METROPOLITAN
TRANSPORTATION
COMMISSION

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

Air Quality Conformity Task Force Meeting

Metropolitan Transportation Commission
Join Zoom Meeting @
https://bayareametro.zoom.us/j/88015790031?from=addon
Meeting ID: 880 1579 0031
(Additional Zoom Meeting Call-In Info on Next Page)
February 27, 2025
9:30 a.m. – 11:00 a.m.

AGENDA

1. Welcome and Introductions

2. $PM_{2.5}$ Project Conformity Interagency Consultations
   a. Consultation to Determine Project of Air Quality Concern Status
      i. San Francisco Park Presidio Lombard HOV Lanes Pilot Project (Information Item)
      ii. Fremont Boulevard Multimodal Corridor (Downtown to Irvington) Project
      iii. US 101 San Antonio Road to Charleston Road/Rengstorff Avenue Interchange Improvements Project
      iv. Alameda de las Pulgas – Traffic and Safety Improvements Project
      v. SR 17 Corridor Congestion Relief Project
      vi. Treat Boulevard Corridor Improvements Project
      vii. Yerba Buena Island Multi-Use Pathway and Transit Lane Project

   b. Conformity Exemption for Project that Correct, Improve, or Eliminate a Hazardous Location or Feature
      i. 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_022725.pdf
      3a_Attachment-A_List_of_Proposed_New_Projects_022725.pdf
      3a_MTC_Project List_Road_Diet_126_Hazardous Location.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

Harold Brazil is inviting you to a scheduled Zoom meeting.

Topic: Air Quality Conformity Task Force Meeting
Time: This is a recurring meeting Meet anytime

Join Zoom Meeting
https://bayareametro.zoom.us/j/84383698853

Meeting ID: 843 8369 8853
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213.19.144.110 (Amsterdam Netherlands)
213.244.140.110 (Germany)
103.122.166.55 (Australia Sydney)
103.122.167.55 (Australia Melbourne)
64.211.144.160 (Brazil)
69.174.57.160 (Canada Toronto)
65.39.152.160 (Canada Vancouver)
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Memorandum

TO: Air Quality Conformity Task Force DATE: February 26, 2025

FR: Harold Brazil W. I.

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

Seven 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	San Francisco Municipal Transportation Agency	San Francisco Park Presidio Lombard HOV Lanes Pilot Project (Information Item)
2	City of Fremont	Fremont Boulevard Multimodal Corridor (Downtown to Irvington) Project
3	Caltrans	US 101 San Antonio Road to Charleston Road/Rengstorff Avenue Interchange Improvements Project
4	Town of Atherton	Alameda de las Pulgas – Traffic and Safety Improvements Project
5	Caltrans	SR 17 Corridor Congestion Relief Project
6	Contra Costa County	Treat Boulevard Corridor Improvements Project
7	San Francisco County Transportation Authority	Yerba Buena Island Multi-Use Pathway and Transit Lane Project

2ai_SF_ Park_Presidio_Lombard_HOV_Lanes_Project_Assessment_Form.pdf (for the San Francisco Park Presidio Lombard HOV Lanes Pilot project)
2aii_Fremont_Blvd_Multimodal_Corridor_Project_Assessment_Form.pdf (for the Fremont Boulevard Multimodal Corridor (Downtown to Irvington) project)
2aiii_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)
2aiv_ADLP_Traffic_&_Safety_Improve_Project_Assessment_Form.pdf (for the Alameda de las Pulgas – Traffic and Safety Improvements project)
2av_SR_17_Corridor_Congestion_Relief_Project_Assessment_Form.pdf (for the SR 17 Corridor Congestion Relief project)

2avi_Treat_Blvd_Corridor_Improve_Project_Assessment_Form.pdf (for the Treat Boulevard Corridor Improvements project)
2avii_Yerba_Buena_Isle_Multi-Use_Path_&_Transit_Project_Assessment_Form.pdf (for the Yerba Buena Island Multi-Use Pathway and Transit Lane project)

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

No.	Project Sponsor	Project Title
1	Caltrans	SON 113 / Roadway Rehabilitation 3R Project

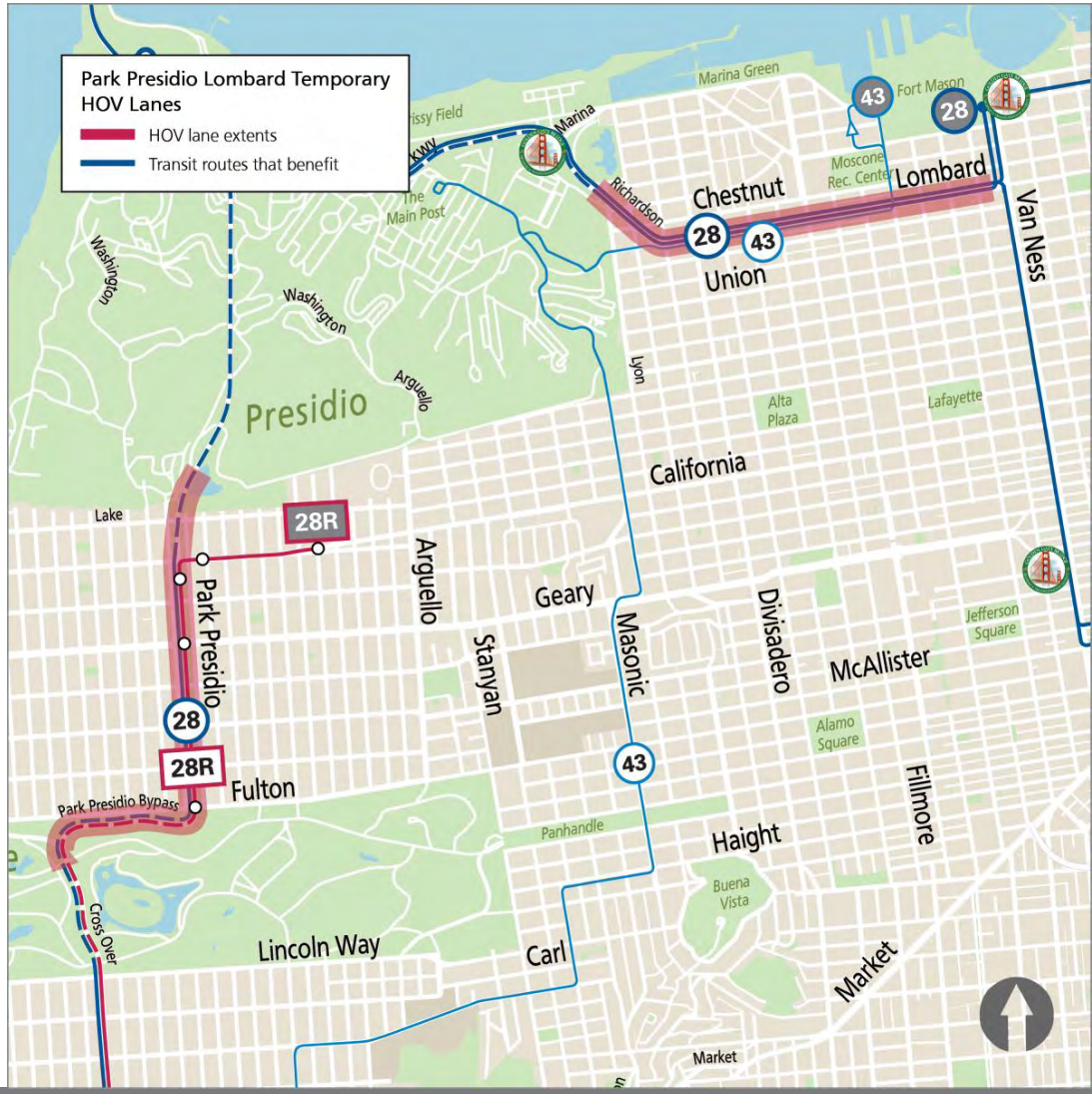
MTC also requests review and concurrence from the Task Force on a project which a project sponsor has identified as exempt and likely not to be a POAQC.
2c_POAQC_Exempt_List_021225.pdf lists exempt projects under 40 CFR 93.126.

Park Presidio Lombard Temporary HOV Lanes

Final Evaluation

Project Overview

- First HOV lanes on city streets in California (except for short segment in SoMa)
- Partnership between SFMTA and Caltrans
- Two corridors: Park Presidio Boulevard and Bypass (State Route 1) and Lombard Street/Richardson Avenue (US 101)



Project Overview

- Major transit corridors:
  - Lombard used by two Muni lines and Golden Gate Transit, connecting to Van Ness Bus Rapid Transit
  - Park Presidio served by two Muni lines
- Project design:
  - HOV 2+ lanes, 5 a.m. to 8 p.m. weekdays
  - HOV lane is one of three lanes in each direction
  - Right turns and parking access are allowed

Project Timeline

- HOV lanes were installed in fall 2021 (Lombard Street) and in spring 2022 (Park Presidio Boulevard)
- The evaluation was conducted from fall 2022 to spring 2024
- Community survey conducted in spring 2023

Summary Evaluation Findings

Project achieved key objectives in both corridors:

- Protected bus riders and carpools from increasing traffic
- Improved transit reliability and travel time
- Increased total person movement

Conclusions & Next Steps

- Based on evaluation, staff are recommending that HOV lanes be retained to maintain improved transit performance and person throughput
- Making this change permanent will require approval from both the SFMTA Board and Caltrans

Thank you!

Steve Boland, Project Manager and Transit Planner

Nia Evans, Public Relations Officer

SFMTA.com/TempLanes28

TellMuni@SFMTA.com

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

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_{10} or $PM_{2.5}$ implementation plan as site of violation?

- No state implementation plan for $PM_{2.5}$
- Therefore, the project is not identified in plan as an area of potential violation.

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

TIP ID# *(required)* ALA230220

Air Quality Conformity Task Force Consideration Date
December 5, 2024

Project Description *(clearly describe project)*
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.

Type of Project: Pedestrian and Bicycle Safety Improvements

County	*Narrative Location/Route & Postmiles*
Alameda	**Fremont Boulevard between Country Drive and Eugene Street** **Caltrans Projects – EA#**

Lead Agency:

Contact Person	*Phone#*	*Fax#*	*Email*
Edelzar Garcia	(510) 494-4781		egarcia@fremont.gov

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

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

Scheduled Date of Federal Action:

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

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

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	Sept 2024	Sept 2024		March 2026
End	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.

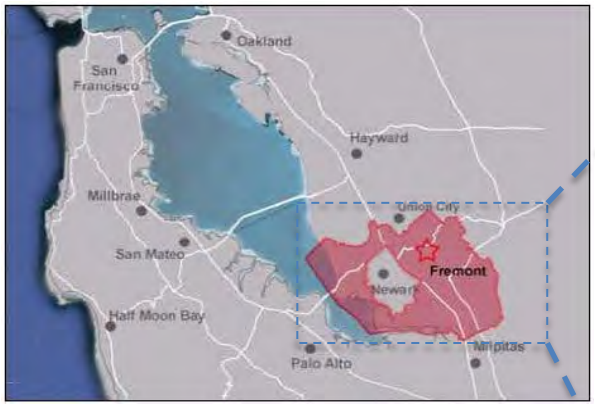
Comments/Explanation/Details (please be brief)

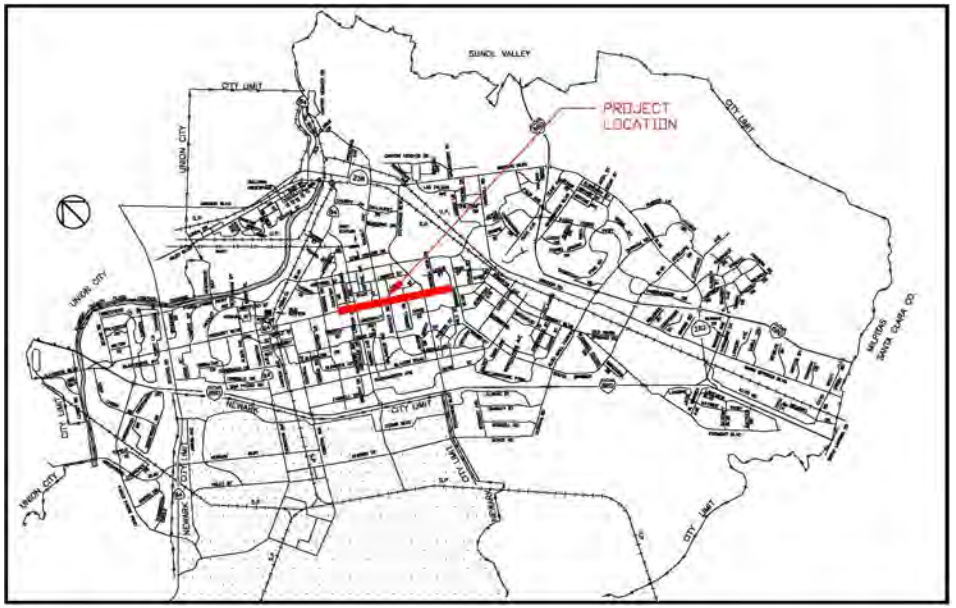
Fremont Boulevard Multimodal Corridor (Downtown to Irvington) Project

