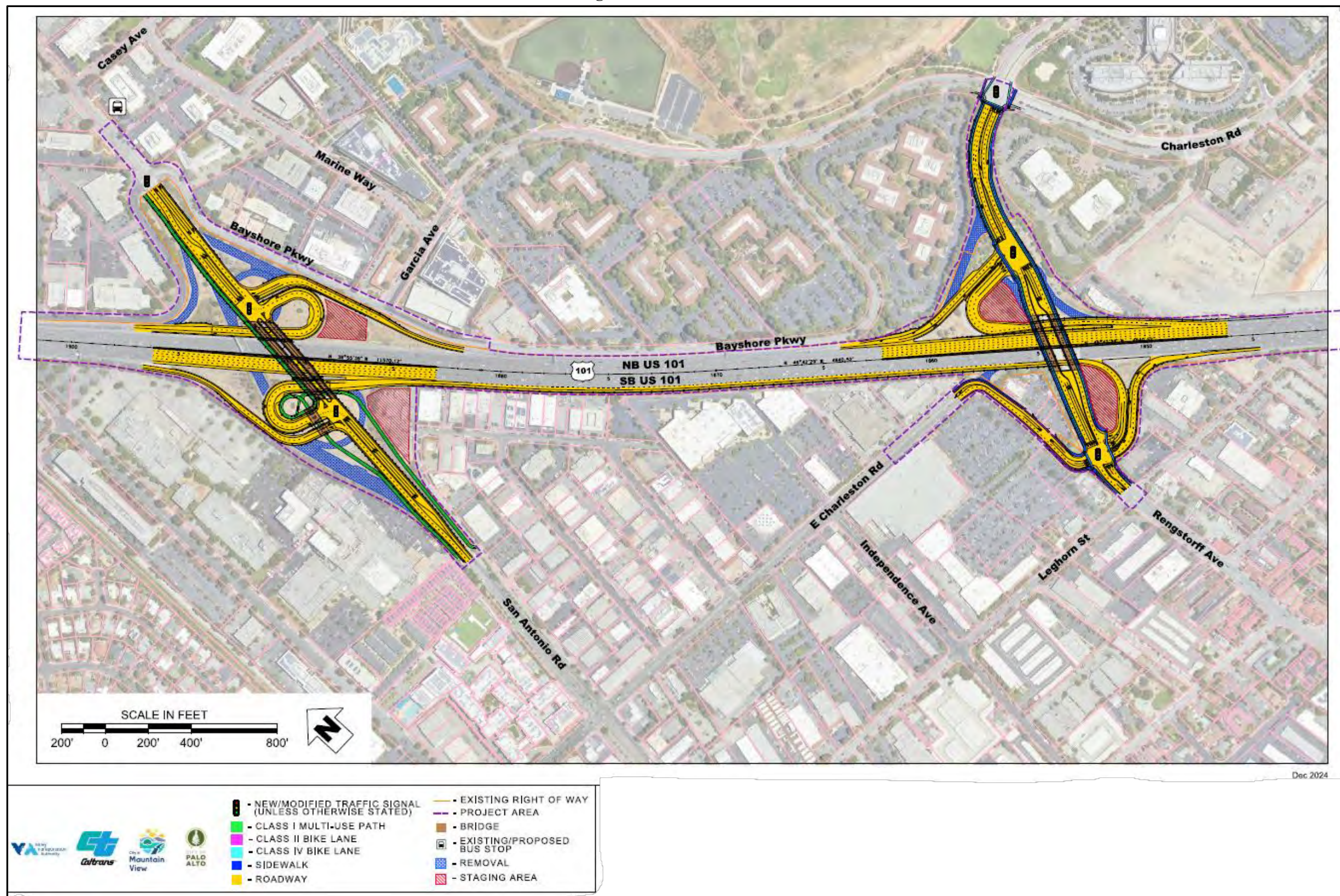


Figure 2. Build Alternative



<b>Type of Project:</b> Interchange Reconfiguration				
<b>County</b> Santa Clara	<b>Narrative Location/Route &amp; Postmiles</b> US 101 between the Rengstorff Avenue and San Antonio Road interchanges (PM 49.3 to 50.6) <b>Caltrans Projects – EA# 04-1Q440K</b>			
<b>Lead Agency:</b> Caltrans				
<b>Contact Person</b> Jasmin Mejia	<b>Phone#</b> 408-321-5771	<b>Fax#</b>	<b>Email</b> Jasmin.Mejia@vta.org	
<b>Federal Action for which Project-Level PM Conformity is Needed</b> (check appropriate box)				
<b>Categorical Exclusion (NEPA)</b>	<input checked="" type="checkbox"/> <b>EA or Draft EIS</b>	<input type="checkbox"/> <b>FONSI or Final EIS</b>	<input type="checkbox"/> <b>PS&amp;E or Construction</b>	<input type="checkbox"/> <b>Other</b>
<b>Scheduled Date of Federal Action:</b> December 2025				
<b>NEPA Delegation – Project Type</b> (check appropriate box)				
<input type="checkbox"/> <b>Section 326 – Categorical Exclusion</b>		<input checked="" type="checkbox"/> <b>Section 327 – Non-Categorical Exclusion</b>		
<b>Current Programming Dates</b> (as appropriate)				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	2023	2023	2025	2028
<b>End</b>	2025	2027	2027	2030
<b>Project Purpose and Need (Summary):</b> (please be brief)				
<p>The purpose of the proposed Project is to provide locally-scaled transportation improvements that address multiple existing deficiencies. Specifically, the objectives of this Project are to:</p> <ul style="list-style-type: none"> <li>• Improve access for all travel modes in the area including bicycles, pedestrians, and transit.</li> <li>• Improve safety for all travel modes in the Project area.</li> <li>• Improve mobility for all travel modes in the Project area.</li> <li>• Improve traffic operations in the Project Area as well as the local street network.</li> </ul> <p>The project is needed to:</p> <ul style="list-style-type: none"> <li>• Accommodations for All Modes of Transportation – There is insufficient multi-modal access and connectivity within the Project area. There are limited facilities for pedestrians and no dedicated facilities for bicycles, which leads to an inability of all modes of transportation to effectively, and safely access commercial, business, and residential uses.</li> <li>• Safety – Several geometric features within the project limits are not desirable for providing safe travel for all modes of transportation which includes, pedestrian and bicycle crossings across uncontrolled movements to/from the U.S. 101 ramps to the local streets and short weaving distances between successive on-ramps and off-ramps.</li> <li>• Accessibility to Local Destinations – Efficient mobility for all users into and out of the Project Area is critical to a healthy and sustainable economy and community. As a result, undesirable traffic operations adversely affect the economic vitality and sustainability of Mountain View and Palo Alto. Improving access for all modes in the Project Area is consistent with the multimodal and active transportation elements of the North Bayshore Precise Plan (NBPP).</li> <li>• Traffic Operations – Regional growth and local development combined with constrained geometrics have resulted in deteriorated traffic operations in the Project Area. In addition, the lack of full interchange access contributes to traffic congestion on the local street network. To improve traffic operations, there is a need to modify the U.S. 101 interchanges at San Antonio Road and Rengstorff Avenue.</li> </ul>				

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

The Project is located between the Cities of Mountain View and Palo Alto, which is a densely populated urban area. The Project area is surrounded by office/industrial, mixed-use, business/industrial, and commercial land uses. This segment of the highway is in the middle of Silicon Valley and serves as a regional connector between the City of San Francisco and the City of San José. The Project would not change the adjacent land uses nor would it change forecasted diesel traffic.

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

TJKM Transportation Consultants conducted the traffic forecasting analysis for the Project. To account for future increases in traffic associated with planned growth that will occur under both the No-Build and Build alternatives, forecasts for the opening year (2030) and design year (2050) were developed using the VTA travel demand forecasting model for an area that includes both San Mateo and Santa Clara Counties. Land use forecasts were the same as those used for the Plan Bay Area 2040 RTP conformity analysis.

**Opening Year 2030: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

2030							
Location	No Build			Build			
	Total	Truck	% Truck	Total	Truck	% Truck	
<b>US 101 NB</b>	<b>Mainline</b> between Shoreline Blvd. On-Ramp and Rengstorff Ave. Off-Ramp	134,827	5,663	4.2	132,493	5,565	4.2
	<b>Off-Ramp</b> to Rengstorff Ave. NB	7,406	311	4.2	-	-	-
	<b>Off-Ramp</b> to Rengstorff Ave. SB	6,675	280	4.2	-	-	-
	<b>Off-Ramps</b> to Rengstorff Ave. NB & SB (Build Conditions)	-	-	-	11,526	484	4.2
	<b>On-Ramp</b> from Rengstorff Ave.	11,522	484	4.2	11,502	483	4.2
	<b>Mainline</b> between Rengstorff Ave. On-Ramp and San Antonio Rd. Off-Ramp	128,082	5,379	4.2	132,469	5,564	4.2
	<b>Off-Ramp</b> to San Antonio Rd.	6,480	272	4.2	6,537	275	4.2
	<b>On-Ramp</b> from San Antonio Rd. NB	12,544	527	4.2	-	-	-
	<b>On-Ramp</b> from San Antonio Rd. SB	4,654	195	4.2	-	-	-
	<b>On-Ramps</b> from San Antonio Road NB & SB (Build Conditions)	-	-	-	11,109	467	4.2
<b>Mainline</b> between San Antonio Rd. On-Ramps and Embarcadero Rd. Off-Ramp	143,755	6,038	4.2	142,088	5,968	4.2	
<b>US 101 SB</b>	<b>Mainline</b> between Oregon Expwy On-Ramp and San Antonio Rd. Off-Ramp	163,365	6,861	4.2	163,375	6,862	4.2
	<b>Off-Ramp</b> to San Antonio Rd. SB	8,943	376	4.2	-	-	-
	<b>Off-Ramp</b> to San Antonio Rd. NB	3,284	138	4.2	-	-	-
	<b>Off-Ramps</b> to San Antonio Road (Build Conditions)	-	-	-	12,824	539	4.2
	<b>On-Ramp</b> from San Antonio Rd. (Build Conditions)	-	-	-	3,488	146	4.2
	<b>Mainline</b> between San Antonio Rd. Off-Ramps and Charleston Rd. On-Ramp	151,137	6,348	4.2	154,038	6,470	4.2
	<b>On-Ramp</b> from E. Charleston Rd.	8,878	373	4.2	-	-	-
	<b>Mainline</b> between Charleston Rd. On-Ramp and Rengstorff Ave. Off-Ramp	145,950	6,130	4.2	140,552	5,903	4.2
<b>Off-Ramp</b> to Rengstorff Ave.	14,065	591	4.2	13,486	566	4.2	

2030							
Location		No Build			Build		
		Total	Truck	% Truck	Total	Truck	% Truck
	<b>On-Ramp</b> from Rengstorff Ave.	10,705	450	4.2	15,931	669	4.2
	<b>Mainline</b> between Rengstorff Ave. On-Ramp and Old Middlefield Way On-Ramp	156,655	6,580	4.2	156,483	6,572	4.2
<b>San Antonio Rd.</b>	Between US 101 Off Ramps	19,458	389	2.0	16,251	245	2.0
<b>Bayshore Parkway</b>	Between San Antonio Rd. and Garcia Ave.	1,048	21	2.0	447	9	2.0
<b>Charleston Rd.</b>	Between San Antonio Rd. and US 101 SB On-Ramp	17,296	346	2.0	12,936	259	2.0
<b>Rengstorff Ave.</b>	Between US 101 NB and SB Ramps	22,370	447	2.0	22,803	456	2.0
	US 101 NB Ramps and Charleston Rd.	24,368	487	2.0	24,146	483	2.0

Intersection LOS	No Build		Build	
	AM	PM	AM	PM
San Antonio Rd. at US 101 NB Ramps	B	A	B	B
San Antonio Rd. at US 101 SB Off Ramp	NA	NA	A	C
Charleston Rd. at US 101 SB On Ramp	C	C	NA	NA
Bayshore Parkway at Garcia Ave. (unsignalized)	A	C	A	C
Garcia Ave. at Salado Dr.	B	F	B	F
Rengstorff Ave. at US 101 NB Ramps	C	D	C	C
Rengstorff Ave. at US 101 SB Ramps	C	F	B	F

**RTP Horizon Year / Design Year 2050: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

2050							
Location		No Build			Build		
		Total	Truck	% Truck	Total	Truck	% Truck
US 101 NB	<b>Mainline</b> between Shoreline Blvd. On-Ramp and Rengstorff Ave. Off-Ramp	153,911	6,464	4.2	151,618	6,368	4.2
	<b>Off-Ramp</b> to Rengstorff Ave. NB	14,282	600	4.2	-	-	-
	<b>Off-Ramp</b> to Rengstorff Ave. SB	6,778	285	4.2	-	-	-
	<b>Off-Ramps</b> to Rengstorff Ave. NB & SB (Build Conditions)	-	-	-	18,610	782	4.2
	<b>On-Ramp</b> from Rengstorff Ave.	9,498	399	4.2	13,738	577	4.2
	<b>Mainline</b> between Rengstorff Ave. On-Ramp and San Antonio Rd. Off-Ramp	142,349	5,979	4.2	146,747	6,163	4.2
	<b>Off-Ramp</b> to San Antonio Rd.	7,303	307	4.2	7,420	312	4.2
	<b>On-Ramp</b> from San Antonio Rd. NB	12,244	514	4.2	-	-	-
	<b>On-Ramp</b> from San Antonio Rd. SB	5,598	235	4.2	-	-	-
	<b>On-Ramps</b> from San Antonio Road NB & SB (Build Conditions)	-	-	-	12,105	508	4.2
	<b>Mainline</b> between San Antonio Rd. On-Ramps and Embarcadero Rd. Off-Ramp	157,662	6,622	4.2	156,192	6,560	4.2
US 101 SB	<b>Mainline</b> between Oregon Expwy On-Ramp and San Antonio Rd. Off-Ramp	175,930	7,389	4.2	175,867	7,386	4.2
	<b>Off-Ramp</b> to San Antonio Rd. SB	8,423	354	4.2	-	-	-
	<b>Off-Ramp</b> to San Antonio Rd. NB	3,477	146	4.2	-	-	-
	<b>Off-Ramps</b> to San Antonio Road (Build Conditions)	-	-	-	12,958	544	4.2
	<b>On-Ramp</b> from San Antonio Rd. (Build Conditions)	-	-	-	4,152	174	4.2
	<b>Mainline</b> between San Antonio Rd. Off-Ramps and Charleston Rd. On-Ramp	164,029	6,889	4.2	167,060	7,017	4.2
	<b>On-Ramp</b> from E. Charleston Rd.	9,877	415	4.2	-	-	-
	<b>Mainline</b> between Charleston Rd. On-Ramp and Rengstorff Ave. Off-Ramp	157,766	6,626	4.2	151,540	6,365	4.2
	<b>Off-Ramp</b> to Rengstorff Ave.	16,140	678	4.2	15,520	652	4.2
	<b>On-Ramp</b> from Rengstorff Ave.	11,723	492	4.2	18,738	787	4.2

2050							
Location		No Build			Build		
		Total	Truck	% Truck	Total	Truck	% Truck
	<b>Mainline</b> between Rengstorff Ave. On-Ramp and Old Middlefield Way On-Ramp	169,488	7,119	4.2	170,278	7,152	4.2
<b>San Antonio Rd.</b>	Between US 101 Off Ramps	23,432	469	2.0	18,121	362	2.0
<b>Bayshore Parkway</b>	Between San Antonio Rd. and Garcia Ave.	3,579	72	2.0	3,541	71	2.0
<b>Charleston Rd.</b>	Between San Antonio Rd. and US 101 SB On-Ramp	20,093	402	2.0	15,347	307	2.0
<b>Rengstorff Ave.</b>	Between US 101 NB and SB Ramps	30,780	616	2.0	34,503	690	2.0
	US 101 NB Ramps and Charleston Rd.	41,945	839	2.0	42,772	855	2.0

Intersection LOS	No Build		Build	
	AM	PM	AM	PM
San Antonio Rd. at US 101 NB Ramps	A	F	A	B
San Antonio Rd. at US 101 SB Off Ramp	NA	NA	B	C
Charleston Rd. at US 101 SB On Ramp	A	B	NA	NA
Bayshore Parkway at Garcia Ave. (unsignalized)	A	E	A	F
Garcia Ave. at Salado Dr.	B	F	B	F
Rengstorff Ave. at US 101 NB Ramps	B	D	C	E
Rengstorff Ave. at US 101 SB Ramps	C	F	B	F

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

NA

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

NA

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

The Build Alternatives would result in access improvements to US 101, by providing more direct access to US 101 from the local arterial network including Rengstorff Avenue and San Antonio Road and reducing congestion in the surrounding neighborhoods. It would also reduce traffic congestion in the area resulting from planned growth.

**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:

1. The project is not a new or expanded highway project that would have a significant number of or increase in the number of diesel vehicles (40 CFR Section 93.123 (b)(1)(i)).
  - The Project will not result in a significant number or significant increase in diesel vehicles in the area.
2. The project is not likely to affect any signalized intersections (40 CFR Section 93.123 (b)(1)(ii)).
  - The intersections impacted by the Build Alternative do not serve a significant number of diesel vehicles nor will the LOS of the signalized intersections degrade due to increased traffic volumes from 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)).
  - 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.
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)).
  - 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.
5. The project is not in or affecting locations, areas or categories of sites that are identified in the PM<sub>2.5</sub> applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation (40 CFR Section 93.123 (b)(1)(v)).
  - The Project location is not in an area identified by the SIP as one that could violate or possibly violate the NAAQS for PM<sub>2.5</sub>.

# US 101 / SAN ANTONIO ROAD / RENGSTORFF AVENUE INTERCHANGE IMPROVEMENTS

## Bay Area Air Quality Conformity Task Force

January 23, 2025

Presented by  
Jasmin Mejia, Santa Clara Valley Transportation Authority  
Carl Gibson, WMH Corporation



1

### Project Location



2

2

## Build Alternative

- Reconstruct San Antonio & Rengstorff Interchanges along US-101
- Add SB Auxiliary Lane along US-101
- Provide facilities for Bicycles & Pedestrians
- Replace Overcrossing Structures to provide standard vertical clearance



3

3

## Project Purpose

- Improve access for all travel modes in the area including bicycles, pedestrians, and transit.
- Improve safety for all travel modes in the Project area.
- Improve mobility for all travel modes in the Project area.
- Improve traffic operations in the Project Area as well as the local street network.



101/San Antonio Interchange



101/Rengstorff Interchange



4

4

## Project Need

- Accommodation for all Modes of Transportation
  - Insufficient Multi-modal access Connectivity
  - Limited Pedestrian Facilities
  - Absence of Dedicated Bicycle Facilities
- Safety
  - Free Ramp Movements Conflict with Peds/Bikes
  - Short Weaving Distance
- Accessibility to Local Destinations
  - Limited access to Project Area
  - Consistency with North Bayshore Precise Plan
- Traffic Operations
  - Deteriorated Traffic Operations
  - Lack of Full Interchange Access



101/San Antonio Interchange – Lack of SB On-Ramp



101/Rengstorff Interchange –SB On-Ramp Weave



## Existing Traffic Data

2022				
Location		No Build		
		AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic
US 101 Northbound	Mainline between Shoreline Boulevard On-Ramp and Rengstorff Avenue Off-Ramp	104,791	4,401	4.20%
	US 101 NB Off-Ramp to Rengstorff Avenue NB	4,694	197	4.20%
	US 101 NB Off-Ramp to Rengstorff Avenue SB	4,238	178	4.20%
	US 101 NB Off-Ramps to Rengstorff Avenue NB & SB (Build Conditions)	-	-	-
	US 101 NB On-Ramp from Rengstorff Avenue	7,496	315	4.20%
	Mainline between Rengstorff Avenue On-Ramp and San Antonio Road Off-Ramp	108,837	4,571	4.20%
	US 101 NB Off-Ramp to San Antonio Road	6,177	259	4.20%
	US 101 NB On-Ramp from San Antonio Road NB	8,689	365	4.20%
	US 101 NB On-Ramp from San Antonio Road SB	1,132	48	4.20%
	US 101 NB On-Ramps from San Antonio Road NB & SB (Build Conditions)	-	-	-
Mainline between San Antonio Road On-Ramp and Oregon Express Way Off-Ramp	108,289	4,548	4.20%	



## Traffic Data: Opening Year (2030)

2030							
Location		No Build			Build		
		AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic	AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic
US 101 Northbound	Mainline between Shoreline Boulevard On-Ramp and Rengstorff Avenue Off-Ramp	134,827	5,663	4.20%	132,493	5,565	4.20%
	US 101 NB Off-Ramp to Rengstorff Avenue NB	7,406	311	4.20%	-	-	-
	US 101 NB Off-Ramp to Rengstorff Avenue SB	6,675	280	4.20%	-	-	-
	US 101 NB Off-Ramps to Rengstorff Avenue NB & SB (Build Conditions)	-	-	-	11,526	484	4.20%
	US 101 NB On-Ramp from Rengstorff Avenue	11,522	484	4.20%	11,502	483	4.20%
	Mainline between Rengstorff Avenue On-Ramp and San Antonio Road Off-Ramp	128,082	5,379	4.20%	132,469	5,564	4.20%
	US 101 NB Off-Ramp to San Antonio Road	6,480	272	4.20%	6,537	275	4.20%
	US 101 NB On-Ramp from San Antonio Road NB	12,544	527	4.20%	-	-	-
	US 101 NB On-Ramp from San Antonio Road SB	4,654	195	4.20%	-	-	-
	US 101 NB On-Ramps from San Antonio Road NB & SB (Build Conditions)	-	-	-	11,109	467	4.20%
Mainline between San Antonio Road On-Ramp and Oregon Express Way Off-Ramp	143,755	6,038	4.20%	142,088	5,968	4.20%	



## Traffic Data: RTP Horizon Year/ Design Year (2050)

2050							
Location		No Build			Build		
		AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic	AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic
US 101 Northbound	Mainline between Shoreline Boulevard On-Ramp and Rengstorff Avenue Off-Ramp	153,911	6,464	4.20%	151,618	6,368	4.20%
	US 101 NB Off-Ramp to Rengstorff Avenue NB	14,282	600	4.20%	-	-	-
	US 101 NB Off-Ramp to Rengstorff Avenue SB	6,778	285	4.20%	-	-	-
	US 101 NB Off-Ramps to Rengstorff Avenue NB & SB (Build Conditions)	-	-	-	18,610	782	4.20%
	US 101 NB On-Ramp from Rengstorff Avenue	9,498	399	4.20%	13,738	577	4.20%
	Mainline between Rengstorff Avenue On-Ramp and San Antonio Road Off-Ramp	142,349	5,979	4.20%	146,747	6,163	4.20%
	US 101 NB Off-Ramp to San Antonio Road	7,303	307	4.20%	7,420	312	4.20%
	US 101 NB On-Ramp from San Antonio Road NB	12,244	514	4.20%	-	-	-
	US 101 NB On-Ramp from San Antonio Road SB	5,598	235	4.20%	-	-	-
	US 101 NB On-Ramps from San Antonio Road NB & SB (Build Conditions)	-	-	-	12,105	508	4.20%
Mainline between San Antonio Road On-Ramp and Oregon Express Way Off-Ramp	157,662	6,622	4.20%	156,192	6,560	4.20%	



## Existing Traffic Data

2022				
Location		No Build		
		AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic
US 101 Southbound	Mainline Between Oregon Expressway On-Ramp and San Antonio Road Off-Ramp	105,273	4,421	4.20%
	US 101 SB Off-Ramp to San Antonio Rd SB	11,838	497	4.20%
	US 101 SB Off-Ramp to San Antonio Rd NB	1,018	43	4.20%
	US 101 SB Off-Ramps to San Antonio Road (Build Conditions)	-	-	-
	US 101 SB On-Ramp from San Antonio Rd On-Ramp (Build Conditions Only)	-	-	-
	Mainline between San Antonio Road Off-Ramp and E Charleston Road On-Ramp	83,490	3,507	4.20%
	US 101 SB On-Ramp from E Charleston Rd (No-Build Conditions Only. Does not exist under Build Conditions)	9,676	406	4.20%
	Mainline between Charleston Road On-Ramp and Rengstorff Avenue Off-Ramp	100,587	4,225	4.20%
	US 101 SB Off-Ramp to Rengstorff Ave	4,928	207	4.20%
	US 101 SB On-Ramp from Rengstorff Ave	7,206	303	4.20%
Mainline between Rengstorff Avenue On-Ramp and Old Middlefield Way On-Ramp	93,570	3,930	4.20%	



## Traffic Data: Opening Year (2030)

2030							
Location		No Build			Build		
		AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic	AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic
US 101 Southbound	Mainline Between Oregon Expressway On-Ramp and San Antonio Road Off-Ramp	163,365	6,861	4.20%	163,375	6,862	4.20%
	US 101 SB Off-Ramp to San Antonio Rd SB	8,943	376	4.20%	-	-	-
	US 101 SB Off-Ramp to San Antonio Rd NB	3,284	138	4.20%	-	-	-
	US 101 SB Off-Ramps to San Antonio Road (Build Conditions)	-	-	-	12,824	539	4.20%
	US 101 SB On-Ramp from San Antonio Rd On-Ramp (Build Conditions Only)	-	-	-	3,488	146	4.20%
	Mainline between San Antonio Road Off-Ramp and E Charleston Road On-Ramp	151,137	6,348	4.20%	154,038	6,470	4.20%
	US 101 SB On-Ramp from E Charleston Rd (No-Build Conditions Only. Does not exist under Build Conditions)	8,878	373	4.20%	-	-	-
	Mainline between Charleston Road On-Ramp and Rengstorff Avenue Off-Ramp	145,950	6,130	4.20%	140,552	5,903	4.20%
	US 101 SB Off-Ramp to Rengstorff Ave	14,065	591	4.20%	13,486	566	4.20%
	US 101 SB On-Ramp from Rengstorff Ave	10,705	450	4.20%	15,931	669	4.20%
Mainline between Rengstorff Avenue On-Ramp and Old Middlefield Way On-Ramp	156,655	6,580	4.20%	156,483	6,572	4.20%	



## Traffic Data: RTP Horizon Year/ Design Year (2050)

2050							
Location		No Build			Build		
		AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic	AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic
US 101 Southbound	Mainline Between Oregon Expressway On-Ramp and San Antonio Road Off-Ramp	175,930	7,389	4.20%	175,867	7,386	4.20%
	US 101 SB Off-Ramp to San Antonio Rd SB	8,423	354	4.20%	-	-	-
	US 101 SB Off-Ramp to San Antonio Rd NB	3,477	146	4.20%	-	-	-
	US 101 SB Off-Ramps to San Antonio Road (Build Conditions)	-	-	-	12,958	544	4.20%
	US 101 SB On-Ramp from San Antonio Rd On-Ramp (Build Conditions Only)	-	-	-	4,152	174	4.20%
	Mainline between San Antonio Road Off-Ramp and E Charleston Road On-Ramp	164,029	6,889	4.20%	167,060	7,017	4.20%
	US 101 SB On-Ramp from E Charleston Rd (No-Build Conditions Only. Does not exist under Build Conditions)	9,877	415	4.20%	-	-	-
	Mainline between Charleston Road On-Ramp and Rengstorff Avenue Off-Ramp	157,766	6,626	4.20%	151,540	6,365	4.20%
	US 101 SB Off-Ramp to Rengstorff Ave	16,140	678	4.20%	15,520	652	4.20%
	US 101 SB On-Ramp from Rengstorff Ave	11,723	492	4.20%	18,738	787	4.20%
Mainline between Rengstorff Avenue On-Ramp and Old Middlefield Way On-Ramp	169,488	7,119	4.20%	170,278	7,152	4.20%	



## Existing Traffic Data

2022				
Location		No Build		
		AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic
Local Streets	San Antonio Road between Bayshore Parkway and US 101 NB Ramps	12,215	244	2%
	San Antonio Road Between US 101 NB Off-Ramp and US 101 SB Off-Ramp	24,313	486	2%
	San Antonio Road between US 101 SB Ramps and Charleston Road	28,257	565	2%
	Charleston Road between San Antonio Road and US 101 SB On-Ramp	21,289	426	2%
	Bayshore Parkway between San Antonio Road and Garcia Ave	495	10	2%
	Rengstorff Avenue between Charleston Road-Garcia Avenue to US 101 NB Ramps	22,424	448	2%
	Rengstorff Avenue between US 101 NB Ramps and US 101 SB Ramps	18,976	380	2%
	Rengstorff Avenue Between US 101 SB Ramps and Leghorn Street	13,286	266	2%



## Traffic Data: Opening Year (2030)

2030							
Location		No Build			Build		
		AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic	AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic
Local Streets	San Antonio Road between Bayshore Parkway and US 101 NB Ramps	12,877	258	2%	13,655	273	2%
	San Antonio Road Between US 101 NB Off-Ramp and US 101 SB Off-Ramp	19,458	389	2%	16,251	325	2%
	San Antonio Road between US 101 SB Ramps and Charleston Road	25,117	502	2%	20,273	405	2%
	Charleston Road between San Antonio Road and US 101 SB On-Ramp	17,296	346	2%	12,936	259	2%
	Bayshore Parkway between San Antonio Road and Garcia Ave	1,048	21	2%	447	9	2%
	Rengstorff Avenue between Charleston Road-Garcia Avenue to US 101 NB Ramps	24,368	487	2%	24,146	483	2%
	Rengstorff Avenue between US 101 NB Ramps and US 101 SB Ramps	22,370	447	2%	22,803	456	2%
	Rengstorff Avenue Between US 101 SB Ramps and Leghorn Street	20,810	416	2%	23,894	478	2%



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## Traffic Data: RTP Horizon Year/ Design Year (2050)

2050							
Location		No Build			Build		
		AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic	AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic
Local Streets	San Antonio Road between Bayshore Parkway and US 101 NB Ramps	18,850	377	2%	18,573	371	2%
	San Antonio Road Between US 101 NB Off-Ramp and US 101 SB Off-Ramp	23,432	469	2%	18,121	362	2%
	San Antonio Road between US 101 SB Ramps and Charleston Road	28,379	568	2%	20,364	407	2%
	Charleston Road between San Antonio Road and US 101 SB On-Ramp	20,093	402	2%	15,347	307	2%
	Bayshore Parkway between San Antonio Road and Garcia Ave	3,579	72	2%	3,541	71	2%
	Rengstorff Avenue between Charleston Road-Garcia Avenue to US 101 NB Ramps	41,945	839	2%	42,772	855	2%
	Rengstorff Avenue between US 101 NB Ramps and US 101 SB Ramps	30,780	616	2%	34,503	690	2%
	Rengstorff Avenue Between US 101 SB Ramps and Leghorn Street	22,432	449	2%	27,392	548	2%



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## Not a Project of Air Quality Concern:

- The Project will not result in significant increase in diesel trucks.
- No change in diesel vehicle percentage.
- Intersections at LOS D, E, or F and delay times do not degrade with the Project Scenario in 2030 and 2050.
- The Project does not involve a bus terminal, rail terminal, or vehicle transfer points.
- US 101 between Rengstorff Avenue and San Antonio Road is not in an area identified by the SIP as a location where the NAAQS for PM2.5 could be violated or possibly violated



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## Questions and Discussions

For Additional Information, contact:

### Primary Contact

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**Application of Criteria for a Project of Air Quality Concern**  
**Project Title: Alameda de las Pulgas – Traffic and Safety Improvements Project**  
**Project Summary for Air Quality Conformity Task Force Meeting: January 23, 2025**

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**Description**

- Improve the level of service and reduce delays at identified intersections to decrease cut-through traffic from Alameda de las Pulgas (ADLP) onto adjacent neighborhood streets and increase overall pedestrian and bicyclist safety along the ADLP corridor.
- The Project site extends southeast from the intersection of ADLP and Stockbridge Avenue to the intersection of ADLP and Mills Avenue.
- Striping to establish the Class II bikeway would occur along ADLP from the intersection with Stockbridge Avenue east to the existing bikeway east of the intersection with Mandarin Way. Striping would also occur along ADLP from the existing bikeway striping east of the intersection with Atherton Avenue east to the intersection with Mills Avenue.
- Creating a roundabout at the intersection of ADLP and Atherton Avenue.
- Signalizing the intersection of ADLP and Camino al Lago.
- Additional improvements include installing ADA complaint curb ramps, installing crosswalks, and restriping the existing intersections.

**Background**

- Project is a CE (NEPA)
- Final Environmental Approval anticipated February 2025

**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 – Project is not a new or expanded highway project
- Intersection improvements with bicyclist and pedestrian enhancements
- No increase in diesel vehicles

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

- Project would improve the overall LOS at the ADLP and Atherton Avenue intersection and the ADLP and Camino al Lago intersection.
- No increase or change in diesel vehicles

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

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

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

- The project is consistent with the MTC RTP (ID 21-T08-060) and is intended to meet the transportation needs in the area based on local land use plans.
- No change in traffic volume or truck percentages on any roadways. The project does not increase capacity and would not increase diesel truck volumes or AADT.
- The purpose of the project is to reduce congestion within and around the ADLP corridor and provide bicyclists and pedestrians with safer paths along the corridor.

**RTIP ID#** 21-T08-060

Alameda de las Pulgas – Traffic and Safety Improvements Project

**TIP ID#** SM-230214

**Air Quality Conformity Task Force Consideration Date**

January 23, 2025

**Project Description** (*clearly describe project*)

The Alameda de las Pulgas (ADLP) Traffic Safety and Improvements Project (Project) is located in the Town of Atherton and unincorporated San Mateo County, California. The Town of Atherton is the Project sponsor and lead agency.

The Project site extends southeast from the intersection of ADLP and Stockbridge Avenue to the intersection of ADLP and Mills Avenue. The Project proposes to:

- create Class II bikeways,
- install signage,
- install Americans with Disabilities Act (ADA) compliant curb cuts and ramps,
- create a roundabout at the intersection of ADLP and Atherton Avenue,
- signalize the intersection of ADLP and Camino a Lago,
- remove the existing mid-block crossing on ADLP between Camino a Lago and Mills Avenue,
- install storm drains and drainage facilities, and
- resurface the roadway.

All Project work would occur within existing Town and County right-of-way.

Striping to establish the Class II bikeway would occur along ADLP from the intersection with Stockbridge Avenue east to the existing bikeway east of the intersection with Mandarin Way. Striping would also occur along ADLP from the existing bikeway striping east of the intersection with Atherton Avenue east to the intersection with Mills Avenue.

The Project would install ADA complaint curb ramps, install a crosswalk, and restripe the existing intersection at the intersection of ADLP and Stockbridge Avenue. ADA complaint curb ramps would be installed at the east and south corners of the intersection. Striping to establish a crosswalk would be installed between the west and north corners of the intersection. Stop bars would be restriped on the northbound and southbound approaches to the intersection. Yield arrows would be striped on the eastbound and westbound approaches to the intersection.

The Project proposes to create a roundabout at the intersection of ADLP and Atherton Avenue. Construction of the roundabout would remove the existing island in the north corner of the intersection. The removal of trees in the east corner of the intersection of ADLP and Atherton Avenue would be required for roundabout construction. The roundabout would be one lane around a center truck apron. Bike ramps that connect to the new and existing Class II bikeways would be installed on the ADLP approaches and the northeastern Atherton Avenue approach to the roundabout and connected by crosswalks. Crosswalks would be installed at all approaches to the roundabout. Storm drains would be constructed to accommodate runoff from the constructed roundabout.