MTC Air Quality Conformity Task Force Meeting
December 5, 2024

CITY OF Fremont California

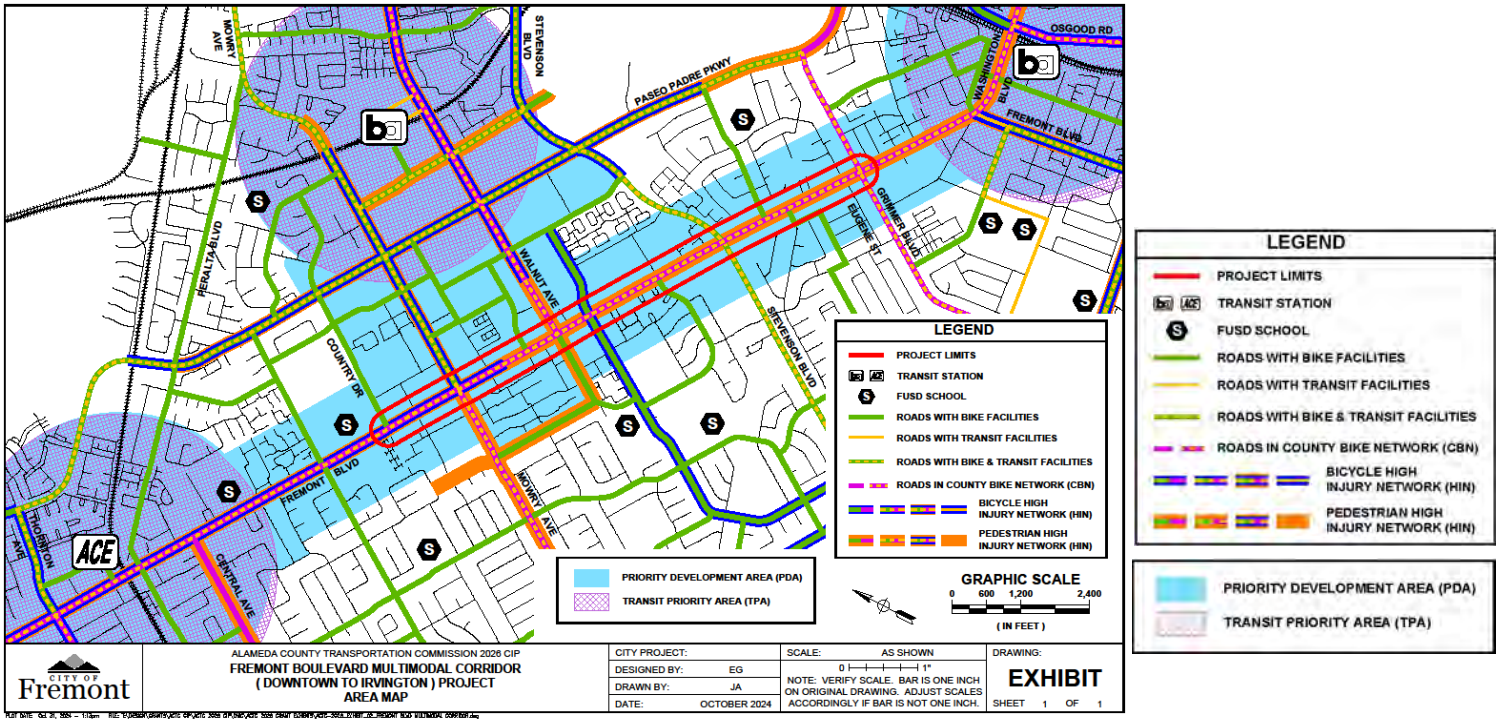
Project Location





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

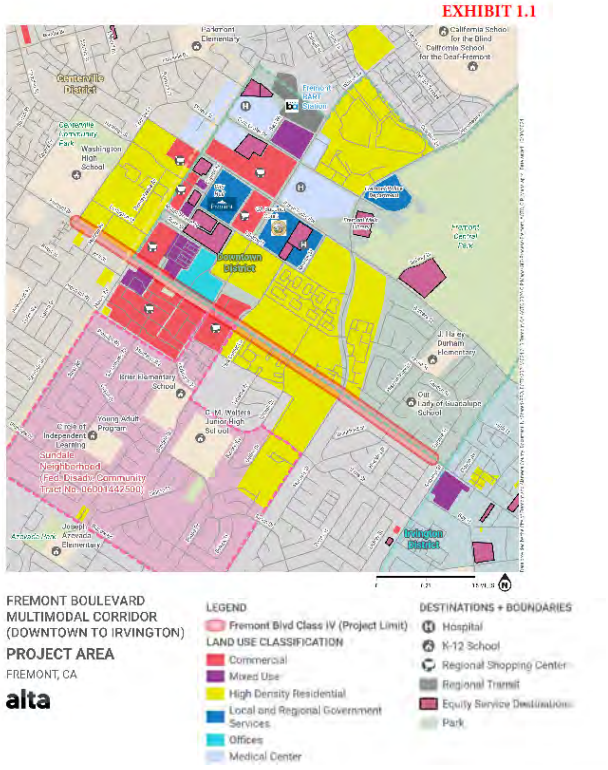


Project Area Map with PDA, TPA, and Active Transportation Network

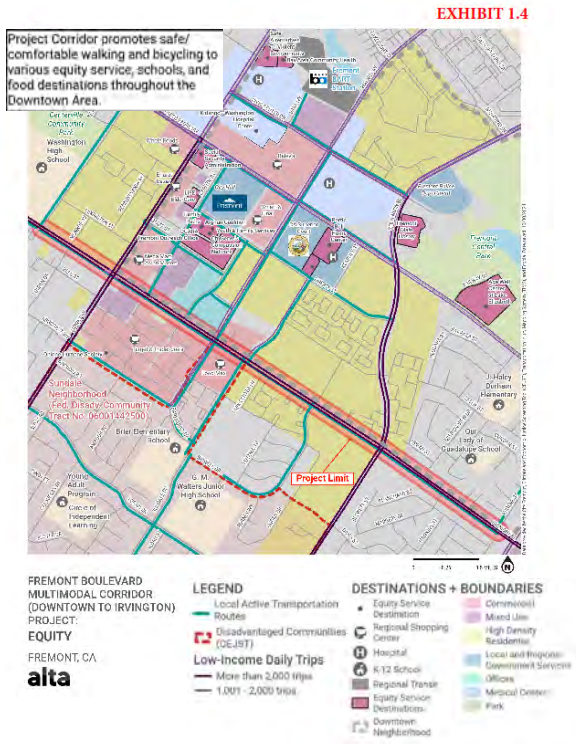
CITY OF Fremont

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



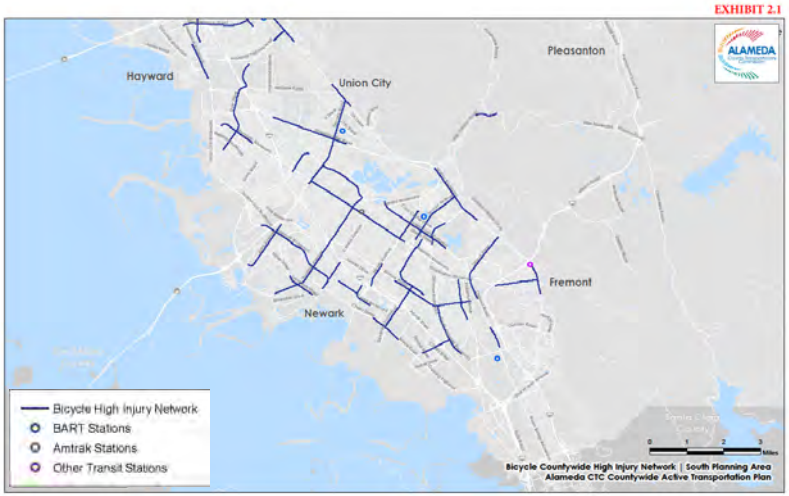
Project Area Map with Land Use areas



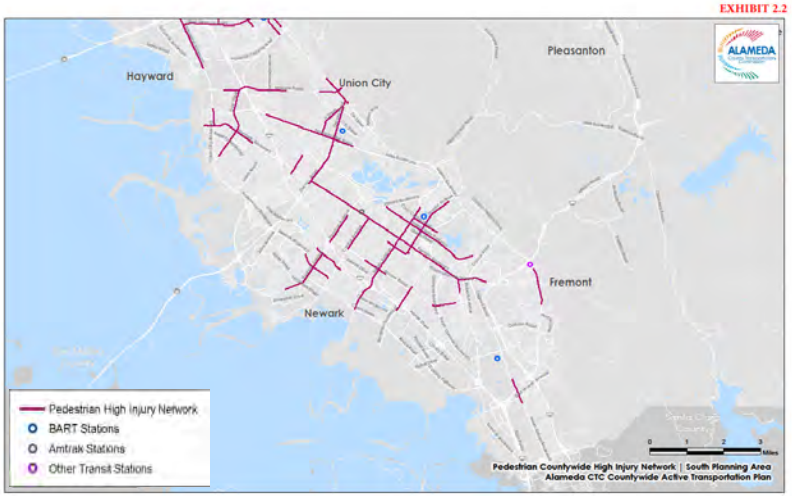
Equity Map

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



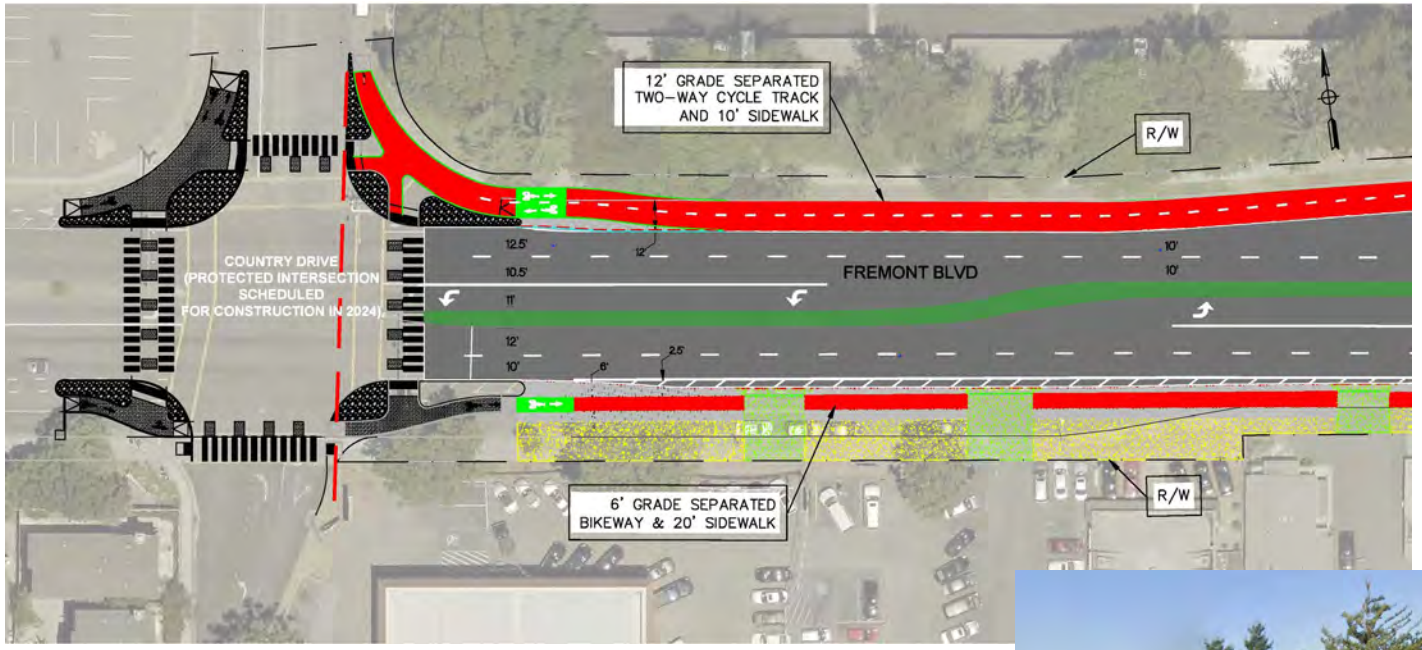
Pedestrian Countywide High Injury Network Map

CITY OF Fremont

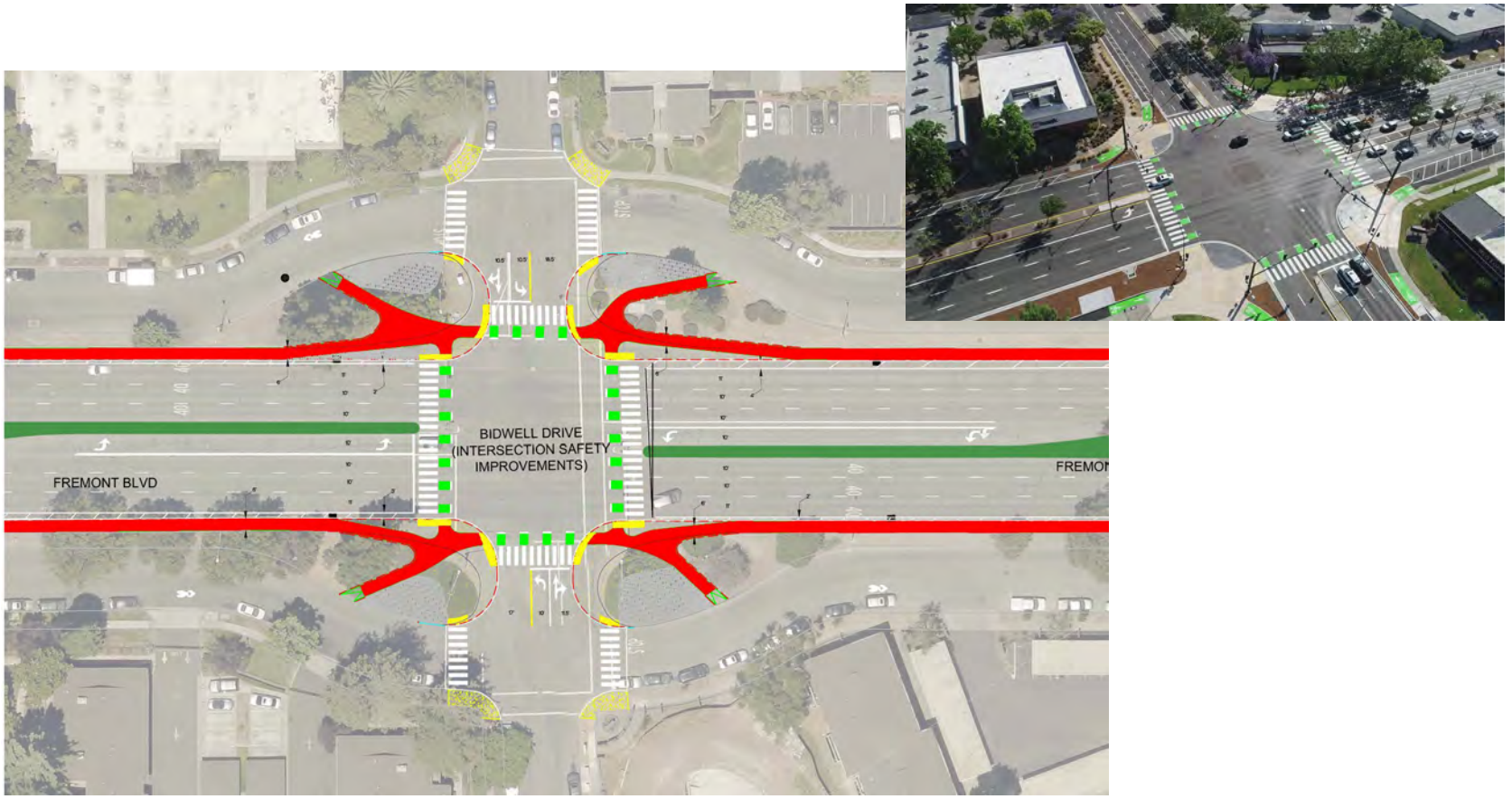
Project Description

- 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%)

CITY OF Fremont

Level of Service (LOS) Analysis

Opening Year (2027)

Corridor	Control	Peak Hour	No Build LOS	Build LOS	Significant Impact?
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

CITY OF Fremont California

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

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 10.1

(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 $PM_{2.5}$ implementation plan as site of violation?
- The Project location is not in an area identified by the $PM_{2.5}$ State Implementation Plan (SIP) as one that could violate or possibly violate the National Ambient Air Quality Standards (NAAQS) for $PM_{2.5}$.
- The Project would not significantly increase $PM_{2.5}$ 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

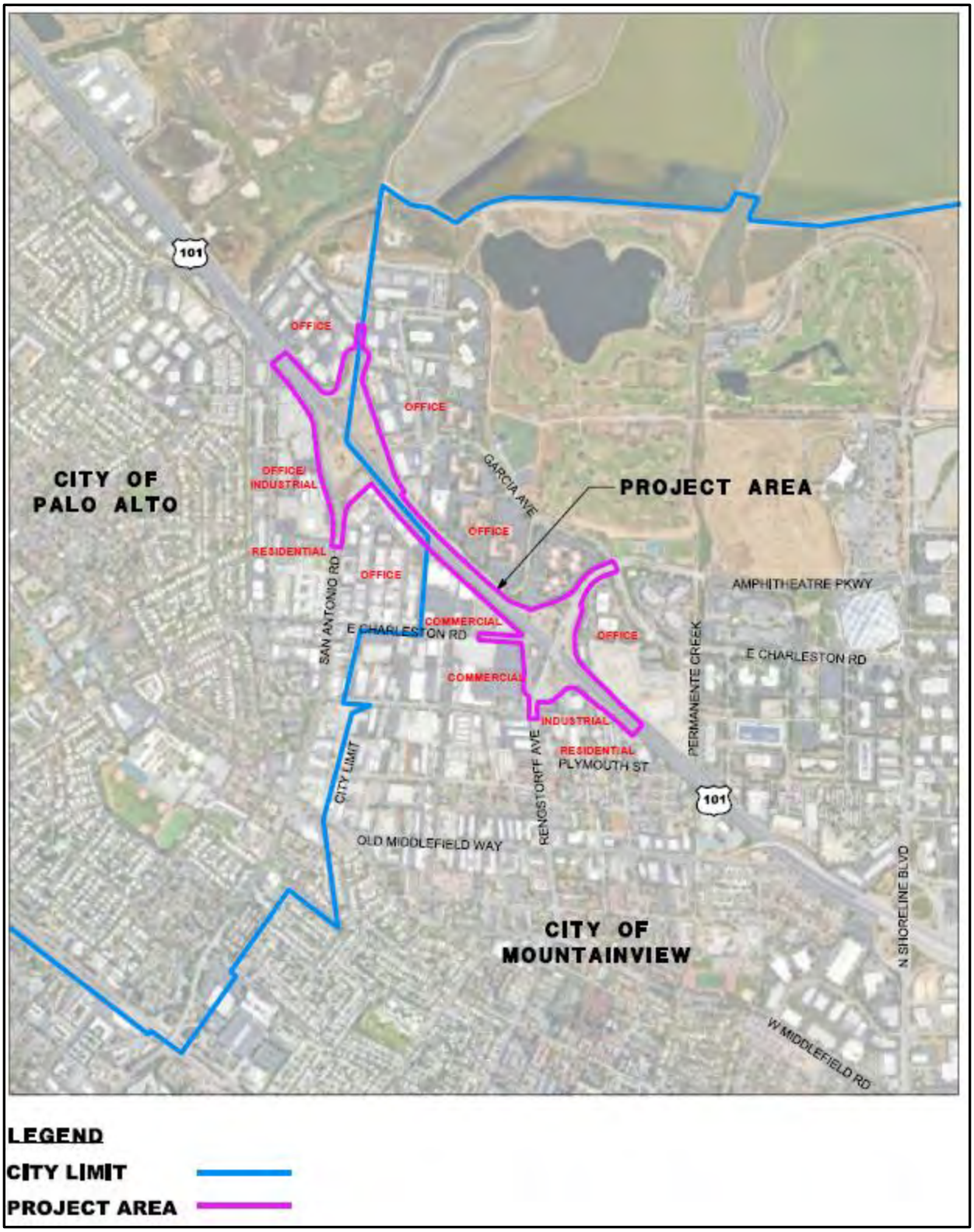
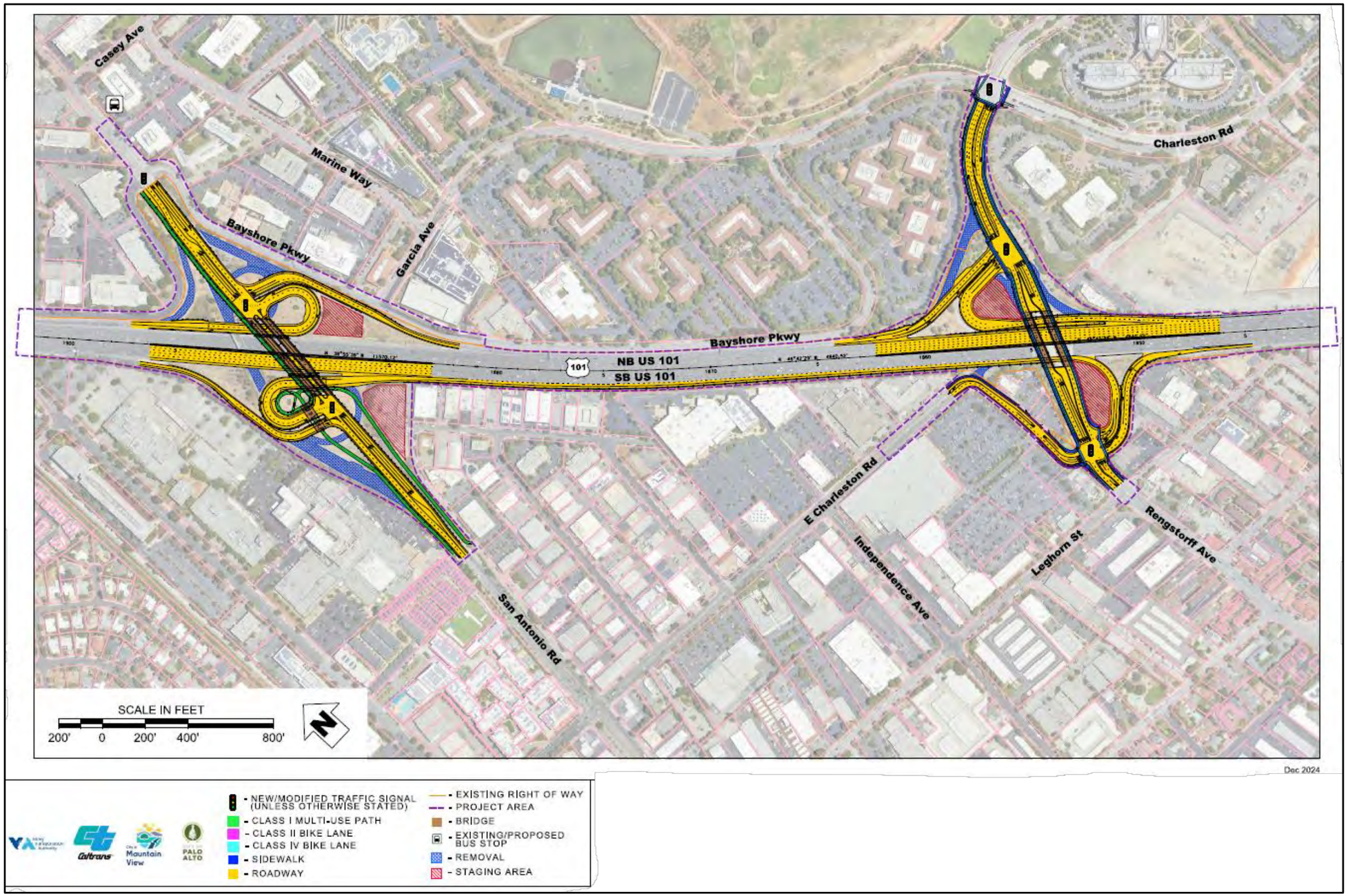


Figure 2. Build Alternative



Type of Project:
Interchange Reconfiguration

County	***Narrative Location/Route & Postmiles***
Santa Clara	US 101 between the Rengstorff Avenue and San Antonio Road interchanges (PM 49.3 to 50.6) **Caltrans Projects – EA#** 04-1Q440K

Lead Agency: Caltrans

Contact Person	*Phone#*	*Fax#*	*Email*
Jasmin Mejia	408-321-5771		Jasmin.Mejia@vta.org

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

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

Scheduled Date of Federal Action: December 2025

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

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

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	2023	2023	2025	2028
End	2025	2027	2027	2030

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

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:

- 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.

The project is needed to:

- 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.
- 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.
- 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).
- 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.

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
US 101 NB	**Mainline** between Shoreline Blvd. On-Ramp and Rengstorff Ave. Off-Ramp	134,827	5,663	4.2	132,493	5,565	4.2
	Off-Ramp to Rengstorff Ave. NB	7,406	311	4.2	-	-	-
	Off-Ramp to Rengstorff Ave. SB	6,675	280	4.2	-	-	-
	Off-Ramps to Rengstorff Ave. NB & SB (Build Conditions)	-	-	-	11,526	484	4.2
	On-Ramp from Rengstorff Ave.	11,522	484	4.2	11,502	483	4.2
	Mainline between Rengstorff Ave. On-Ramp and San Antonio Rd. Off-Ramp	128,082	5,379	4.2	132,469	5,564	4.2
	Off-Ramp to San Antonio Rd.	6,480	272	4.2	6,537	275	4.2
	On-Ramp from San Antonio Rd. NB	12,544	527	4.2	-	-	-
	On-Ramp from San Antonio Rd. SB	4,654	195	4.2	-	-	-
	On-Ramps from San Antonio Road NB & SB (Build Conditions)	-	-	-	11,109	467	4.2
	Mainline between San Antonio Rd. On-Ramps and Embarcadero Rd. Off-Ramp	143,755	6,038	4.2	142,088	5,968	4.2
US 101 SB	**Mainline** between Oregon Expwy On-Ramp and San Antonio Rd. Off-Ramp	163,365	6,861	4.2	163,375	6,862	4.2
	Off-Ramp to San Antonio Rd. SB	8,943	376	4.2	-	-	-
	Off-Ramp to San Antonio Rd. NB	3,284	138	4.2	-	-	-
	Off-Ramps to San Antonio Road (Build Conditions)	-	-	-	12,824	539	4.2
	On-Ramp from San Antonio Rd. (Build Conditions)	-	-	-	3,488	146	4.2
	Mainline between San Antonio Rd. Off-Ramps and Charleston Rd. On-Ramp	151,137	6,348	4.2	154,038	6,470	4.2
	On-Ramp from E. Charleston Rd.	8,878	373	4.2	-	-	-
	Mainline between Charleston Rd. On-Ramp and Rengstorff Ave. Off-Ramp	145,950	6,130	4.2	140,552	5,903	4.2
	Off-Ramp to Rengstorff Ave.	14,065	591	4.2	13,486	566	4.2

2030							
Location		No Build			Build		
		Total	Truck	% Truck	Total	Truck	% Truck
	On-Ramp from Rengstorff Ave.	10,705	450	4.2	15,931	669	4.2
	Mainline between Rengstorff Ave. On-Ramp and Old Middlefield Way On-Ramp	156,655	6,580	4.2	156,483	6,572	4.2
San Antonio Rd.	Between US 101 Off Ramps	19,458	389	2.0	16,251	245	2.0
Bayshore Parkway	Between San Antonio Rd. and Garcia Ave.	1,048	21	2.0	447	9	2.0
Charleston Rd.	Between San Antonio Rd. and US 101 SB On-Ramp	17,296	346	2.0	12,936	259	2.0
Rengstorff Ave.	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	**Mainline** between Shoreline Blvd. On-Ramp and Rengstorff Ave. Off-Ramp	153,911	6,464	4.2	151,618	6,368	4.2
	Off-Ramp to Rengstorff Ave. NB	14,282	600	4.2	-	-	-
	Off-Ramp to Rengstorff Ave. SB	6,778	285	4.2	-	-	-
	Off-Ramps to Rengstorff Ave. NB & SB (Build Conditions)	-	-	-	18,610	782	4.2
	On-Ramp from Rengstorff Ave.	9,498	399	4.2	13,738	577	4.2
	Mainline between Rengstorff Ave. On-Ramp and San Antonio Rd. Off-Ramp	142,349	5,979	4.2	146,747	6,163	4.2
	Off-Ramp to San Antonio Rd.	7,303	307	4.2	7,420	312	4.2
	On-Ramp from San Antonio Rd. NB	12,244	514	4.2	-	-	-
	On-Ramp from San Antonio Rd. SB	5,598	235	4.2	-	-	-
	On-Ramps from San Antonio Road NB & SB (Build Conditions)	-	-	-	12,105	508	4.2
	Mainline 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	**Mainline** between Oregon Expwy On-Ramp and San Antonio Rd. Off-Ramp	175,930	7,389	4.2	175,867	7,386	4.2
	Off-Ramp to San Antonio Rd. SB	8,423	354	4.2	-	-	-
	Off-Ramp to San Antonio Rd. NB	3,477	146	4.2	-	-	-
	Off-Ramps to San Antonio Road (Build Conditions)	-	-	-	12,958	544	4.2
	On-Ramp from San Antonio Rd. (Build Conditions)	-	-	-	4,152	174	4.2
	Mainline between San Antonio Rd. Off-Ramps and Charleston Rd. On-Ramp	164,029	6,889	4.2	167,060	7,017	4.2
	On-Ramp from E. Charleston Rd.	9,877	415	4.2	-	-	-
	Mainline between Charleston Rd. On-Ramp and Rengstorff Ave. Off-Ramp	157,766	6,626	4.2	151,540	6,365	4.2
	Off-Ramp to Rengstorff Ave.	16,140	678	4.2	15,520	652	4.2
	On-Ramp from Rengstorff Ave.	11,723	492	4.2	18,738	787	4.2

2050							
Location		No Build			Build		
		Total	Truck	% Truck	Total	Truck	% Truck
	Mainline between Rengstorff Ave. On-Ramp and Old Middlefield Way On-Ramp	169,488	7,119	4.2	170,278	7,152	4.2
San Antonio Rd.	Between US 101 Off Ramps	23,432	469	2.0	18,121	362	2.0
Bayshore Parkway	Between San Antonio Rd. and Garcia Ave.	3,579	72	2.0	3,541	71	2.0
Charleston Rd.	Between San Antonio Rd. and US 101 SB On-Ramp	20,093	402	2.0	15,347	307	2.0
Rengstorff Ave.	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 $PM_{2.5}$ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation (40 CFR Section 93.123 (b)(1)(v)).

- The Project location is not in an area identified by the SIP as one that could violate or possibly violate the NAAQS for $PM_{2.5}$.

US 101 / SAN ANTONIO ROAD / RENGSTORFF AVENUE INTERCHANGE IMPROVEMENTS

Bay Area Air Quality Conformity Task Force

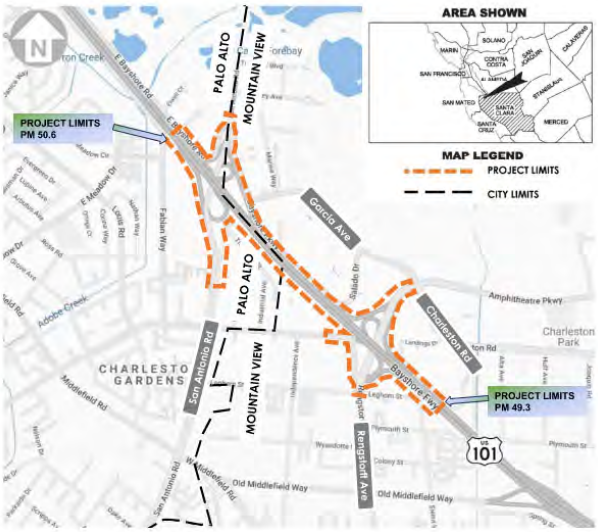
January 23, 2025

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

Santa Clara Valley Transportation Authority
Solutions that move you
City of Mountain View
City of Palo Alto
Caltrans Bay Area

1

Project Location



Solutions that move you
Mountain View
Palo Alto
Caltrans Bay Area

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

5

5

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%

6

6

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%

Solutions that move you

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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
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%

Solutions that move you

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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%

Solutions that move you

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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%

Solutions that move you

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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
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%

Solutions that move you

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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%

Solutions that move you

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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%

Solutions that move you

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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%

Solutions that move you

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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:

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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

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_{10} or $PM_{2.5}$ 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

County	*Narrative Location/Route & Postmiles*
San Mateo County	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.

Lead Agency: Town of Atherton

Contact Person	*Phone#*	*Fax#*	*Email*
Robert Ovadia	(650) 752-0541	n/a	rovadia@ci.atherton.ca.us

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

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

Scheduled Date of Federal Action: 03/21/2024

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

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

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	02/23/2024	02/23/2024	N/A	01/2026
End	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 Lomitas 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 deal 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 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[1]	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 deal 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[1]	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 $PM_{2.5}$ standards. Therefore, according to 40 CFR Part 93, a hotspot analysis is required for conformity purposes. However, the Environmental Protection Agency (EPA) does not require a quantitative hotspot analysis for projects that are not a project of air quality concern (POAQC). Five types of projects listed in 40 CFR Section 93.123(b)(1) qualify as a POAQC. The following discussion evaluates whether the proposed project falls into any of these POAQC categories.

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

   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 $PM_{2.5}$ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation (40 CFR Section 93.123 (b)(1)(v)).

   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 $PM_{2.5}$ 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 $PM_{2.5}$ violation.

Alameda de las Pulgas – Traffic and Safety Improvements Project

Air Quality Conformity Task Force Presentation

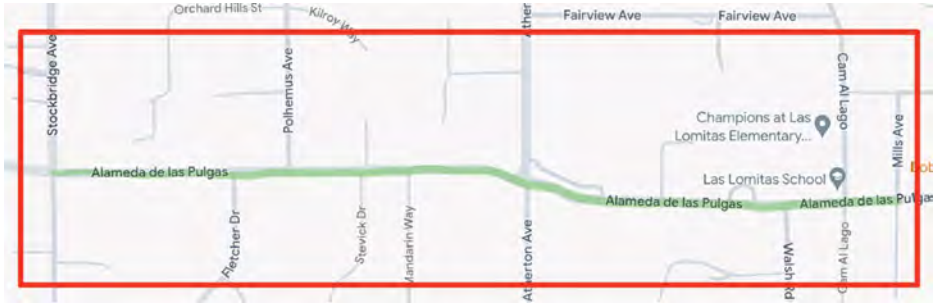
January 23, 2025

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[1]	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[1]	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

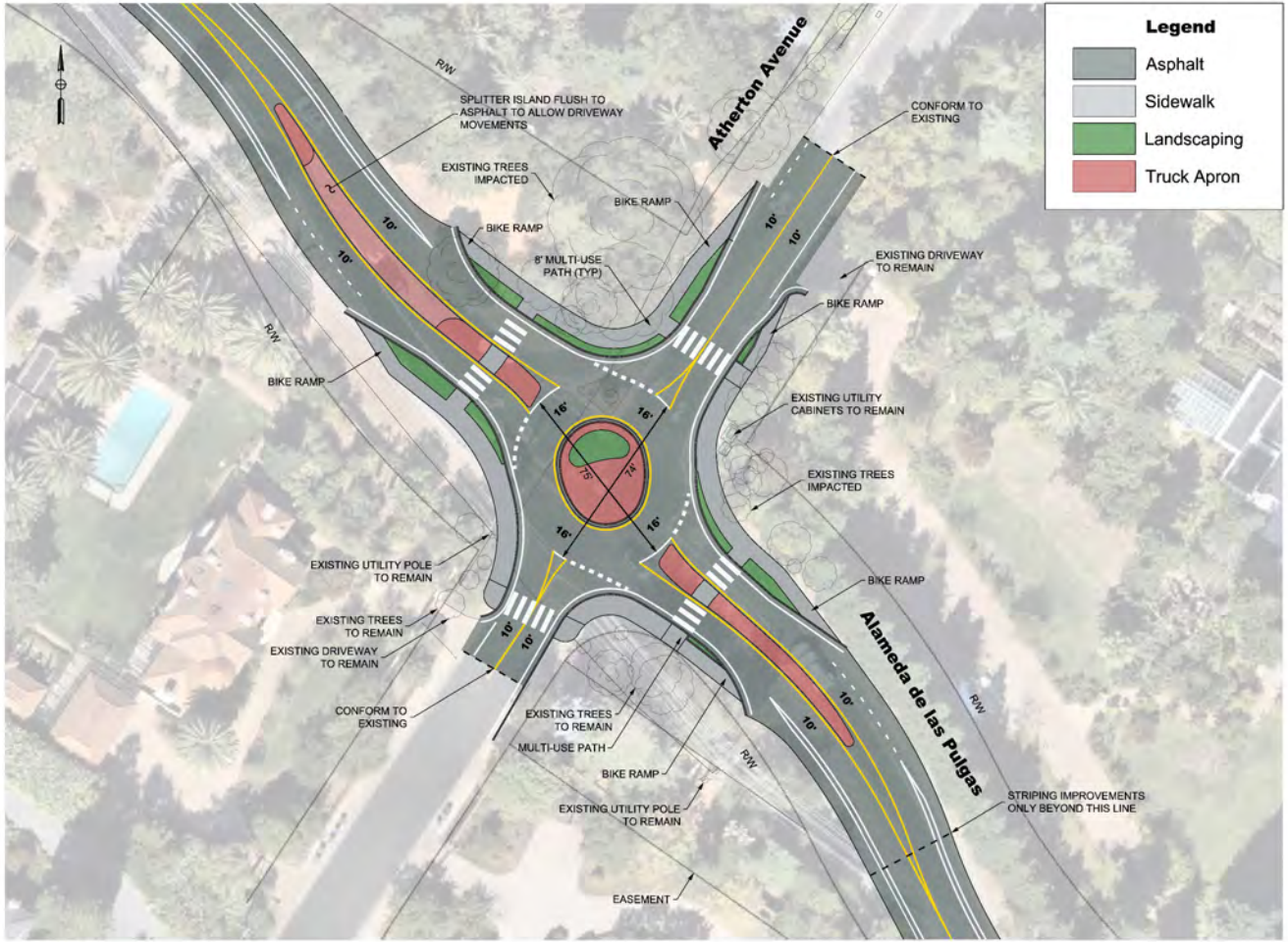
Route: **Post Mile From:** **Post Mile To:** **Toll Credits:**

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
Total Programmed Funding:		$ 424	$ 1,836					$ 2,260

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



Kimley»Horn

Alameda de las Pulgas & Atherton Avenue Roundabout
Concept Development

Sheet 1
December 2024

SCALE
1' : 50"

GENERAL NOTES:

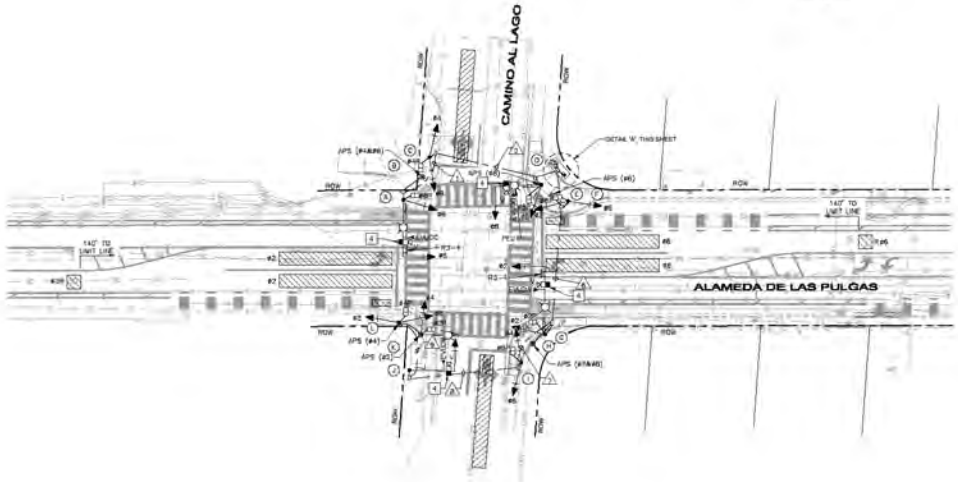
1. FURNISH AND INSTALL MODEL 2070 CONTROLLER IN TYPE 332 TRAFFIC SIGNAL CONTROLLER CABINET WITH BACKUP BATTERY CABINET ATTACHED TO THE SIDE PER DETAIL ON REVISED CALTRANS STANDARD PLANS RSP ES-2CC. CABINET SHALL BE FURNISHED WITH ALL REQUIRED BI-TECTOR CARDS, LOAD SWITCHES, MMU, POWER RELAYS, TRANSFORMER, 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 III-AF SERVICE EQUIPMENT ENCLOSURE.
3. FURNISH AND INSTALL CONCRETE PAD PER CALTRANS STANDARD PLANS ES-3C. PAD SHALL BE 10'X4'X6" TO ACCOMMODATE TRAFFIC SIGNAL CONTROLLER CABINET, SERVICE CABINET, AND HOME RUN PULL BOX. CONTRACTOR TO COORDINATE FINAL LOCATION OF CONTROLLER CABINET WITH TOWN ENGINEER.
4. FURNISH AND INSTALL VANTAGE VECTOR CAMERA ON SIGNAL MAST ARM. VANTAGE VECTOR VSPD/RADAR HYBRID UNIT ON THE NEXT PLATFORM WITH SHELF MOUNT CDU AS MANUFACTURED BY ITERIS OR APPROVED EQUAL.