The Project would signalize the intersection of ADLP and Camino a Lago. The three existing crosswalks would be restriped, and a new cross walk would be striped between the east and south corners of the intersection. New signal poles would be installed on each corner of the intersection. The maximum excavation required for signal pole installation is 14 feet. The stop bars and turn arrows would be restriped at each approach to the intersection. ADA compliant curb ramps would be installed at the east and south corners of the intersection.

The Project would restripe and construct new curb ramps at the intersection of ADLP and Mills Avenue. The existing crosswalks, stop bars, and turn arrows would be restriped. ADA compliant curb ramps would be installed at all four corners of the intersection.

The existing mid-block crosswalk between the intersections of ADLP and Camino a Lago and ADLP and Mills Avenue would be removed by the Project. The existing crosswalk striping would be removed. The sidewalks on

the north and south sides of ADLP where the crosswalk connects would be restored to the grade of the existing sidewalk after the removal of the existing curb ramps.

Project construction requires grinding the existing ADLP roadway pavement to a depth of no more than 2-inches to rehabilitate the existing surface and remove existing striping. Grinding the road surface would not impact the ground below the road. The Project would then apply new pavement and striping to the road surface. The Project would also pour concrete for roundabout islands, curbs, and sidewalks, install signs, and install traffic signals. The maximum depth of excavation for new concrete pours would be approximately 2.5-feet. Excavation for sign foundations is not anticipated to exceed 4-feet and excavation for traffic signal foundations is not anticipated to exceed 14-feet. Equipment anticipated to be used for Project construction includes but is not limited to: cement mixer, concrete saw, concrete breaker, drilling auger, dump trucks, and sweeper.

Project construction would require temporary lane closure along ADLP for the duration of construction. Construction is anticipated to begin in January 2026 and last for approximately 10 months.

**Type of Project:**

Intersection signalization project at individual intersections

<b>County</b> San Mateo County	<i>Narrative Location/Route &amp; Postmiles</i> The Alameda de las Pulgas (ADLP) Traffic Safety and Improvements Project (Project) is located in the Town of Atherton and unincorporated San Mateo County, California. The Project site extends southeast from the intersection of ADLP and Stockbridge Avenue to the intersection of ADLP and Mills Avenue.
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**Lead Agency:** Town of Atherton

<i>Contact Person</i> Robert Ovadia	<i>Phone#</i> (650) 752-0541	<i>Fax#</i> n/a	<i>Email</i> rovadia@ci.atherton.ca.us
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**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"/>	<b>EA or Draft EIS</b>	<input type="checkbox"/>	<b>FONSI or Final EIS</b>	<input type="checkbox"/>	<b>PS&amp;E or Construction</b>	<input type="checkbox"/>	<i>Other</i>
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**Scheduled Date of Federal Action:** 03/21/2024

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

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Section 326 – Categorical Exclusion</b>	<input type="checkbox"/>	<b>Section 327 – Non-Categorical Exclusion</b>
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**Current Programming Dates** (*as appropriate*)

	PE/Environmental	ENG	ROW	CON
<b>Start</b>	02/23/2024	02/23/2024	N/A	01/2026
<b>End</b>	02/28/2025	02/28/2025	N/A	10/2026

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

**Purpose**

The purpose of the Project is to:

- Improve the level of service at identified intersections to decrease cut-through traffic from Alameda de las Pulgas (ADLP) onto adjacent neighborhood streets.
- Improve vehicle flows through the identified intersections to reduce vehicle delays on ADLP.
- Increase overall pedestrian and motorist safety along ADLP by reducing conflict points between motorists and pedestrians.
- Enhance pedestrian and bicyclist visibility through signing and infrastructure on ADLP.

**Need**

Within the Town of Atherton, ADLP is a minor arterial that provides intercity connectivity. The ADLP corridor is currently used as a north-south alternate to El Camino Real (a state highway that operates as a major arterial road) that in turn serves as an alternative route to US 101. As a result, pass-through traffic for ADLP has been

measured to be between 60% to 89% of the overall traffic volume. This traffic volume results in stop-and-go traffic conditions during the A.M. peak hour. To try to avoid congestion, particularly around the ADLP intersection with Atherton Avenue, commuters exit ADLP onto residential streets. Residential streets are then impacted by increased traffic. Increased capacity for ADLP or increased level of service at intersections along ADLP, particularly the intersection of ADLP and Atherton Avenue, are needed to reduce existing congestion and minimize cut through traffic from ADLP onto adjacent residential streets.

The ADLP right-of-way is constrained by existing development. The ADLP corridor generally could not be expanded to add auxiliary lanes and increase corridor capacity without demolition of surrounding uses. As such, adding capacity to the corridor is largely infeasible. Solutions for the corridor should focus on improving intersection LOS, namely intersection reconfiguration or signalization.

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

The project site area is primarily single-family residential with the Las Lomas Elementary School located to the northwest of the ADLP and Camino Al Lago intersection. The Project will be constructed entirely within the existing Atherton and San Mateo County right-of-way. The Project would not affect the diesel traffic volume between No Build and Build Scenarios.

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

Alameda de las Pulgas Corridor Traffic Study prepared by Advanced Mobility Group (AMG) dated January 25, 2019, analyzed the Intersection Level of Service (LOS) during peak A.M. and peak P.M. hours in a No Build and Build scenario. Existing LOS was compared to Build LOS to establish if improvements would be anticipated with the implementation of the Project. The study notes that The Town of Atherton's General Plan does not present a delay or Level of Service threshold for intersection operations. However, LOS E is generally considered the threshold of capacity for roadway facilities.

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

**Table 1: Existing No Build LOS** shows the existing LOS of the ADLP and Atherton intersection and ADLP and Camino al Lago Intersection. As shown in **Table 1**, the ADLP and Atherton intersection operates at LOS F in both the A.M. and P.M. peak hour in the No Build scenario with a delay of 87.2 seconds per vehicle (sec/veh) during the A.M. peak hour and 91.9 sec/veh in the P.M. peak hour. The ADLP and Camino al Lago intersection operates as a side-street stop controlled intersection (SSSC). The Highway Capacity Manual defines LOS on SSSC as a function of average control delay for each minor street approach movement (2022). This means that the average intersection LOS may not reflect the delay at each street approach. Thus, the worst street approach LOS is used as it better defines the congestion experienced on the streets within the corridor. The worst street approach would be westbound on Camino al Lago. The westbound Camino al Lago approach operates at an LOS C in both the A.M. and P.M. peak hour in the No Build scenario with a delay of 18.0 sec/veh during the A.M. peak hour and 16.7 sec/veh in the P.M. peak hour.

**Table 1: Existing No Build LOS**

Intersection	A.M. Peak Hour		P.M. Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
ADLP and Atherton	87.2	F	91.9	F
ADLP and Camino al Lago <sup>1</sup>	18.0	C	16.7	C

1. The worst approach delay for the intersection would be westbound on Camino al Lago.  
Abbreviations: sec/veh = seconds per vehicle; LOS = Level of Service

**Table 2: Existing Build LOS** shows the LOS of the ADLP and Atherton intersection and ADLP and Camino al Lago Intersection once the Project has been implemented. As shown in **Table 2**, the delay on the ADLP and Atherton intersection would improve to 12.3 seconds per vehicle (sec/veh) during the A.M. peak hour and 7.1 sec/veh during the P.M. peak hour with the implementation of the roundabout. This would cause the intersection to operate at LOS B during the A.M. peak hour and LOS A during the P.M. peak hour. Similarly, the delay on the ADLP and Camino al Lago intersection would improve to 3.5 sec/veh during the A.M. peak hour and 3.6 sec/veh during the P.M. peak hour with intersection signalization. This would cause the intersection to operate at LOS A during both the A.M. and P.M. peak hour.

**Table 2: Existing Build LOS**

Intersection	A.M. Peak Hour		P.M. Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
ADLP and Atherton	12.3	B	7.1	A
ADLP and Camino al Lago	3.5	A	3.6	A

Abbreviations: sec/veh = seconds per vehicle; LOS = Level of Service

**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**

**Table 3: No Build 2050 LOS** shows the existing LOS of the ADLP and Atherton intersection and ADLP and Camino al Lago Intersection. As shown in **Table 3**, the ADLP and Atherton intersection operates at LOS F in both the A.M. and P.M. peak hour in the No Build scenario with a delay of 215 seconds per vehicle (sec/veh) during the A.M. peak hour and 245 sec/veh in the P.M. peak hour. As mentioned previously, the ADLP and Camino al Lago intersection operates as a SSSC. Therefore, the worst approach delay is shown to represent congestion along the corridor. The westbound Camino al Lago approach would operate at LOS F in in the A.M. peak hour and at LOS E in the P.M. peak hour in the No Build scenario with a delay of 56.7 sec/veh during the A.M. peak hour and 43.4 sec/veh in the P.M. peak hour.

**Table 3: No Build 2050 LOS**

Intersection	A.M. Peak Hour		P.M. Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
ADLP and Atherton	215.0	F	245.4	F
ADLP and Camino al Lago <sup>1</sup>	56.7	F	43.4	E

1. The worst approach delay for the intersection would be westbound on Camino al Lago.  
Abbreviations: sec/veh = seconds per vehicle; LOS = Level of Service

**Table 4: Build LOS** shows the LOS of the ADLP and Atherton intersection and ADLP and Camino al Lago Intersection once the Project has been implemented. As shown in **Table 4**, the delay on the ADLP and Atherton intersection would improve to 15.2 seconds per vehicle (sec/veh) during the A.M. peak hour and 43.7 sec/veh during the P.M. peak hour with the implementation of the roundabout. This would cause the intersection to operate at LOS C during the A.M. peak hour and LOS E during the P.M. peak hour. Similarly, the delay on the ADLP and Camino al Lago intersection would improve to 8.0 sec/veh during the A.M. peak hour and 7.7 sec/veh during the P.M. peak hour with intersection signalization. This would cause the intersection to operate at LOS A during both the A.M. and P.M. peak hour.

**Table 4: Build 2050 LOS**

Intersection	A.M. Peak Hour		P.M. Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
ADLP and Atherton	15.2	C	43.7	E
ADLP and Camino al Lago	8.0	A	7.7	A

Abbreviations: sec/veh = seconds per vehicle; LOS = Level of Service

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

Not applicable. The project is not an interchange or intersection. No traffic is generated by the project. There is no increase in Average Daily Trips.

**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. The project is not an interchange or intersection. No traffic is generated by the project. There is no increase in Average Daily Trips.

**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. The project is not a bus, rail, or intermodal facility.

**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. The project is not a bus, rail, or intermodal facility.

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

No traffic redistribution effects are anticipated with the Project and no traffic is generated by the Project. The Project would improve traffic flow and improve LOS and congestion along the corridor. Additional improvements proposed by the Project intend to make bike and pedestrians activities safer and to encourage residents to walk or ride bikes in the area or to and from school resulting in a decrease in automobile traffic in the study area.

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

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

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

*Not applicable – The Project is not a new or expanded highway project.*

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

*As described above, the Project would add a roundabout to the intersection of ADLP and Atherton and a signal to the intersection of ADLP and Camino al Lago. These changes would improve the level of service operation in the immediate area and would relieve congestion along the corridor.*

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

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

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

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

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

*The project proposes intersection, pedestrian, and bicycle enhancements that would reduce congestion and improve safety along the corridor. The proposed improvements do not generate any new or additional traffic trips. The project is intended to reduce congestion in the area. As such, the project will not result in any new or increased PM<sub>2.5</sub> emissions.*

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



**Alameda de las Pulgas – Traffic  
and Safety Improvements  
Project**

Air Quality Conformity Task Force  
Presentation

Kimley»Horn



January 23, 2025

# Agenda



**Project Overview**

**Project Schedule**

**Proposed Improvements**

**Recommendation/Concurrence**

**Questions**

# Project Location

- The Project is located in the Town of Atherton and unincorporated San Mateo County.
- The Town of Atherton proposes intersections and safety improvements from the intersection of Alameda de las Pulgas (ADLP) and Stockbridge Avenue to the intersection of ADLP and Mills Avenue.





# Project Purpose and Need

The purpose of the Project is to:

- Improve the level of service at identified intersections to decrease cut-through traffic from ADLP onto adjacent neighborhood streets.
- Improve vehicle flows through the identified intersections to reduce vehicle delays on ADLP.
- Increase overall pedestrian and motorist safety along ADLP by reducing conflict points between motorists and pedestrians.
- Enhance pedestrian and bicyclist visibility through signing and infrastructure on ADLP.

Need: The ADLP serves as an alternative route to El Camino Real and as a result sees high traffic volumes. This traffic volume results in stop-and-go traffic conditions during the A.M. peak hour. To try to avoid congestion, particularly around the ADLP intersection with Atherton Avenue, commuters exit ADLP onto residential streets. Residential streets are then impacted by increased traffic.

# Project Milestone Schedule

MILESTONE	TARGET DATE
PSR-PDS & ED	02/2025
PS&E	02/2025
Begin Construction	01/2026
End Construction	10/2026



# Summary of Project Improvements

- Striping to establish the Class II bikeway would occur along ADLP from the intersection with Stockbridge Avenue east to the existing bikeway east of the intersection with Mandarin Way.
- Install ADA complaint curb ramps, install a crosswalk, and restripe the existing intersection at the intersection of ADLP and Stockbridge.
- Create a one lane roundabout at the intersection of ADLP and Atherton Avenue. Bike ramps would be included to connect new and existing Class II Bike Lanes.
- Signalize the intersection of ADLP and Camino a Lago, restripe the existing crosswalks, and install ADA compliant curb ramps at the intersection.
- The existing mid-block crosswalk between the intersections of ADLP and Camino Al Lago and ADLP and Mills Avenue would be removed by the Project.

# LOS Data – Opening Year

## Existing No Build LOS

Intersection	A.M. Peak Hour Delay (veh/sec)	A.M. Peak Hour LOS	P.M. Peak Hour Delay (veh/sec)	P.M. Peak Hour LOS
ADLP and Atherton	87.2	F	91.9	F
ADLP and Camino al Lago <sup>1</sup>	18.0	C	16.7	C
1. The worst approach delay for the intersection would be westbound on Camino al Lago. Abbreviations: sec/veh = seconds per vehicle; LOS = Level of Service				

## Existing Build LOS

Intersection	A.M. Peak Hour Delay (veh/sec)	A.M. Peak Hour LOS	P.M. Peak Hour Delay (veh/sec)	P.M. Peak Hour LOS
ADLP and Atherton	12.3	B	7.1	A
ADLP and Camino al Lago	3.5	A	3.6	A
Abbreviations: sec/veh = seconds per vehicle; LOS = Level of Service				

# LOS Data – Opening Year

## 2050 No Build LOS

Intersection	A.M. Peak Hour Delay (veh/sec)	A.M. Peak Hour LOS	P.M. Peak Hour Delay (veh/sec)	P.M. Peak Hour LOS
ADLP and Atherton	215.0	F	245.4	F
ADLP and Camino al Lago <sup>1</sup>	56.7	F	43.4	E
1. The worst approach delay for the intersection would be westbound on Camino al Lago. Abbreviations: sec/veh = seconds per vehicle; LOS = Level of Service				

## 2050 Build LOS

Intersection	A.M. Peak Hour Delay (veh/sec)	A.M. Peak Hour LOS	P.M. Peak Hour Delay (veh/sec)	P.M. Peak Hour LOS
ADLP and Atherton	15.2	C	43.7	E
ADLP and Camino al Lago	8.0	A	7.7	A
Abbreviations: sec/veh = seconds per vehicle; LOS = Level of Service				

# Summary of Traffic Findings

- No change in traffic volume or truck percentages as a result of the Project.
- Construction of proposed Project is not anticipated to adversely corridor traffic.
- No traffic redistribution effects are anticipated for this Project.
- Project expected to promote active transportation by providing a safe and accessible route along ADLP.
- Project will result in overall improvements for safety and efficiency along the corridor.



# 2023 Final TIP Project Listing

**TIP ID:** SM-230214    **County:** San Mateo    **System:** LOCAL\_ROAD    **RTP ID:** 21-T08-060    **CTIPS** 20650000874

**Sponsor:** Atherton    **Implementing Agency:** Atherton

**Project Name:** Alameda de las Pulgas Traffic and Safety Imps

**Description:** Atherton : Alameda de las Pulgas between Mills Avenue and Stockbridge Ave : Traffic calming and pedestrian facilities

**Air Quality Exempt Code:** 40 CFR 93.127 - Intersection signalization projects at individual intersections

<b>Route:</b>		<b>Post Mile From:</b>	<b>Post Mile To:</b>	<b>Toll Credits:</b>				
All funding in thousands of dollars								
Phase	Fund Source	Prior Years	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	Future Years	Total Programmed
PE	EARMARK	\$ 375						\$ 375
PE	OTHER LOCAL	\$ 49						\$ 49
CON	EARMARK		\$ 1,625					\$ 1,625
CON	OTHER LOCAL		\$ 211					\$ 211
<b>Total Programmed Funding:</b>		<b>\$ 424</b>	<b>\$ 1,836</b>					<b>\$ 2,260</b>



# Recommended Concurrence for Air Quality Conformity Exemption

- Not a new or expanded highway project
- No change in traffic volume or truck percentages as a result of the proposed project
- No intersections modified or significantly impacted by this Project



**GENERAL NOTES:**

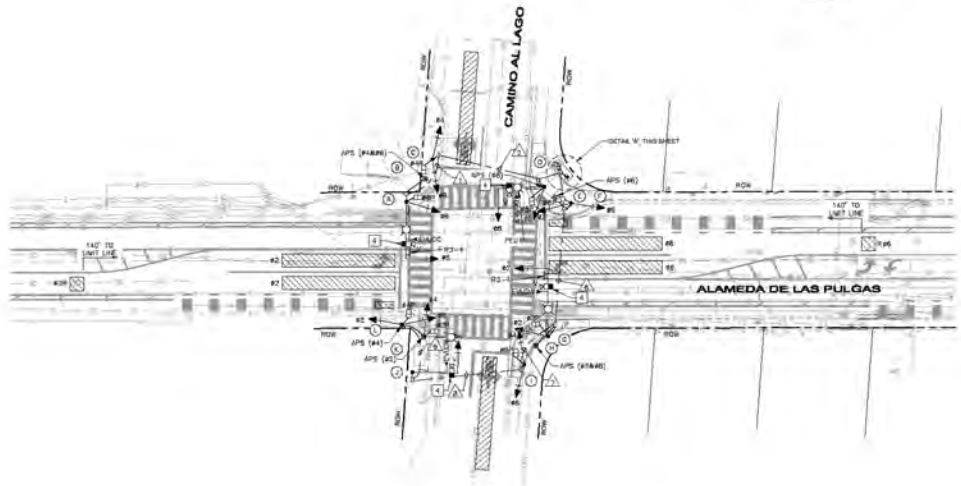
- 1 FURNISH AND INSTALL MODEL 301C CONTROLLER IN TYPE 312 TRAFFIC SIGNAL CONTROLLER CABINET WITH SHIELD MOUNTED CABINET ATTACHED TO THE SIDE PER DETAIL ON REVERSE OR TRANS STANDARD PLANS PER EX-103. CABINET SHALL BE FURNISHED WITH ALL REQUIRED WIRETRON CIRCUIT LOAD SWITCHES, MAIN POWER RELAYS, TRANSFORMERS, AND ALL OTHER EQUIPMENT NECESSARY FOR A FULL FUNCTIONING SIGNAL AS SHOWN ON THIS PLAN AND DESCRIBED IN THE TECHNICAL SPECIFICATIONS.
- 2 FURNISH AND INSTALL TYPE B-M SERVED EQUIPMENT ENCLOSURE.
- 3 FURNISH AND INSTALL CONCRETE PAD FOR CALTRANS STANDARD PLANS EX-32. PAD SHALL BE TYPICAL TO ACCOMMODATE TRAFFIC SIGNAL CONTROLLER CABINET, SERVICE CABINET, AND HOME RUN PULL BOX. CONTRACTOR TO DETERMINE FINAL LOCATION OF CONTROLLER CABINET WITH TOWN ENGINEER.
- 4 FURNISH AND INSTALL VANTAGE VECTOR CAMERA ON SIGNAL MAST AND VANTAGE VECTOR VIDEO FRAME MOUNT UNIT ON THE NEXT PLATFORM WITH SHIELD MOUNT COU AS MANUFACTURED BY TIKES OR APPROVED EQUAL.

STEADY DEMAND SEQUENCE



PROPOSED PHASE DIAGRAM

- E100 = E1
- E101 = E2
- E102 = E3
- E103 = E4
- E104 = E5
- E105 = E6



ALTERNATIVE DESIGN FOR REVIEW ONLY  
OCTOBER 2024



No.	REVISIONS	DATE	BY

**Kimley Horn**

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PRIMA PROJECT	DEFINITIONS
DATE:	10/29/2024
SCALE:	AS SHOWN
DESIGNED BY:	ML
DRAWN BY:	ML
CHECKED BY:	CH



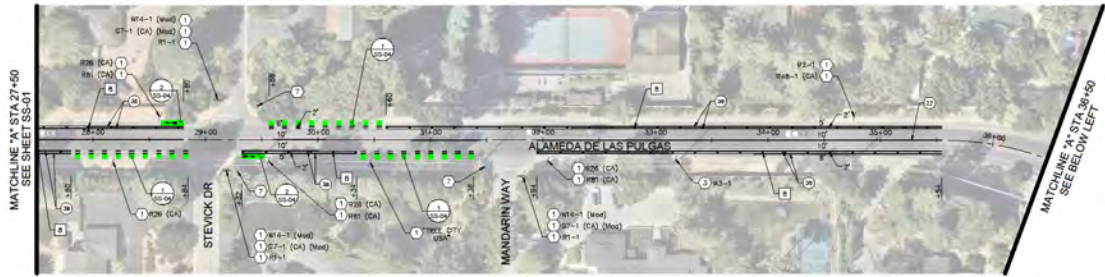
ALAMEDA DE LAS PULGAS  
TRAFFIC AND SAFETY  
IMPROVEMENTS PROJECT

ATHERTON CALIFORNIA

TRAFFIC SIGNAL INSTALLATION PLAN  
AT ALAMEDA DE LAS PULGAS AND  
CAMINO AL LAGO

DRAWING NUMBER	TS-02
SHEET NUMBER	22 OF 23





**NOTES**

- EXISTING SIGNS SHALL BE PROTECTED IN PLACE UNLESS SPECIFIED FOR REMOVAL OR RELOCATION.
- EXISTING SIGNS SPECIFIED FOR REMOVAL SHALL NOT BE REMOVED UNTIL NO LONGER PERTINENT TO TRAFFIC CONTROL.
- DO NOT REMOVE UTILITY LOCATION MARKERS UNLESS OTHERWISE SHOWN ON CD OR UT SHEETS.
- ALL STRIPING CONFLICTING WITH PROPOSED STRIPING SHALL BE REMOVED BY GRADING.
- PAVEMENT MARKINGS FOR 2003 CALTRANS STANDARD PLANS UNLESS OTHERWISE SPECIFIED.
- PAVEMENT DELINEATION SHALL BE THERMOPLASTIC UNLESS SHOWN OTHERWISE.
- CONTRACTOR SHALL PROTECT IN PLACE ALL EXISTING PAINT OR THERMOPLASTIC OUTSIDE OF PROJECT LIMITS, OR LIMITS OF PROPOSED STRIPING AS SHOWN ON STRIPING SHEETS.
- UNLESS OTHERWISE NOTED FOR THESE PLANS, LAKE METRIC AVE TO CENTER OF STRIPE OR FACE OF CURB.
- UNLESS OTHERWISE NOTED FOR THESE PLANS, ALL EXISTING UTILITIES TO REMAIN.
- RAY TAPER PER 7TH EDITION OF THE CALTRANS HIGHWAY DESIGN MANUAL, TABLE 602A.

**LEGEND**

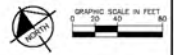
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- - - PROPOSED SIGN
- EXISTING WOODEN STREET NAME PILLAR
- PROPOSED WOODEN STREET NAME PILLAR
- BIKE LANE ARROW / BIKE LANE SYMBOL WITH PERSON
- ↖ TYPE IV (L) (D) ARROW
- ↗ TYPE IV (L) (L) ARROW
- ↘ TYPE II (L) (D) ARROW
- ↙ TYPE II (R) ARROW

**STRIPING NOTES**

- INSTALL YIELD LINE PER CALTRANS STD PLAN A2E.
- INSTALL 10" WIDE LADDER CROSSWALK PER CALTRANS STD PLAN A2AF WITH NET RATED REFLECTIVE BEADS.
- INSTALL LIMIT LINE PER CALTRANS STD PLAN A2E.
- INSTALL RED CURB WITH A BEAT PAINT LENGTH AS SHOWN FOR PLANS, MEASURED FROM BESS OF CURB TO PLANE OF SIGN.
- INSTALL 4" x 45" WHITE BUFFER STRIPE AT 20' O/C.
- INSTALL CALTRANS STRIPING DETAIL "A2" PER CALTRANS STANDARD PLANS.

**SIGNING NOTES**

- EXISTING TO REMAIN.
- RESET.
- REMOVE AND SALVAGE SIGN AND POST.
- EXISTING WOODEN STREET NAME PILLAR TO REMAIN.
- RELOCATE EXISTING WOODEN STREET NAME PILLAR TO LOCATION SHOWN FOR PLANS.



**811** dig when broken. Call before you dig.

**811 SITE DESIGN FOR REVIEW ONLY**  
OCTOBER 2024

NO.	REVISIONS	DATE	BY

**Kimley Horn**

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KHA PROJECT: 2024-180-016  
DATE: 10/29/2024  
SCALE: AS SHOWN  
DESIGNED BY: JRM  
DRAWN BY: JRM  
CHECKED BY: ASP



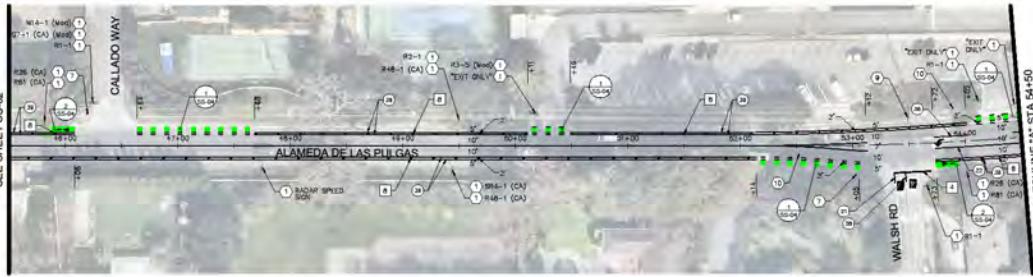
**ALAMEDA DE LAS PULGAS**  
**TRAFFIC AND SAFETY**  
**IMPROVEMENTS PROJECT**

ATHERTON CALIFORNIA

**SIGNING AND STRIPING PLAN**

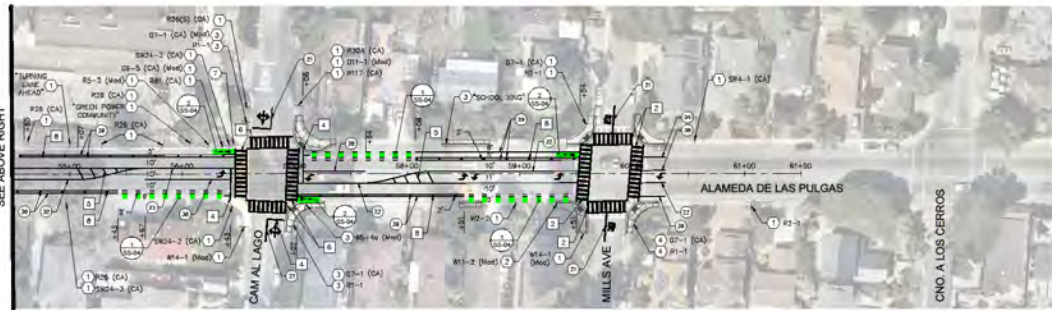
DRAWING NUMBER	SS-02
SHEET NUMBER	19 OF 23

MATCHLINE "A" STA 45+50  
SEE SHEET SS-02



MATCHLINE "A" STA 54+50  
SEE BELOW LEFT

MATCHLINE "A" STA 54+50  
SEE ABOVE RIGHT



**NOTES**

- EXISTING SIGNS SHALL BE PROTECTED IN PLACE UNLESS SPECIFIED FOR REMOVAL OR RELOCATION.
- EXISTING SIGNS SPECIFIED FOR REMOVAL SHALL NOT BE REMOVED UNTIL NO LONGER PERTINENT TO TRAFFIC CONTROL.
- DO NOT REMOVE UTILITY LOCATION MARKERS UNLESS OTHERWISE SHOWN ON CD OR UT SHEETS.
- ALL STRIPING CONFLICTING WITH PROPOSED STRIPING SHALL BE REMOVED BY GRINDING.
- PAVEMENT MAINTENANCE FOR 2023 CALTRANS STANDARD PLANS UNLESS OTHERWISE SPECIFIED.
- PAVEMENT DELINEATION SHALL BE THERMOPLASTIC UNLESS SHOWN OTHERWISE.
- CONTRACTOR SHALL PROTECT IN PLACE ALL EXISTING PAINT OR THERMOPLASTIC OUTSIDE OF PROJECT LIMITS, OR LIMITS OF PROPOSED STRIPING AS SHOWN ON STRIPING SHEETS.
- UNLESS OTHERWISE NOTED FOR THESE PLANS, LAKE METERS ARE TO CENTER OF STRIPE OR FACE OF CURB.
- UNLESS OTHERWISE NOTED FOR THESE PLANS, ALL EXISTING UTILITIES TO REMAIN.
- RAY TAPER FOR 75% WIDTH OF THE CALTRANS HIGHWAY DESIGN MANUAL, TABLE 62.1A.

**LEGEND**

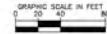
- - - EXISTING SIGN
- - - PROPOSED SIGN
- EXISTING WOODEN STREET NAME PILLAR
- PROPOSED WOODEN STREET NAME PILLAR
- BIKE LANE ARROW / BIKE LANE SYMBOL WITH PERSON
- ↖ TYPE IV (L) (R) ARROW
- ↗ TYPE IV (L) (R) ARROW
- ↖ TYPE II (L) ARROW
- ↗ TYPE II (R) ARROW

**STRIPING NOTES**

- INSTALL 10' WIDE YELLOW CROSSWALK PER CALTRANS STD PLAN 424 WITH WEI PAVED REFLECTIVE BEADS.
- INSTALL LIMIT LINE PER CALTRANS STD PLAN 424C.
- INSTALL 8", 45° YELLOW THERMOPLASTIC STRIPE AT 10' O/C.
- INSTALL 10' WIDE YELLOW LADDER CROSSWALK PER CALTRANS STD PLAN 424 WITH WEI PAVED REFLECTIVE BEADS.
- INSTALL 8", 45° WHITE BUFFER STRIPE AT 20' O/C.
- INSTALL CALTRANS STRIPING DETAIL "30" PER CALTRANS STANDARD PLANS.

**SIGNING NOTES**

- EXISTING TO REMAIN.
- RESET.
- REMOVE AND SALVAGE SIGN AND POST.
- RELOCATE EXISTING SIGN AND POST TO 18" FROM PROPOSED FACE OF CURB.
- EXISTING WOODEN STREET NAME PILLAR TO REMAIN.
- EXISTING CAMERA POLE TO REMAIN.
- REMOVE AND SALVAGE EXISTING POST.



811 DESIGN FOR REVIEW ONLY  
OCTOBER 2024

NO.	REVISIONS	DATE	BY

**Kimley Horn**  
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NSA PROJECT: 2024184016  
 DATE: 10/20/2024  
 SCALE: AS SHOWN  
 DESIGNED BY: JH/AM  
 DRAWN BY: JH/AM  
 CHECKED BY: ASP



**ALAMEDA DE LAS PULGAS  
 TRAFFIC AND SAFETY  
 IMPROVEMENTS PROJECT**  
 ATHERTON CALIFORNIA

**SIGNING AND STRIPING PLAN**

DRAWING NUMBER	SS-03
SHEET NUMBER	20 OF 23

# Questions



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

### Project Title: SR 17 Corridor Congestion Relief Project

### Project Summary for Air Quality Conformity Task Force Meeting: December 5, 2024

---

#### Description

- The Project would modify the existing SR 17/SR 9 interchange in the Town of Los Gatos, California.
- The Project would add auxiliary lanes between the SR 17/9 interchange and Lark Avenue in the Town of Los Gatos.
- The Project would relieve traffic congestion and improve traffic conditions in the study area.
- The Project would enhance bicycle and pedestrian access and connectivity in the Town of Los Gatos.

#### Background

- The Environmental Impact Report (EIR)/Environmental Assessment (EA) will be prepared in compliance with the California Environmental Quality Act and National Environmental Policy Act.
- A public scoping meeting was held in May 2022. Comments were received regarding potential air pollution from vehicles and effects of tree removal on air quality.
- Technical reports supporting the EIR/EA are being developed.
- Seeking air quality conformity determination in Fall/Winter 2024.
- The Draft EIR/EA is anticipated to be circulated for public review starting in Spring/Summer of 2025.

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

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

- The Project would not induce a substantial amount of additional vehicle traffic or increase the percentages of diesel vehicles in the study area.
- The Build Alternative would have higher diesel truck Annual Average Daily Traffic (AADT) on SR 17 than the No Build, however the increases are minimal. Therefore, the Project would not cause a substantial increase in the number of diesel vehicles on SR 17.
- On SR 9, diesel truck AADT would be lower for the Build Alternative than the No Build.

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

- The Project would not induce significant new diesel traffic to the Project area. Therefore, it would not affect intersections that are at Level of Service (LOS) D, E, or F with a significant number of diesel vehicles, or those that will change to LOS D, E, or F because of increased traffic volumes.

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

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

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

- The Project does not affect locations identified in an applicable implementation plan or implementation plan submission.

RTIP ID# 21-T06-032

TIP ID# SCL190014

**Air Quality Conformity Task Force Consideration Date**

January 23, 2025

**Project Description**

The California Department of Transportation (Caltrans), in cooperation with the Santa Clara Valley Transportation Authority (VTA), and Town of Los Gatos, proposes the State Route (SR) 17 Corridor Congestion Relief Project (Project) to construct improvements on SR 17 and to upgrade the SR 17/SR 9 interchange in the Town of Los Gatos.

A Project location map is in Attachment A.

**No Build Alternative**

Under the No Build Alternative, there would be no improvements to system connectivity and no congestion relief on SR 17. There would be no addition of auxiliary lanes on SR 17 and no modifications to the SR 17/SR 9 interchange. This alternative would not address congestion, cut-through traffic, or bicycle/pedestrian conflicts and therefore would not satisfy the Project's purpose and need.

**Build Alternative**

The Project has one (1) Build Alternative.

The Project would add auxiliary lanes to the existing SR 17 corridor from SR 9 to Lark Avenue in both directions and modify the existing SR 17/SR 9 interchange to improve operations for vehicles entering and exiting SR 17. Changes to active transportation facilities on SR 9 would include the addition of bicycle lanes, separated bikeways, and widened sidewalks. The Project ties into the Los Gatos Creek Trailhead Connector to SR 9 Project and accommodates the Town of Los Gatos's planned SR 17 Bicycle & Pedestrian Overcrossing Project at Blossom Hill Road.

Figures showing the Build Alternative are in Attachment B.