STEADY DEMAND SEQUENCE

PROPOSED PHASE DIAGRAM

EVUDA = #2
EVUDB = #4
EVUDC = #6
EVUDD = #8

DETAIL 'A'



GRAPHIC SCALE IS FEET
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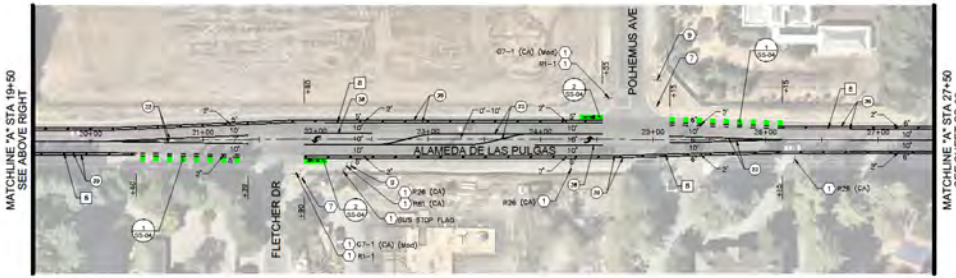
KHA PROJECT	097148016
DATE	10/25/2024
SCALE	AS SHOWN
DESIGNED BY	KL
DRAWN BY	EL
CHECKED BY	CH

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

1. EXISTING SIGNS SHALL BE PROTECTED IN PLACE UNLESS SPECIFIED FOR REMOVAL OR RELOCATION.
2. EXISTING SIGNS SPECIFIED FOR REMOVAL SHALL NOT BE REMOVED UNTIL NO LONGER PERTINENT TO TRAFFIC CONTROL.
3. DO NOT REMOVE UTILITY LOCATION MARKERS UNLESS OTHERWISE SHOWN ON CC OR UT SHEETS.
4. ALL STRIPING CONFLICTING WITH PROPOSED STRIPING SHALL BE REMOVED BY GRINDING.
5. PAVEMENT MARKINGS PER 2023 CALTRANS STANDARD PLANS UNLESS OTHERWISE SPECIFIED.
6. PAVEMENT DELINEATION SHALL BE THERMOPLASTIC UNLESS SHOWN OTHERWISE.
7. CONTRACTOR SHALL PROTECT IN PLACE ALL EXISTING PAINT OR THERMOPLASTIC OUTSIDE OF PROJECT LIMITS, OR LIMITS OF PROPOSED STRIPING AS SHOWN ON STRIPING SHEETS.
8. UNLESS OTHERWISE NOTED PER THESE PLANS, LANE WIDTHS ARE TO CENTER OF STRIPE OR FACE OF CURB
9. UNLESS OTHERWISE NOTED PER THESE PLANS, ALL EXISTING UTILITIES TO REMAIN.
10. BAY TAPER PER 7TH EDITION OF THE CALTRANS HIGHWAY DESIGN MANUAL, TABLE 405.2A.

LEGEND

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

STRIPING NOTES

1. INSTALL YIELD LINE PER CALTRANS STD PLAN A24E.
2. INSTALL 10' WIDE LADDER CROSSWALK PER CALTRANS STD PLAN A24F WITH WET RATED REFLECTIVE BEADS.
4. INSTALL LIMIT LINE PER CALTRANS STD PLAN A24E.
7. INSTALL RED CURB WITH 3 COAT PAINT. LENGTH AS SHOWN PER PLAN, MEASURED FROM BC/EC OF CURB RETURN TO PARKING STALL LIMIT AS SHOWN.
8. INSTALL 6", 45° WHITE BUFFER STRIPE AT 20' O/C.
XX. INSTALL CALTRANS STRIPING DETAIL "XX" PER CALTRANS STANDARD PLANS.

SIGNING NOTES

1. EXISTING TO REMAIN.
2. RESET.
7. EXISTING WOODEN STREET NAME PILLAR TO REMAIN.
8. RELOCATE EXISTING WOODEN STREET NAME PILLAR TO LOCATION SHOWN PER PLANS.
9. EXISTING CAMERA POLE TO REMAIN.

GRAPHIC SCALE IN FEET
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KHA PROJECT	097149016
DATE	10/25/2024
SCALE	AS SHOWN
DESIGNED BY	HHW
DRAWN BY	JP/RM
CHECKED BY	ASP

REGISTERED PROFESSIONAL ENGINEER ANDREW S. PAPAS No. C81312 CIVIL STATE OF CALIFORNIA

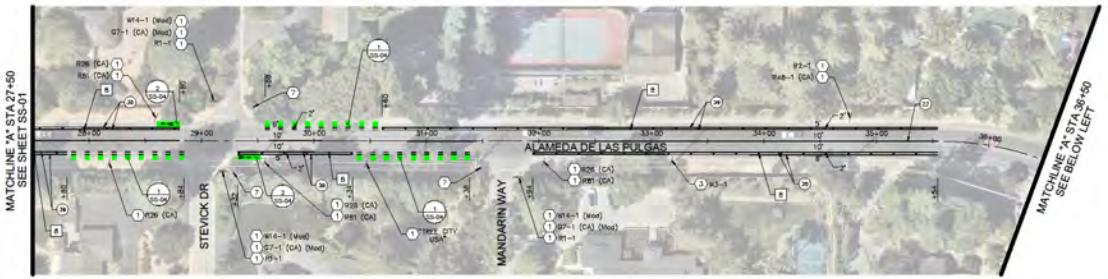
TOWN OF ATHERTON CALIFORNIA

ALAMEDA DE LAS PULGAS TRAFFIC AND SAFETY IMPROVEMENTS PROJECT
ATHERTON CALIFORNIA

SIGNING AND STRIPING PLAN

DRAWING NUMBER SS-01

SHEET NUMBER 18 OF 23



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- TYPE IV (L) (L) ARROW
- TYPE II (L) ARROW
- TYPE II (B) ARROW

STRIPING NOTES

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NORTH

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KHA PROJECT	097149016
DATE	10/25/2024
SCALE	AS SHOWN
DESIGNED BY	HHW
DRAWN BY	JP/RM
CHECKED BY	ASP

REGISTERED PROFESSIONAL ENGINEER — No. C91312 — CIVIL — STATE OF CALIFORNIA

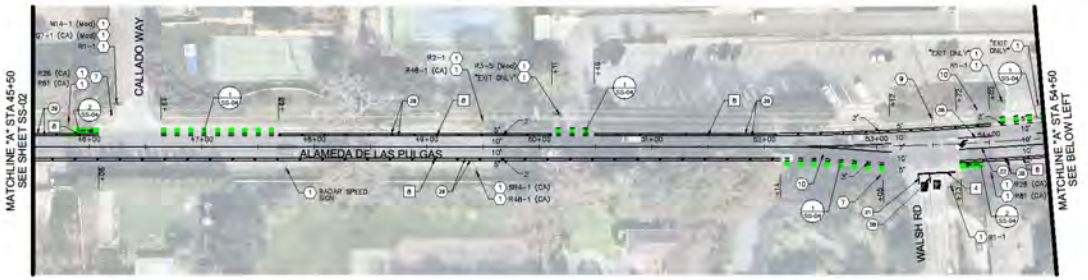
TOWN OF ATHERTON CALIFORNIA

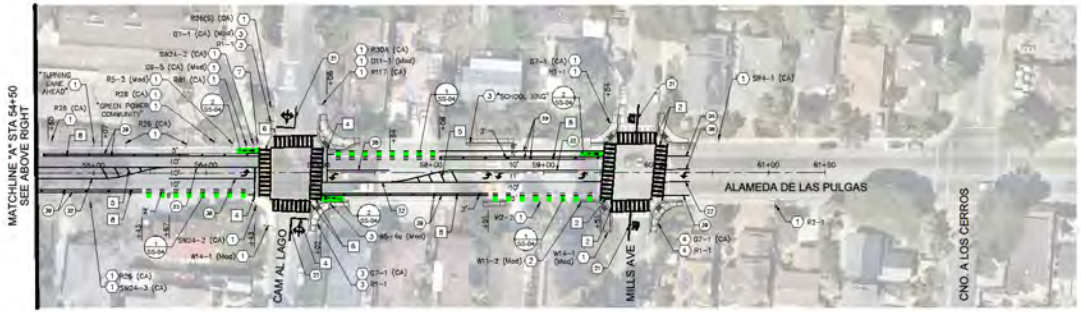
ALAMEDA DE LAS PULGAS TRAFFIC AND SAFETY IMPROVEMENTS PROJECT
ATHERTON CALIFORNIA

SIGNING AND STRIPING PLAN

DRAWING NUMBER SS-02

SHEET NUMBER 19 OF 23





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STRIPING NOTES

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4. INSTALL LIMIT LINE PER CALTRANS STD PLAN A24E.
5. INSTALL 8", 45° YELLOW THERMOPLASTIC STRIPE AT 10' O/C.
6. INSTALL 10' WIDE YELLOW LADDER CROSSWALK PER CALTRANS STD PLAN A24F WITH WET RATED REFLECTIVE BEADS.
8. INSTALL 8", 45° WHITE BUFFER STRIPE AT 20' O/C.
M. INSTALL CALTRANS STRIPING DETAIL "XX" PER CALTRANS STANDARD PLANS.

SIGNING NOTES

1. EXISTING TO REMAIN.
2. RESET.
3. REMOVE AND SALVAGE SIGN AND POST.
4. RELOCATE EXISTING SIGN AND POST TO 18" FROM PROPOSED FACE OF CURB.
7. EXISTING WOODEN STREET NAME PILLAR TO REMAIN.
8. EXISTING CAMERA POLE TO REMAIN.
10. REMOVE AND SALVAGE EXISTING POST.

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DRAWN BY	JI RIM
CHECKED BY	ASP

REGISTERED PROFESSIONAL ENGINEER — No. C91312 — CIVIL — STATE OF CALIFORNIA

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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_{10} or $PM_{2.5}$ 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.

Type of Project:
Highway and interchange improvement

County: 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

Lead Agency: Caltrans

Contact Person	*Phone#*	*Fax#*	*Email*
Christine Fukasawa	925-708-2273	N/A	Christine.Fukasawa@vta.org

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

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

Scheduled Date of Federal Action: TBD

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

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

Current Programming Dates *(as appropriate)*

	PE/ENVIRONMENTAL	**ENGINEERING**	**ROW**	**CONSTRUCTION**
Start	August 2021	January 2026	June 2026	December 2027
End	December 2025	November 2027	November 2027	June 2030

Project Purpose and Need (Summary):

The purpose of the Project is to do the following:

- 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 (bicycle and pedestrian) mobility and connectivity in the Town of Los Gatos across SR 17.

The Project is needed to address the following existing and projected deficiencies:

- Existing Congestion
- Cut-through Traffic on Local Streets
- Interchange Deficiencies
- Insufficient Facilities for Bicyclists and Pedestrians

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 $PM_{2.5}$ impacts was evaluated, and it is concluded that the Project is unlikely to cause new violations of the $PM_{2.5}$ National Ambient Air Quality Standards. The evaluation followed the criteria listed in *Transportation Conformity Guidance for Quantitative Hot-spot Analyses in $PM_{2.5}$ and PM_{10} Nonattainment and Maintenance Areas* (EPA 2021). According to this guidance, the first step in the $PM_{2.5}$ 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 $PM_{2.5}$ 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_{10} or $PM_{2.5}$ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation (40 CFR Section 93.123 (b)(1)(v)).

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 - $PM_{2.5}$ violation and should not be considered a POAQC. A quantitative hot-spot analysis is not required to demonstrate project level conformity for $PM_{2.5}$.

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

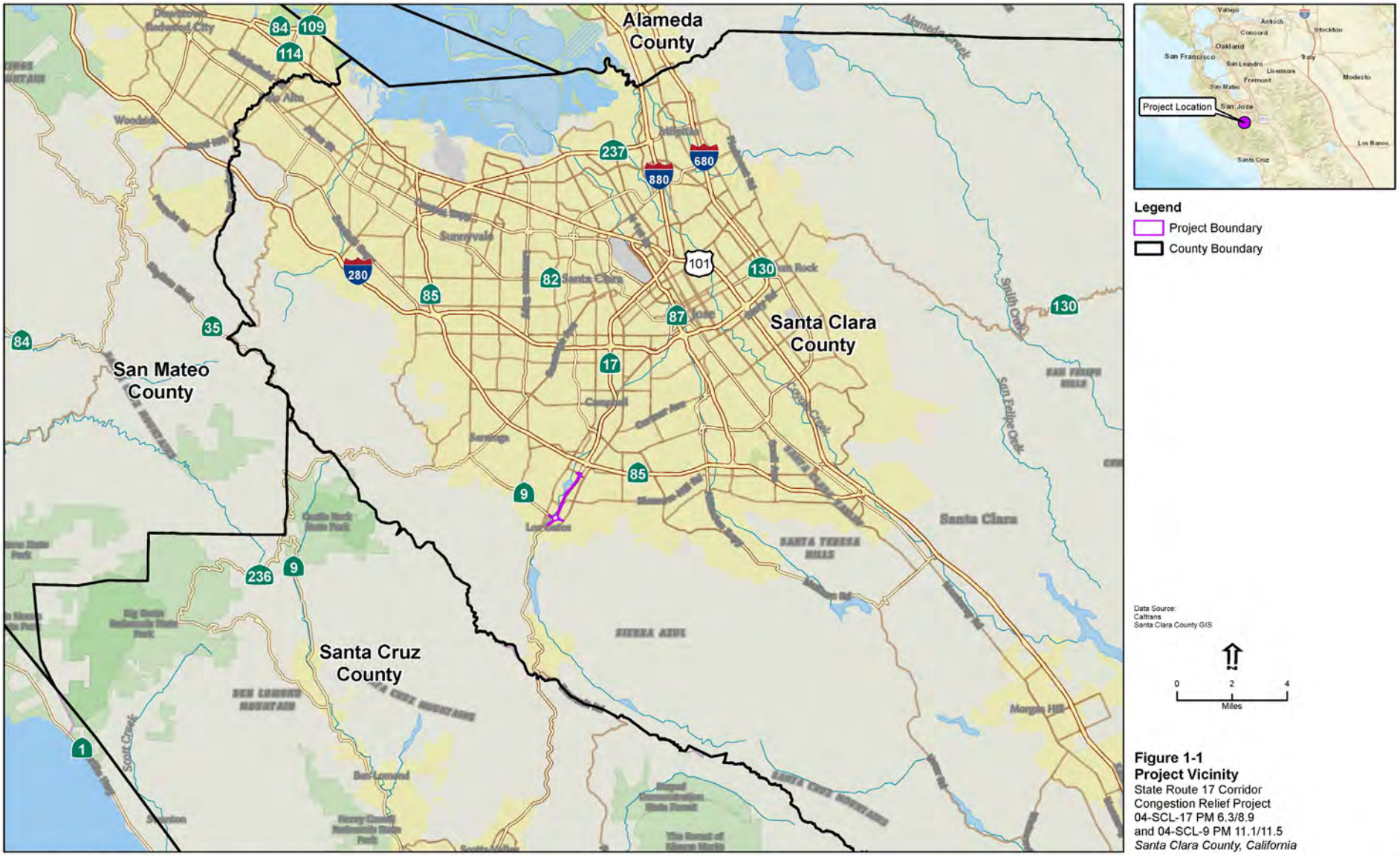


Figure 1-1
Project Vicinity
State Route 17 Corridor
Congestion Relief Project
04-SCL-17 PM 6.3/8.9
and 04-SCL-9 PM 11.1/11.5
Santa Clara County, California