<b>Type of Project:</b> Highway and interchange improvement				
<b>County:</b> Santa Clara		Caltrans Projects – EA# 04-4Q470, Project ID No. 0419000401 04-SCL-17-PM 6.3/8.9, 04-SCL-9-PM 11.1-11.5		
<b>Lead Agency:</b> Caltrans				
<b>Contact Person</b> Christine Fukasawa		<b>Phone#</b> 925-708-2273	<b>Fax#</b> N/A	<b>Email</b> <a href="mailto:Christine.Fukasawa@vta.org">Christine.Fukasawa@vta.org</a>
<b>Federal Action for which Project-Level PM Conformity is Needed</b> (check appropriate box)				
<i>Categorical Exclusion (NEPA)</i>	<input checked="" type="checkbox"/> <b>EA or Draft EIS</b>	<b>FONSI or Final EI</b>	<b>PS&amp;E or Construction</b>	<i>Other</i>
<b>Scheduled Date of Federal Action:</b> TBD				
<b>NEPA Delegation – Project Type</b> (check appropriate box)				
	<b>Section 326 – Categorical Exclusion</b>	<input checked="" type="checkbox"/> <b>Section 327 – Non-Categorical Exclusion</b>		
<b>Current Programming Dates</b> (as appropriate)				
	<b>PE/ENVIRONMENTAL</b>	<b>ENGINEERING</b>	<b>ROW</b>	<b>CONSTRUCTION</b>
<b>Start</b>	August 2021	January 2026	June 2026	December 2027
<b>End</b>	December 2025	November 2027	November 2027	June 2030
<b>Project Purpose and Need (Summary):</b>				
The purpose of the Project is to do the following:				
<ul style="list-style-type: none"> <li>• Improve mainline traffic operations and reduce congestion on SR 17.</li> <li>• Reduce cut-through traffic in the Town of Los Gatos.</li> <li>• Improve SR 17/SR 9 interchange operations.</li> <li>• Improve active transportation (bicycle and pedestrian) mobility and connectivity in the Town of Los Gatos across SR 17.</li> </ul>				
The Project is needed to address the following existing and projected deficiencies:				
<ul style="list-style-type: none"> <li>• Existing Congestion</li> <li>• Cut-through Traffic on Local Streets</li> <li>• Interchange Deficiencies</li> <li>• Insufficient Facilities for Bicyclists and Pedestrians</li> </ul>				

## Surrounding Land Use/Traffic Generators

The Project is in a developed area of southwestern Santa Clara County, with mixed commercial, residential (single-family and multi-family), recreational, and public land uses in the vicinity. The Vasona Reservoir and Vasona Lake County Park (including Los Gatos Creek Trail) are located to the west of southbound SR 17. Traffic generation is largely a function of SR 17 being the main connection between available housing in Santa Cruz County and the job centers in Santa Clara County. Recreation based trips are a key traffic generation factor on weekends. Since this Project does not change any land uses or increase capacity on SR 17, the Project will not lead to additional traffic generation. See Attachment A and B.

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

The Average Annual Daily Traffic (AADT) were provided by DKS Associates.

AADT data for the following analysis years are presented in this document:

- Year 2027 represents the opening year of the Project.
- Year 2047 represents the design year of the Project.
- Year 2050 represents the Regional Transportation Plan horizon year.

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

Location	2027 (Opening Year)					
	No Build			Build		
	AADT	% Trucks	Truck AADT	AADT	% Trucks	Truck AADT
SR 17 from Lark Ave (PM 8.9) to SR 9 (PM 7.0)	101,941	4.98%	5,077	106,687	4.98%	5,313
SR 17 from SR 9 (PM 7.0) to Project End (PM 6.3)	74,937	4.98%	3,732	76,271	4.98%	3,798
SR 9 from University Avenue (PM 11.1) to Project End (PM 11.5)	35,763	3.24%	1,159	34,839	3.24%	1,129

Location	2027 (Opening Year)							
	SR 17 North Bound				SR 17 South Bound			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	No Build	Build	No Build	Build	No Build	Build	No Build	Build
SR 17 from Lark Ave (PM 8.9) to SR 9 (PM 7.0)	B-D	B-C	B-D	B-C	C-E	C	B-F	C-D
SR 17 from SR 9 (PM 7.0) to Project End (PM 6.3)	C-F	B-F	C-D	B-C	C	C	F	D-F

Note: Details of the LOS data are in Attachment C.

**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**

Location	2047 (Design Year)					
	No Build			Build		
	AADT	% Trucks	Truck AADT	AADT	% Trucks	Truck AADT
SR 17 from Lark Ave (PM 8.9) to SR 9 (PM 7.0)	129,642	4.98%	6,456	146,252	4.98%	7,283
SR 17 from SR 9 (PM 7.0) to Project End (PM 6.3)	104,458	4.98%	5,202	109,129	4.98%	5,435
SR 9 from University Avenue (PM 11.1) to Project End (PM 11.5)	39,683	3.24%	1,286	36,451	3.24%	1,181

Location	2047 (Design Year)							
	SR 17 North Bound				SR 17 South Bound			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	No Build	Build	No Build	Build	No Build	Build	No Build	Build
SR 17 from Lark Ave (PM 8.9) to SR 9 (PM 7.0)	C-D	B-C	B-D	B-D	B-F	C-F	B-F	C-F
SR 17 from SR 9 (PM 7.0) to Project End (PM 6.3)	C-F	B-F	C-D	C-D	C	C	D-F	F

Note: Details of the LOS data are in Attachment C.

Location	2050 (Horizon Year)					
	No Build			Build		
	AADT	% Trucks	Truck AADT	AADT	% Trucks	Truck AADT
SR 17 from Lark Ave (PM 8.9) to SR 9 (PM 7.0)	133,797	4.98%	6,663	152,186	4.98%	7,579
SR 17 from SR 9 (PM 7.0) to Project End (PM 6.3)	108,886	4.98%	5,423	114,057	4.98%	5,680
SR 9 from University Avenue (PM 11.1) to Project End (PM 11.5)	40,271	3.24%	1,305	36,692	3.24%	1,189

Location	2050 (Horizon Year)							
	SR 17 North Bound				SR 17 South Bound			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	No Build	Build	No Build	Build	No Build	Build	No Build	Build
SR 17 from Lark Ave (PM 8.9) to SR 9 (PM 7.0)	C-D	B-C	B-D	B-D	B-F	C-F	B-F	C-F
SR 17 from SR 9 (PM 7.0) to Project End (PM 6.3)	C-F	B-F	C-D	C-D	C	C	D-F	F

Note: LOS on SR 17 in 2050 was assumed to be similar to 2047. Details of the LOS data are in Attachment C.

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

See 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**

See 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**

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 Project will lead to a shift in traffic to the freeway from local streets and reduce the likelihood of southbound cut-through traffic on local streets during the weekday p.m. and weekend midday peak periods. It is unlikely that all cut-through traffic would be eliminated.

Impacts on other facilities in the region are not anticipated.

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

The Project's potential to cause localized PM<sub>2.5</sub> impacts was evaluated, and it is concluded that the Project is unlikely to cause new violations of the PM<sub>2.5</sub> National Ambient Air Quality Standards. The evaluation followed the criteria listed in *Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM<sub>2.5</sub> and PM<sub>10</sub> Nonattainment and Maintenance Areas* (EPA 2021). According to this guidance, the first step in the PM<sub>2.5</sub> hot-spot evaluation is to determine if the Project is a Project of Air Quality Concern (POAQC). Projects that are not a POAQC do not require a detailed PM<sub>2.5</sub> hot-spot analysis.

EPA specified in 40 CFR 93.123(b)(1) that POAQC are certain highway and transit projects that involve significant levels of diesel vehicle traffic, such as major highway projects and projects at congested intersections that handle significant diesel traffic, or any other project that is identified in as a localized air quality concern. A preliminary evaluation of the Project was conducted in accordance with the criteria below following the EPA guidance.

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

The Project would improve traffic conditions in the study area. The AADT in the study area for the Build Alternative ranges from 34,839 to 106,687 in 2027 (Opening Year), 36,451 to 146,252 in 2047 (Design Year), and 36,692 to 152,186 in 2050 (Horizon Year). Diesel truck percentages in the study area are low, ranging from 3.24% on SR 9 to 4.98% on SR 17 across all analysis years. The Project would not induce a substantial amount of additional vehicle traffic or increase the percentages of diesel vehicles in the study area. While the Build Alternative would have higher diesel truck AADT on SR 17 than the No Build Alternative, the increases are minimal, ranging from 66 to 236 diesel trucks in 2027, 233 to 827 diesel trucks in 2047, and 257 to 916 diesel trucks in 2050. This is accompanied by a minimal decrease of diesel truck traffic on SR 9 (a reduction of 30, 105, and 116 diesel trucks in 2027, 2047, and 2050, respectively). As such, the Project does not have the potential to result in a significant increase in the number of diesel vehicles within the Project area.

**2. The project would not affect any intersections that are at LOS D, E, or F with a significant increase of diesel vehicles, or those that will change to LOS D, E or F because of increased traffic volumes from a significant number of diesel vehicles (40 CFR Section 93.123 (b)(1)(ii)).**

The Project would not induce significant new diesel traffic to the Project area. Therefore, it would not affect intersections that are at Level of Service (LOS) D, E, or F with a significant number of diesel vehicles, or those that will change to LOS D, E, or F because of increased traffic volumes.

**3. The project does not include construction of new bus or rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location (40 CFR Section 93.123 (b)(1)(iii)).**

No bus, rail terminals, and/or transfer points would be affected by the Project.

**4. The project does not expand existing bus and rail terminals and/or transfer points that have a significant increase in the number of diesel vehicles congregating at a single location (40 CFR Section 93.123 (b)(1)(iv)).**

No bus, rail terminals, and/or transfer points would be affected by the Project.

**5. The project is not in or affecting locations, areas, or categories of sites that are identified in the PM<sub>10</sub> or PM<sub>2.5</sub> applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation (40 CFR Section 93.123 (b)(1)(v)).**

The Project is not in nor does it affect locations, areas, or categories of sites identified in an applicable implementation plan or implementation plan submission, as sites of violation or possible violation.

Based on the evaluation above, the Project will not cause or worsen an existing - PM<sub>2.5</sub> violation and should not be considered a POAQC. A quantitative hot-spot analysis is not required to demonstrate project level conformity for PM<sub>2.5</sub>.

## **List of Attachments**

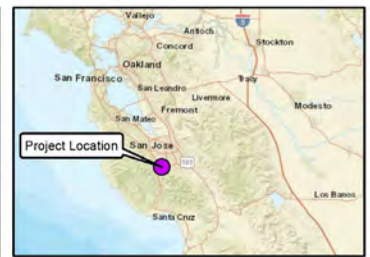
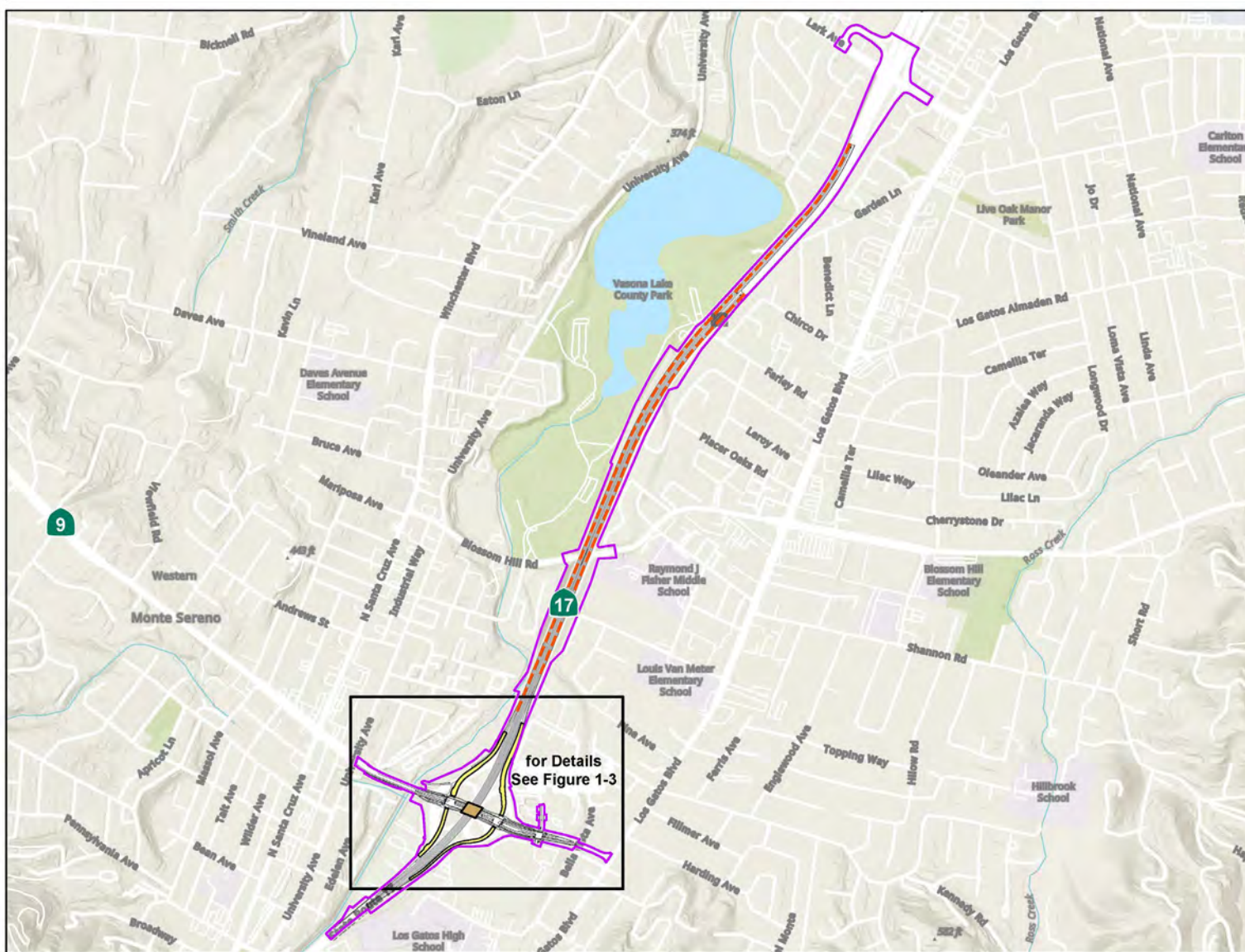
1. Attachment A – Project Location Map
2. Attachment B – Build Alternative
3. Attachment C – Level of Service (LOS) on SR 17 Segments

**ATTACHMENT A**  
**Project Location Map**

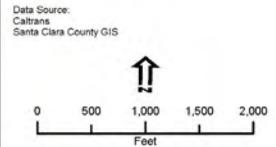


# **ATTACHMENT B**

## **Build Alternative**

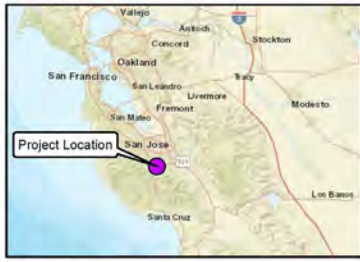
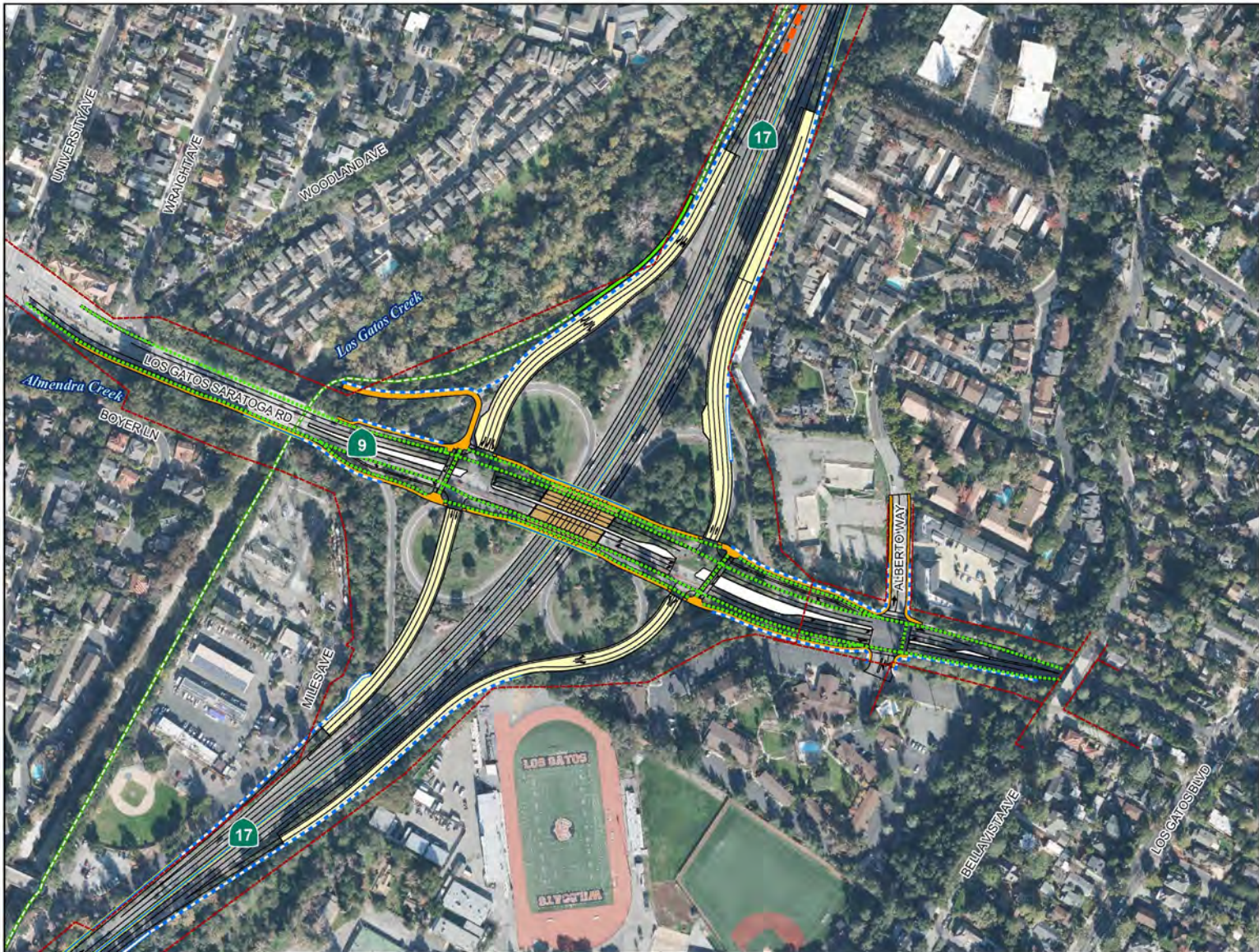


- Legend**
- Project Boundary
  - Proposed Auxiliary Lanes
  - Proposed Ramps
  - Proposed Bridge

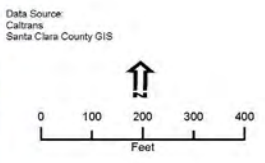


for Details  
See Figure 1-3

**Figure 1-2**  
**Project Corridor**  
 State Route 17 Corridor  
 Congestion Relief Project  
 04-SCL-17 PM 6.3/8.9  
 and 04-SCL-9 PM 11.1/11.5  
 Santa Clara County, California



- Legend**
- Caltrans Right of Way
  - Los Gatos Creek Trail
  - Proposed Concrete Barrier
  - Proposed Retaining Wall
  - Proposed Auxiliary Lane
  - Proposed Guardrail
  - Proposed Bikeway
  - Proposed Trail Realignment
  - Proposed Raised Median
  - Proposed Sidewalk
  - Proposed Bridge
  - Proposed Ramp



**Figure 1-3**  
**Build Alternative**  
**Interchange Project Features**  
 State Route 17 Corridor  
 Congestion Relief Project  
 04-SCL-17 PM 6.3/8.9  
 and 04-SCL-9 PM 11.1/11.5  
 Santa Clara County, California

## **ATTACHMENT C**

**Level of Service (LOS) on SR 17 Segments**

**2027 SR 17 North Bound Level of Service**

ID	SEGMENT NAME	SEGMENT TYPE	No Build	Build	No Build	Build
			AM Peak Hour	AM Peak Hour	PM Peak Hour	PM Peak Hour
1	South of Santa Cruz	BASIC	F	F	C	C
2	Santa Cruz Ave Off-Ramp	DIVERGE	F	F	C	C
3	North of Santa Cruz Off-Ramp	BASIC	D	D	C	C
4	No Build: SB SR-9 Off-Ramp Build: SR-9 Off-Ramp	DIVERGE	D	D	C	C
5	No Build: On/Off Ramps To/From SR-9 Build: Between SR-9 Off-Ramp and SR-9 On-Ramp	WEAVING BASIC	C	C	C	B
7	No Build: SB SR-9 On-Ramp Build: SR-9 On-Ramp	MERGE	D	C	D	C
8	North of SR-9 On-Ramps	BASIC	D	B	D	C
9	North of SR-9 On-Ramps - Added Lane	BASIC	B	B	B	C
10	Lark Ave Off-Ramp	DIVERGE	C	C	C	C
11	SR-85 Off-Ramp	DIVERGE	B	B	B	C
12	SR-85 Off to Lark On-Ramp	BASIC	B	B	B	B
13	Lark Ave On-Ramp	MERGE	C	B	C	C
14	North of Lark On-Ramp	BASIC	C	B	C	C

**2027 SR 17 South Bound Level of Service**

ID	SEGMENT NAME	SEGMENT TYPE	No Build	Build	No Build	Build
			AM Peak Hour	AM Peak Hour	PM Peak Hour	PM Peak Hour
8	Lark Ave On-Ramp	MERGE	C	C	B	C
9	South of Lark Ave On-Ramp	BASIC	D	C	F	C
10	PSL Changed From 65 to 55 MPH	BASIC	D	C	F	C
11	No Build: SB SR-9 Off-Ramp Build: SR-9 Off-Ramp	DIVERGE	E	C	F	C
13	No Build: From SB SR-9 On-Ramp/NB SR-9 Off Build: SR-9 Off-Ramp to SR-9 On-Ramp	WEAVING BASIC MERGE	C	C	C	C
14	No Build: SB SR-9 On-Ramp Build SR-9 On-Ramp	MERGE	C	C	D	C
15	From SB SR-9 On-Ramp to Santa Cruz On-Ramp	BASIC	C	C	F	D
16	Santa Cruz Ave On-Ramp	MERGE	C	C	F	F
17	South of Santa Cruz Ave On-Ramp	BASIC	C	C	F	F

**2047 SR 17 North Bound Level of Service**

ID	SEGMENT NAME	SEGMENT TYPE	No Build	Build	No Build	Build
			AM Peak Hour	AM Peak Hour	PM Peak Hour	PM Peak Hour
1	South of Santa Cruz	BASIC	F	F	D	D
2	Santa Cruz Ave Off-Ramp	DIVERGE	F	F	D	D
3	North of Santa Cruz Off-Ramp	BASIC	D	D	C	D
4	No Build: SB SR-9 Off-Ramp Build: SR-9 Off-Ramp	DIVERGE	D	D	C	D
5	No Build: On/Off Ramps To/From SR-9 Build: Between SR-9 Off and SR-9 On-Ramp	WEAVING BASIC	C	D	C	C
7	No Build: SB SR-9 On-Ramp Build: SR-9 On-Ramp	MERGE	D	C	D	D
8	North of SR-9 On-Ramps	BASIC	D	B	D	C
9	North of SR-9 On-Ramps - Added Lane	BASIC	B	B	C	C
10	Lark Ave Off-Ramp	DIVERGE	C	C	C	D
11	SR-85 Off-Ramp	DIVERGE	B	B	C	C
12	SR-85 Off to Lark On-Ramp	BASIC	B	B	B	B
13	Lark Ave On-Ramp	MERGE	C	B	C	C
14	North of Lark On-Ramp	BASIC	C	B	C	C

**2047 SR 17 South Bound Level of Service**

ID	SEGMENT NAME	SEGMENT TYPE	No Build	Build	No Build	Build
			AM Peak Hour	AM Peak Hour	PM Peak Hour	PM Peak Hour
8	Lark Ave On-Ramp	MERGE	B	C	B	C
9	South of Lark Ave On-Ramp	BASIC	F	C	F	C
10	PSL Changed From 65 to 55 MPM	BASIC	D	C	F	C
11	No Build: SB SR-9 Off-Ramp Build: SR-9 Off-Ramp	DIVERGE	F	F	F	F
13	No Build: From SB SR-9 On-Ramp/NB SR-9 Off-Ramp Build: SR-9 Off to SR-9 On-Ramp	WEAVING BASIC MERGE	C	C	C	C
14	No Build: SB SR-9 On-Ramp Build SR-9 On-Ramp	MERGE	C	C	C	F
15	From SB SR-9 On-Ramp to Santa Cruz On-Ramp	BASIC	C	C	D	F
16	Santa Cruz Ave On-Ramp	MERGE	C	C	F	F
17	South of Santa Cruz Ave On-Ramp	BASIC	C	C	F	F

# State Route 17 Corridor Congestion Relief Project

MTC Air Quality Conformity  
Task Force Meeting

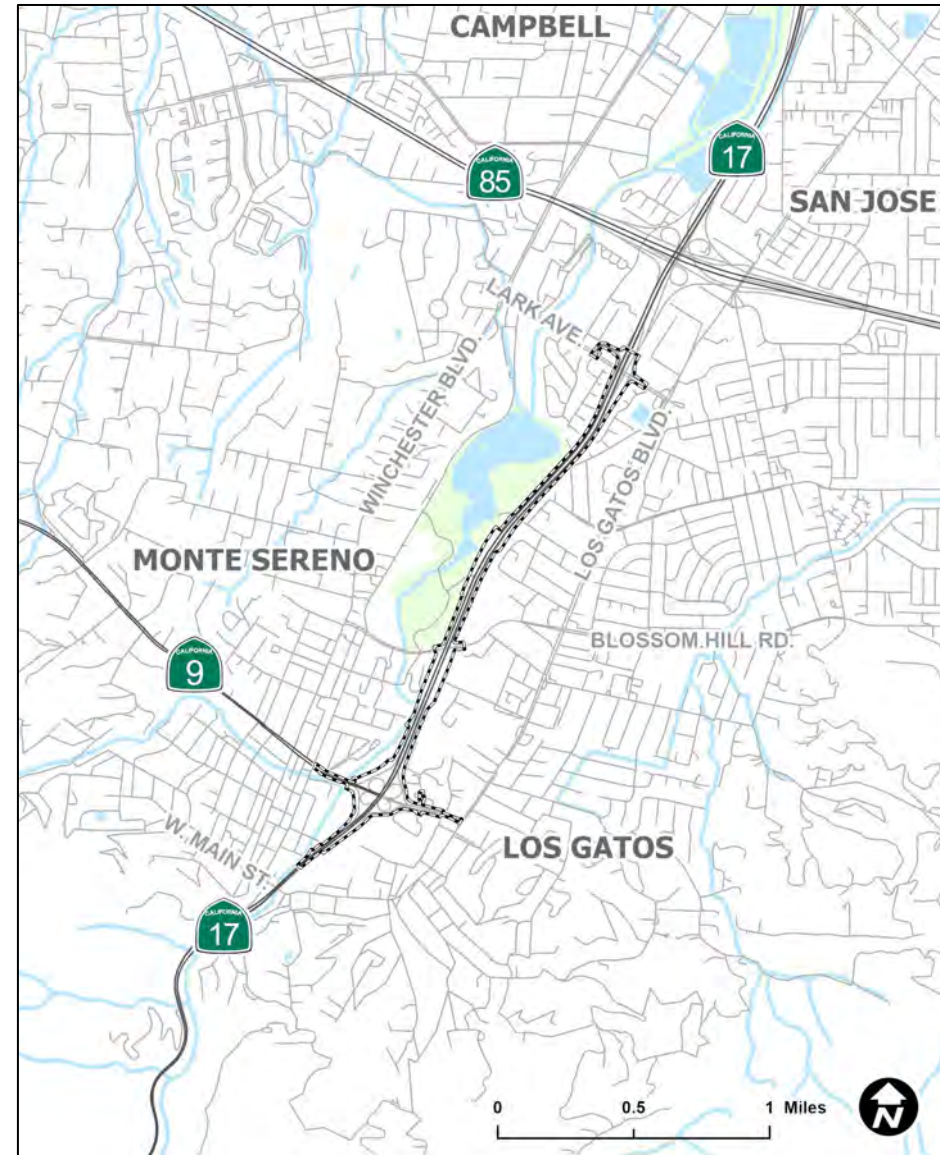
January 2025



# Project Purpose

The purpose of the Project is to:

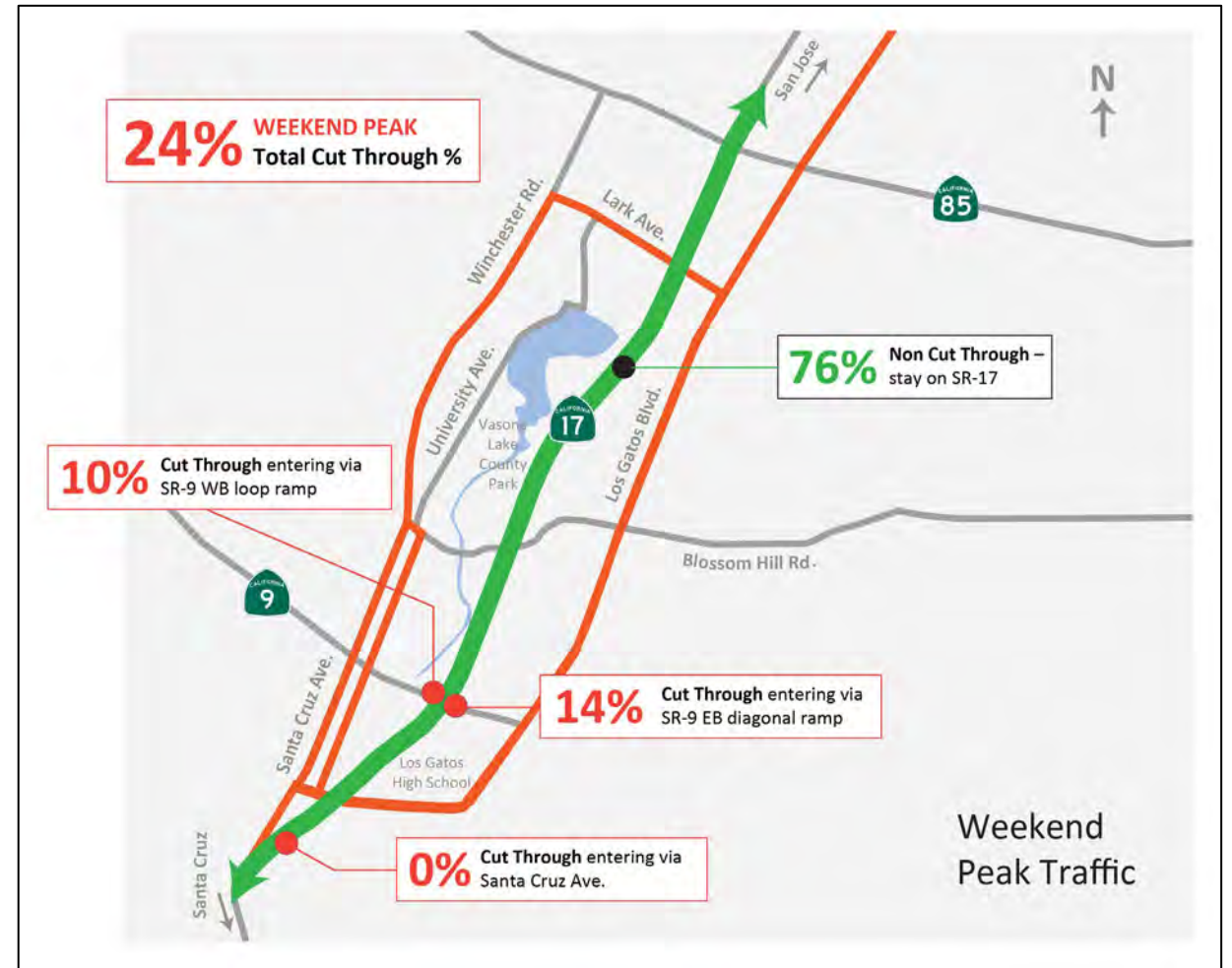
- Improve mainline traffic operations and reduce congestion on SR 17
- Reduce cut-through traffic in the Town of Los Gatos
- Improve SR 17/SR 9 interchange operations
- Improve active transportation mobility and connectivity in the Town of Los Gatos across SR 17



# Project Need

The Project is needed to address:

- Existing congestion that will increase over time
- Cut-through traffic
- Interchange deficiencies
- Insufficient bicycle and pedestrian facilities



# Project Site



# Active Transportation, Mobility, and Connectivity

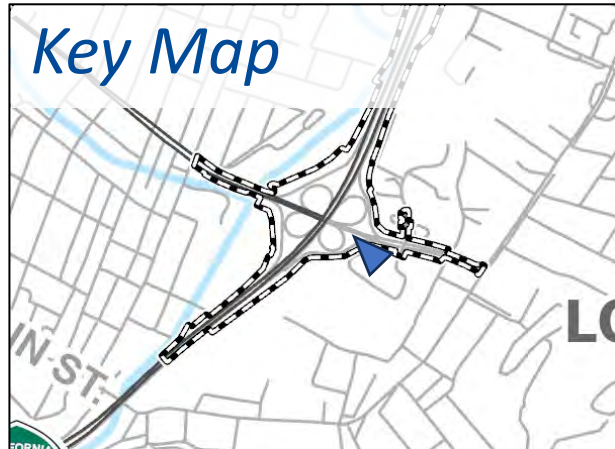
SR 9 at SR 17 Northbound Off-Ramp

## Conceptual Rendering

Existing



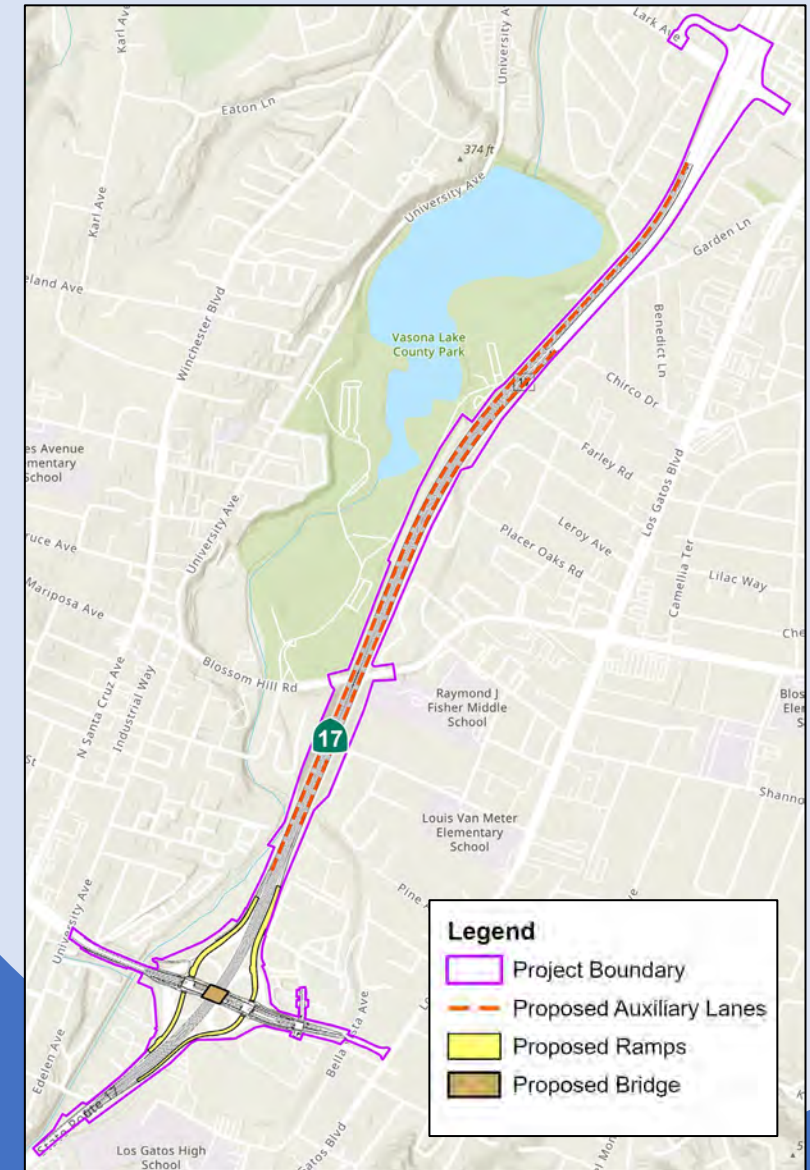
Key Map



# Proposed Project is not a POAQC

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

- The Project would improve traffic conditions in the study area
- Diesel truck percentages in the study area are low
- No substantial increase in vehicle traffic or diesel vehicles on SR 17
- Decrease in diesel truck traffic on SR 9

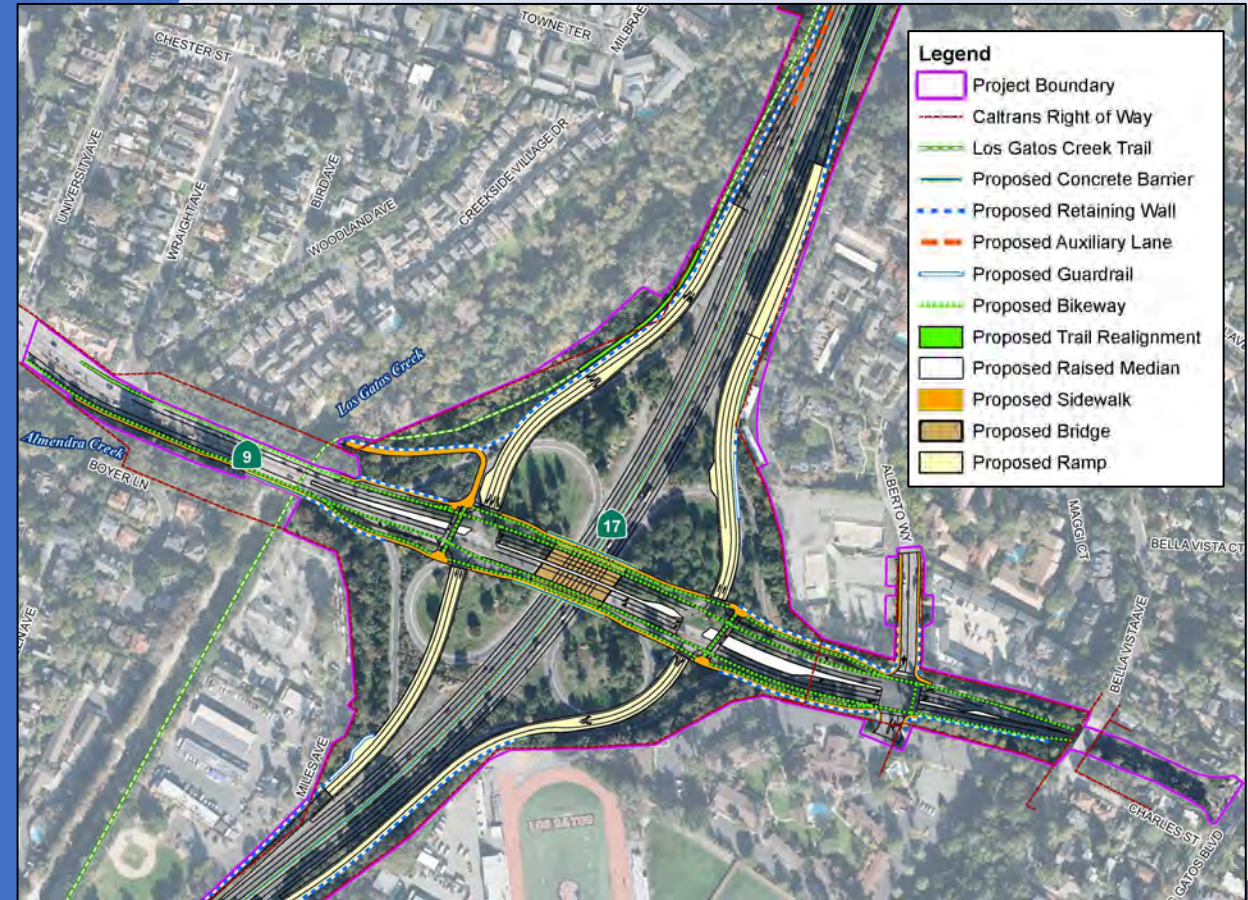


Project Boundary and Proposed Improvements

# Proposed Project is not a POAQC

(ii) Affects intersections with a significant number of diesel vehicles?

- The Project would not induce substantial new diesel traffic to the area
- Intersections at LOS D, E, or F would not be affected with significant number of diesel vehicles



Proposed SR-17 and SR-9 Interchange  
Proposed Improvements

# Proposed Project is not a POAQC

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

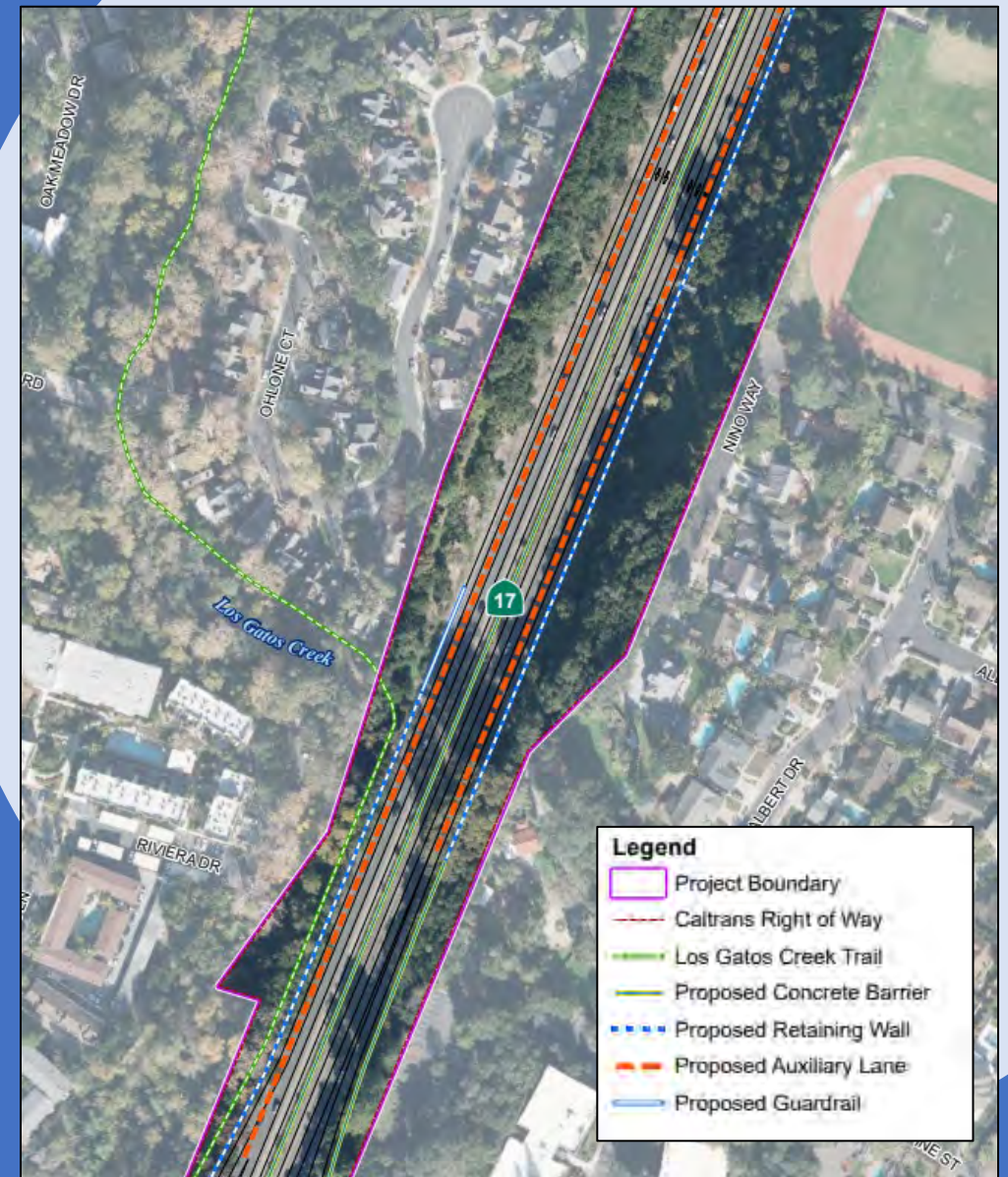
- No new bus and rail terminals and/or transfer points are affected

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

- No expanded bus and rail terminals and/or transfer points are affected

(v) Affects areas identified in PM10 or PM2.5 implementation plan as site of violation?

- The Project does not affect locations identified in an applicable implementation plan or implementation plan submission



Proposed Auxiliary Lanes and Improvements on SR-17

## Project Assessment Form for PM<sub>2.5</sub> Interagency Consultation

The San Francisco Bay Area is designated as nonattainment for the 24-hour PM<sub>2.5</sub> standard. Beginning December 14, 2010, certain projects are required to engage in interagency consultation and complete PM<sub>2.5</sub> hot-spot analysis as part of the project-level conformity determination process.

The purpose of this form is for the project sponsor to provide sufficient information to allow the Air Quality Conformity Task Force to determine if a project is considered a project of air quality concern and therefore requires a project-level PM<sub>2.5</sub> hot-spot analysis pursuant to Federal Conformity Regulations.

A project of air quality concern is defined in 40 CFR 93.123(b)(1) as follows:

- (i). New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;
- (ii). Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;
- (iii). New bus and rail terminals and transfer points than have a significant number of diesel vehicles congregating at a single location;
- (iv). Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and
- (v). Projects in or affecting locations, areas, or categories of sites which are identified in the PM<sub>10</sub> or PM<sub>2.5</sub> applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The form is not required under the following circumstances:

The project does not require a project-level PM hot spot analysis since it:

- Is exempt pursuant to 40 CFR 93.126; or
- Is a traffic signal synchronization project under 40 CFR 93.128; or
- Uses no Federal funds AND requires no Federal approval from FHWA or FTA after December 14, 2010.

### Instructions

The project sponsor is responsible for taking the following actions:

1. **Fill out this form in its entirety** and ensure that there is a sufficient level of detail about the project for the Air Quality Conformity Task Force to make an informed decision on whether or not a project requires a project-level PM<sub>2.5</sub> hot-spot analysis. For road projects, make sure to include all of the following pieces of information in the project area: level-of-service, annual average daily truck volume, truck counts, truck percentages. For transit projects, make sure to include all of the following pieces of information: current level of service for the transit routes, proposed changes to level of service for transit routes, number of diesel bus vehicles along the route and congregating, number of overall transit vehicles, ridership.
2. Project sponsors are required to supplement the assessment form with the attachments listed below within the limited qualities listed. Both the Task Force and project sponsors have found that these materials help to better explain the project and its potential impacts.

- 1-2 maps or graphics which illustrate the project site and the surrounding land uses;
  - 1-2 tables or charts which details information about the ADT and truck volumes
  - Links to the draft environmental document and/or traffic studies
  - A prepared summary of how criteria for a project of air quality concern (defined in 40 CRF 93.123(b)(1)) does or does not apply to the project. See Example 1: Application of Criteria for a Project of Air Quality Concern. This is only intended as a one page summary with emphasis on the third section of the example.
3. Upload and submit this completed form to MTC via FMS so that MTC can schedule this project for interagency consultation by the Air Quality Conformity Task Force. In addition to this form, the project sponsor may upload the PM<sub>2.5</sub> hot-spot analysis via FMS for review by the Conformity Task Force.
  4. Ensure a representative is available to discuss the project at the Air Quality Conformity Task Force meeting if necessary.

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

### **Project Title: Treat Boulevard Corridor Improvements**

### **Project Summary for Air Quality Conformity Task Force Meeting: (January 2025)**

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#### **Description**

The project consists of bicycle and pedestrian infrastructure and intersection improvements along the Treat Boulevard Corridor between North Main Street and Jones Road and along North Main Street from Treat Boulevard to Lesnick Lane. Improvements include restriping Treat Boulevard to create buffered and non-buffered bicycle lanes and a new off-street shared use path, enhancing existing crosswalks and pedestrian refuge islands, improving traffic signal hardware and timing, and reconfiguring intersection approaches, including the removal of free right turns.

Bicycle improvements include:

- From 350 feet west of North Main Street to Buskirk Avenue, the roadway will be restriped to create buffered bicycle lanes with green markings at traffic conflict points in both directions.
- From Buskirk Avenue to Oak Road, buffered bicycle lanes will be constructed in both directions. The buffered bicycle lane on the south side of Treat Boulevard will replace the outer vehicular traffic lane. A new shared use path will be constructed on the north side of Treat Boulevard between Buskirk Avenue and Oak Road.
- From Oak Road to Jones Road, the existing roadway will be restriped to create a non-buffered bicycle lane with green markings at conflict points where parallel parking exists in the westbound direction, and a buffered bicycle lane in the eastbound direction.
- North Main Street between Lesnick Lane and Treat Boulevard, the roadway will be restriped to create a buffered bicycle lane, with green markings at traffic conflict points, in the northbound direction.

Pedestrian improvements will include:

- Enhancing crosswalks with high visibility striping, yield markings, and signage as appropriate. Green ladder bicycle crossings will also be installed. Channelization/refuge islands will be modified as necessary at Treat Boulevard's intersections with North Main Street and Buskirk Avenue.
- Curb ramps and refuge islands will be reconstructed to meet American Disability Act standards.

To incorporate the bicycle lanes into the existing roadway, the vehicular lanes will be narrowed down, and the intersection approaches will be reconfigured at the following locations:

- Westbound Treat Boulevard at North Main Street: The two-left-turn lanes will remain, and the two through lanes will be reduced to one through lane. The free right turn will be signalized.
- Northbound I-680 off-ramp will be reconfigured from a one left-turn lane, two through lanes, and one free right turn lane to one left turn lane, one through lane, and two dedicated right turn lanes.
- Westbound Treat Boulevard at North Main Street: The two-left-turn lanes will remain, and the two through lanes will be reduced to one through lane. The free right turn will be signalized.
- The vehicular slip lane from southbound Oak Road onto westbound Treat Boulevard will be replaced with an off-street bicycle lane and a dedicated right turn lane.
- Eastbound Treat Boulevard at Oak Road: The two left lanes will remain. The three through lanes and through-right lane will be reconfigured to two through lanes and a through-right lane.
- Eastbound Treat Boulevard at Jones Road: The two left lanes will remain. The four through lanes will become two through lanes and a through-right lane, and the free right turn lane is removed.
- Traffic signal timing at all intersections will be improved to optimize all modes of transportation along the Treat Boulevard corridor.

## Background

- Caltrans is in the process of preparing a NEPA Categorical Exclusion for this project, pending this Air Quality Conformity Technical Memo and other technical memos. The County has prepared a CEQA Categorical Exemption for this project.

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

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

- Not a new or expanded highway project.
- The project will improve bicycle and pedestrian infrastructure along Treat Boulevard, and it will not introduce changes to land use that would affect diesel traffic percentage.
- Diesel vehicles represent a small percentage (up to 2.7%) of traffic volume in the project area on average, with and without the project. See 'Heavy Vehicle % by Approach' table.
- No additional vehicular travel lanes will be incorporated onto Treat Boulevard, North Main Street, or the I-680 northbound off-ramp as part of this project.

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

- The project will improve bicycle and pedestrian infrastructure along Treat Boulevard, and it will not introduce changes to land use that would affect diesel traffic percentage.
- Some intersections along the corridor currently operate at LOS D or E, but diesel vehicles represent a small percentage of traffic volume in the project area on average (up to 2.7%, refer to 'Heavy Vehicle % by Approach' table). While the project is anticipated to result in LOS degradation at some intersections, these impacts will not coincide with a significant increase in diesel vehicles.

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

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

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

- No state implementation plan for PM<sub>2.5</sub> (due by December 2012)
- Therefore, not identified in plan as an area of potential violation
- Nearest PM<sub>10</sub> or PM<sub>2.5</sub> violations in 2007 in Redwood City, 10 miles southeast

**RTIP ID#** *(required)* 21-T08-060

**TIP ID#** *(required)* CC-190012

**Air Quality Conformity Task Force Consideration Date**

January 23, 2025

**Project Description** *(clearly describe project)*

The project consists of bicycle and pedestrian infrastructure and intersection improvements along the Treat Boulevard Corridor between North Main Street and Jones Road and along North Main Street from Treat Boulevard to Lesnick Lane. Improvements include restriping Treat Boulevard to create buffered and non-buffered bicycle lanes and a new off-street shared use path, enhancing existing crosswalks and pedestrian refuge islands, improving traffic signal hardware and timing, and reconfiguring intersection approaches, including the removal of free right turns.

Bicycle improvements include:

- From 350 feet west of North Main Street to Buskirk Avenue, the roadway will be restriped to create buffered bicycle lanes with green markings at traffic conflict points in both directions.
- From Buskirk Avenue to Oak Road, buffered bicycle lanes will be constructed in both directions. The buffered bicycle lane on the south side of Treat Boulevard will replace the outer vehicular traffic lane. A new shared use path will be constructed on the north side of Treat Boulevard between Buskirk Avenue and Oak Road.
- From Oak Road to Jones Road, the existing roadway will be restriped to create a non-buffered bicycle lane with green markings at conflict points where parallel parking exists in the westbound direction, and a buffered bicycle lane in the eastbound direction.
- North Main Street between Lesnick Lane and Treat Boulevard, the roadway will be restriped to create a buffered bicycle lane, with green markings at traffic conflict points, in the northbound direction.

Pedestrian improvements will include:

- Enhancing crosswalks with high visibility striping, yield markings, and signage as appropriate. Green ladder bicycle crossings will also be installed. Channelization/refuge islands will be modified as necessary at Treat Boulevard's intersections with North Main Street and Buskirk Avenue.
- Curb ramps and refuge islands will be reconstructed to meet American Disability Act standards.

To incorporate the bicycle lanes into the existing roadway, the vehicular lanes will be narrowed down, and the intersection approaches will be reconfigured at the following locations:

- Westbound Treat Boulevard at North Main Street: The two-left-turn lanes will remain, and the two through lanes will be reduced to one through lane. The free right turn will be signalized.
- Northbound I-680 off-ramp will be reconfigured from a one left-turn lane, two through lanes, and one free right turn lane to one left turn lane, one through lane, and two dedicated right turn lanes.
- Westbound Treat Boulevard at North Main Street: The two-left-turn lanes will remain, and the two through lanes will be reduced to one through lane. The free right turn will be signalized.
- The vehicular slip lane from southbound Oak Road onto westbound Treat Boulevard will be replaced with an off-street bicycle lane and a dedicated right turn lane.
- Eastbound Treat Boulevard at Oak Road: The two left lanes will remain. The three through lanes and through-right lane will be reconfigured to two through lanes and a through-right lane.
- Eastbound Treat Boulevard at Jones Road: The two left lanes will remain. The four through lanes will become two through lanes and a through-right lane, and the free right turn lane is removed.
- Traffic signal timing at all intersections will be improved to optimize all modes of transportation along the Treat Boulevard corridor.

<b>Type of Project:</b> Intersection channelization projects				
<b>County</b>	<i>Narrative Location/Route &amp; Postmiles</i> <b>04-CC-680 PM 16.4</b> <b>Caltrans Projects – EA# 04-2Y110</b>			
Contra Costa				
<b>Lead Agency:</b> Contra Costa County Public Works				
<i>Contact Person:</i> Jeff Valeros	<i>Phone#</i> 925-313-2031	<i>Fax#</i>	<i>Email</i> Jeff.Valeros@pw.cccounty.us	
<b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>				
<input checked="" type="checkbox"/> <i>Categorical Exclusion (NEPA)</i>	<input type="checkbox"/> <b>EA or Draft EIS</b>	<input type="checkbox"/> <b>FONSI or Final EIS</b>	<input type="checkbox"/> <b>PS&amp;E or Construction</b>	<input type="checkbox"/> <i>Other</i>
<b>Scheduled Date of Federal Action:</b>				
<b>NEPA Delegation – Project Type</b> <i>(check appropriate box)</i>				
<input type="checkbox"/>	<input checked="" type="checkbox"/> <b>Section 326 – Categorical Exclusion</b>	<input type="checkbox"/> <b>Section 327 – Non-Categorical Exclusion</b>		
<b>Current Programming Dates</b> <i>(as appropriate)</i>				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	7/28/2022	4/28/2025	4/28/2025	4/6/2026
<b>End</b>	4/25/2025	1/16/2026	11/28/2025	11/27/2026
<b>Project Purpose and Need (Summary):</b> <i>(please be brief)</i> The purpose of this project is to improve the safety and connectivity for pedestrians and bicyclists along Treat Boulevard in the vicinity of the Contra Costa Centre Transit Village by constructing separated Class IV bicycle lanes in both directions of Treat Boulevard, constructing an off-street Class I shared use path along the north side of Treat Boulevard between Buskirk Avenue and Oak Road, and improving the safety of pedestrians and bicyclists at the four signalized intersections by removing free right turn lanes, improving traffic signal hardware and timing, and improving crosswalks and refuge islands.				
<b>Surrounding Land Use/Traffic Generators</b> <i>(especially effect on diesel traffic)</i> The project is located in an urban area and is bisected by I-680. Contra Costa County land use in the project vicinity is designated as Mixed Use High (MUH), Parks and Recreation (PR), and Public and Semi-Public (PS). Zoning in MUH is Planned Unit (P-1), in PR is P-1, and in PS is Single Family Residential (R-15).  The nearby 140-acre Contra Costa Centre Transit Village includes the Pleasant Hill BART Station. The Transit Village is characterized by mixed commercial, office, and residential land uses. It accommodates 7,000 employees, 6,000 residents, and 6,000 BART patrons daily. Treat Boulevard also provides direct access to I-680.  The project involves improving bicycle connectivity and pedestrian infrastructure along an existing roadway corridor and does not change existing land use or have conflict with zoning. Consequently, the proposed improvements will not cause changes in diesel traffic.				

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

The analysis methodology involved evaluating the traffic impacts of the final preferred project using Synchro 11 and SimTraffic traffic modeling software. The analysis evaluated horizon year conditions, assessing individual intersection delay, level of service (LOS), and queuing patterns for movements of concern. Recommended refinements to signal timing and geometric configurations aimed to balance bicycle safety with minimizing queues at critical movements, particularly the I-680 northbound off-ramp.

**Opening Year (2026): If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

Not applicable to this project. See below for intersections.

**RTP Horizon Year / Design Year (2046): If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

Not applicable to this project. See below for intersections.

**Opening Year (2026): If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT.**

Opening Year	North Main Street/Treat Boulevard		Buskirk Avenue/I-680 Off-ramp/Treat Boulevard		Oak Road/ Treat Boulevard		Jones Road/Treat Boulevard	
	No Build	Build	No Build	Build	No Build	Build	No Build	Build
AADT	48,000	48,000	48,000	48,000	48,000	48,000	48,000	48,000
LOS (AM/PM)	E/D	E/D	C/B	D/D	D/B	D/C	D/D	D/F
Truck AADT	768	768	1296	1296	864	864	960	960
%Trucks	1.6%	1.6%	2.7%	2.7%	1.8%	1.8%	2%	2%

**RTP Horizon Year / Design Year (2046): If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

Horizon Year	North Main Street/Treat Boulevard		Buskirk Avenue/I-680 Off-ramp/Treat Boulevard		Oak Road/ Treat Boulevard		Jones Road/Treat Boulevard	
	No Build	Build	No Build	Build	No Build	Build	No Build	Build
AADT	59,000	59,000	59,000	59,000	59,000	59,000	59,000	59,000
LOS (AM/PM)	F/E	F/F	C/B	F/E	E/D	E/D	E/F	E/F
Truck AADT	944	944	1593	1593	1062	1062	1062	1062
%Trucks	1.6%	1.6%	2.7%	2.7%	1.8%	1.8%	2%	2%

The proposed project is expected to result in degraded levels of service (LOS) at certain intersections due to signal timing strategies that prioritize clearing the I-680 northbound off-ramp and preventing queue spillback onto the I-680 mainline. This prioritization shifts delays to other movements within the corridor, leading to the LOS outcomes summarized in the tables above.

Note: Traffic volumes and movements have not changed significantly between 2014 and 2023, as there have been no substantial changes in land use or development patterns in the area. The Design Year analysis (2014) LOS values are therefore considered representative of Opening Year conditions. For the Horizon Year analysis, the projected 2040 traffic volumes were obtained from the CCTA Countywide travel demand model and will have no substantial changes from a 2046 Horizon year.

**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 to this project. See above for intersections.

**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 to this project. See above for intersections.

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

Since this project is a bicycle/pedestrian facility improvement project that will not add vehicular travel lanes, it will not lead to an increase in the vehicular AADT and truck AADT on and in the vicinity of Treat Boulevard for both the Design Year of 2026 and the Horizon Year of 2046.

Although the project may result in degraded levels of service at four intersections, the “Build” conditions will enhance multimodal accessibility while maintaining manageable delays for vehicular traffic.

The degradation in the levels of service (LOS) at certain intersections is due to signal timing strategies that prioritize clearing the I-680 northbound off-ramp and preventing queue spillback onto the I-680 mainline. This prioritization shifts delays to other movements within the corridor, leading to the LOS outcomes summarized in the tables above.

Finally, the reconfiguration of the I-680 northbound off-ramp, including one left turn lane, one through lane, and two dedicated right turn lanes, is expected to reduce the queue lengths at the off-ramp for 2046 to approximately 500 feet at the peak hour (AM), which is below the off-ramp’s length of 1000 feet. As a result, the improvements will not adversely affect traffic flow on the northbound I-680 mainline.

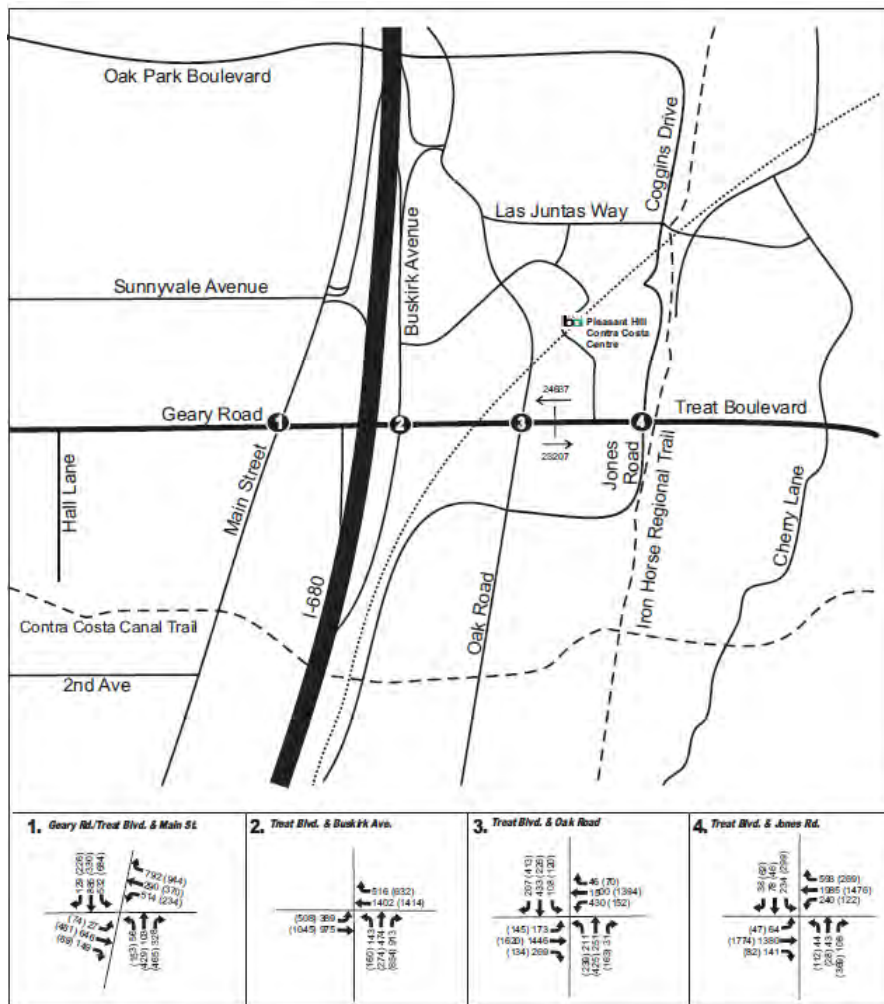
**Comments/Explanation/Details (please be brief)**

For the following reasons, the project would not be considered a “project of air quality concern” (according to 40 CRF 93.123(b)(1)) and would not trigger the need for a PM2.5 hot-spot modeling analysis:

- 1- The project is not a new or expanded highway project. The project will not add vehicular lanes. The project will narrow down existing vehicular lanes and reconfigure the four signalized intersections to incorporate separated bikeways in both directions along Treat Boulevard between North Main Street and Jones Road. Consequently, the project will not change the vehicular and diesel truck AADT on Treat Boulevard.
- 2- The project will significantly enhance bicycle and pedestrian infrastructure along the corridor. As shown in the analysis, the level of service at all intersections is expected to deteriorate due to the reduction in the number of travel lanes, and signal timing strategies that prioritize clearing the I-680 northbound off-ramp and preventing queue spillback onto the I-680 mainline. This prioritization shifts delays to other movements within the corridor. However, this project will not cause an increase in diesel vehicles.
- 3- The project does not include a new bus or rail terminal or transfer point.
- 4- The project does not include an expanded bus or rail terminal or transfer point.
- 5- The intersection area has not been identified as a possible violation site.

**Heavy Vehicle % by Approach - 2026 and 2046**

Intersection	AM		PM	
	EB	WB	EB	WB
Treat/N Main	1.60%	1.50%	1.40%	0.60%
Treat/Buskirk	2.70%	1.60%	1.20%	0.90%
Treat/Oak	1.80%	1.20%	0.90%	0.60%
Treat/Jones	2.00%	0.90%	0.70%	1.00%
<b>Average</b>	<b>2.03%</b>	<b>1.30%</b>	<b>1.05%</b>	<b>0.78%</b>



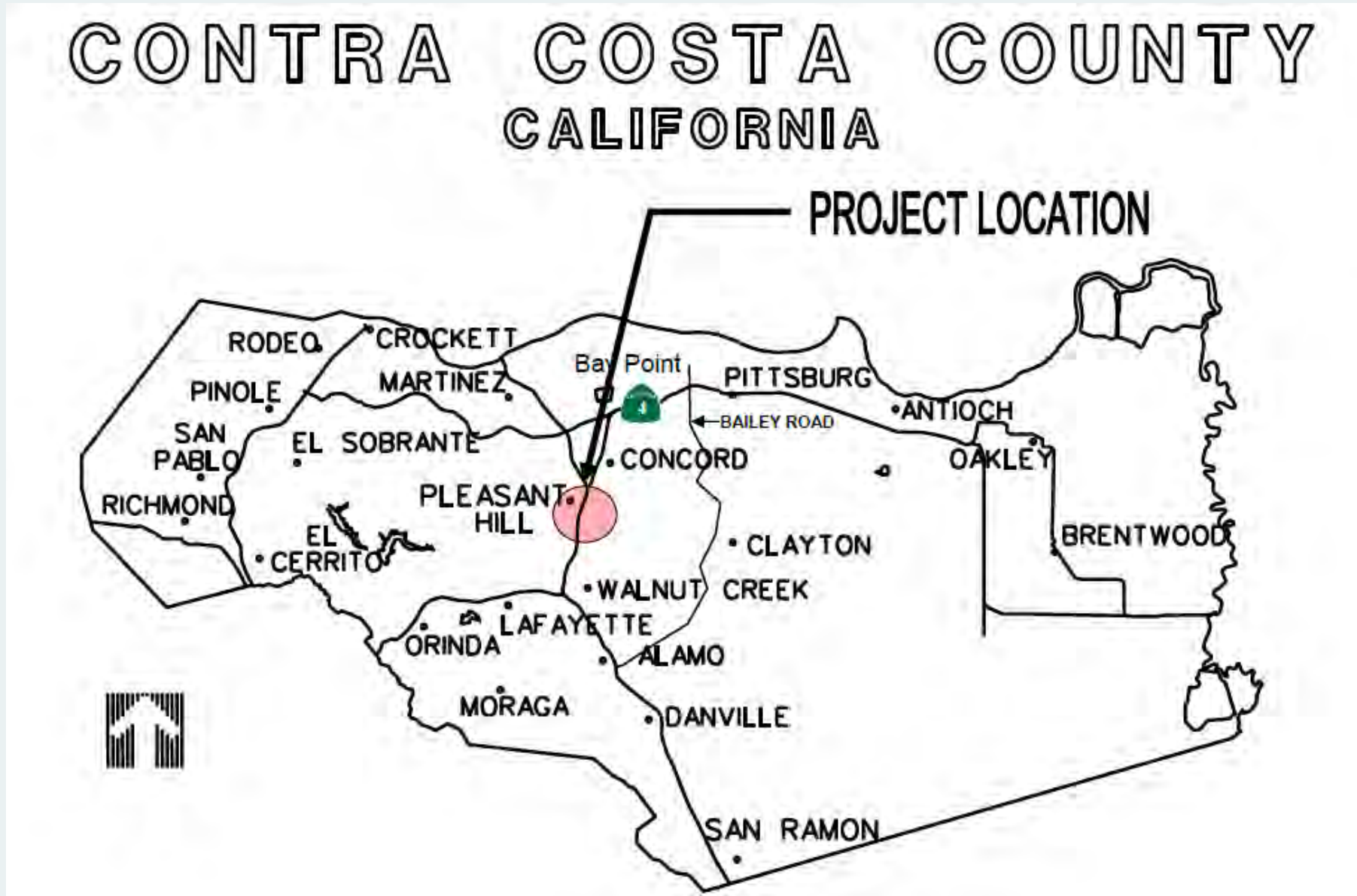
**ADT – Treat Boulevard - 2026**



# Treat Boulevard Corridor Improvements-

*Air Quality Conformity  
Task Force Meeting*

# Project Location



# Existing Conditions and Context



# Existing Conditions and Context



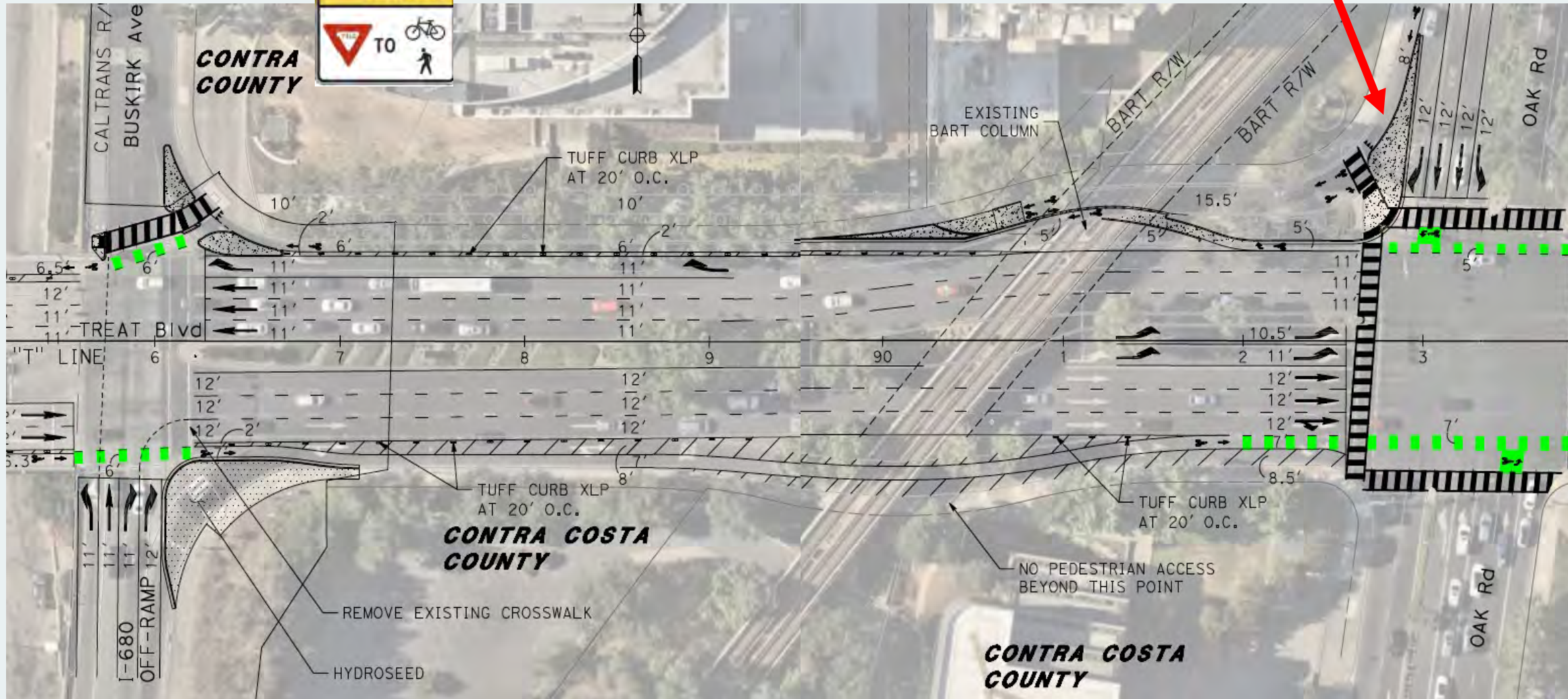
# Existing Conditions and Context

Project Area is a Transit Oriented Development: contains Pleasant Hill/Contra Costa Centre BART Station and 10 bus stops/lines, high-density housing, and hundreds of jobs.