ATTACHMENT B

Build Alternative

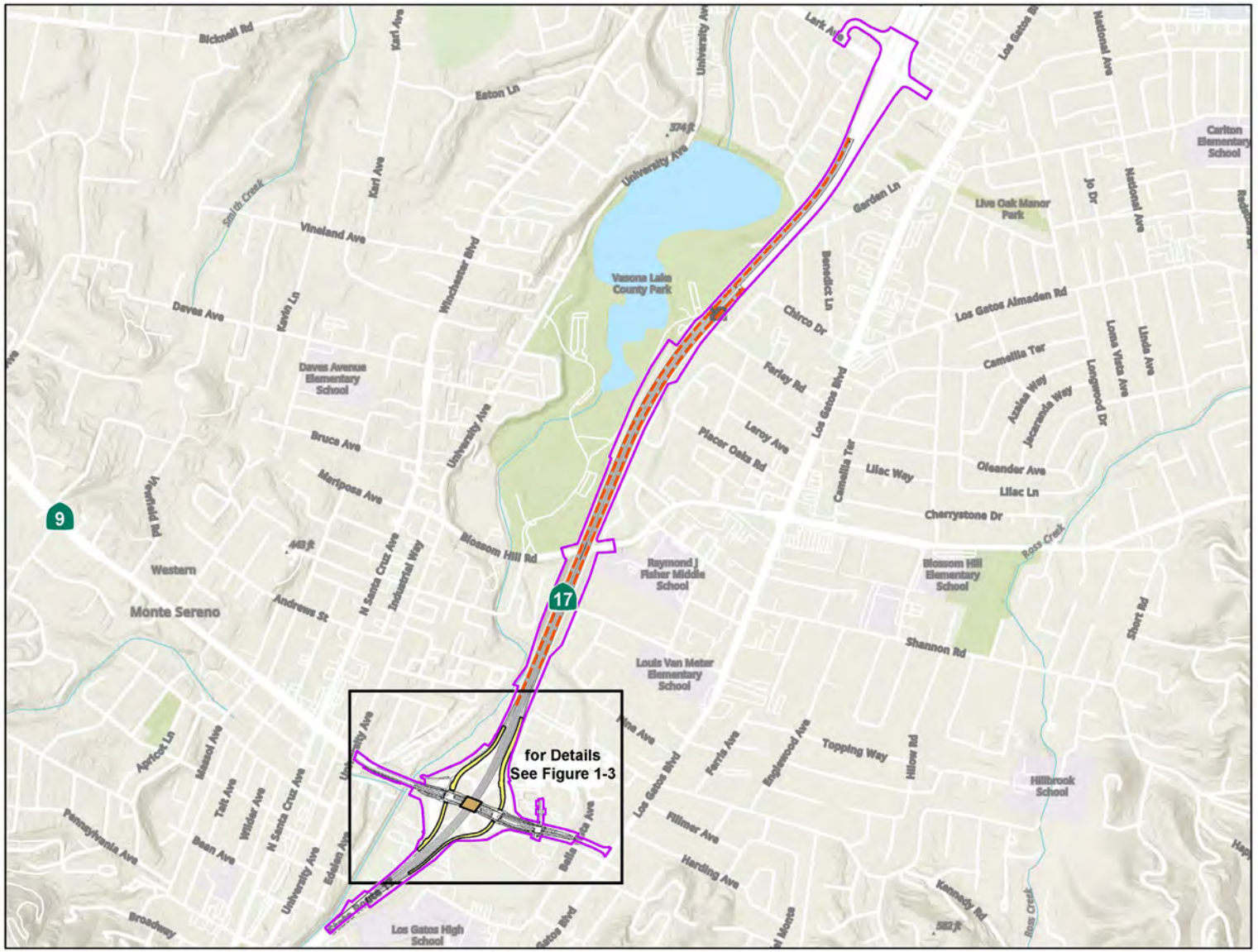
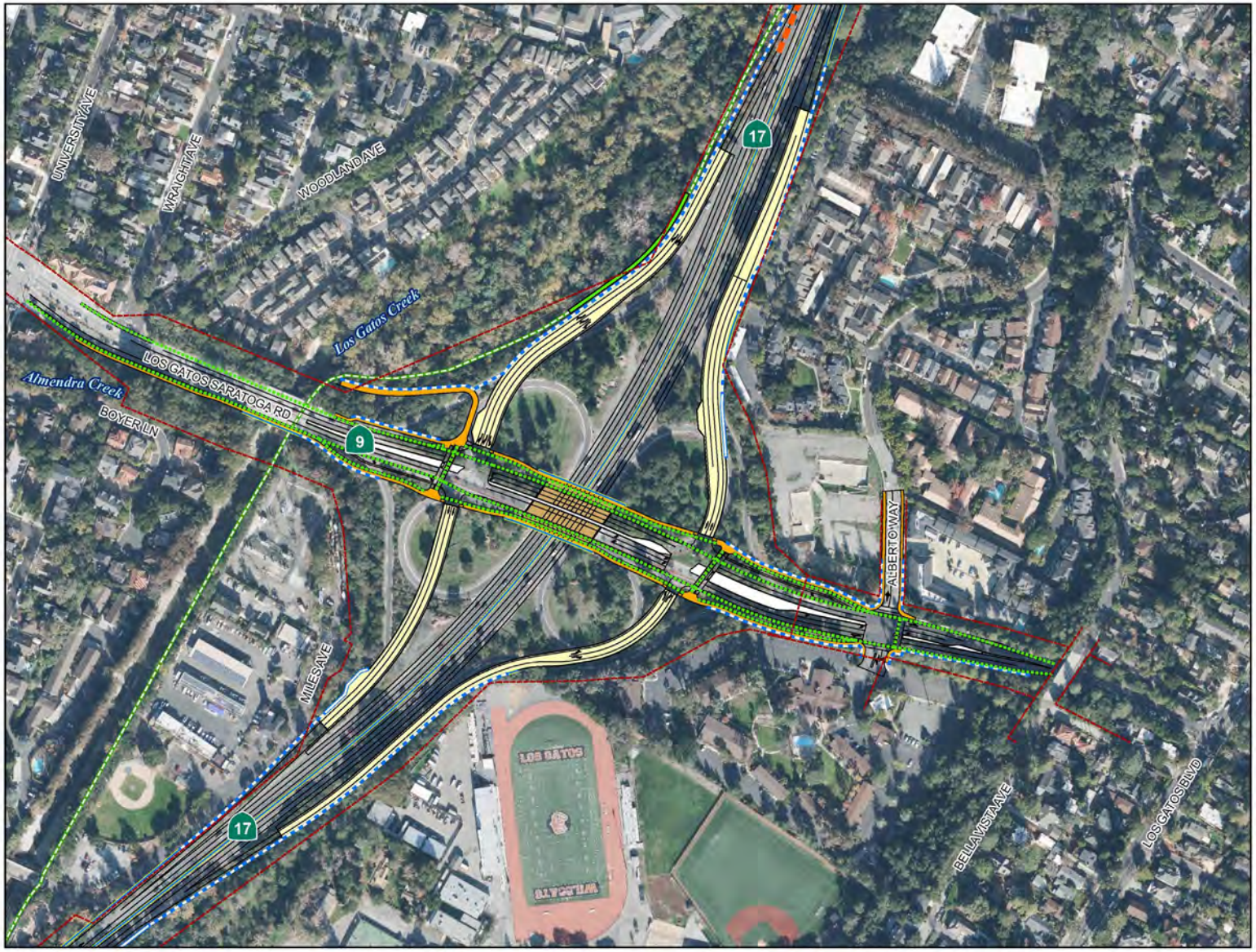


Figure 1-2
Project Corridor
State Route 17 Corridor
Congestion Relief Project
04-SCL-17 PM 6.3/8.9
and 04-SCL-9 PM 11.1/11.5
Santa Clara County, California



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

Data Source:
Caltrans
Santa Clara County GIS

0 100 200 300 400
Feet

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

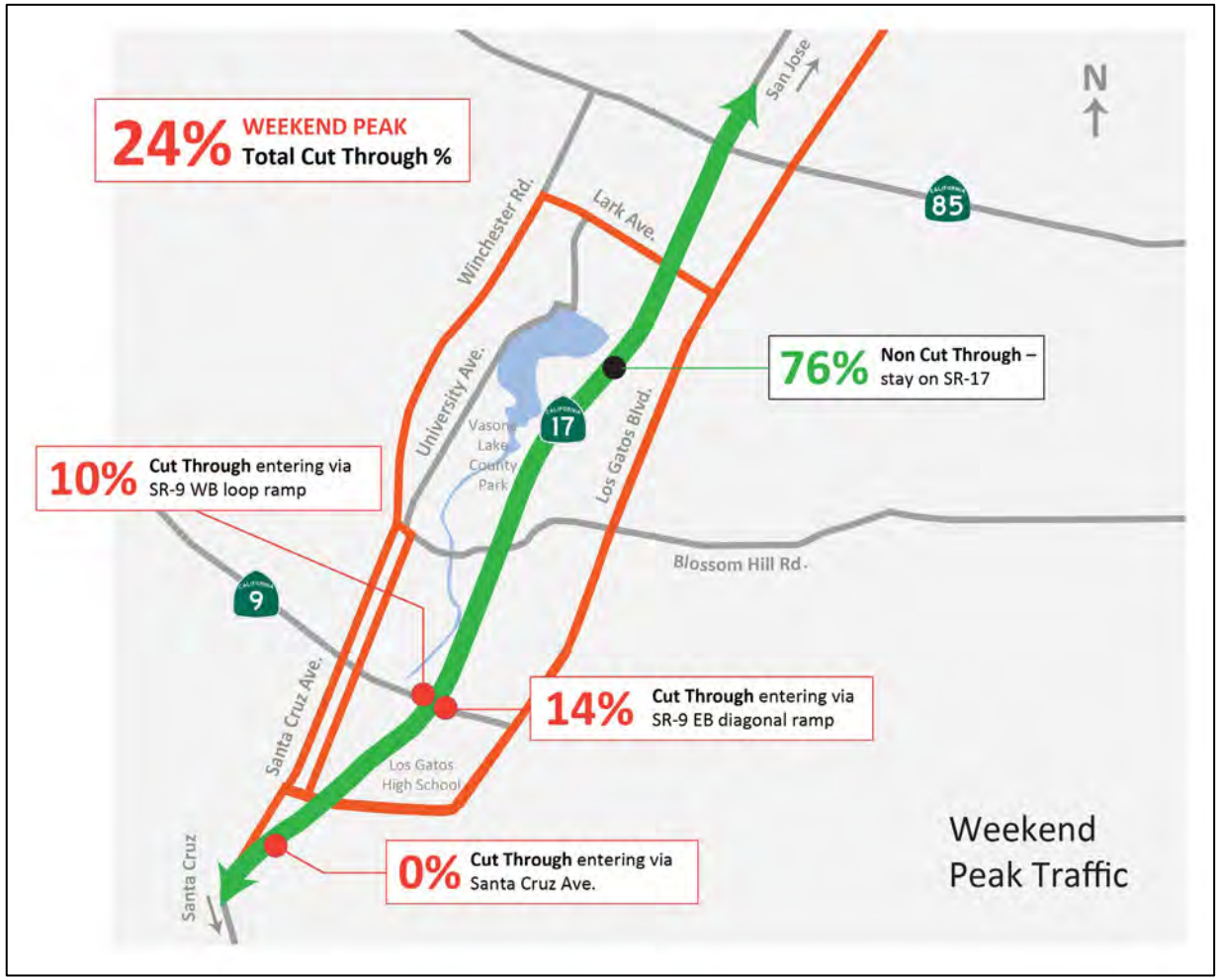
The purpose of the Project is to:

- 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:

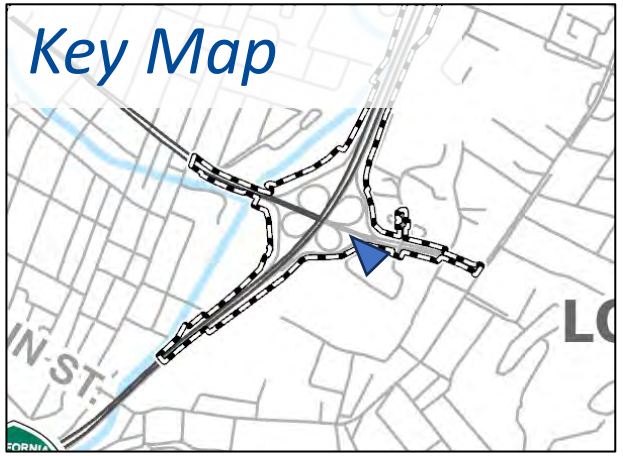
- Existing congestion that will increase over time
- Cut-through traffic
- Interchange deficiencies
- Insufficient bicycle and pedestrian facilities



Project Site

Active Transportation, Mobility, and Connectivity

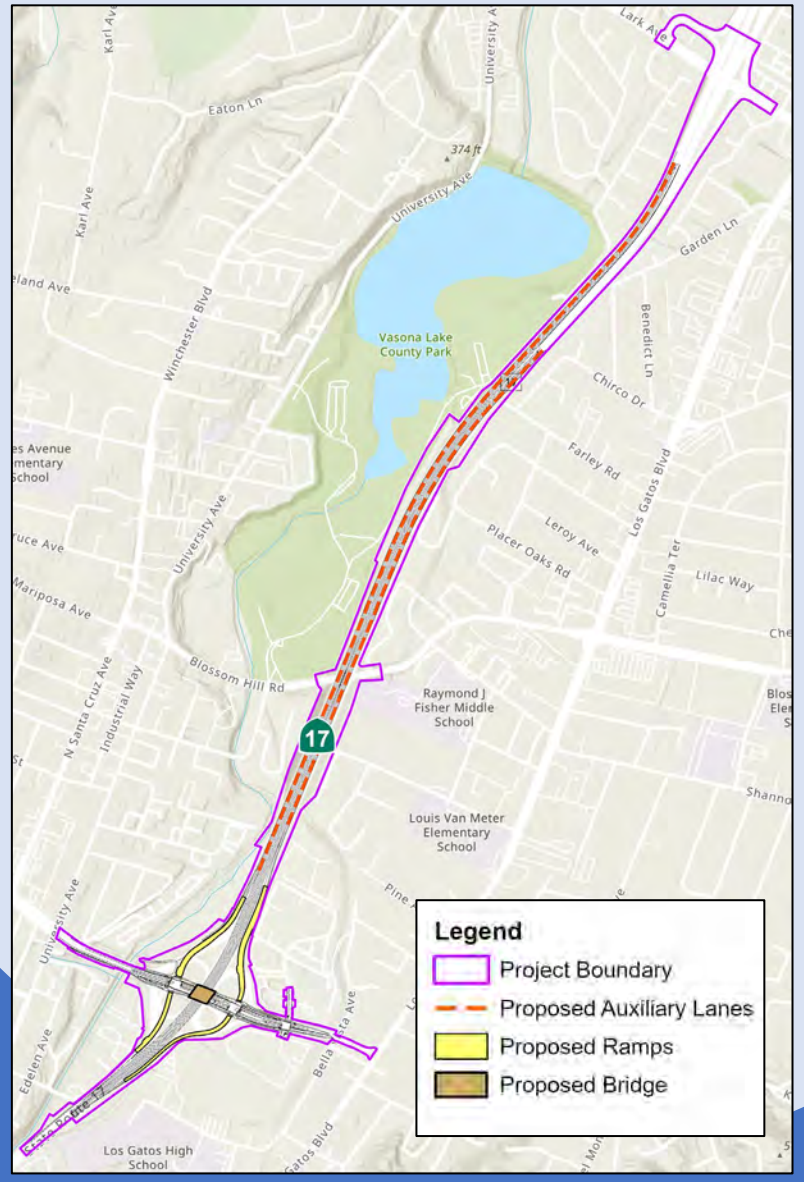
SR 9 at SR 17 Northbound Off-Ramp



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

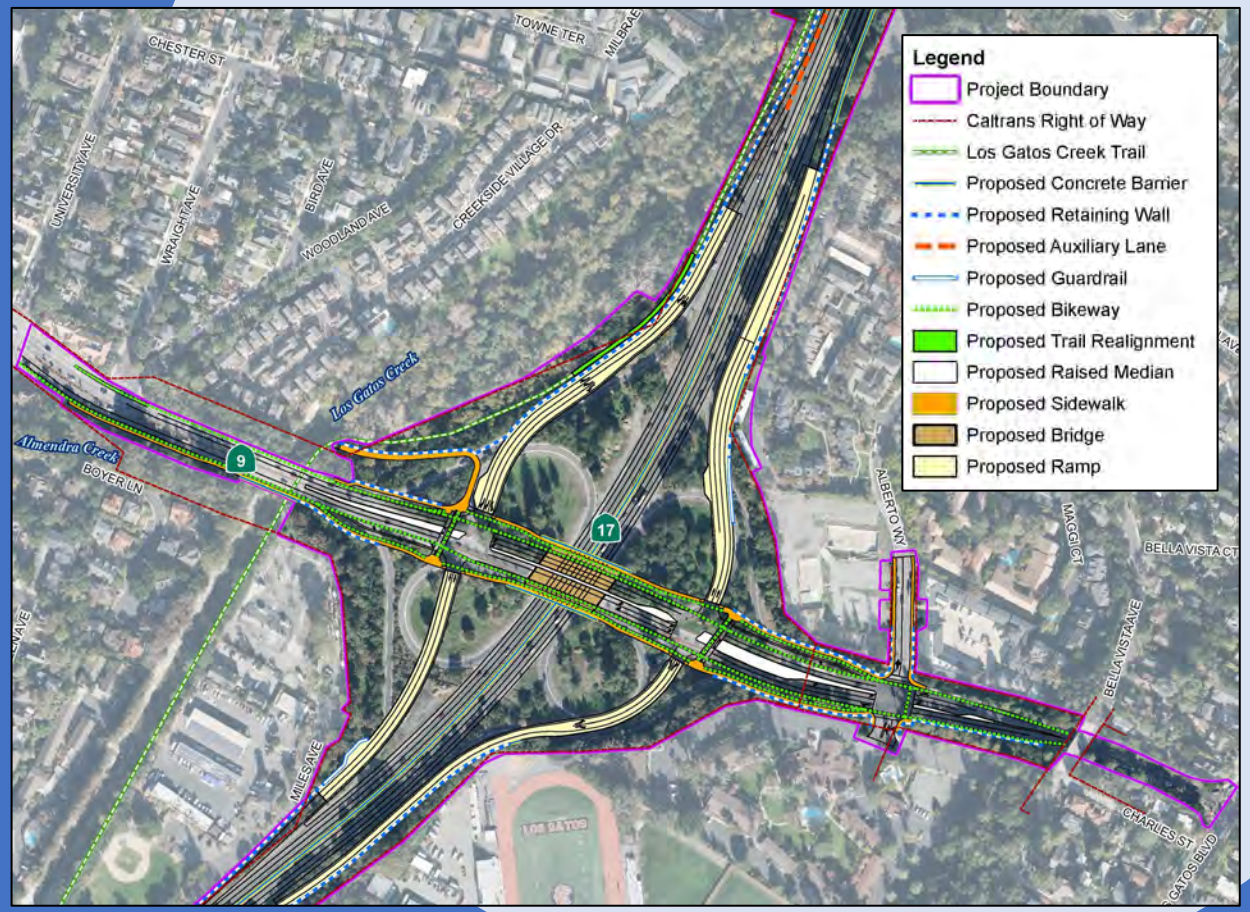


Project Boundary and Proposed Improvements

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?