# Proposed Project Improvements





# Proposed Project is not a Project of Air Quality Concern

- The project will improve bicycle and pedestrian infrastructure along Treat Boulevard, and it will not introduce changes to land use that would affect diesel traffic percentage.
- Diesel vehicles represent a small percentage of traffic volume in the project area (up to 2.7%)

*Heavy Vehicle % by Approach - 2026 and 2046*

<i>Intersection</i>	AM		PM	
	EB	WB	EB	WB
<b>Treat/N Main</b>	1.60%	1.50%	1.40%	0.60%
<b>Treat/Buskirk</b>	2.70%	1.60%	1.20%	0.90%
<b>Treat/Oak</b>	1.80%	1.20%	0.90%	0.60%
<b>Treat/Jones</b>	2.00%	0.90%	0.70%	1.00%
<b>Average</b>	<b>2.03%</b>	<b>1.30%</b>	<b>1.05%</b>	<b>0.78%</b>

# Proposed Project is not a Project of Air Quality Concern

While the project is anticipated to result in LOS degradation at some intersections, these impacts will not coincide with an increase in diesel vehicles.

Opening Year (2026)	North Main Street/Treat Boulevard		Buskirk Avenue/I-680 Off-ramp/Treat Boulevard		Oak Road/ Treat Boulevard		Jones Road/Treat Boulevard	
	No Build	Build	No Build	Build	No Build	Build	No Build	Build
AADT	48,000	48,000	48,000	48,000	48,000	48,000	48,000	48,000
LOS (AM/PM)	E/D	E/D	C/B	D/D	D/B	D/C	D/D	D/F
Truck AADT	768	768	1296	1296	864	864	960	960
%Trucks	1.6%	1.6%	2.7%	2.7%	1.8%	1.8%	2%	2%

Horizon Year (2040)	North Main Street/Treat Boulevard		Buskirk Avenue/I-680 Off-ramp/Treat Boulevard		Oak Road/ Treat Boulevard		Jones Road/Treat Boulevard	
	No Build	Build	No Build	Build	No Build	Build	No Build	Build
AADT	59,000	59,000	59,000	59,000	59,000	59,000	59,000	59,000
LOS (AM/PM)	F/E	F/F	C/B	F/E	E/D	E/D	E/F	E/F
Truck AADT	944	944	1593	1593	1062	1062	1062	1062
%Trucks	1.6%	1.6%	2.7%	2.7%	1.8%	1.8%	2%	2%

# Project Status

- 65% Design plans, specifications, and estimate have been completed.
- The project is awaiting environmental clearance before the Final Design and utility relocation process can begin.
- Construction: Summer of 2026.

Thank you!

*Questions?*



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**Project Information**

**DIST-CO-RTE-PM:** 04-CC-80-PM 3.8/PM 5.3

**EA/EFIS ID (Caltrans Projects):** 04-0A082/0413000404

**Fed. Aid. No. (Local Projects):** NA

**FTIP ID No. (required):** CC-070035

**TCWG Consideration Date:** October 24, 2024

**Pollutant of Concern:** PM2.5

**Contact Information**

**Lead Agency:** Contra Costa Transportation Authority

**Contact Person:** Hisham Noeimi

**Phone:** (925) 256-4731

**Fax:** (925) 256-4701

**Email:** hnoeimi@ccta.net

**Environmental Approval Information**

**Anticipated Federal Environmental Approval** (check appropriate box):

23 USC 326 CE       23 USC 327 CE       EA       EIS

**Anticipated Date of Federal Environmental Approval:** The NEPA document was approved on February 25, 2010. Caltrans approved a NEPA Re-Validation on April 9, 2014. A second NEPA Re-Validation is anticipated to be approved on March 24, 2025.

**Current Programming Dates** (as appropriate):

	<b>PA&amp;ED</b>	<b>PS&amp;E</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	2007	January 2024	November 2024	December 2027
<b>End</b>	2010	June 2025	June 2025	April 2030



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**Project Details**

**Project Description**

The Contra Costa Transportation Authority (CCTA), in cooperation with the California Department of Transportation (Caltrans), proposes to reconstruct the Interstate 80 (I-80)/San Pablo Dam Road (SPDR) Interchange, which is in the City of San Pablo and unincorporated Contra Costa County (County) and borders the City of Richmond, California (Figures 1 and 2). SPDR provides access to and from I-80 and nearby shopping and residential areas. Caltrans collision data for I-80 in the project area indicate that both the fatal collision and total collision rates are higher than those on similar facilities throughout the state, and local street data show a cluster of collisions around the five-legged intersection east of the SPDR overcrossing. The SPDR overcrossing has nonstandard vertical clearance and narrow outside shoulders along I-80. Short interchange spacing between SPDR and adjacent ramps at McBryde Avenue and El Portal Drive also result in weaving and congestion on westbound I-80. Lack of continuous pedestrian and bicycle facilities on SPDR hinders access through the interchange area.

Due to the project size and available funding, it has been divided into two phases. Phase 1, for which construction was completed in 2018, relocated the El Portal Drive on-ramp to westbound I-80, extended the auxiliary lane along westbound I-80 between San Pablo Dam Road off-ramp and El Portal Drive on-ramp, and reconstructed the Riverside Avenue pedestrian overcrossing.

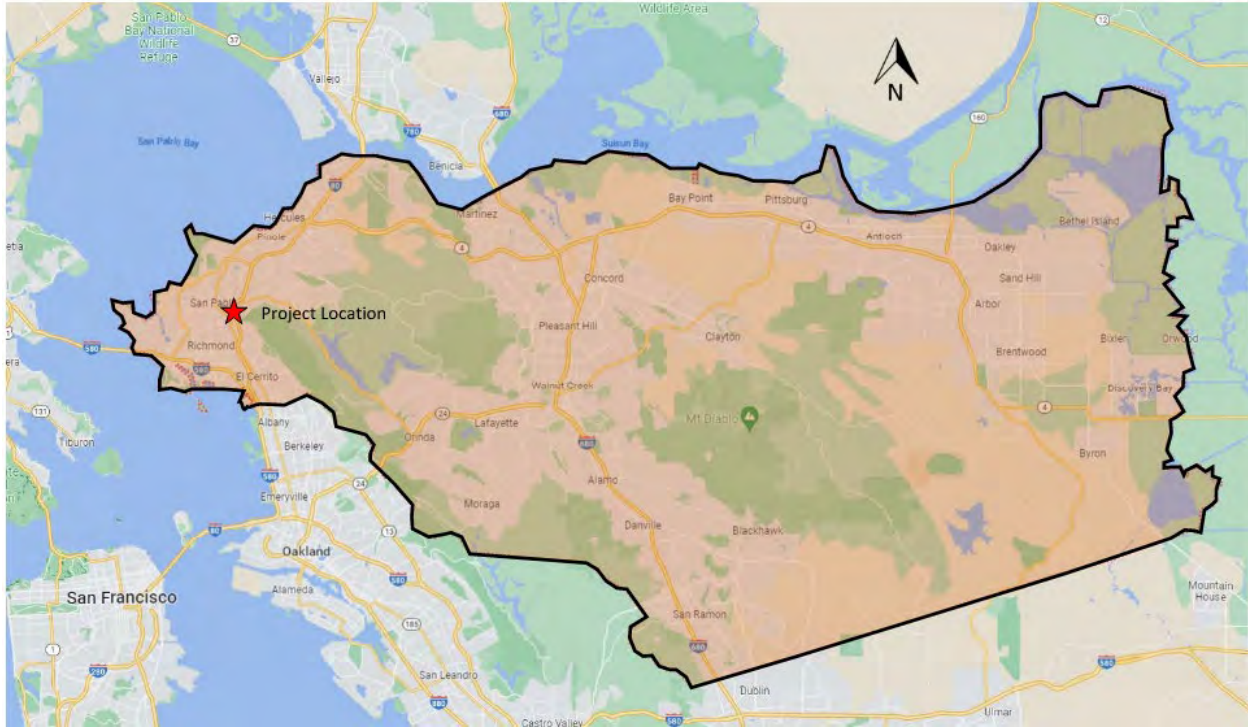
Phase 2 will reconstruct the existing I-80/SPDR interchange, improve safety for pedestrians and bicyclists, and eliminate unsafe weaving conditions (Figures 3 and 4). The project consists of the following elements:

- Replacement and widening of the SPDR overcrossing, which will have three lanes, Class IV (separated) bikeways, and 7-foot-wide sidewalks in each direction of travel, with a 4-foot raised curbed median.
- Correction of existing nonstandard vertical clearance by providing current standard vertical clearance for bridge height and standard shoulder widths at the SPDR overcrossing of I-80.
- Reconstruction of the I-80 westbound and eastbound on- and off-ramps at SPDR and realignment of Amador Street to eliminate five-legged intersection east of the overcrossing.
- Closure and removal of the westbound I-80/McBryde Avenue off-ramp and construction of a new 0.4-mile connector road on the west side of I-80 to address the short weaving distance between the westbound on-ramp from SPDR and off-ramp to McBryde Avenue. Direct access to McBryde Avenue will be provided via the SPDR off-ramp and new connector.
- Improvement of ramp metering and advanced traffic signal features at the ramps and intersections.



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The project limits on I-80 extend from McBryde Avenue to El Portal Drive (post miles 3.8 to 5.3) to include these adjacent interchanges. The total length of the project is 1.47 miles.



*Figure 1. Vicinity Map*



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Figure 2. Location Map



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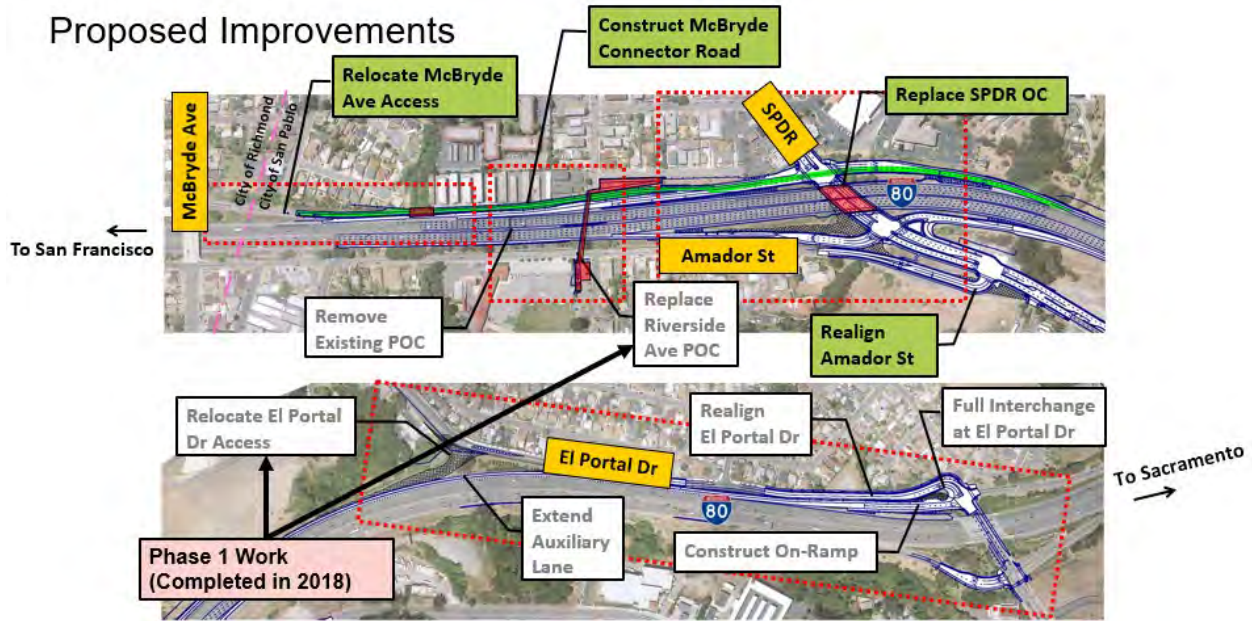


Figure 3. Project Features, with Phase 1 (Completed) Components Labeled in Gray, I-80/San Pablo Dam Road Interchange Project

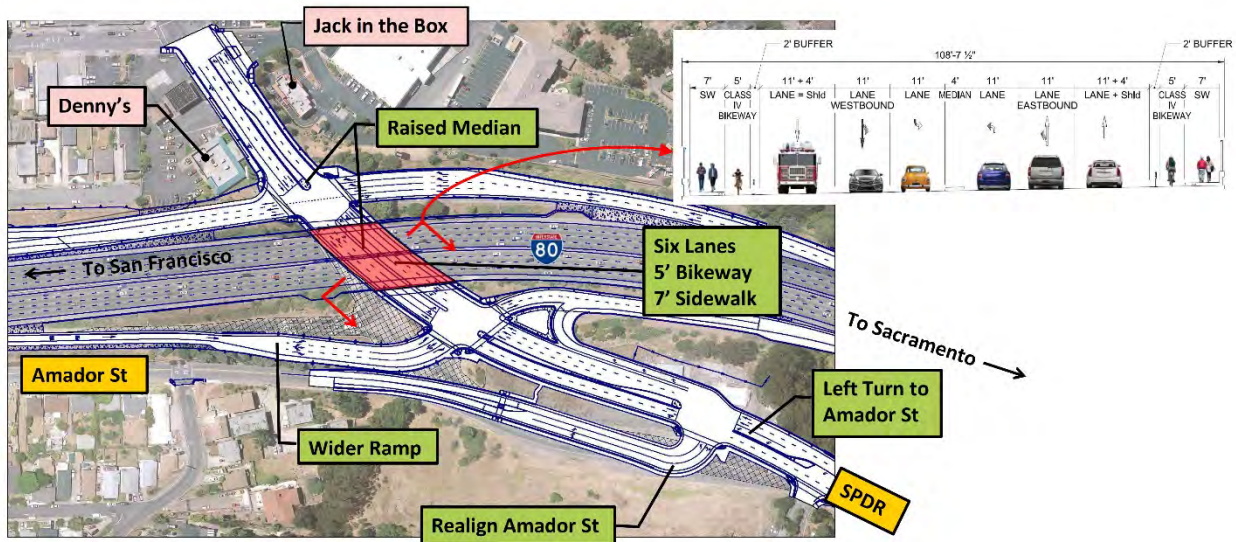


Figure 4. Details of Phase 2 Project Features, I-80/San Pablo Dam Road Interchange Project

The project would not add lanes or otherwise increase motor vehicle capacity on I-80; however, it would significantly improve safety on I-80 within the project limits by providing standard inside and outside shoulder width, standard vertical clearance from the I-80



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mainline finished grade to the bridge soffit, upgrade the concrete median barrier, and upgrade MGS railings as needed within the project limits. The existing SPDR overcrossing has two lanes in each direction (westbound and eastbound): one through lane and one combined left-turn and through lane. The new SPDR overcrossing would have three lanes in each direction (westbound and eastbound): one through lane, one combined left-turn and through lane, and one left-turn-only lane. Therefore, the new SPDR overcrossing would add storage for turning movements and address existing narrow lane widths, but would not increase through capacity.

The proposed single-lane, 0.4-mile connector to McBryde Avenue would separate traffic from the existing short weaving section on westbound I-80 between the SPDR on-ramp and McBryde Avenue off-ramp without increasing capacity for I-80 through traffic. The connector would improve safety by diverting the traffic through the SPDR westbound off-ramp and to the McBryde Avenue connector to the destinations in the McBryde Avenue area.

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

The purpose of the project is to improve overall safety, traffic operations, and bicycle and pedestrian access at the I-80/SPDR interchange.

The project is needed to address the nonstandard vertical clearance under the SPDR overcrossing, nonstandard shoulder and median widths on I-80, and the short weaving distance between the westbound on-ramp from SPDR and the off-ramp to McBryde Avenue. Raising the vertical clearance of the SPDR overcrossing will allow for oversized trucks to travel on I-80 through the interchange area without hitting the bridge soffit. Removal of the existing bridge support columns/walls will allow space for standard-width right shoulders that could be used for emergencies. Realigning Amador Street away from the SPDR interchange will allow for left turns from westbound SPDR to Amador Street (which are currently prohibited due to its proximity to the eastbound I-80 off-ramp), eliminating the need for circuitous travel over the SPDR overcrossing onto I-80 westbound via McBryde Avenue off-ramp to reach destinations on Amador Street. Reconfiguring access to McBryde Avenue will eliminate the short weaving distance between on-ramp traffic from SPDR and off-ramp traffic to McBryde Avenue, which contributes to congestion and collisions on I-80. Finally, the new SPDR overcrossing will have 7-foot sidewalks and Class IV (separated) bike lanes on both sides, and the project will construct new sidewalks in the interchange area where none currently exist.

Please refer to “Comments/Explanation/Details” below for additional information about how the project design will address existing hazards in the I-80/SPDR interchange area.



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

An analysis of data from the National Highway Traffic Safety Administration ranked a 5-mile stretch of I-80 that includes the SPDR interchange as the third deadliest in California. This segment had 18 fatalities and 13 fatal collisions from 2017 to 2019, a fatality rate of about 2.6 per mile.<sup>1</sup>

Data from the Caltrans Traffic Accident Surveillance and Analysis System (TASAS) for the most recent 5-year period (October 1, 2018, to September 30, 2023) shows that there were a total of 721 collisions in the project limits (PM 3.8 to 5.3), with 8 fatalities, 19 serious injuries, 155 other injuries, and 539 property damage incidents. As shown in Table 1, the fatal crash rate and total crash rate are both above the average rates for similar facilities statewide.

**Table 1: TASAS Table B Collision Rates (October 1, 2018 – September 30, 2023)**

Segment	No. of Collisions					Collision Rates (per million vehicle miles)					
	Total	Fatal	Serious Injury	Other Injury	PDO	F	F + I	Total*	F	F + I	Total*
CC SR-080 PM 3.8-5.3	721	8	19	155	539	<b>0.016</b>	0.37	<b>1.47</b>	0.005	0.40	1.21

\* All reported collisions (includes Property Damage Only (PDO) Collisions)

Notes:

**Bold** indicates actual collision rate that is higher than the corresponding average collision rates for similar facilities statewide.

col/mvm = collisions per million vehicle miles

F = fatal collision(s)

I = injury collision(s)

PM = post mile(s)

Incidents include the following:

1. On September 1, 2017, a truck tractor-semitrailer collided with the SPDR overcrossing, overturning its trailer and scattering debris across I-80.
2. On September 5, 2019, a collision at SPDR resulted in the closure of all lanes on westbound I-80 for nearly eight hours after a truck hauling 1,000 live chickens overturned and caught fire.

<sup>1</sup> MoneyGeek.com. 2024. Where Are California's Deadliest Roads, and What Factors Contribute Most to its Fatal Accidents? <https://www.moneygeek.com/insurance/auto/resources/most-deadly-roads-california/>. May 20, 2024.



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3. On October 3, 2019, the SPDR overcrossing was hit by a truck carrying the “zipper” equipment used for the construction of the bike path on the Richmond-San Rafael Bridge.
4. On October 2, 2020, two people traveling on westbound I-80 were killed in a collision after their car struck the concrete abutment of the SPDR overcrossing and caught fire, trapping the occupants.
5. On May 22, 2021, a 23-year-old male traveling on westbound I-80 died after the vehicle struck the concrete abutment of the SPDR overcrossing and caught fire.<sup>2</sup>
6. On January 9, 2022, a four-vehicle crash on eastbound I-80 at San Pablo Dam Road killed one person and sent two others to the hospital with major injuries.<sup>3</sup>
7. On February 25, 2023, one person was killed in a multiple-vehicle accident on eastbound I-80 just before San Pablo Dam Road.<sup>4</sup>
8. On January 16, 2024, a crash involving a big rig and a subsequent fuel spill blocked all lanes of westbound I-80 between San Pablo Dam Road and the McBryde Avenue exit.<sup>5</sup>

The nonstandard vertical clearance of the SPDR overcrossing also prevents oversized trucks and other high-clearance vehicles from being able to use I-80 in the interchange area. Between September 2020 and September 2024, 130 extra-legal load permits were issued for trucks with heights exceeding SPDR vertical clearance (125 in the westbound direction and 5 in the eastbound direction). The permits enabled the oversized trucks to detour off of I-80 and use nearby local roads that are not necessarily designed for large trucks, causing congestion and safety concerns in the community. The project will allow large trucks to stay on I-80 without having to detour to local roads and other ramps to get back onto I-80.

Additional collision data are provided below under “Five-Legged Intersection East of I-80.”

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

The project design will address existing hazards in the I-80/SPDR interchange area in the following ways.

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<sup>2</sup> News articles for Items 1 through 5 can be found here: [https://advancedmobilitygroup-my.sharepoint.com/:f/g/personal/christina\\_amobility\\_com/EmGVhAB1iK1ChB7BSX11DrgBmVPU9xLOfWMIZUEcB Fkplg?e=NnpX7f](https://advancedmobilitygroup-my.sharepoint.com/:f/g/personal/christina_amobility_com/EmGVhAB1iK1ChB7BSX11DrgBmVPU9xLOfWMIZUEcB Fkplg?e=NnpX7f).

<sup>3</sup> ABC7 Bay Area. 2022. Lanes reopen after crash kills 1, injures 2 on eastbound I-80 in San Pablo, CHP says. January 9, 2022. <https://abc7news.com/san-pablo-deadly-crash-lanes-reopen-i-80-1-dead-in/11445506/>.

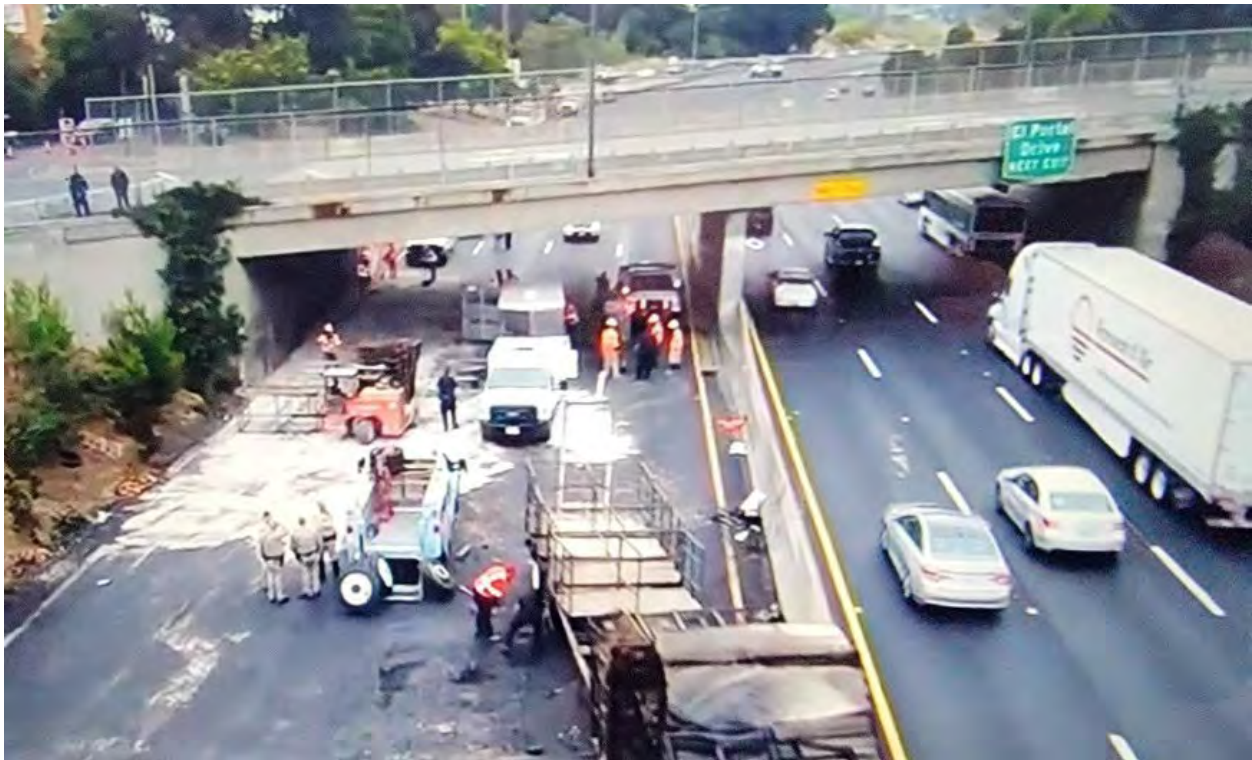
<sup>4</sup> ABC7 Bay Area. 2023. All lanes reopen on EB I-80 near San Pablo Dam Rd. following deadly crash, police say. February 25, 2023. <https://abc7news.com/san-pablo-interstate-80-dam-road-traffic-accident/12877824/>.

<sup>5</sup> CBS News Bay Area. 2024. Westbound Highway 80 in Richmond reopened after fuel leak from big rig crash. January 16, 2024. <https://www.cbsnews.com/sanfrancisco/news/highway-80-richmond-crash-big-rig-fuel-leak-lanes-blocked/>.



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*Correct Vertical Clearance and Shoulders at SPDR Overcrossing.* The existing SPDR overcrossing has a clearance of 14 feet, 8 inches (eastbound) to 14 feet, 11 inches (westbound), which do not meet the Caltrans Highway Design Manual minimum vertical clearance requirement of 16 feet, 6 inches. This has led to numerous truck strikes of the bridge deck, such as the one shown in Figure 5, below.



*Figure 5. Looking north at SPDR overcrossing, westbound I-80 side. Incident #2 described in previous section. Photo credit: ABC Bay Area. September 5, 2019. <https://abc7news.com/i-80-crash-big-rig-fire-chp/5517669/>*

I-80 at SPDR also has existing nonstandard inside shoulder, outside shoulder, and median widths. In particular, there are very narrow shoulders on eastbound or westbound I-80 at the SPDR overcrossing, as shown in Figures 6 and 8, below.



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Figure 6. Looking north at SPDR overcrossing from eastbound I-80.

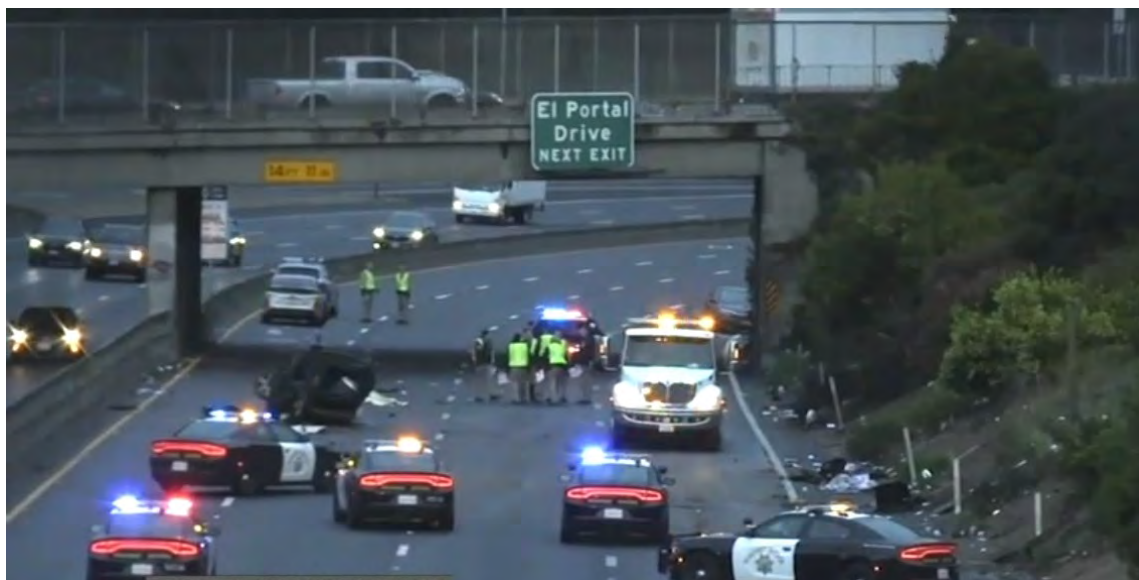


Figure 7. Same location as Figure 6, above; Incident #6 described in previous section. Photo credit: ABC7 Bay Area. January 9, 2022. <https://abc7news.com/san-pablo-deadly-crash-lanes-reopen-i-80-1-dead-in/11445506/>.



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*Figure 8. Looking south at SPDR overcrossing from westbound I-80. Scarring of the bridge soffit from truck strikes is visible below the vertical clearance sign.*



*Figure 9. Same location as Figure 8, above; Incident #4 described in previous section. Photo credit: The Richmond Standard, October 4, 2020.*

<https://richmondstandard.com/community/2020/10/04/two-die-in-crash-on-i-80-in-san-pablo/>.



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The nonstandard vertical clearance and lack of shoulders to accommodate emergency maneuvers contribute to collisions at the I-80/SPDR interchange, including collisions of trucks with the soffit of the overcrossing. As noted in the previous section, the nonstandard vertical clearance of the SPDR overcrossing has also resulted in oversized trucks detouring off of I-80 and using nearby local roads that are not necessarily designed for large trucks, causing congestion and safety concerns in the community.

The proposed overcrossing will meet the vertical clearance standards, and the abutment support of the new bridge will be set back from the existing shoulder to provide a standard (10-foot) outside shoulder. Correction of the nonstandard bridge will allow large trucks to stay on I-80 without having to detour to local roads and other ramps to get back onto I-80. The project would also upgrade the concrete median barrier to current standards, which improves safety for road users.

As noted above, the existing SPDR overcrossing has two lanes in each direction: one through lane and one combined left-turn and through lane. The new SPDR overcrossing would have three lanes in each direction: one through lane, one combined left-turn and through lane, and one left-turn-only lane. The additional left-turn-only lanes are included both to provide safe separation for left turning movements to the eastbound and westbound I-80 ramps, where clusters of local street collisions have occurred (see next section); and to provide adequate storage capacity to avoid blocking through traffic on SPDR, including for emergency response vehicles (see Figure 10).



*Figure 10. Looking west on SPDR from the westbound I-80 on-ramp, where an ambulance is using the ramp turn lane to bypass congestion in the through lanes. Photo credit: AECOM, no date.*

The spacing between the ramp termini require the addition of these turning lanes to provide safe access and eliminate traffic congestion within the proposed overcrossing.



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*Five-Legged Intersection East of I-80.* Amador Street intersects SPDR adjacent to the eastbound I-80 off-ramp, forming a five-legged intersection. Because of the short spacing between the SPDR eastbound off-ramp terminus and Amador Street, and to reduce the potential for wrong-way movements onto the off-ramp, left turns from westbound SPDR to southbound Amador Street are not permitted, as shown in Figure 11. However, some motorists still choose to make the left turn in this location.



Figure 11. Top: aerial view. Bottom: view from westbound SPDR toward intersection with Amador Street (upper left of image) where no left turns are permitted due to close spacing of the SPDR eastbound off-ramp. Photo credit: Google. August 2022.



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Five-legged intersections are not common and can be confusing for motorists not familiar with them. This intersection, in particular, is awkward for motorists for a couple of reasons:

- The eastbound off-ramp and Amador Street are less than 100 feet apart. Motorists traveling eastbound on SPDR can easily mistake the off-ramp for Amador Street and inadvertently make a right turn (a wrong-way movement) into oncoming traffic on the off-ramp. Even if wrong-way movements are avoided, the close proximity of the ramp to Amador Street can cause motorists to hesitate and slow down unexpectedly, causing other motorists following behind to brake suddenly and increase the risk of rear-end collisions.
- Although signage is provided prohibiting left turns onto Amador Street from westbound SPDR, vehicles are physically able to make this turn. Motorists making left turns onto Amador Street, intentionally ignoring the signs or not, can catch other motorists off guard, forcing sudden stops or lane changes to avoid vehicles making these unexpected maneuvers. This increases the risk of sideswipe, rear-end, and head-on collisions.

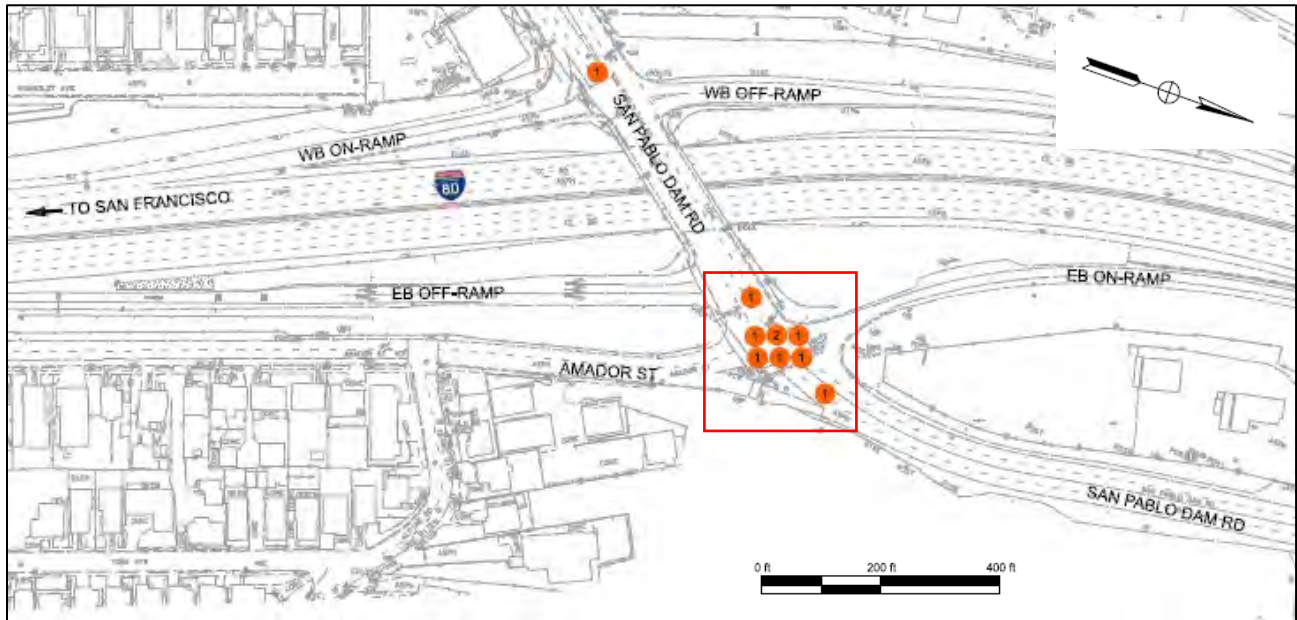
According to California Statewide Integrated Traffic Records System (SWITRS) data, there were eight separate motor vehicle accidents with a total of nine people injured at this location over the 3-year period between May 2021 and April 2024 (see Figure 12). Three of the collisions were head-on, three were rear-end, one was broadside, and one was sideswipe. In general, head-on collisions are unusual on low speed (35 mph) local streets. Though no severe or fatal injuries occurred, individuals had visible injuries in three of the collisions and reported pain in four of the collisions.<sup>6</sup>

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<sup>6</sup> Transportation Injury Mapping System 2024. SWITRS Crash Summary & Map. October 10, 2024. Case IDs 9289463, 81824573, 81971249, 82010696, 82169300, 82176457, 82179784, and 82264776.



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*Figure 12. Motor vehicle collision locations (orange circles) and number of people injured in each collision (#) at five-legged intersection of SPDR, Amador Street, and the eastbound I-80 off-ramp and on-ramp (red square), May 2021 to April 2024. Note the additional collision at SPDR and the I-80 westbound ramps.*

The project will realign Amador Street to the east to create a separate intersection with SPDR, away from the eastbound I-80 off-ramp and westbound I-80 on-ramp. The intersection ramps would “line up,” which is a more familiar ramp configuration to drivers (Figure 4). In addition, the raised median barrier on SPDR is anticipated to minimize head-on collisions.

Amador Street is the primary access route to Riverside Elementary School, which is approximately 0.2 mile south of SPDR; therefore, the realignment of Amador Street would also increase safety for school-related travel. The section of Amador Street directly adjacent to, and for over 100 feet south of, SPDR has no sidewalks. Due to the absence of continuous pedestrian facilities in this area, most people traveling on foot must use the Riverside Avenue pedestrian overcrossing constructed as part of Phase 1 of this project (Figure 3). The project would provide pedestrian and bicycle facilities along SPDR as described in “Pedestrian and Bicycle Facility Deficiencies” below, as well as extend the existing sidewalk on the east side of Amador Street to SPDR and along SPDR to Morrow Drive. Therefore, the project would increase safety for not only school-related motor vehicle travel but also pedestrian travel in this area.

*Short Weaving Distance on Westbound I-80 Between SPDR and McBryde Avenue.* The westbound I-80/McBryde Avenue off-ramp is less than 0.2 mile from the westbound I-



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

80/SPDR on-ramp, and the weaving distance between ramps is only about 970 feet, which is less than the 1,600-foot-long standard weaving length recommended between interchanges (Figure 13). Westbound vehicles on the freeway destined for McBryde Avenue must move one lane to their right to exit the freeway. Conversely, vehicles entering westbound I-80 from SPDR must move one lane to their left to avoid being forced to exit at McBryde Avenue. These lane changes must occur over this relatively short 'weaving distance,' giving motorists little time to choose a gap in traffic to make this lane change maneuver, resulting in sudden braking and/or lane changes, which increase the risk of sideswipe and rear-end collisions. Closure and removal of the westbound I-80/McBryde Avenue off-ramp and construction of a new 0.4-mile connector road on the west side of I-80 will eliminate the vehicle conflicts over the short weaving distance that contribute to safety and operational issues on westbound I-80.

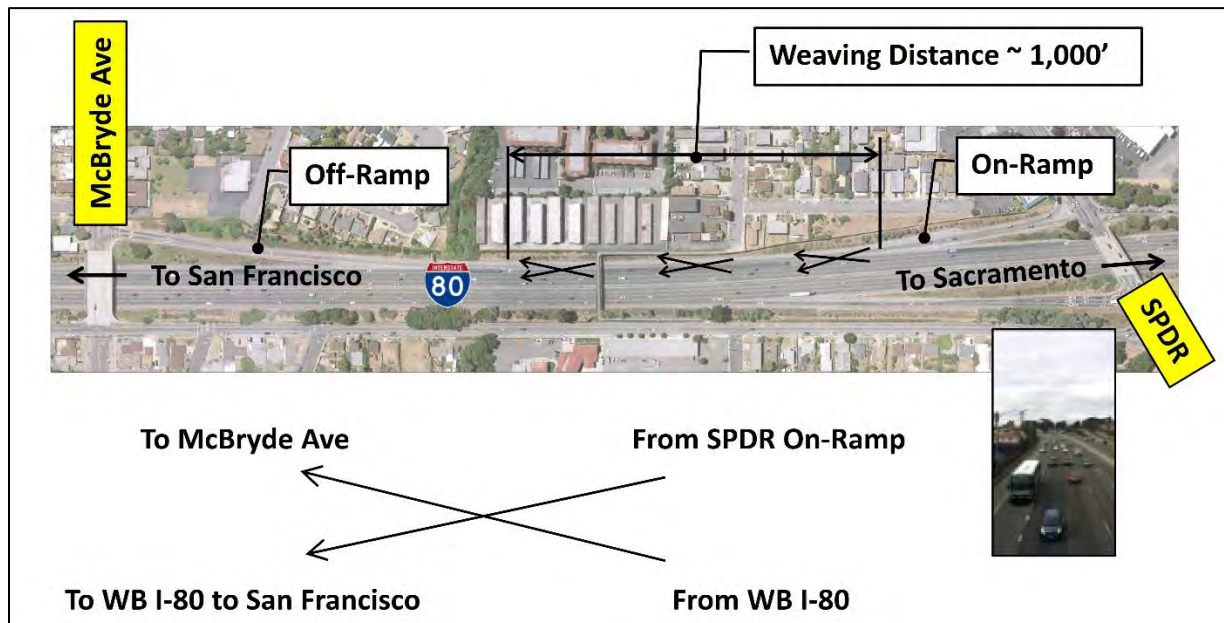


Figure 13. Short weaving distance on westbound I-80 between SPDR on-ramp and McBryde Avenue off-ramp. Graphic credit: AECOM 2024.

*Pedestrian and Bicycle Facility Deficiencies.* The existing SPDR overcrossing has 4-foot sidewalks in each direction, no shoulders, and no bike lanes. Existing sidewalks in the project area are narrower than the City of San Pablo standard of 7 feet, and sidewalks on the SPDR overcrossing do not meet American Disabilities Act (ADA) requirements (Figure 14).



**CONFORMITY EXEMPTION FORM**  
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For projects that correct, improve, or eliminate a hazardous location or feature



*Figure 14. On SPDR overcrossing looking west, with 4-foot-wide sidewalk on north side of structure. Photo credit: AECOM.*

There is no sidewalk on the north side of SPDR east of the overcrossing, and no marked pedestrian crossing on the north side of the intersection of the eastbound I-80 on- and off-ramps and SPDR (Figure 15).



**CONFORMITY EXEMPTION FORM**  
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*Figure 15. Looking east on SPDR at westbound I-80 off-ramp terminus; no crosswalk or bike lane striping is present on SPDR; 4-foot-wide sidewalk on north side of overcrossing visible in center left of photo. Photo credit: Google.*

SPDR from San Pablo Avenue to El Portal Drive, including the overpass of I-80, is a designated Class III bikeway. However, high traffic volumes present safety concerns for bicyclists sharing lanes with vehicles, and the five-way intersection at SPDR, the eastbound I-80 on- and off-ramps, and Amador Street constrains bicycle travel. As the SPDR westbound left-turn movement to southbound Amador Street is not allowed, bicyclists have a tendency to cut through the opposing traffic to make this movement.

The new overcrossing will have Class IV (separated) bikeways and 7-foot-wide sidewalks in each direction of travel. The project includes sidewalks and crosswalks on both sides of SPDR across I-80 and the on- and off-ramps. Sidewalks and crosswalks will be installed on the north side of SPDR east of eastbound I-80, which currently lacks pedestrian facilities across the eastbound on-ramp. With the project, pedestrians will be able to walk on either side of SPDR between the commercial area on the west side of I-80 to east of Amador Street.



**CONFORMITY EXEMPTION FORM**  
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**For projects that correct, improve, or eliminate a hazardous location or feature**

In addition, a "bike box" will be provided on westbound SPDR at Amador Street to allow bicyclists to make left turns onto southbound Amador Street. No crosswalk is proposed at this location because SPDR lacks a sidewalk east of the I-80 eastbound on-ramp.



# I-80 / San Pablo Dam Road (SPDR) Interchange Improvements

Phase 2 PS&E

Bay Area Air Quality Conformity Task Force Presentation

October 24, 2024

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## Project History

**2006** – Project initiated

**2009** – FHWA Project-Level Conformity Determination issued

**2010** – NEPA completed (Environmental Assessment/Finding of No Significant Impact)

**2011** – Project design started; Task Force Consultation completed (*Not a POAQC*)

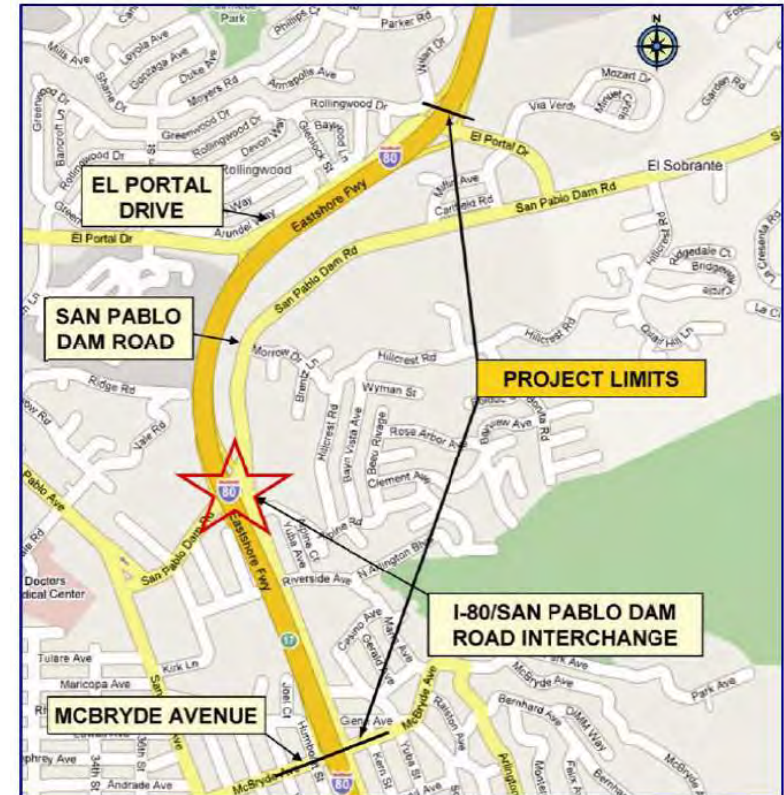
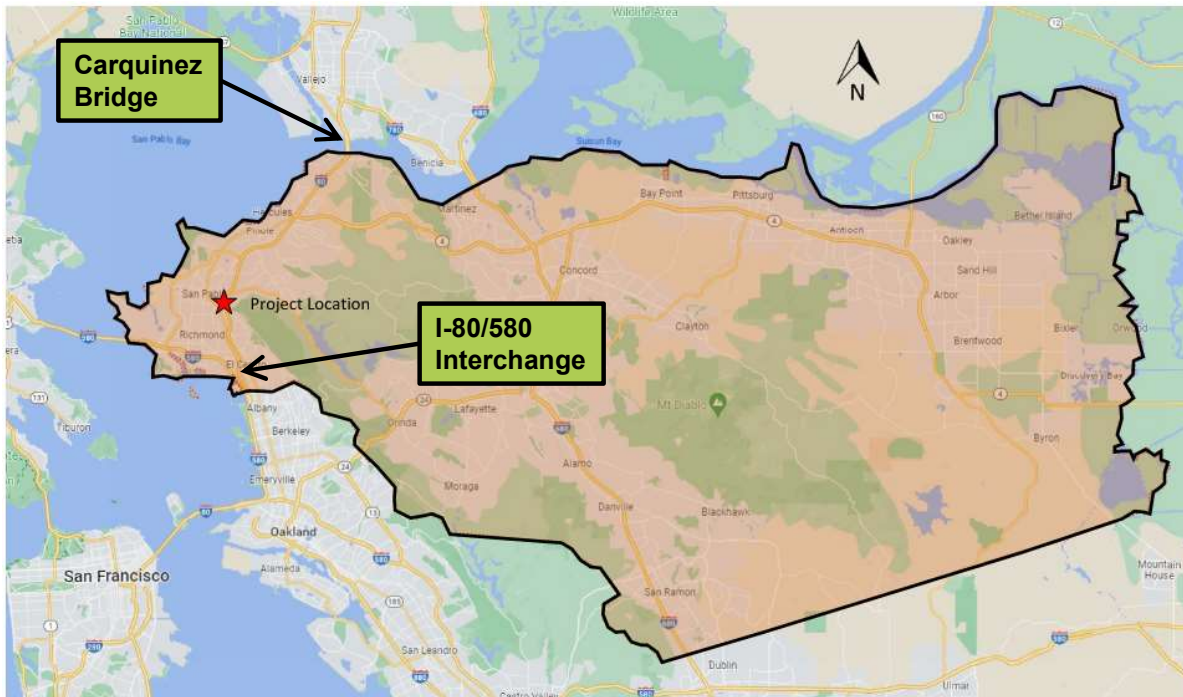
**2012** – Project split into two phases; updated FHWA Conformity Determination issued

**2017** – *FHWA Conformity Determination expired*

**2018** – Phase 1 construction completed

**2024** – *Phase 2 design begins; exemption or new conformity determination needed for June 2025 RTL*

# Project Overview: Location (NW Contra Costa County)

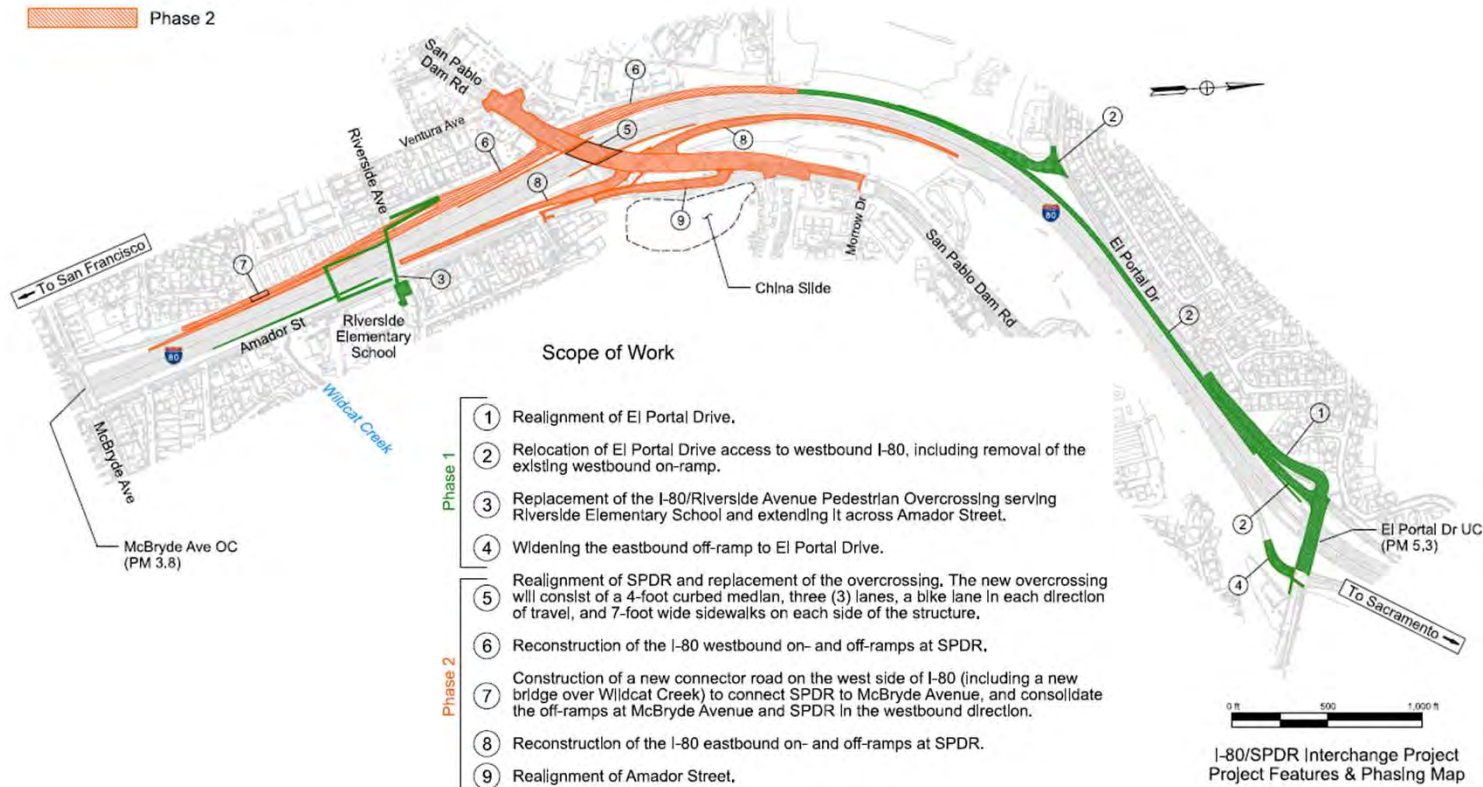


*LOCATION MAP*

# Project Overview: Phasing

## Legend

- Phase 1  
(Completed in 2018)
- Phase 2



## Scope of Work

- Phase 1**
  - ① Realignment of El Portal Drive.
  - ② Relocation of El Portal Drive access to westbound I-80, including removal of the existing westbound on-ramp.
  - ③ Replacement of the I-80/Riverside Avenue Pedestrian Overcrossing serving Riverside Elementary School and extending it across Amador Street.
  - ④ Widening the eastbound off-ramp to El Portal Drive.
- Phase 2**
  - ⑤ Realignment of SPDR and replacement of the overcrossing. The new overcrossing will consist of a 4-foot curbed median, three (3) lanes, a bike lane in each direction of travel, and 7-foot wide sidewalks on each side of the structure.
  - ⑥ Reconstruction of the I-80 westbound on- and off-ramps at SPDR.
  - ⑦ Construction of a new connector road on the west side of I-80 (including a new bridge over Wildcat Creek) to connect SPDR to McBryde Avenue, and consolidate the off-ramps at McBryde Avenue and SPDR in the westbound direction.
  - ⑧ Reconstruction of the I-80 eastbound on- and off-ramps at SPDR.
  - ⑨ Realignment of Amador Street.

I-80/SPDR Interchange Project  
Project Features & Phasing Map

**★ Phase 1 eliminated a hazard for pedestrians and bicyclists (including elementary school children) by reconstructing the Riverside Avenue POC to extend across Amador Street**

## Project Overview: 40 CFR 93.126

- No change to Phase 2 project components since 2011 Task Force consultation and 2012 Air Quality Conformity determination
- Project would not be a Project of Air Quality Concern under 40 CFR 93.123(b)(1)
- Project would **correct, improve, or eliminate a hazardous location or feature** in accordance with 40 CFR 93.126 Table 2



Photo credit: ABC7 Bay Area. January 9, 2022

# Justification of Need

- 5-mile stretch of I-80 that includes the SPDR interchange is the **third deadliest in California\***
- Fatal collision, total collision rates are higher than those on similar facilities throughout the state (2018-2023)
  - *Fatal collision rate is **over 3 times higher** than the statewide average*
  - *Fatal collision and total collision rates in the period ending 2023 are higher than in the period ending 2007, when the NEPA document was prepared*

Period ending	Actual			Statewide Average		
	F	F + I	Total	F	F + I	Total
2007	<b>0.012</b>	0.27	1.03	0.007	0.39	1.23
2023	<b>0.016</b>	0.37	<b>1.47</b>	0.005	0.40	1.21

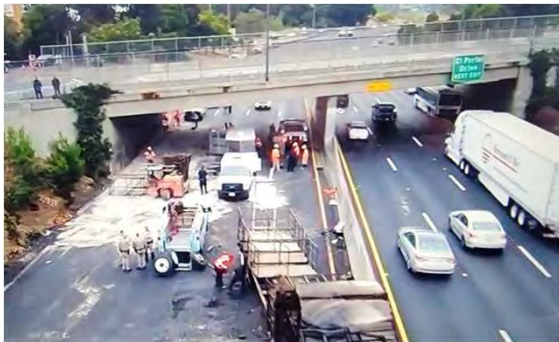
**Bold** indicates actual collision rate that is higher than the corresponding average collision rates for similar facilities statewide.  
 col/mvm = collisions per million vehicle miles; F = fatal collision(s); I = injury collision(s); PM = post mile(s)

- Local street data show a cluster of collisions around the five-legged intersection east of the SPDR overcrossing

\* Complete references for data cited are provided in the Exemption Request form

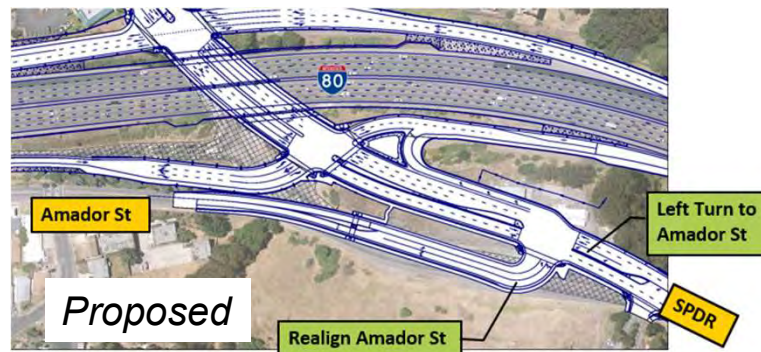
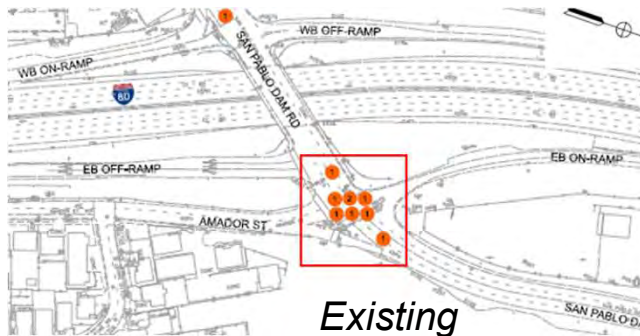
# SPDR Overcrossing

Hazardous Location or Feature	Correct, Improve, or Eliminate?
Nonstandard bridge clearance at SPDR OC (14' 8" EB/14' 11" WB), leading to truck strikes of bridge soffit and the need for oversized trucks to detour of I-80 and use local roads to avoid bridge	<b>Correct/Eliminate.</b> Replacement OC will meet standard (16' 6") and accommodate high-clearance vehicles, eliminating the need for oversized trucks to detour to local streets
Nonstandard shoulder widths at SPDR OC, with insufficient space for disabled vehicles, sudden maneuvers by motorists, and emergency vehicle access	<b>Improve.</b> Standard 10' outside shoulders will accommodate disabled vehicles, sudden maneuvers by motorists, and emergency vehicle access
Lack of dedicated left-turn lanes on SPDR OC to WB and EB I-80 on-ramps, which contribute to through-traffic congestion (including for emergency responders) and local street collisions	<b>Correct.</b> Left-turn-only lanes will be added to provide safe separation for I-80-bound vehicles



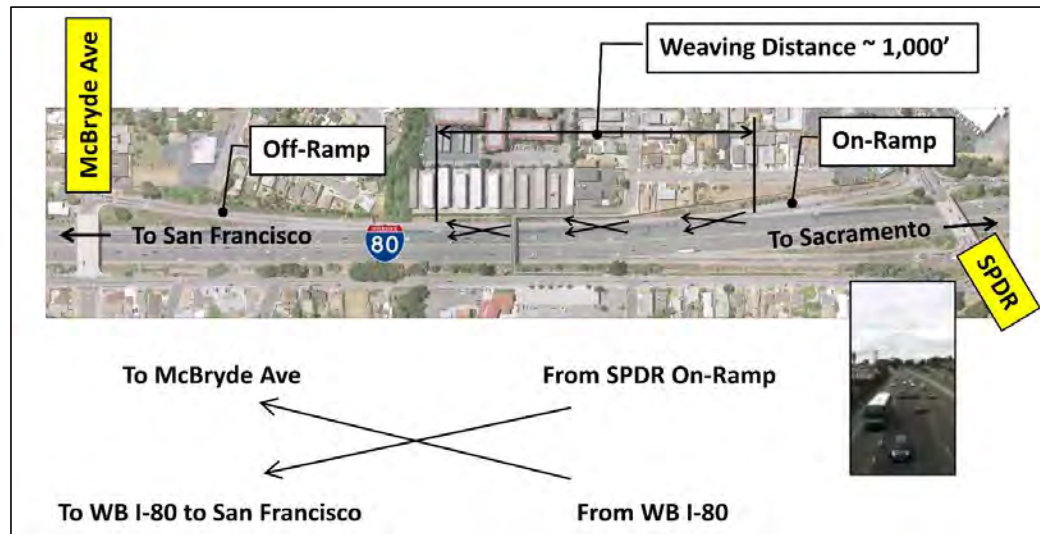
# Five-Legged Intersection East of I-80

Hazardous Location or Feature	Correct, Improve, or Eliminate?
<p>EB I-80 off-ramp and Amador Street are less than 100 feet apart, leading to confusion/sudden braking for EB motorists on SPDR due to potential for wrong-way movement (right turn onto off-ramp) and contributing to cluster of collisions</p>	<p><b>Correct/Eliminate.</b> Project will realign Amador Street to the east, away from EB and WB I-80 ramps; provide signalized intersection at Amador Street/SPDR; construct raised medians on SPDR; and improve striping for bicyclists. Together, these changes will minimize driver confusion and the potential for wrong-turn movements</p>
<p>No physical barrier preventing prohibited left turn for WB SPDR to Amador Street, leading to vehicle conflicts at intersection and contributing to collisions</p>	<p><b>Correct/Eliminate.</b> In addition to realigning Amador Street to the east, project will provide a dedicated left-turn lane with signal control on WB SPDR</p>
<p>Lack of sidewalks on Amador Street, the primary access route to Riverside Elementary School, in intersection area</p>	<p><b>Improve.</b> Project will extend the existing sidewalk on the east side of Amador Street to SPDR and along SPDR to Morrow Drive</p>



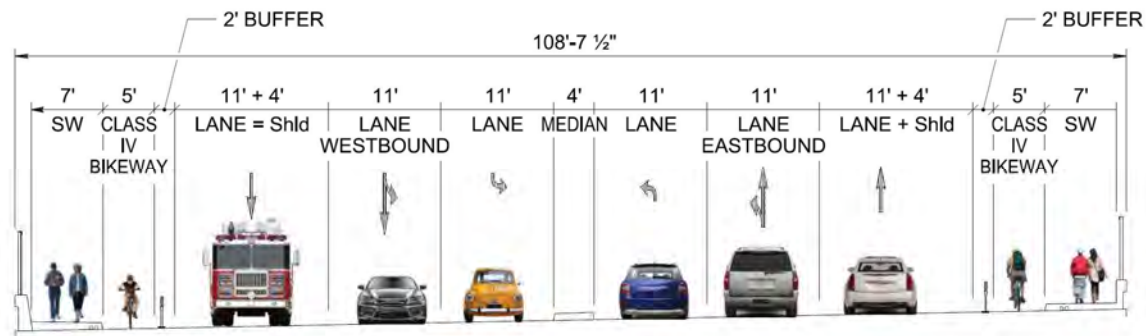
## Short Weave on WB I-80 between SPDR and McBryde Avenue

Hazardous Location or Feature	Correct, Improve, or Eliminate?
<p>Weaving distance between WB I-80 on-ramp from SPDR and WB off-ramp to McBryde Avenue approx. 970 feet (1,600 feet standard), resulting in sudden braking and lane changes</p>	<p><b>Correct/Eliminate.</b> Project will close and remove the WB I-80/McBryde Avenue off-ramp and construct a new 0.4-mile connector road on the west side of I-80. The connector will physically separate McBryde Avenue-bound traffic from I-80</p>



# Lack of Pedestrian and Bicycle Facilities

Hazardous Location or Feature	Correct, Improve, or Eliminate?
SPDR overcrossing has 4-foot sidewalks in each direction, no shoulders, and no bike lanes; facilities do not meet ADA requirements	<b>Correct/Eliminate.</b> Project will provide Class IV (separated) bikeways and 7-foot-wide sidewalks on both sides of new SPDR overcrossing
Project area sidewalks are narrower than the City of San Pablo standard of 7 feet	<b>Improve.</b> Sidewalks will generally be improved to 7-foot minimum on both the EB and WB approaches to the SPDR OC, including on Amador Street
There is no sidewalk on the north side of SPDR east of the overcrossing, and no marked pedestrian crossing on the north side of the intersection of the EB I-80 on- and off-ramps and SPDR	<b>Correct/Eliminate.</b> Sidewalks and crosswalks will be installed on the south side of SPDR east of EB I-80 ramps



## Summary

- Project would not be a Project of Air Quality Concern (POAQC) under 40 CFR 93.123(b)(1)—no change since previous (2011) Task Force consultation
- Phase 1 eliminated a hazard for pedestrians and bicyclists (including elementary school children) by reconstructing the Riverside Avenue POC to extend across Amador Street
- Caltrans collision data for the mainline of I-80 in the project limits demonstrate that **fatal and total injury rates have increased** since NEPA document preparation and issuance of the original FHWA conformity determination (2009)
- By modifying the roadway design and further improving pedestrian and bicycle facilities, Phase 2 would **correct, improve, or eliminate a hazardous location or feature** in accordance with 40 CFR 93.126 Table 2
- ***Task Force concurrence on exemption requested***



*Tiles created by elementary school children installed on Phase 1 Riverside Avenue POC*

## Questions and Discussion





## CONFORMITY EXEMPTION FORM PROJECT SUMMARY FOR INTERAGENCY CONSULTATION

For projects that correct, improve, or eliminate a hazardous location or feature

### **Project Details**

#### **Project Description**

The project proposes to Resurfacing, Restoration, and Rehabilitation (3R) pavement and replace culverts on State Route 113 (SR 113) from the intersection of SR-12/SR-113 (PM 0.0) to 0.42 mile north of Cook Lane (PM 8.5) in the City of Dixon in Solano County.

The scope of this project includes:

- Reconstruct the roadway structural section; widen to a standard 40-foot paved width (2 - 12 ft lanes and 2 - 8 ft shoulders)
- Pavement widening and reconstruction includes:
  - Minor horizontal alignment corrections (20,000 ft reversing curves) at the intersections of SR-113/McCormack Road (PM 1.01) and SR-113/Flannery Road (PM 2.00)
  - Profile grade adjustment from PM 0.20 to PM 2.20 (3-10 ft), including grade adjustment for intersections of SR-113/McCormack Rd and SR-113/Flannery Rd
  - Major horizontal alignment correction of two 90-degree curves between the intersections of SR-113/Hastings Road and Cook Lane (PM 7.0 to PM 8.5)
  - Bridge widening or replacement of Round Hill Creek Bridge and Barker Slough Bridge
- Class II bike lanes
- Replacement of existing MBGR with the latest Caltrans standard MGS
- Culver replacements
- Permanent treatment best management practices (BMPs) within the right-of-way
- Additional right-of-way acquisition to accommodate the proposed improvements

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

The purpose of the project is to rehabilitate the facility to a state of good repair such that the roadway condition would require minimal maintenance costs, upgrade the roadway to maintain a usable facility, and accommodate design vehicles and safe turning movements.

The project purpose is based on three primary needs, including the deteriorated pavement condition of the existing roadway; the facility periodically being closed by flooding, which forces drivers to travel lengthy alternative routes; and truck traffic not having enough pavement width to negotiate the turns at the 90-degree curves between Hastings Road and Cook Lane without drifting into oncoming traffic.



**CONFORMITY EXEMPTION FORM  
PROJECT SUMMARY FOR INTERAGENCY CONSULTATION**

For projects that correct, improve, or eliminate a hazardous location or feature

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

**Table 1: 3-Year Traffic Accident Data between 1/1/2017 to 12/31/2019**

Highway Intersection	Number of Accidents				Actual Accident Rates <sup>1</sup>			Average Accident Rates <sup>1</sup>		
	Total	FAT	INJ	F+I	FAT	F+I	Total	FAT	F+I	Total
SOL 113 PM 0.0/8.5	44	1	17	18	0.021	0.39	0.95	0.026	0.34	0.75

Notes:

FAT = Fatal Accidents

INJ = Injury accidents

F+I = Fatal plus Injury accidents

<sup>1</sup> # of Accidents/ Million Vehicle Miles

Based on the traffic accident data in Table 1, provided by the Office of Traffic Safety, there were 44 collisions within SOL-113 PM 0.0/8.5 and the study period summarized above, with a total rate of fatality and injury related collisions that is above the average for similar facilities statewide, and a total rate of collision that is above the average for similar facilities statewide.

- The majority type of collision was hit object (40.9%), broadside (22.7%), rear end (11.4%), overturn (11.4%), sideswipe (9.1%) and head-on (4.5%).
- Additional Caltrans data from the Traffic Accident Surveillance and Analysis System (TASA) report, dated May 19, 2019, indicate 17.7% of the total accidents occurred within the vicinity of the 90-degree curves (PM 7.0-PM 8.0) within a 3-year period. It was reported that 15 of the accidents were at the Hastings Road curve: 13 in the NB lane, and 2 in the SB lane; 11 were Hit object; and 4 were Overturn, with the main primary collision factors of Speeding and Improper Turn. There were 8 accidents reported at the Cook Lane curve; 4 in the NB lane, and 4 in the SB lane; 1 Overturn; 1 Head-on; 2 Rear End; 3 Hit Object; and 1 Broadside, with the main primary collision factor of Speeding and Improper Turn. This data coincides with the Solano Transportation Authority Major Investment Study report of 15% of the total accidents reported for the same vicinity.

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

Approximately 6 miles north of the SR-12/SR-113 intersection, there are two sharp 90-degree horizontal curves (Hastings Road and Cook Lane) near PM 7.0 and PM 8.0, which have posted curve warning signs of 15 to 20 mph, whereas the majority of the corridor has a 55-mph speed limit. The existing roadway does not provide adequate pavement width at the Hastings Road and Cook Lane 90-degree curves to accommodate the STAA design vehicle. Even travelling at low speeds, large trucks off-track into the opposing lane while navigating through the curves and obstruct traffic in the opposite on-coming lane. These curves have a documented history of run-off-the-road accidents due



**CONFORMITY EXEMPTION FORM**  
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to speeding. This was documented in both the Solano Transportation Authority Major Investment Study final report and the Transportation Concept Report. These 90-degree curves present an abrupt reduction of speed and disrupt traffic continuity. For the corridor continuity and to enhance safety, the build alternative proposes horizontal curve correction at a minimum  $R=2,030$  feet, meeting a 65-mph design speed.