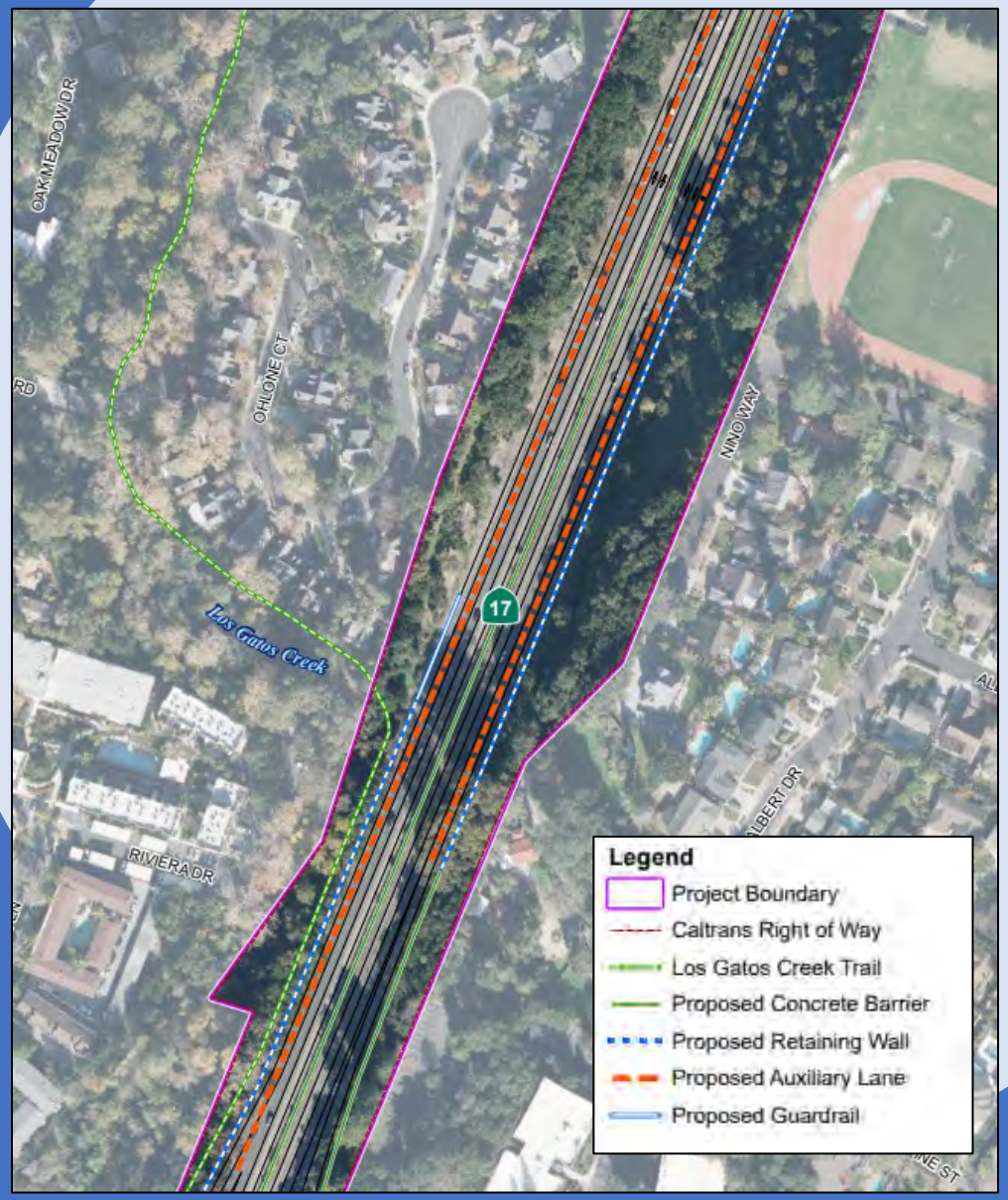
- No new bus and rail terminals and/or transfer points are affected

(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 $PM_{2.5}$ Interagency Consultation

The San Francisco Bay Area is designated as nonattainment for the 24-hour $PM_{2.5}$ standard. Beginning December 14, 2010, certain projects are required to engage in interagency consultation and complete $PM_{2.5}$ 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 $PM_{2.5}$ hot-spot analysis pursuant to Federal Conformity Regulations.

A project of air quality concern is defined in 40 CRF 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 PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The form is <u>not</u> 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 $PM_{2.5}$ 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 $PM_{2.5}$ 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)

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_{10} or $PM_{2.5}$ implementation plan as site of violation?

- No state implementation plan for $PM_{2.5}$ (due by December 2012)
- Therefore, not identified in plan as an area of potential violation
- Nearest PM_{10} or $PM_{2.5}$ 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.

Type of Project:
Intersection channelization projects

County	*Narrative Location/Route & Postmiles*
Contra Costa	**04-CC-680 PM 16.4** **Caltrans Projects – EA# 04-2Y110**

Lead Agency: Contra Costa County Public Works

Contact Person:	*Phone#*	*Fax#*	*Email*
Jeff Valeros	925-313-2031		Jeff.Valeros@pw.cccounty.us

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

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

Scheduled Date of Federal Action:

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

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

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	7/28/2022	4/28/2025	4/28/2025	4/6/2026
End	4/25/2025	1/16/2026	11/28/2025	11/27/2026

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

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

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.

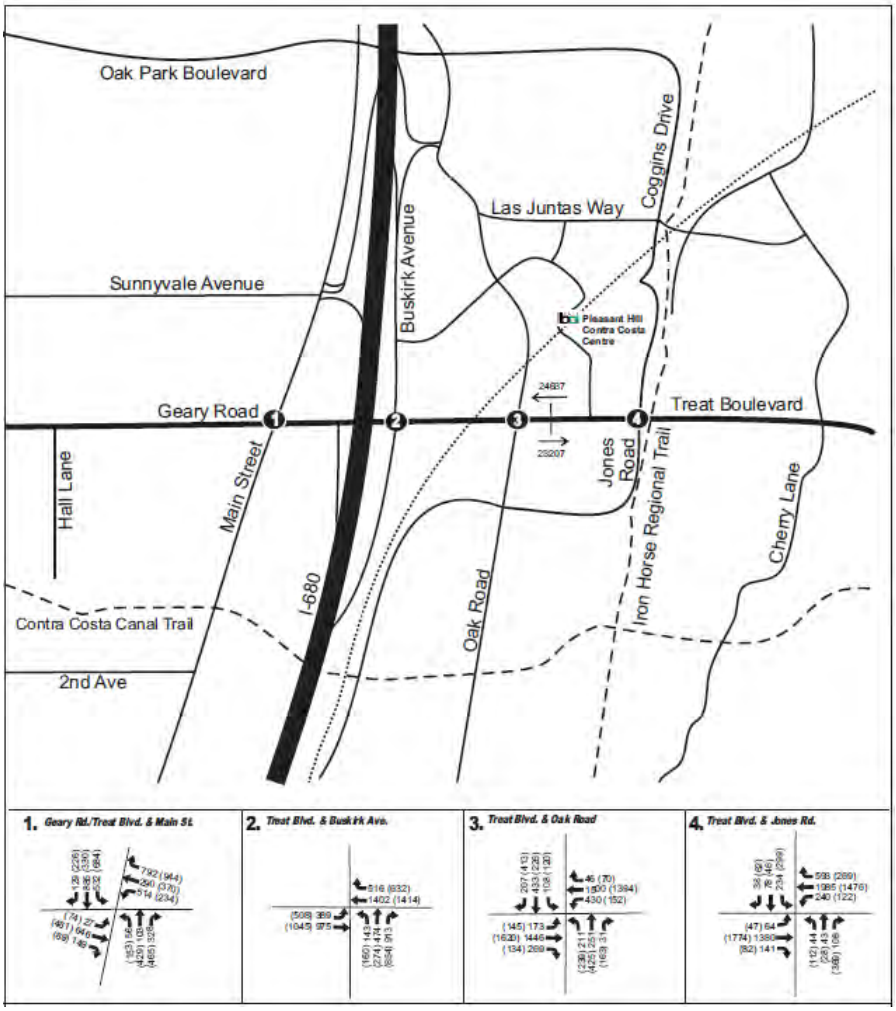
3- The project does not include a new bus or rail terminal or transfer point.

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%
Average	**2.03%**	**1.30%**	**1.05%**	**0.78%**