The existing vertical profile grade from PM 0.20 to PM 2.0 is rolling terrain with inadequate sight distance and inconsistent traveling speeds. To enhance safety and improve sight distance, the proposed profile grade will be adjusted to comply with the 65-mph design speed.

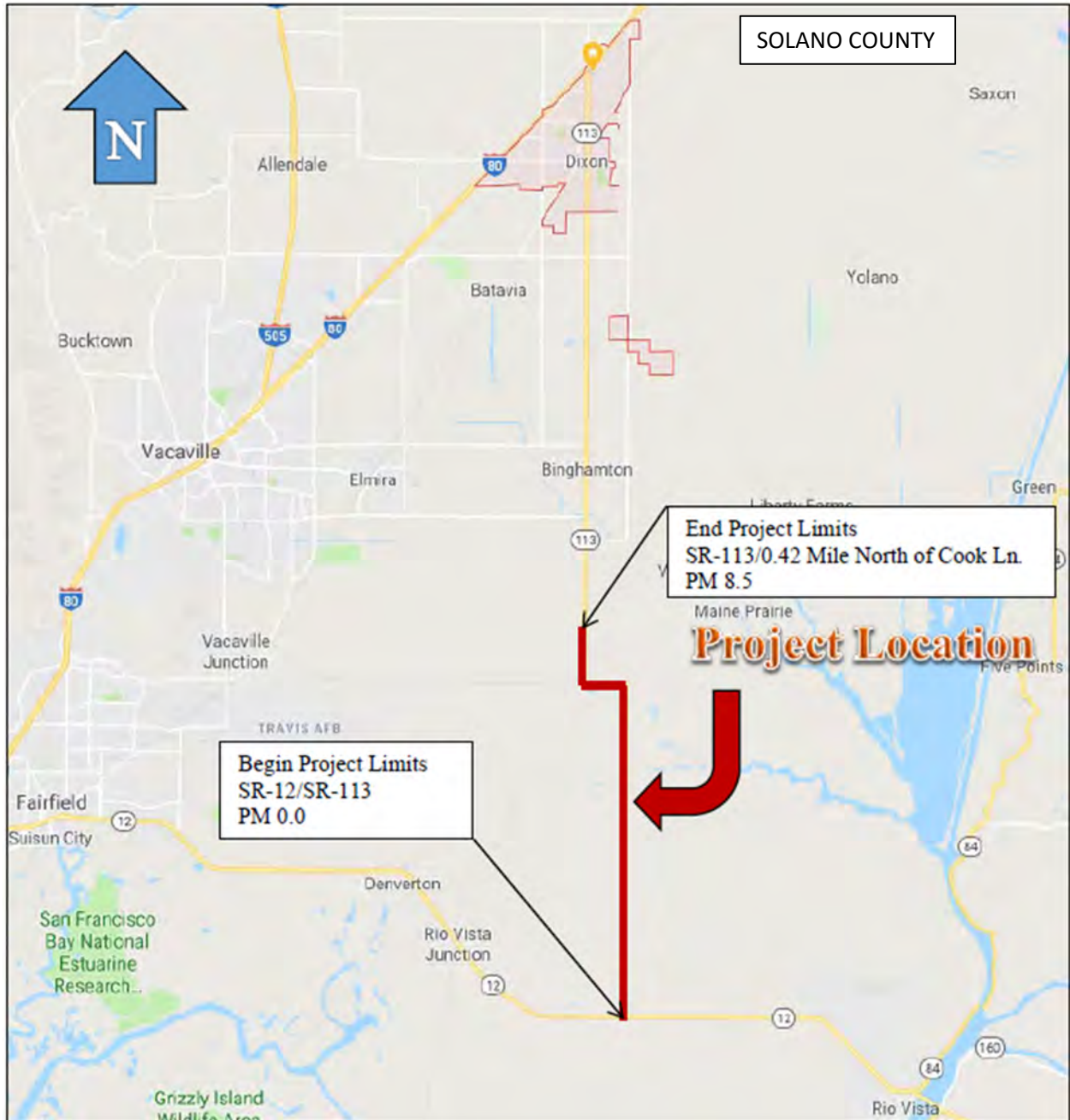
Based on the above proposed project improvements, Caltrans believes this project would fall under safety projects, and therefore considered an exempt project.

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

## List of Attachments

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

ATTACHMENT A  
Project Location



ATTACHMENT B

Layout Sheets



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR	CALCULATED BY	DESIGNED BY	REMOVED BY	DATE REVISED
			Y. DOCTORLO		
		CHECKED BY			

BORDER LAST REVISED 2/1/2008

RELATIVE BORDER SCALE IS IN INCHES

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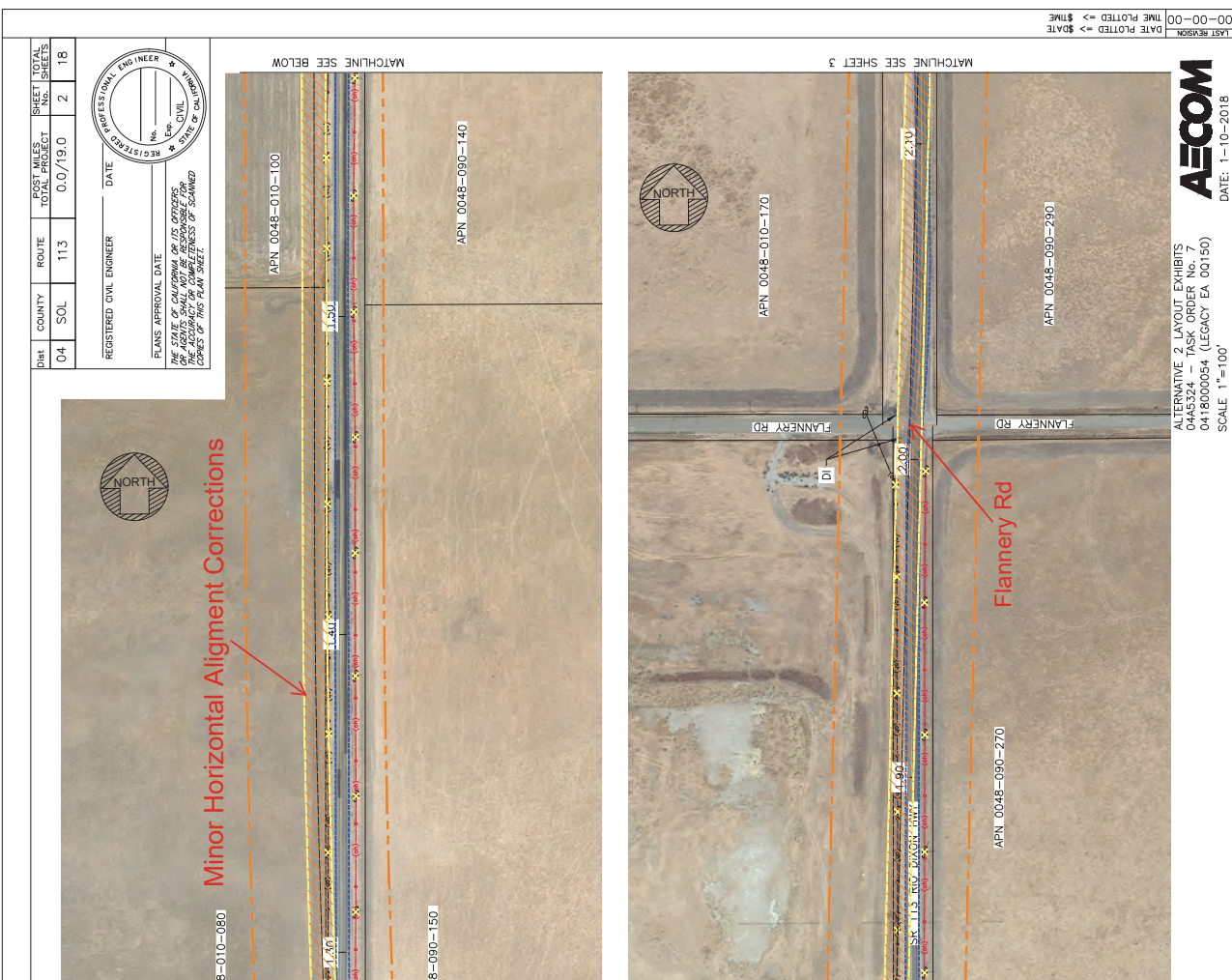
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FLANNERY RD  
FLANNERY RD

APN 0048-010-100  
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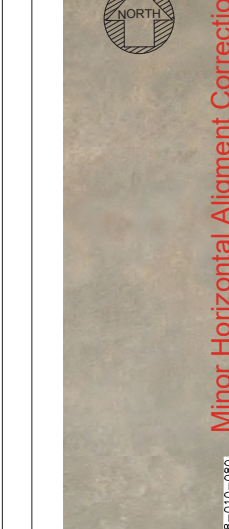


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REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS  
THE ACCURACY OR COMPLETENESS OF SCANNED  
COPIES OF THIS PLAN SHEET.



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APN 0048-010-100

MATCHLINE SEE ABOVE

APN 0048-010-170

APN 0048-090-270

APN 0048-090-140

APN 0048-090-290

FLANNERY RD

FLANNERY RD

SR 113 BLO DIXON HWY

DRIVEWAY ENTRANCE

Minor Horizontal Alignment Correction

NORTH

APN 0048-010-080

APN 0048-010-100

APN 0048-090-150

APN 0048-090-140

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FLANNERY RD

SR 113 BLO DIXON HWY

DRIVEWAY ENTRANCE

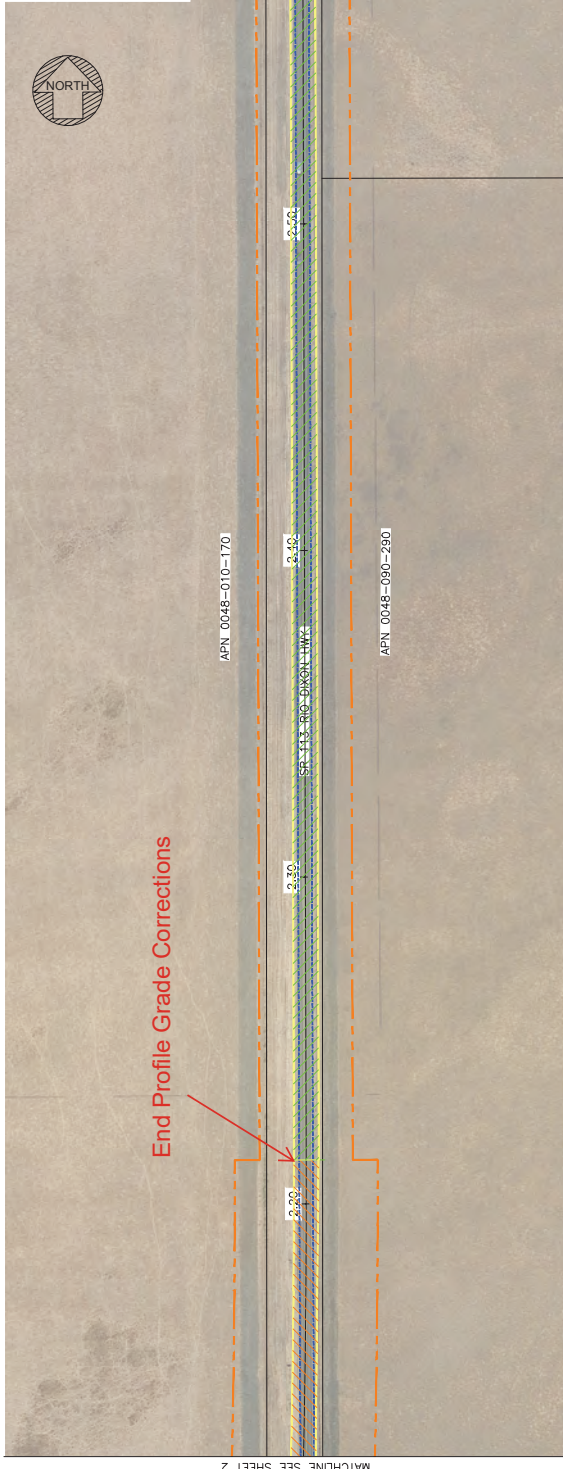
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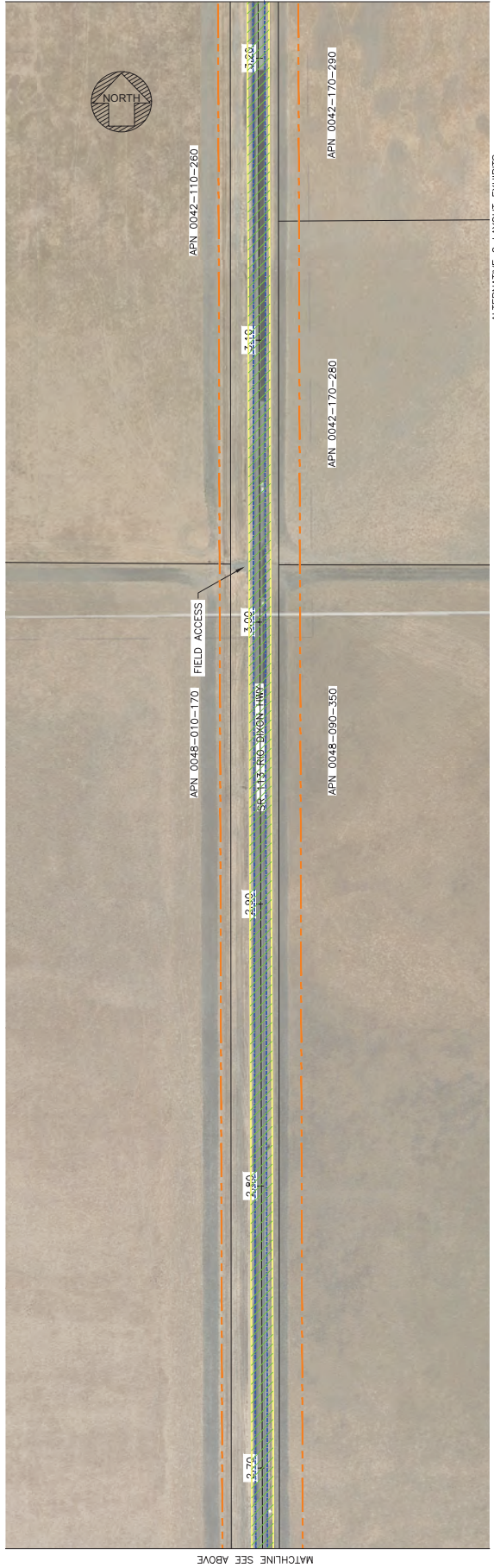
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PLANS APPROVAL DATE

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MATCHLINE SEE BELOW

MATCHLINE SEE SHEET 2



MATCHLINE SEE SHEET 4

MATCHLINE SEE ABOVE

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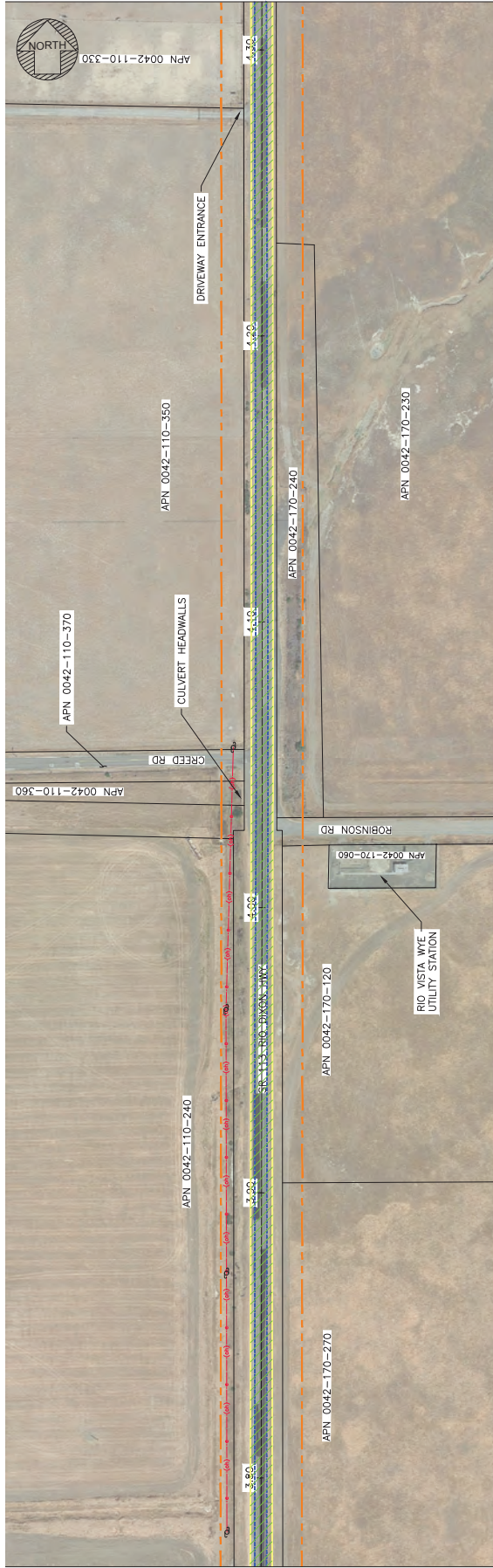
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LAST REVISION

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		Y. DOCTORLO	
		DESIGNED BY	REVISD BY



DBEL	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
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REGISTERED CIVIL ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

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

THE STATE OF CALIFORNIA OR ITS OFFICERS  
 HEREBY CERTIFY THAT THE ACCURACY OF THE INFORMATION  
 CONTAINED ON THIS PLAN SHEET IS TRUE AND CORRECT  
 TO THE BEST OF MY KNOWLEDGE AND BELIEF.

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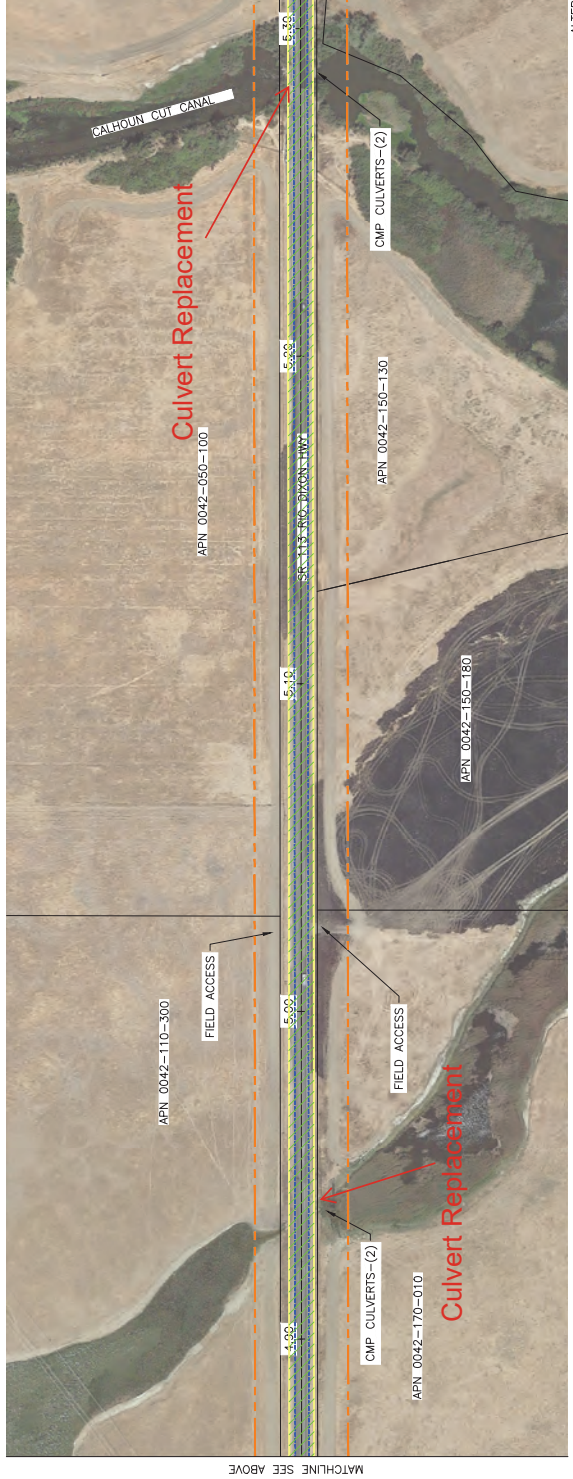
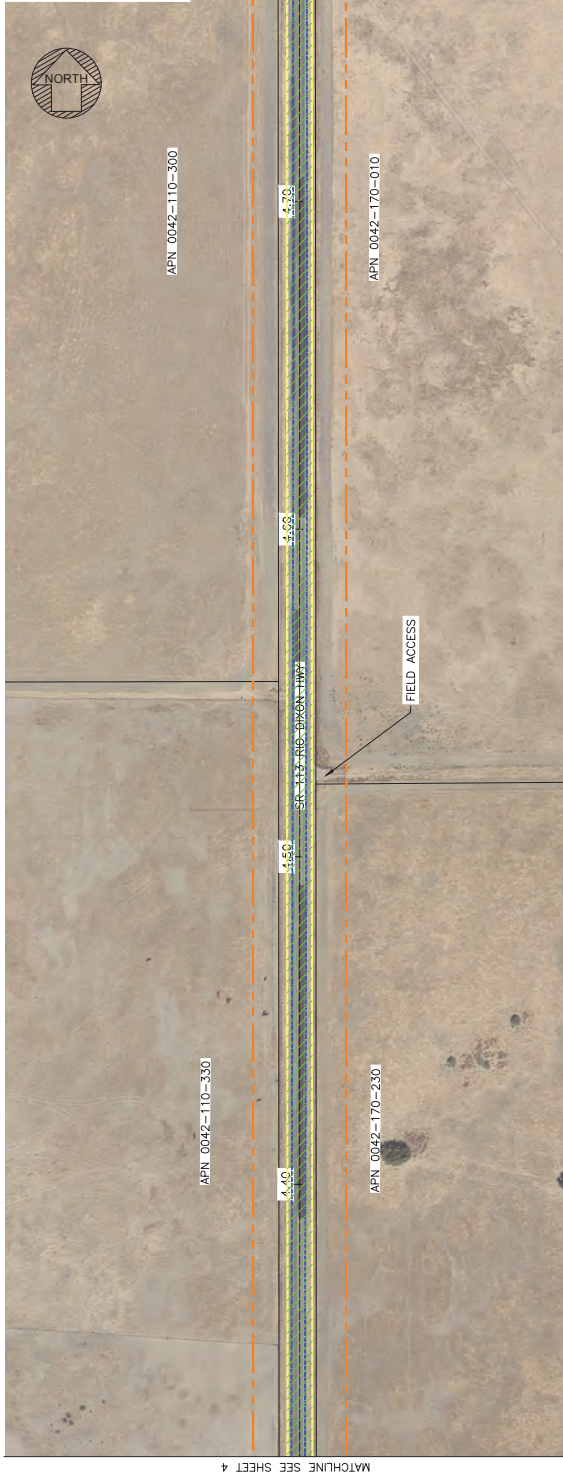
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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR	CALCULATED BY	DESIGNED BY	REVISOR	DATE
			Y. DOCTORLO		
		CHECKED BY			

DB#1	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SOL	113	0.0/19.0	5	18
REGISTERED CIVIL ENGINEER			DATE	REGISTERED PROFESSIONAL ENGINEER	
PLANS APPROVAL DATE				No. _____ CIVIL ENGINEER STATE OF CA	
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ALTERNATIVE 2 LAYOUT EXHIBITS  
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 0418000654 (LEGACY EA 00150)  
 SCALE: 1" = 100'

DATE: 1-10-2018  
 EA: 000000  
 CU: 000000

RELATIVE BORDER SCALE IS IN INCHES

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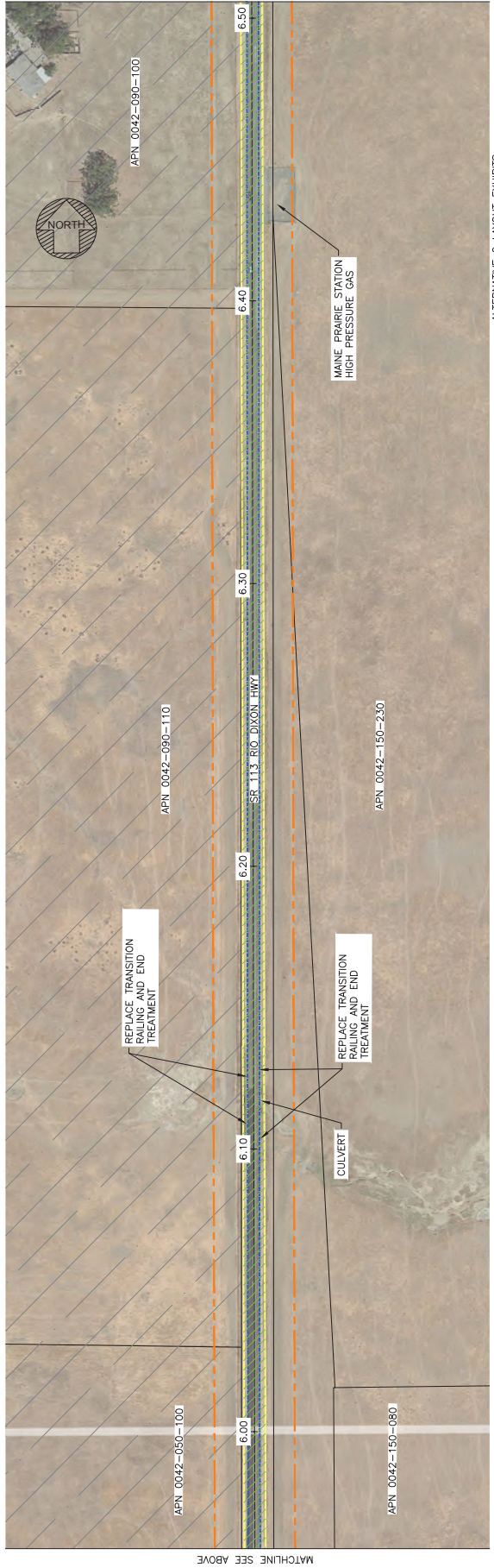
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04	SOL	113	0.0/19.0	6	18

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PLANS APPROVAL DATE

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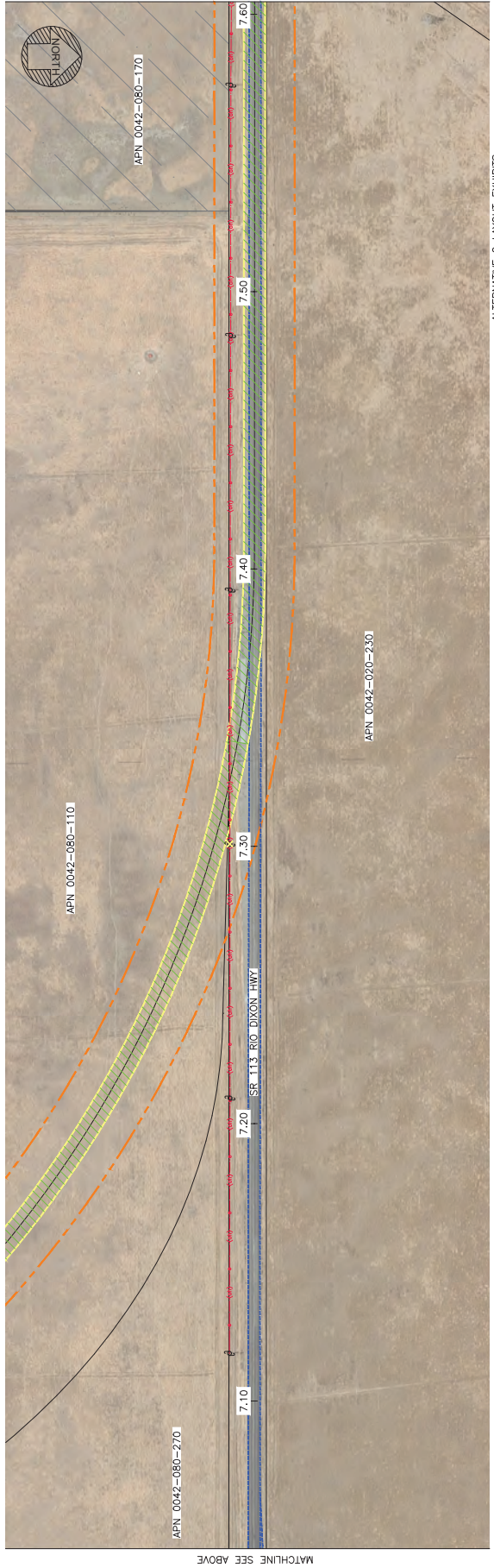
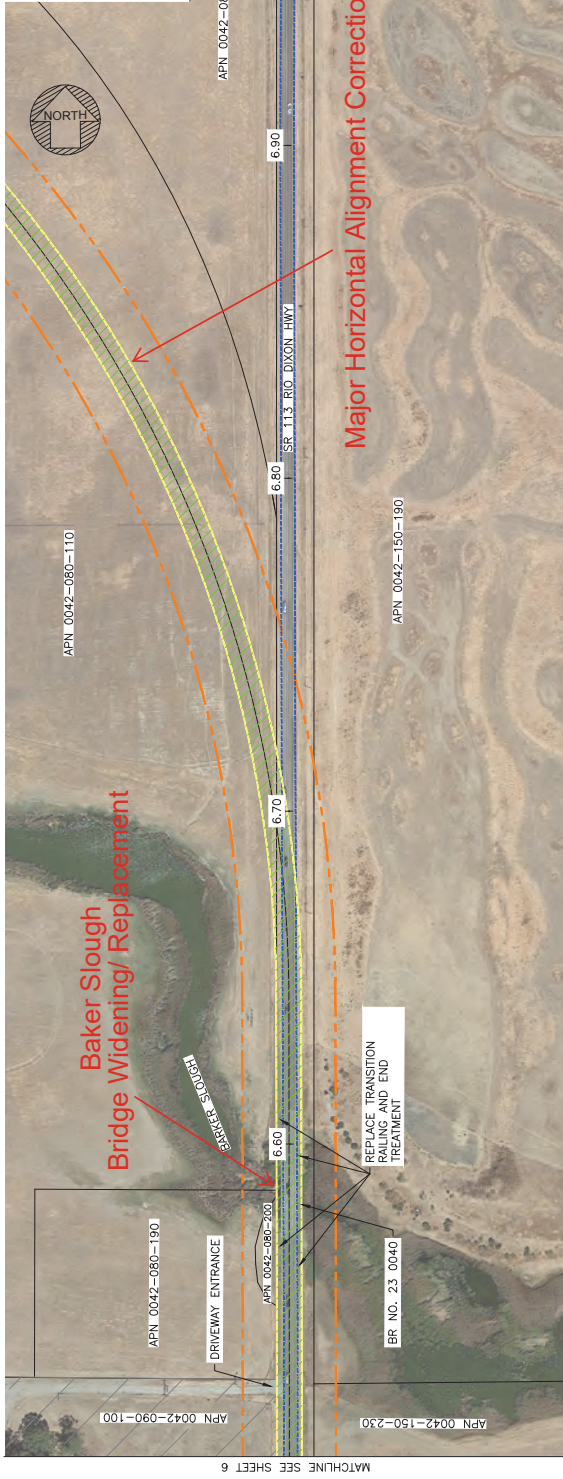
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DB#1	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
04	SOL	113	0.0/19.0	7/18

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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MATCHLINE SEE SHEET 8

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR	DESIGNED BY	Y. DOCTORLO	REVISOR	
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SCALE: 1" = 100'

DATE: 1-14-2018

**AECOM**

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DB#1	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SOL	113	0.0/19.0	8	18

REGISTERED CIVIL ENGINEER

DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS  
 ACCEPTS THE ACCURACY OF THE INFORMATION  
 CONTAINED ON THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER

DATE

APPROVED



# SON 113 / Roadway Rehabilitation 3R Project

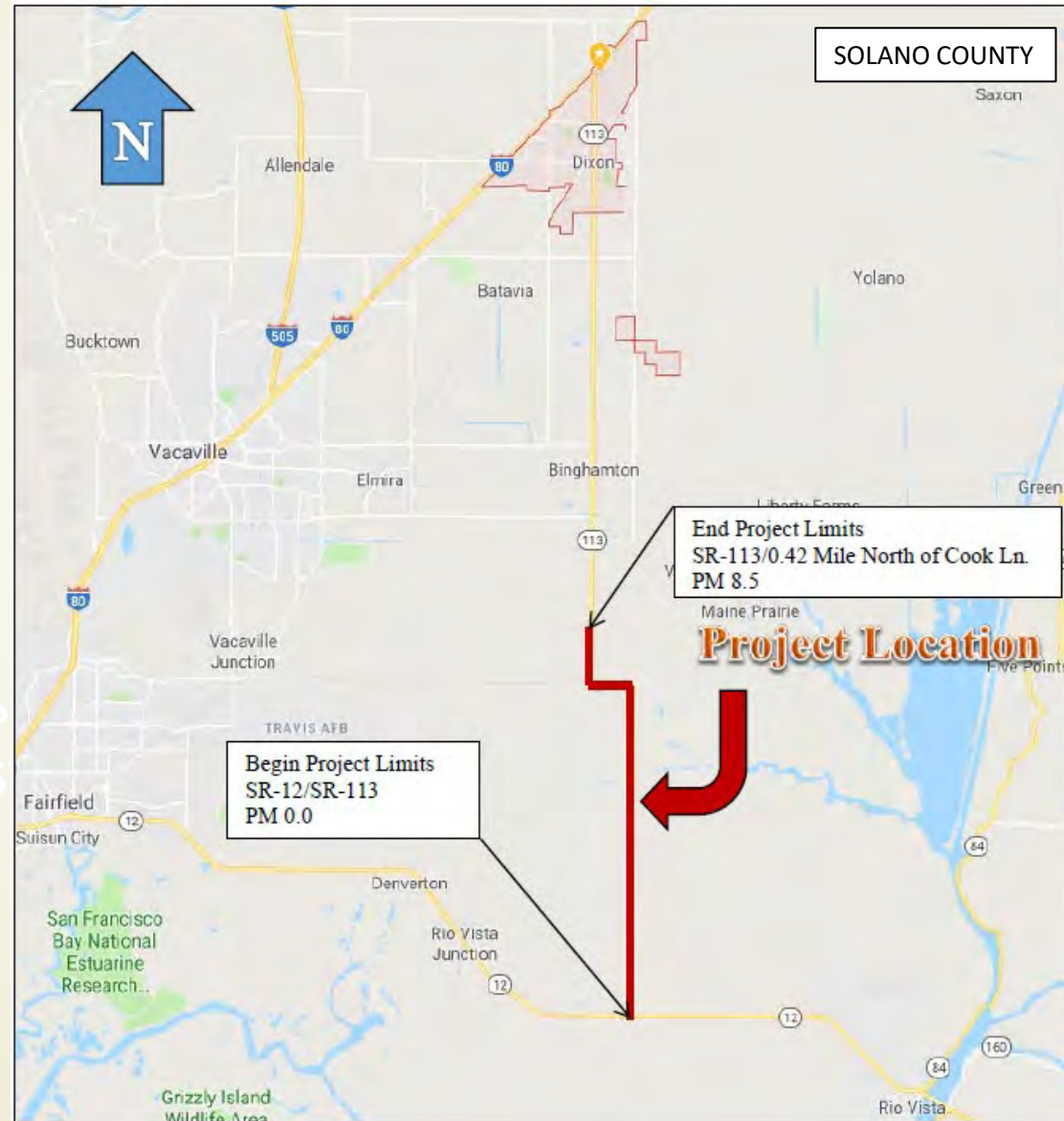
**Air Quality Conformity Task Force Meeting on December 5, 2024**

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

**CALIFORNIA DEPARTMENT OF TRANSPORTATION, DISTRICT 4**

**111 Grand Avenue, Oakland, CA 94612**

# PROJECT LOCATION



# PURPOSE AND NEED

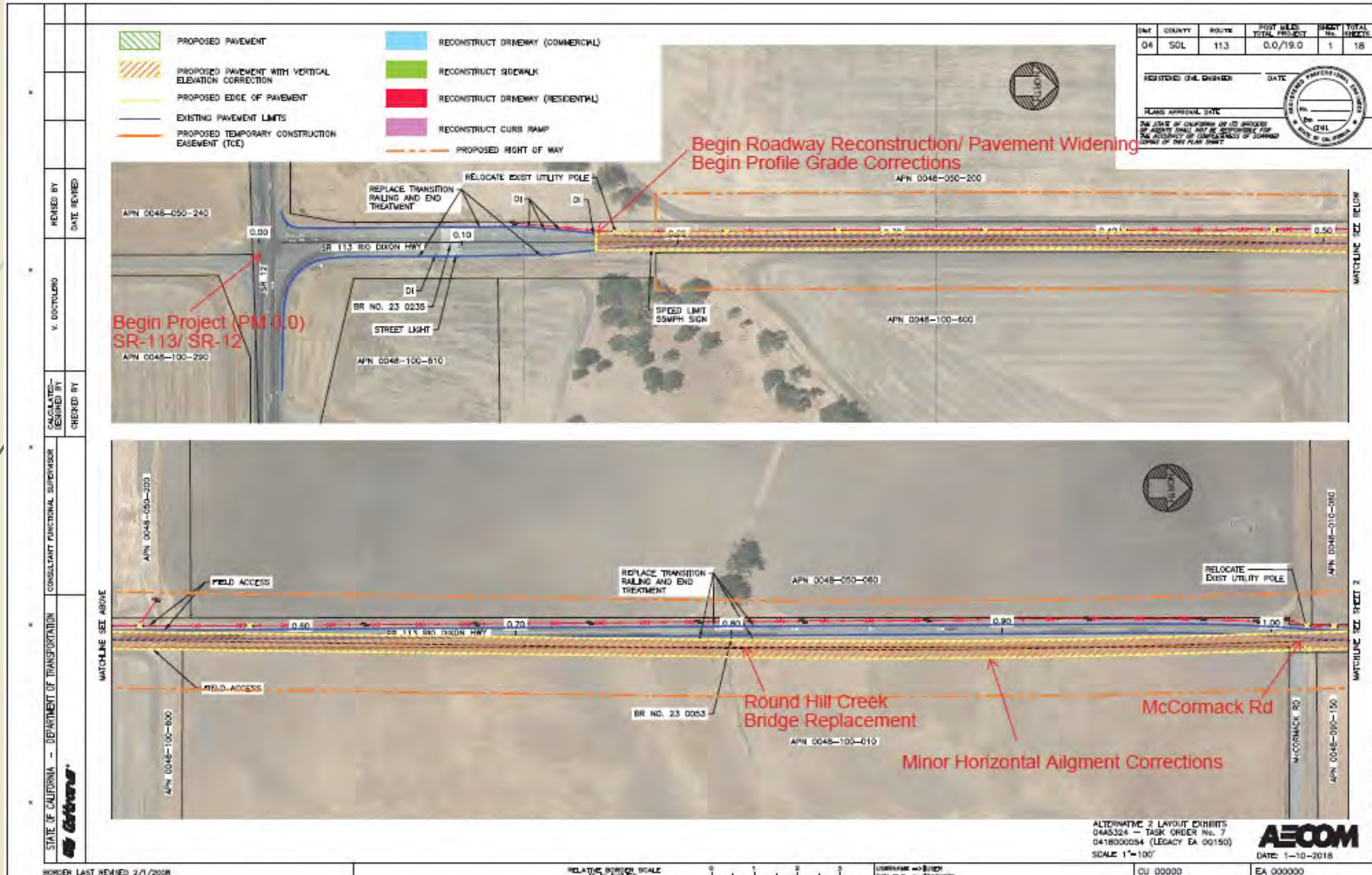
**Purpose:** The purpose of the project is to rehabilitate the facility to a state of good repair such that the roadway condition would require minimal maintenance costs, upgrade the roadway to maintain a usable facility, and accommodate design vehicles and safe turning movements.

**Need:** The project purpose is based on three primary needs, including the deteriorated pavement condition of the existing roadway; the facility periodically being closed by flooding, which forces drivers to travel lengthy alternative routes; and truck traffic not having enough pavement width to negotiate the turns at the 90-degree curves between Hastings Road and Cook Lane without drifting into oncoming traffic.

# PROJECT DESCRIPTION

- ▶ The project proposes to Resurfacing, Restoration, and Rehabilitation (3R) pavement and replace culverts on State Route 113 (SR 113) from the intersection of SR-12/SR-113 (PM 0.0) to 0.42 mile north of Cook Lane (PM 8.5) in the City of Dixon in Solano County:
- ▶ **Build Alternative: Programmable Project Alternative**
  - Reconstruct the roadway structural section; widen to a standard 40-foot paved width (2 - 12 ft lanes and 2 - 8 ft shoulders)
  - Pavement widening and reconstruction includes:
    - Minor horizontal alignment corrections (20,000 ft reversing curves) at the intersections of SR-113/McCormack Road (PM 1.01) and SR-113/Flannery Road (PM 2.00)
    - Profile grade adjustment from PM 0.20 to PM 2.20 (3-10 ft), including grade adjustment for intersections of SR-113/McCormack Rd and SR-113/Flannery Rd
    - Major horizontal alignment correction of two 90-degree curves between the intersections of SR-113/Hastings Road and Cook Lane (PM 7.0 to PM 8.5)
    - Bridge widening or replacement of Round Hill Creek Bridge and Barker Slough Bridge
  - Class II bike lanes
  - Replacement of existing MBGR with the latest Caltrans standard MGS
  - Culver replacements
  - Permanent treatment best management practices (BMPs) within the right of-way
  - Additional right-of-way acquisition to accommodate the proposed improvements

# PROPOSED IMPROVEMENTS



# PROPOSED IMPROVEMENTS (continued...)



# PROPOSED IMPROVEMENTS (continued...)



# PROPOSED IMPROVEMENTS (continued...)



# PROPOSED IMPROVEMENTS (continued...)

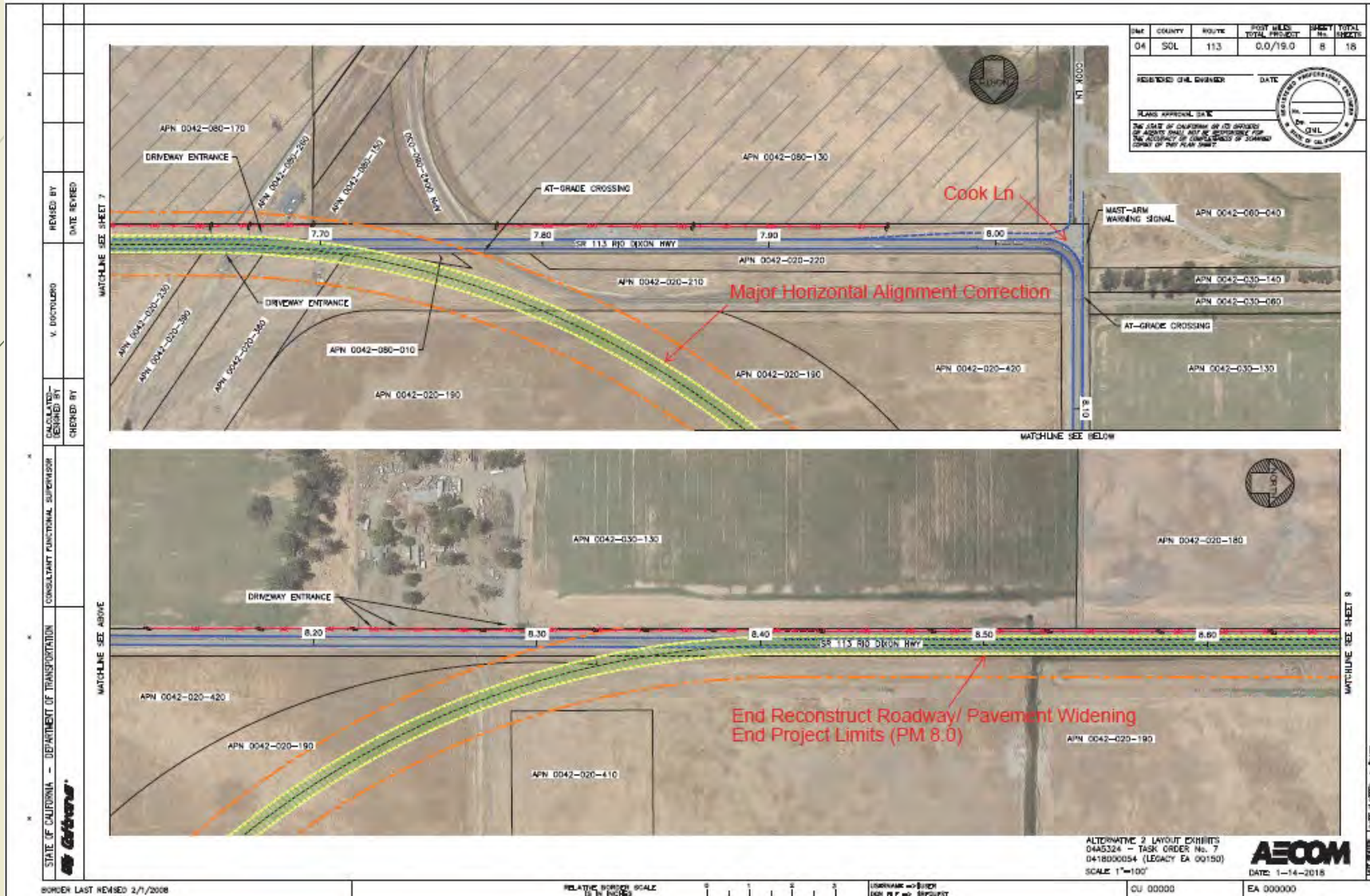


# PROPOSED IMPROVEMENTS (continued...)





# PROPOSED IMPROVEMENTS (continued...)



DATE	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SOL	113	0.0/19.0	8	18

REVISIONS: QML DIVISION: DATE: \_\_\_\_\_

PLANS APPROVAL: QML

THE DATE OF CONFORMANCE BY ITS ISSUANCE OF ANYTHING SHALL NOT BE CONSIDERED FOR THE ACCURACY OF COMPLETION OF JOBBING UNLESS OTHERWISE NOTED ON THIS PLAN SHEET.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONSULTANT: FUNCTIONAL SURVEILLOR

DESIGNED BY: \_\_\_\_\_

CHECKED BY: \_\_\_\_\_

DATE: \_\_\_\_\_

SCALE: 1" = 100'

DATE: 1-14-2018

CU 00000 EA 000000



# ACCIDENT DATA

**Table 1: 3-Year Traffic Accident Data between 1/1/2017 to 12/31/2019**

Highway Intersection	Number of Accidents				Actual Accident Rates <sup>1</sup>			Average Accident Rates <sup>1</sup>		
	Total	FAT	INJ	F+I	FAT	F+I	Total	FAT	F+I	Total
SOL 113 PM 0.0/8.5	44	1	17	18	0.021	0.39	0.95	0.026	0.34	0.75

Notes:

FAT = Fatal Accidents

INJ = Injury accidents

F+I = Fatal plus Injury accidents

<sup>1</sup> # of Accidents/ Million Vehicle Miles

- Based on the 3-year traffic accident data provided by the Office of Traffic Safety, there were 44 collisions within SOL-113 PM 0.0/8.5 and the study period summarized above, with a total rate of fatality and injury related collisions that is above the average for similar facilities statewide, and a total rate of collision that is above the average for similar facilities statewide.
- The Primary Collision factors were Speeding & Improper Turn. There were 15 crashes (13 NB + 2 SB) at the Hastings Road curve and 8 crashes (4 NB + 5 SB) at the Cook Lane curve.

# PROJECT SCHEDULE

<b>Current Programming Dates</b>	<b>Preliminary Engineering/ Environmental</b>	<b>Engineering</b>	<b>Right of Way</b>	<b>Construction</b>
<b>Start</b>	<b>04/17/2023</b>	<b>04/01/2026</b>	<b>04/01/2026</b>	<b>01/01/2030</b>
<b>End</b>	<b>03/02/2026</b>	<b>03/01/2029</b>	<b>05/01/2029</b>	<b>09/01/2031</b>

# CONCLUSIONS

- ▶ The project proposes to reconstruct the roadway structural section and widen to a standard 40-foot paved width.
- ▶ The project would realign two 90-degree curves between Hastings Road and Cook Lane which have posted curve warning signs of 15 to 20 mph, whereas the majority of the corridor has a 55-mph speed limit. The existing roadway does not provide adequate pavement width at the 90-degree curves to accommodate the STAA design vehicle, resulting in a documented history of run-off-the-road accidents due to speeding.
- ▶ The existing vertical profile grade from PM 0.20 to PM 2.0 is rolling terrain with inadequate sight distance and inconsistent traveling speeds. To enhance safety and improve sight distance, the proposed profile grade will be adjusted to comply with the 65-mph design speed.
- ▶ Therefore, this project should be considered as a safety project, and it is an exempt project under 40 CFR 93.126 “Projects that correct, improve, or eliminate a hazardous location or feature.”

## QUESTIONS?

40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Additional Description	Project Type under 40 CFR 93.126
SCL	SCL230202	Santa Clara	De La Cruz/Lick Mill/Scott Blvds Bicycle Lanes	Santa Clara (City) : De La Cruz Blvd: Montague Expressway to Trimble Road, Lick Mill Blvd: Tasman Drive to Montague Expressway, and Scott Blvd: Calabazas Creek Trail to Saratoga Avenue : New bicycle lanes	Santa Clara: On three corridors (De La Cruz Blvd: Montague Expressway to Trimble Road, Lick Mill Blvd: Tasman Drive to Montague Expressway, and Scott Blvd: Calabazas Creek Trail to Saratoga Avenue): Complete traffic analyses, public outreach, design, and construction of bicycle facilities . The project will enhance safety, improve mobility, and reduce vehicle emissions by implementing high priority bicycle projects identified in the Santa Clara Bicycle Plan Update 2018.	Air Quality - Bicycle and pedestrian facilities
SCL	SCL230204	Morgan Hill	Monterey Road Traffic, Bicycle, and Pedestrian Imp	Morgan Hill : Monterey Road from Cochrane Road to East Middle Road (southern City limit) : Complete streets improvements	The project consists of slurry sealing the roadway, which will include localized pavement repairs and crack sealing for preventative maintenance; new thermoplastic striping for buffered bicycle lanes and green colored pavement treatment enhancements for the existing Class II bicycle facilities at intersections, conflict points, and their approaches; complete sidewalk gap closure improvements from Spring Ave. – Cosmo Ave. and from Watsonville Rd. to John Wilson Way; replace portions of striped center medians with raised concrete medians from Old Monterey Rd – Keystone Ave, from San Pedro Ave - Tennant Ave, and from Vineyard Blvd -Watsonville Rd; install new curb ramp improvements or upgrade existing curb ramps to current accessibility standards; and provide support bicycle and pedestrian signage.	Air Quality - Bicycle and pedestrian facilities
SCL	SCLTR0201	MTC	East San Jose Safety Corridor Senter Road Bus Aid	San Jose : San Jose - Senter Road (various locations) : Project will improve bus on-time reliability and safety for people on bikes and pedestrians. Project will add bus bulb-outs, protected bikeways at the bus boarding bulb outs, along with two protected intersections and signal improvements.	Project will improve bus on-time reliability and safety for people on bikes and pedestrians. Project will add bus bulb-outs, protected bikeways at the bus boarding bulb outs, along with two protected intersections and signal improvements. The bus bulb-outs will also be equipped with new bus shelters and new pedestrian-scale lighting. Bus bulb-out locations will be prioritized in coordination with VTA. This project will not be constructing new intersections, but will add bulb-outs to existing curbs. The traffic signal infrastructure is existing and is not planned to undergo major modification.	Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
SM	SM-230203	Menlo Park	Middle Avenue Pedestrian and Bicycle Undercrossing	Menlo Park : Under the Caltrain Railroad in line with Middle Avenue from El Camino Real (Middle Plaza) on the west side of the tracks to the existing City of Menlo Park Civic Center : Construct grade separated pedestrian and bicycle undercrossing	Construct a grade separated pedestrian and bicycle crossing of the Caltrain railroad in the vicinity of Middle Avenue in the City of Menlo Park.	Air Quality - Bicycle and pedestrian facilities
SOL	SOL230208	Suisun City	Park N Ride Parking Lot EV Station Installation	Suisun City : 650 Lotz Way, Suisun City : installation of new EV charging stations and associated improvements.	The goal of the Project is to install four (4) solar-powered level 2 dual port EV charging stations for a total of eight (8) new EV charging ports at the City's Park N Ride Parking Lot. No electrical underground work is proposed, the project consists of purchasing easy-to-install or ready-to-use solar EV charging stations, battery upgrade, emergency power panel, grid connection option, remote monitoring and management system, annual operation and maintenance plan, warranty, and pavement restoration as needed for a smooth and level placement of the charging station bases for compliance with ADA requirements.	Mass Transit - Construction or renovation of power, signal, and communications systems



TO: Air Quality Conformity Task Force

DATE: January 23, 2025

FR: John Saelee

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 2025 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 2025 TIP

Staff is proposing to add a number of new projects to the 2025 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
1	ALA	ALA250233	AC Transit	AC Transit: Purchase 54 40ft Fuel Cell Buses	Alameda Contra Costa Transit District (AC Transit) : District Wide : Purchase 54 40ft Fuel Cell Buses to replace diesel buses that have reached the end of their useful life to keep the	Purchase 54 40ft Fuel Cell Buses to replace diesel buses that have reached the end of their useful life to keep the fleet in state of good repair	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
2	ALA	ALA250234	AC Transit	AC Transit: Purchase 43 40ft Fuel Cell Buses	Alameda Contra Costa Transit District (AC Transit) : District wide : Purchase 43 40ft Fuel Cell Buses to replace diesel buses that have reached the end of their useful life to keep fleet in state of good repair.	Purchase 43 40ft Fuel Cell Buses to replace diesel buses that have reached the end of their useful life to keep fleet in state of good repair.	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
3	CC	CC-250210	CCCTA	Replace 10 40' Diesel Buses with New Diesel Buses	Central Contra Costa Transit Authority (CCCTA) : Contra Costa County : Replace 10 40' Diesel Buses with New Diesel Buses	Replace 10 40' Diesel Buses with New Diesel Buses	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
4	CC	CC-250211	CCCTA	Replace 15 Cut-Away/Vans with 7-year Gas Cut-Aways	Central Contra Costa Transit Authority (CCCTA) : Contra Costa County : Replace 15 Cut-Away/Vans with New 7-year Gas Cut-Away/Vans	Replace 15 Cut-Away/Vans with New 7-year Gas Cut-Away/Vans	Exempt (40 CFR 93.126) - Mass Transit - Purchase of support vehicles
6	SCL	SCL250212	Los Gatos	Blossom Hill Road – Union to Camden	Los Gatos,San Jose : Blossom Hill Road between Union Avenue and Camden : This project will update the Town's Local Road Safety Plan and evaluate safety enhancements on Blossom Hill Road.	This project will update the Town's Local Road Safety Plan and evaluate safety enhancements on Blossom Hill Road.	Exempt (40 CFR 93.126) - Other - Planning and technical studies
7	SCL	SCL250213	VTA	Mobility Management and Assistance Program	Santa Clara Valley Transportation Authority (VTA) : Santa Clara County : Expand VTA's Mobility Management and Assistance Program (MMAP) to improve transportation access for equity priority communities in Santa Clara County. In addition, MMAP will offer travel training and create outreach materials to enhance user independence, accessibility, and community awareness.	Expand VTA's Mobility Management and Assistance Program (MMAP) to improve transportation access for equity priority communities in Santa Clara County. In addition, MMAP will offer travel training and create outreach materials to enhance user independence, accessibility, and community awareness.	Exempt (40 CFR 93.126) - Other - Grants for training and research programs
8	SCL	SCL250214	VTA	Trackway Anti-trespass Paneling Project FY25	Santa Clara Valley Transportation Authority (VTA) : Santa Clara County : Install anti-trespass panels along critical sections of trackway to prevent unauthorized access and mitigate accidents.	This project will install anti-trespass panels along critical sections of trackway to prevent unauthorized access and mitigate accidents.	Exempt (40 CFR 93.126) - Mass Transit - Operating assistance to transit agencies
9	SCL	SCL250215	VTA	Obsolete Bus Shelters Cycle 1	Santa Clara Valley Transportation Authority (VTA) : Santa Clara County : Replace 35 obsolete bus shelters (20-years old or greater) and improve site conditions.	Replace 35 bus shelters (20-years old or greater) and improve site conditions. Replacing obsolete shelters enhances customer safety and security, improves the customer experience, increases accessibility, increases ridership, keeps the system in a state of good repair, improves operating cost efficiency, and improves environmental sustainability.	Exempt (40 CFR 93.126) - Mass Transit - Construction of small passenger shelters and information kiosks
10	SCL	SCL250216	VTA	Better Bus Stops Cycle 3	Santa Clara Valley Transportation Authority (VTA) : Santa Clara County : Improve 30 of VTA's highest ridership stops following the guidelines of VTA's Transit Passenger Environment Plan. New shelters will support VTA's sustainability plan to use more energy-efficient LED lighting.	Improve 30 of VTA's highest ridership stops following the guidelines of VTA's Transit Passenger Environment Plan. New shelters will support VTA's sustainability plan to use more energy-efficient LED lighting.	Exempt (40 CFR 93.126) - Mass Transit - Construction of small passenger shelters and information kiosks
11	SCL	SCL250217	VTA	Counterterrorism Planning, Training, and Exercise	Santa Clara Valley Transportation Authority (VTA) : Santa Clara County : Develop, implement, and sustain a Counterterrorism Planning, Training, and Exercise Program (CPTPEP) program for VTA and regional partners for multiple 2026 National Security Special Events (NSSEs).	Develop, implement, and sustain a Counterterrorism Planning, Training, and Exercise Program (CPTPEP) program for VTA and regional partners for multiple 2026 National Security Special Events (NSSEs).	Exempt (40 CFR 93.126) - Other - Grants for training and research programs
12	SCL	SCL250218	VTA	Replace two (2) hi-rail and crew trucks for LRT	San Jose,Santa Clara Valley Transportation Authority (VTA) : Santa Clara County : This project will purchase 2 crew trucks with hi-rail gear	This project will purchase 2 crew trucks with hi-rail gear. Depending on funding, an additional hi-rail gear crew truck and 2 crew trucks without hi-rail gear may be purchased to replace the current aging fleet of non-revenue vehicles that have reached the end of their useful life.	Exempt (40 CFR 93.126) - Mass Transit - Purchase of support vehicles

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
13	SCL	SCL250219	VTA	Upgrade Obsolete Ticket Vending Machine Parts	Santa Clara Valley Transportation Authority (VTA) : Systemwide : Upgrade VTA's 159 Ventek light rail ticket vending machines (TVMs) by replacing obsolete parts (bill acceptor, bill vault, printer, and screen) that are difficult to maintain leading to downtime and lost revenue.	Upgrade VTA's 159 Ventek light rail ticket vending machines (TVMs) by replacing obsolete parts (bill acceptor, bill vault, printer, and screen) that are difficult to maintain leading to downtime and lost revenue. Upgraded functioning TVMs are necessary for the upcoming Super Bowl and World Cup in 2026.	Exempt (40 CFR 93.126) - Mass Transit - Operating assistance to transit agencies
14	SCL	SCL250220	VTA	Non-Vasona Pedestrian Gates	Santa Clara Valley Transportation Authority (VTA) : Santa Clara County : Install automatic pedestrian back gates, swing gates, railing at several VTA light Rail crossings.	This project will install automatic pedestrian back gates, swing gates, railing at several VTA light Rail crossings.	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)
15	SCL	SCL250221	VTA	CCTV Replacement	Santa Clara Valley Transportation Authority (VTA) : Santa Clara County : Replace damaged cameras at key locations with high-definition CCTV cameras resulting in enhanced security, surveillance, and incident response capabilities. It will ensure compliance with security standards and regulations, particularly in preparation for the 2026 NSSE (Super Bowl and FIFA).	This project will replace damaged cameras at key locations with high-definition CCTV cameras resulting in enhanced security, surveillance, and incident response capabilities. It will ensure compliance with security standards and regulations, particularly in preparation for the 2026 NSSE (Super Bowl and FIFA).	Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and communications systems
16	SCL	SCL250222	VTA	Advanced Warning System Project FY25	Santa Clara Valley Transportation Authority (VTA) : Santa Clara County : Procure enough Protrans safety devices to deploy an advanced warning system for all work zones to comply with CPUC General Order 175A and have a secondary level of protection for Roadway Workers.	Procure enough Protrans safety devices to deploy an advanced warning system for all work zones to comply with CPUC General Order 175A and have a secondary level of protection for Roadway Workers.	Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and communications systems
17	SCL	SCL250223	VTA	LRV Charging Station	Santa Clara Valley Transportation Authority (VTA) : Santa Clara County : Upgrade station equipment to handle the charging load and battery charging characteristics for battery-powered light rail vehicles.	ade station equipment to handle the charging load and battery charging characteristics for battery-powered light rail vehicles.	Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and communications systems
18	SCL	SCL250224	VTA	Hostetter Turnback	Santa Clara Valley Transportation Authority (VTA) : San Jose, CA : Construct track system and civil roadway improvements on Capitol Avenue and the Hostetter park-and-ride lot south of Hostetter Light Rail Station. A quarter grand track alignment, a new light rail grade crossing along southbound Capitol Avenue, and all associated light rail systems will be constructed in addition to other features such as bus operator facility, security fencing, and sound walls.	Construct a new turnback at Hostetter Station to enable better transfer operation to the BART connection at Milpitas Light Rail Station. This project will include an additional storage track for light rail vehicles, as well as a new track system connecting the new storage facility to the mainline tracks.	Exempt (40 CFR 93.126) - Mass Transit - Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771
19	SCL	SCL250225	VTA	Video Management System (VMS)	Santa Clara Valley Transportation Authority (VTA) : Santa Clara County : Optimize VTA's CCTV system performance and security by identifying and addressing gaps, prioritizing improvements, and implementing solutions.	Optimize VTA's CCTV system performance and security by identifying and addressing gaps, prioritizing improvements, and implementing solutions.	Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and communications systems
20	SF		SFMTA	Harvey Milk Plaza Project	San Francisco City/County : Harvey Milk Plaza; Castro and Market streets : Regrade, repave, and re-landscape Harvey Milk Plaza with the MTA Castro Station Elevator Project. Add a canopy, entry stairs, concourse, and elevator. Include a Harvey Milk memorial, artwork, and improve accessibility and safety.	The New Harvey Milk Plaza, located at Castro and Market streets, is an important landmark to the neighborhood. This features a triangulated sculptural canopy which runs axially east/west through the site. This sculpture symbolizes the push and pull of Harvey Milk's life, inspiring visitors to create a better future while simultaneously linking them to the past with a timeline embedded in the ground plane below the canopy. The sculptural canopy and timeline lead visitors on a journey through the plaza culminating in a grove of 11 ginkgo trees at its western edge which mark the 11 months Harvey Milk was in office. The New Harvey Milk Plaza will honor Harvey Milk, improve universal access throughout the site, create successful public space, and improve safety and security throughout the site, and become a new, iconic gateway to the Castro.	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)

**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
21	SOL	SOL250203	SolTrans	Shop Equipment	Solano County Transit (SolTrans) : SolTrans Operation and Maintenance Facility : SEFAC Lift replacement at SolTrans Operation and Maintenance Facility	Project will replace the SEFAC Lift as it is product end-of-life.	Exempt (40 CFR 93.126) - Mass Transit - Purchase of office, shop, and operating equipment for existing facilities.
22	SOL	SOL250204	SolTrans	Door Access System	Solano County Transit (SolTrans) : Curtola Transit Center, Vallejo Transit Center, and Sereno Transit Center : Replace Door Access System at Curtola Transit Center, Vallejo TransitCenter, and Sereno Transit Center	The Door Access System will update prior technology to improve door access security of the Curtola Transit Center, Vallejo Transit Center and the Sereno Transit Center all located in Vallejo, CA. The current door access systems have limited function to staff and are outdated which pose risks to security. By updating the door access system, it will consolidate each current system into one door access system managed by IT and Operations staff which will promptly identify security issues and replace lost or damaged door entry ID's by limiting door functions	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)

# Meeting Minutes

**Date:** October 24, 2024

**Time:** 9:30 AM AM PST

**Location:** Virtual (Zoom)

**Facilitator:** Harold Brazil, MTC

## Attendees:

- **MTC:** Harold Brazil
  - **Caltrans:** Cid Chiu (D4 Planning), Rodney Tavitias (Caltrans HQ)
  - **EPA:** Michael Dorantes
  - **FHWA:** Jasmine Amanin
  - **AECOM:** Lynn McIntyre (Consultant Environmental Manager for CCTA)
  - **Contra Costa Transportation Authority (CCTA):** Hisham Noeimi
  - **BAAQMD:** Andrea Gordon
  - **Other Attendees:** Ramesh Sathiamurthy, Peter DeStefano
- 

## Key Discussion Points and Actions

### 1. San Pablo Dam Road Interchange Project – Safety Exemption Request

- **Discussion:**
  - CCTA requested a **safety exemption** for Phase 2 of the San Pablo Dam Road Interchange project.
  - The project was environmentally cleared in **2010**, but funding delays postponed Phase 2 until **2023** when SB1 funds were secured.
  - The project area has a **high collision rate**, with fatal collisions **three times the state average**.
  - Concerns were raised about whether this project qualifies for a safety exemption, given that it was previously reviewed under **project-level air quality conformity** in **2011**.
- **Action Items:**
  - **MTC to coordinate with Caltrans and EPA** to determine whether the exemption request aligns with current guidelines.
  - **EPA to assess whether the project should be classified as "regionally significant"** under 40 CFR 93.101.
  - **CCTA to provide detailed collision data** to support the safety exemption request.

- **Caltrans to consult with federal partners** (FHWA, EPA) before making a final determination on exemption eligibility.
  - **Follow-up discussion planned for the next task force meeting.**
- 

## 2. Concerns on Legacy Projects Seeking Exemptions


- **Discussion:**
    - Caltrans raised concerns about setting a precedent where **long-standing projects attempt to secure exemptions at later stages** to bypass conformity processes.
    - EPA and Caltrans emphasized that the **safety exemption form was intended for new projects**, not existing legacy projects.
    - MTC noted that **collision rates have worsened since the original conformity determination**, supporting the case for reconsidering safety impacts.
  - **Action Items:**
    - **Caltrans to clarify exemption form criteria** and whether legacy projects can qualify.
    - **CCTA to work with MTC and federal agencies** to determine an appropriate path forward.
- 

## 3. Roadway Design and Safety Enhancements

- **Discussion:**
    - The project includes **bridge height increases, ramp reconfigurations, added shoulders, and pedestrian safety measures** to improve safety conditions.
    - Caltrans and FHWA questioned whether these modifications **justify a conformity exemption** rather than following the **standard project-level review**.
    - Concerns were raised over **driver confusion, unsafe weaving movements, and non-standard lane widths** contributing to high collision rates.
  - **Action Items:**
    - **CCTA to submit additional data on crash patterns, roadway design deficiencies, and expected safety improvements.**
    - **FHWA to review past exemptions for similar projects** and determine whether this case is consistent.
- 

## 4. Next Steps & Timeline

 **Next Meeting:** [Insert Date]

 **Time:** [Insert Time]

 **Location:** Virtual

- **CCTA to submit revised data and justification** for exemption eligibility.
- **Caltrans and FHWA to provide guidance** on exemption eligibility for legacy projects.
- **EPA to issue findings** on whether the project meets the criteria for an exemption.

# Meeting Minutes

**Date:** December 5, 2024

**Time:** 9:30 AM PST

**Location:** Virtual (Zoom)

**Facilitator:** Adam Noelting, MTC

## Attendees:

- **MTC:** Adam Noelting, Adam Crenshaw, John Saelee, Libby Nachman, Mallory Atkinson
  - **EPA:** Michael Dorantes, Julia Leo
  - **FTA:** Celine Chen
  - **FHWA:** Jasmine Amanin
  - **Caltrans:** Erika Vaca
  - **San Francisco County Transportation Authority (SFCTA):** Mike Tan
  - **Consultants:** Scott Steinwert (Circle Point), Aaron Bird, Diane Steinhauser
  - **Yolo-Solano Air Quality Management District:** Paul Hensleigh, Eden Winniford
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## Key Discussion Points and Actions

### 1. PM 2.5 Project Conformity Interagency Consultations

- **Discussion:**
    - No new interagency consultations this month.
    - One returning project: **East San Jose Safety Corridors – Center Road Bus Aid Project.**
    - Exemption category updated to reflect **mass transit construction** (shelters and kiosks).
  - **Action Items:**
    - EPA confirmed no concerns and concurred with the exemption.
    - MTC to verify whether previous approval was granted or if further concurrence is required.
- 

### 2. Projects with Regional Air Quality Conformity Concerns

#### Returning Projects

- **Discussion:**

- Seven projects reviewed based on prior feedback.
- Projects highlighted in **green** had exemption categories updated.
- Two **red-highlighted** projects will be deferred until sponsors provide more details.
- **Action Items:**
  - Project sponsors to confirm readiness before reintroducing deferred projects.

### Road Diet Classification for Safety Exemption

- **Discussion:**
    - Whether additional safety data is needed for road diet projects classified under the safety exemption.
    - Inconsistent past treatment of road diets noted.
  - **Action Items:**
    - MTC to review previous road diet classifications and present findings in January.
    - EPA to confer internally on standardizing road diet exemption classifications.
    - Follow-up via email before the next meeting to finalize approach.
- 


### 3. Yerba Buena Island I-80 Southgate Road Interchange Project


- **Discussion:**
    - Project scope update: Addition of **transit-only lane** and reopening of a closed **GP ramp as transit-only**.
    - The project is not currently represented in the **regional travel model**, and its impact on **VMT is minimal**.
    - EPA raised concerns about whether the project qualifies as **regionally significant** per 40 CFR 93.101.
  - **Action Items:**
    - **MTC to revise memo** to include:
      - Length of the transit lane.
      - Vehicle types expected to use the transit lane (including zero-emission buses).
      - Rationale for adding scope after two years in the TIP.
    - SFCTA to provide updated project descriptions.
    - EPA to review the project's **regional significance** classification and consult with OTAQ.
    - Further discussion at the January meeting.
-

## 4. General Protocol Clarifications

- **Discussion:**
    - Clarified that **project conformity determinations** in the TIP are advisory, with final decisions made by FHWA/FTA.
  - **Action Items:**
    - MTC to continue submitting exemption requests per standard procedure.
- 

### Next Meeting

 **Date:** January 9, 2025

 **Time:** 9:00 AM PST

 **Location:** Virtual