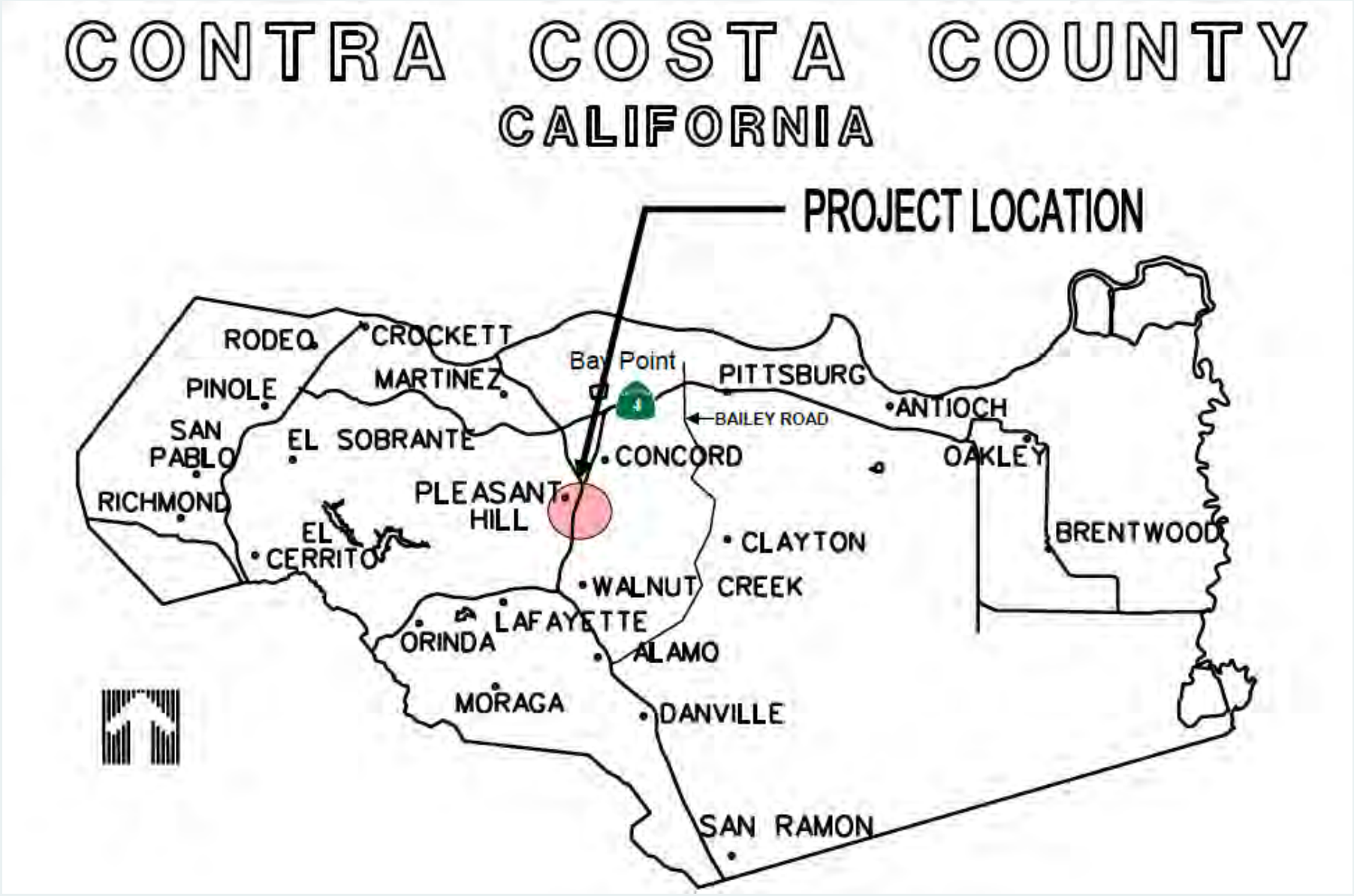


ADT – Treat Boulevard - 2026

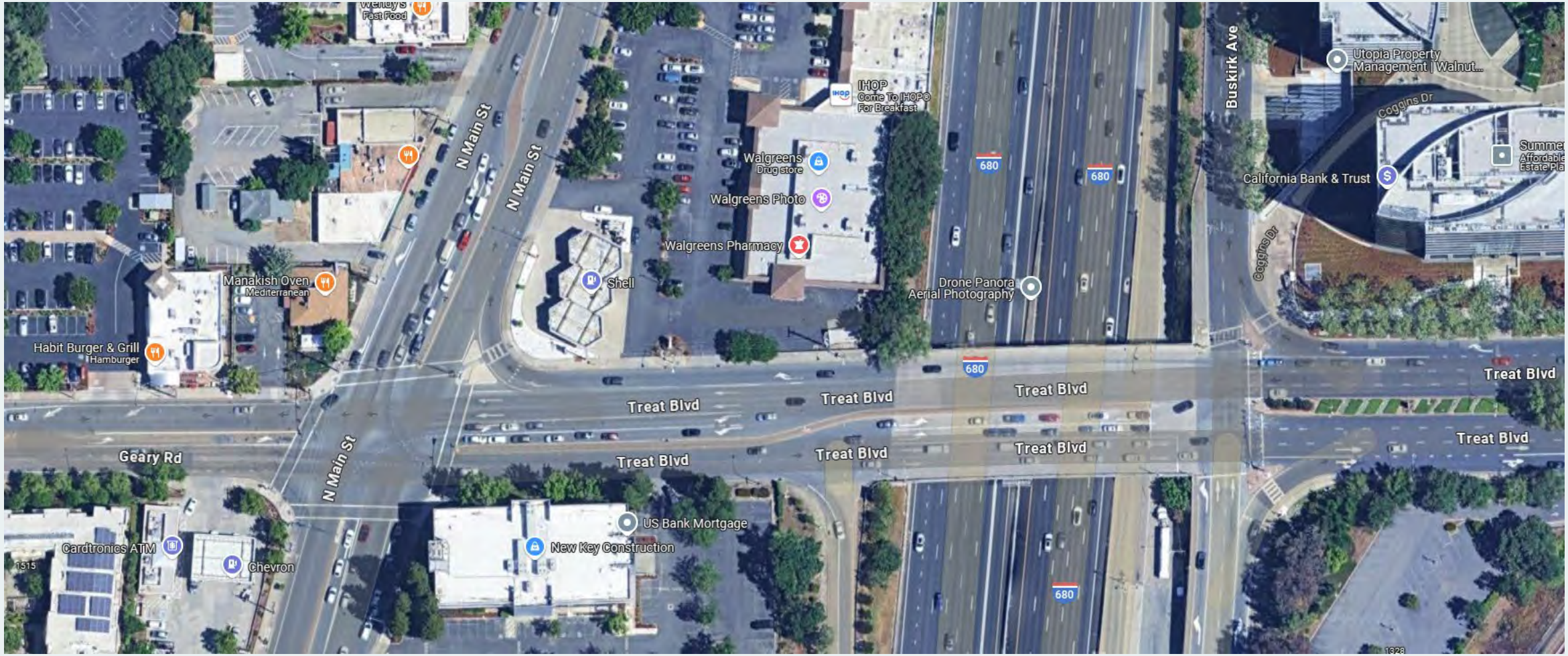
Treat Boulevard Corridor Improvements-

Air Quality Conformity Task Force Meeting

Project Location



Existing Conditions and Context

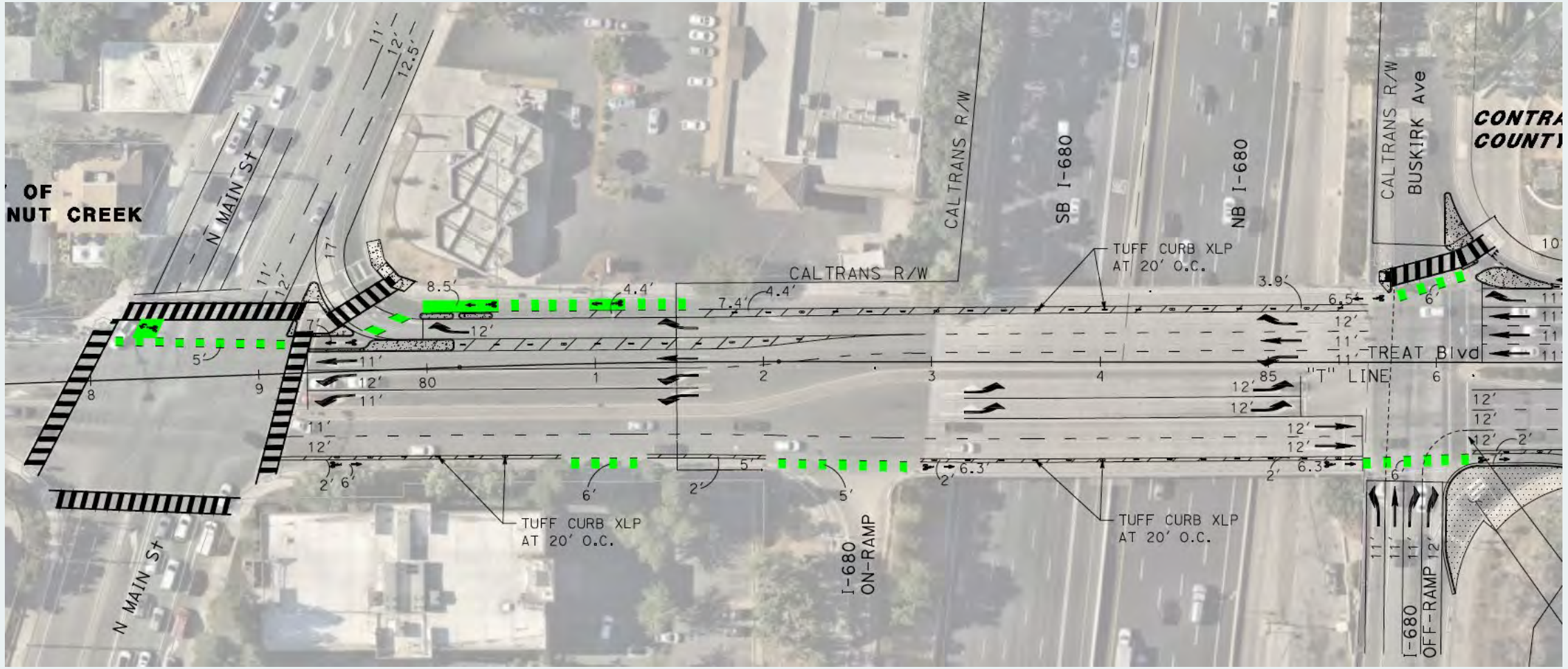


Existing Conditions and Context

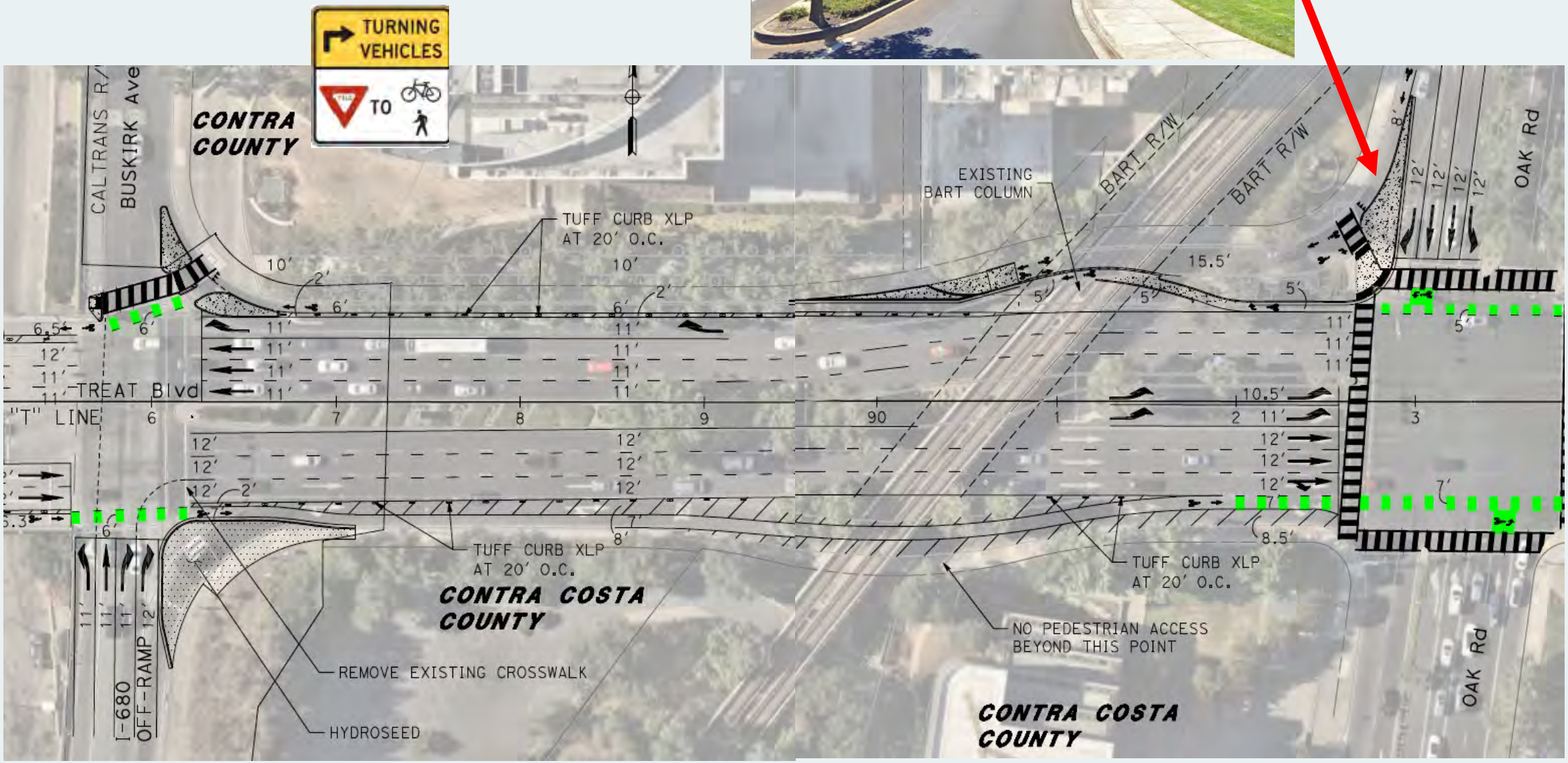
Existing Conditions and Context

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.

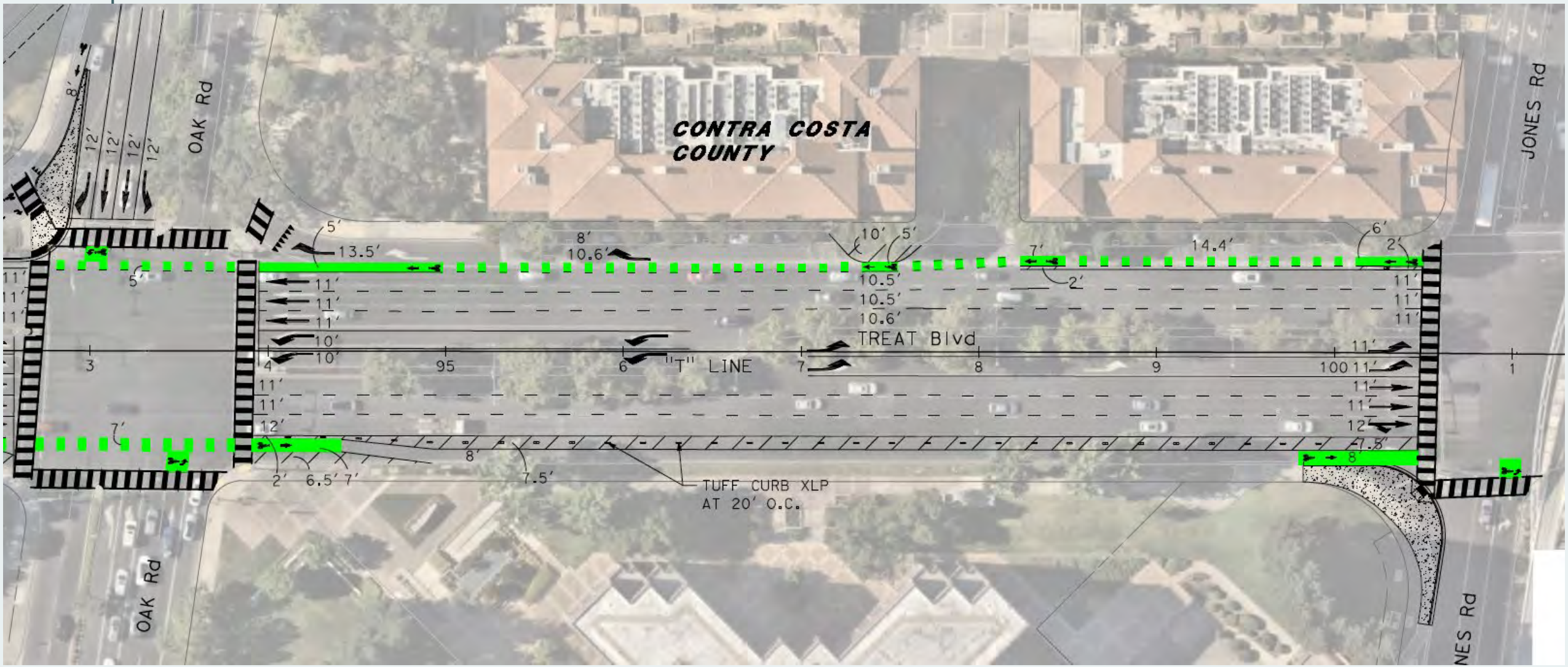
Proposed Project Improvements



Proposed Project Improvements



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

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%
Average	**2.03%**	**1.30%**	**1.05%**	**0.78%**

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.

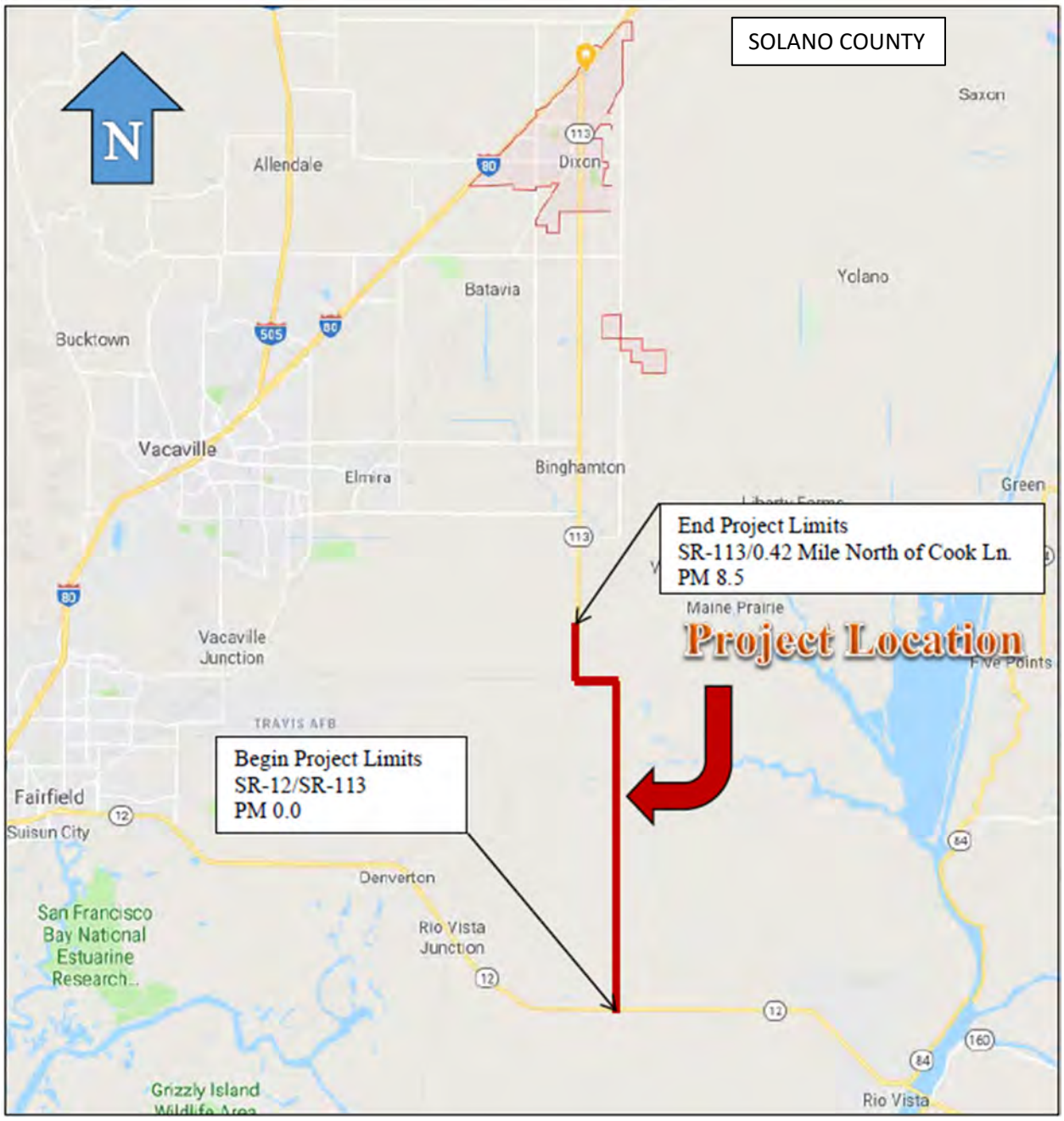
- Construction: Summer of 2026.

Thank you!

Questions?

ATTACHMENT A

Project Location



ATTACHMENT B

Layout Sheets

PROPOSED PAVEMENT

PROPOSED PAVEMENT WITH VERTICAL ELEVATION CORRECTION

PROPOSED EDGE OF PAVEMENT

EXISTING PAVEMENT LIMITS

PROPOSED TEMPORARY CONSTRUCTION EASEMENT (TCE)

RECONSTRUCT DRIVEWAY (COMMERCIAL)

RECONSTRUCT SIDEWALK

RECONSTRUCT DRIVEWAY (RESIDENTIAL)

RECONSTRUCT CURB RAMP

PROPOSED RIGHT OF WAY

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SOL	113	0.0/19.0	1	18

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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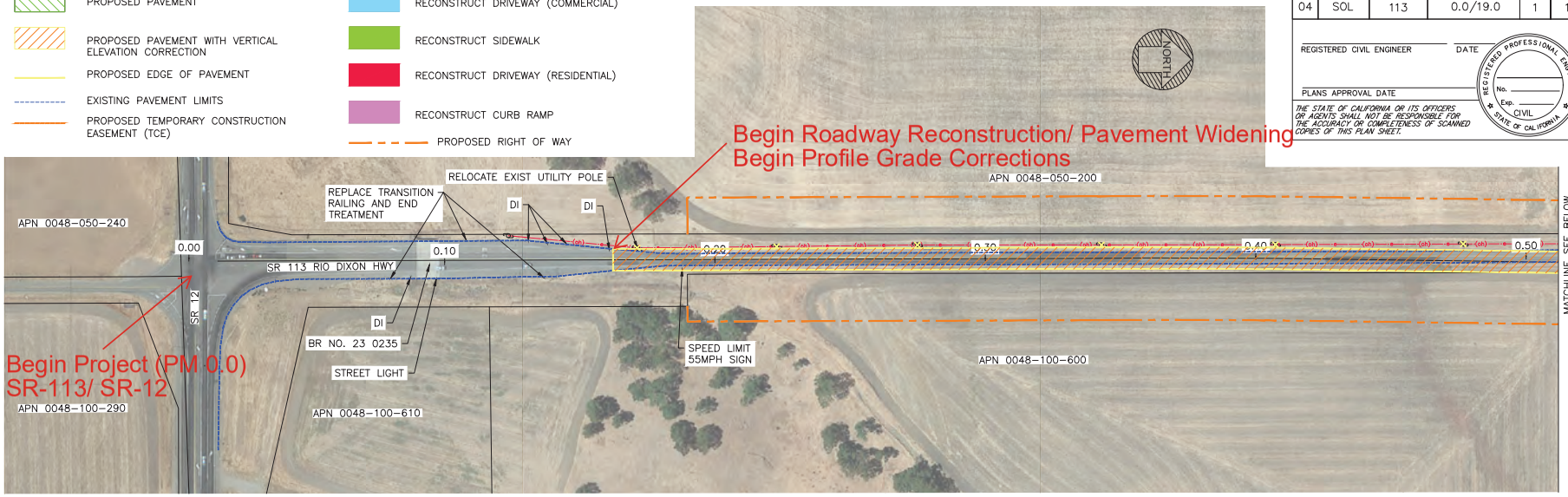

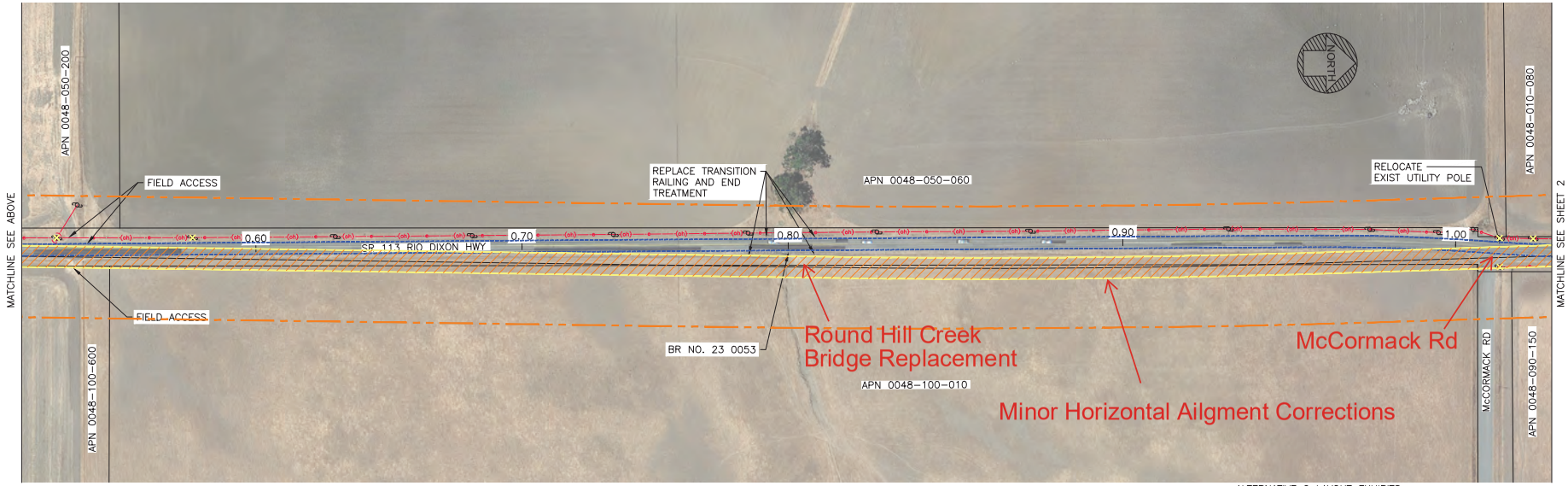

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AECOM
DATE: 1-10-2018

REVISED BY	DATE REVISED
V. DOCTOLERO	

CALCULATED-DESIGNED BY

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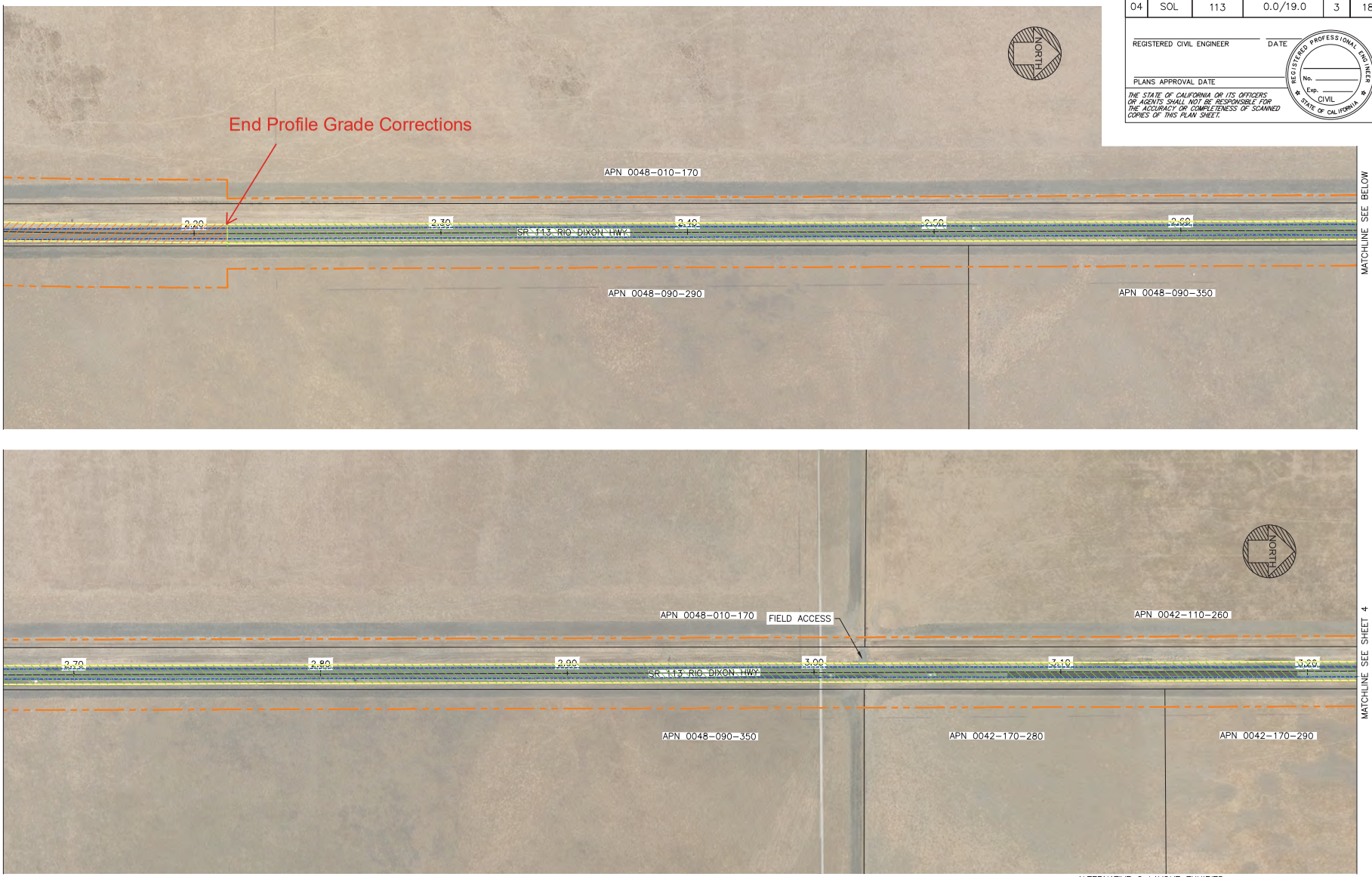

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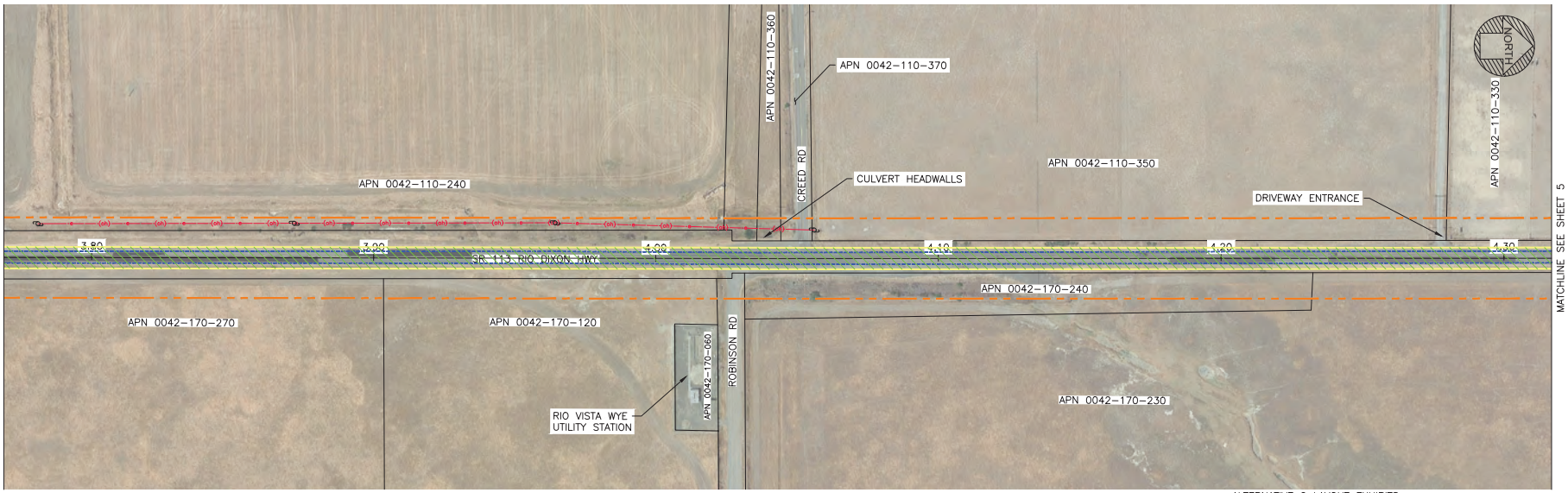

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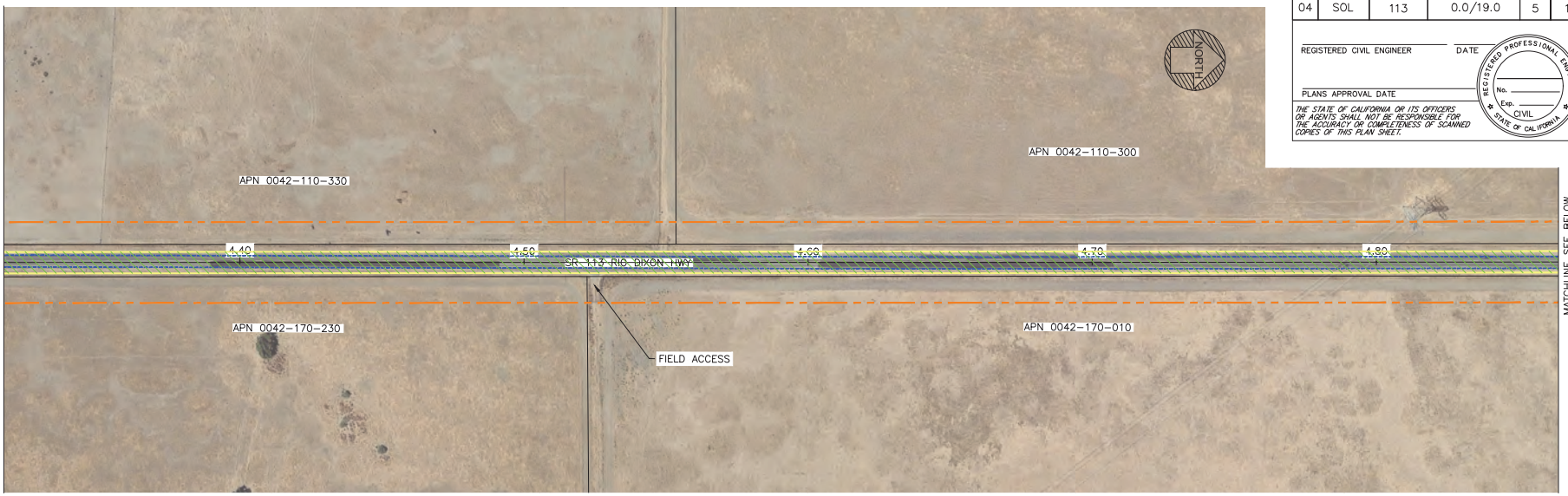

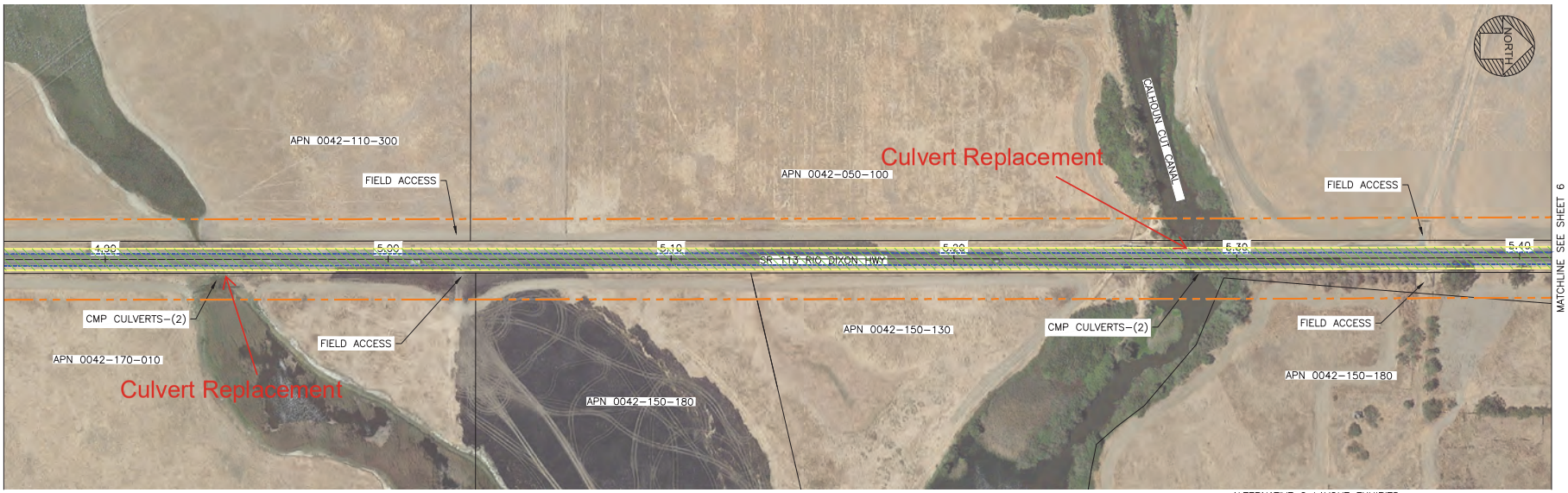

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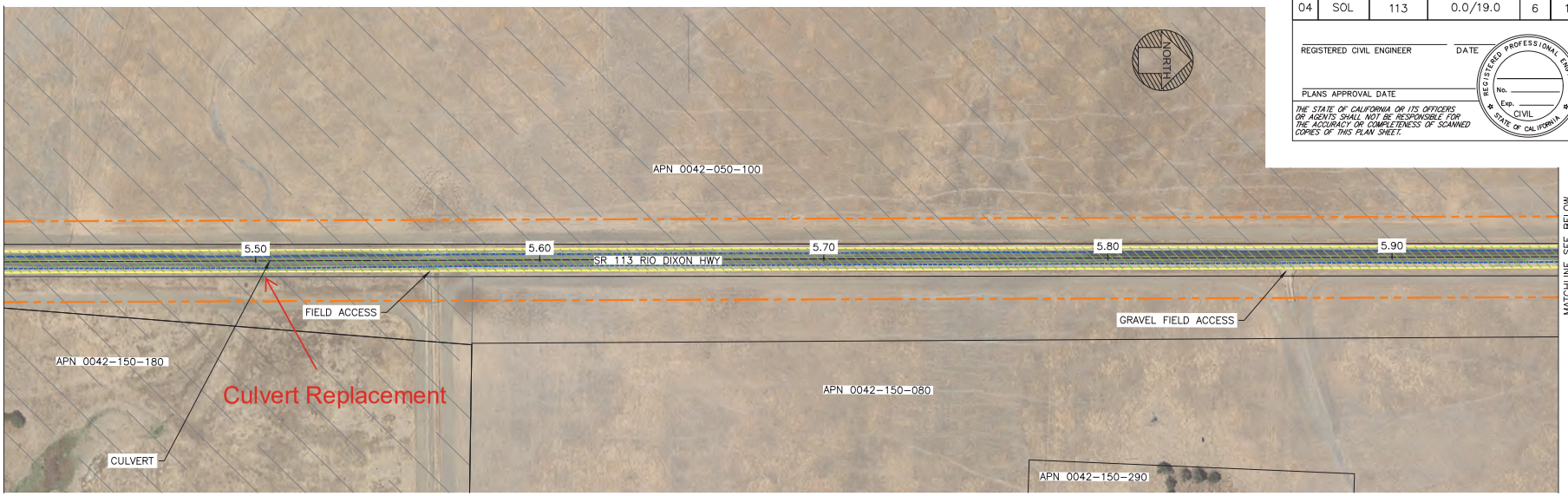

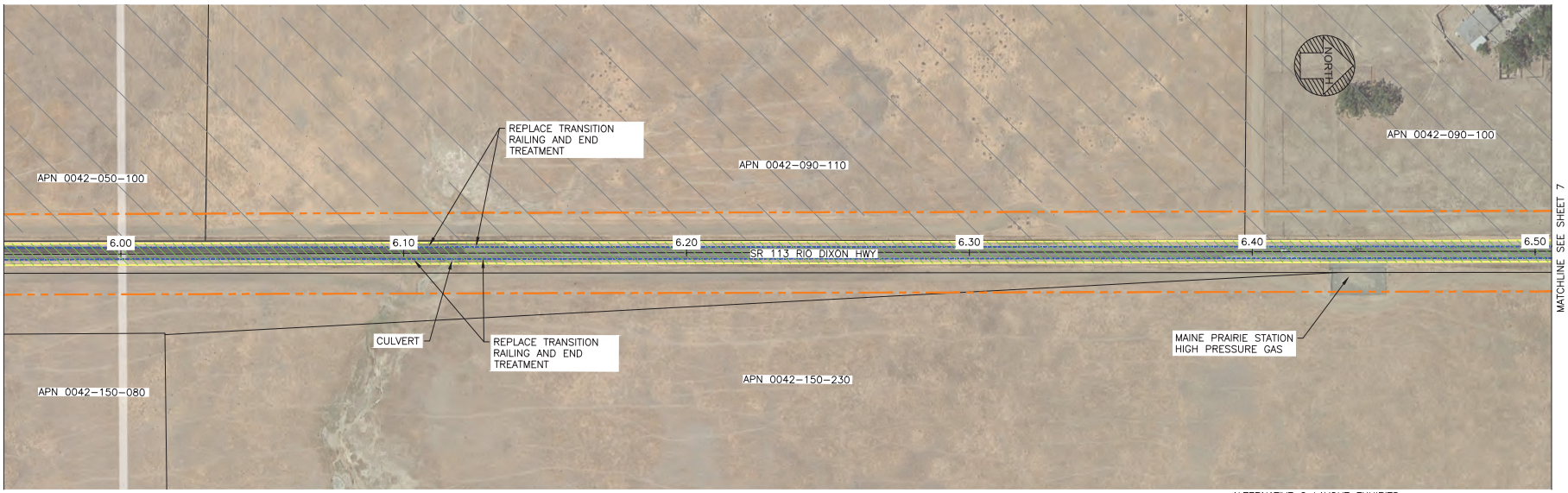

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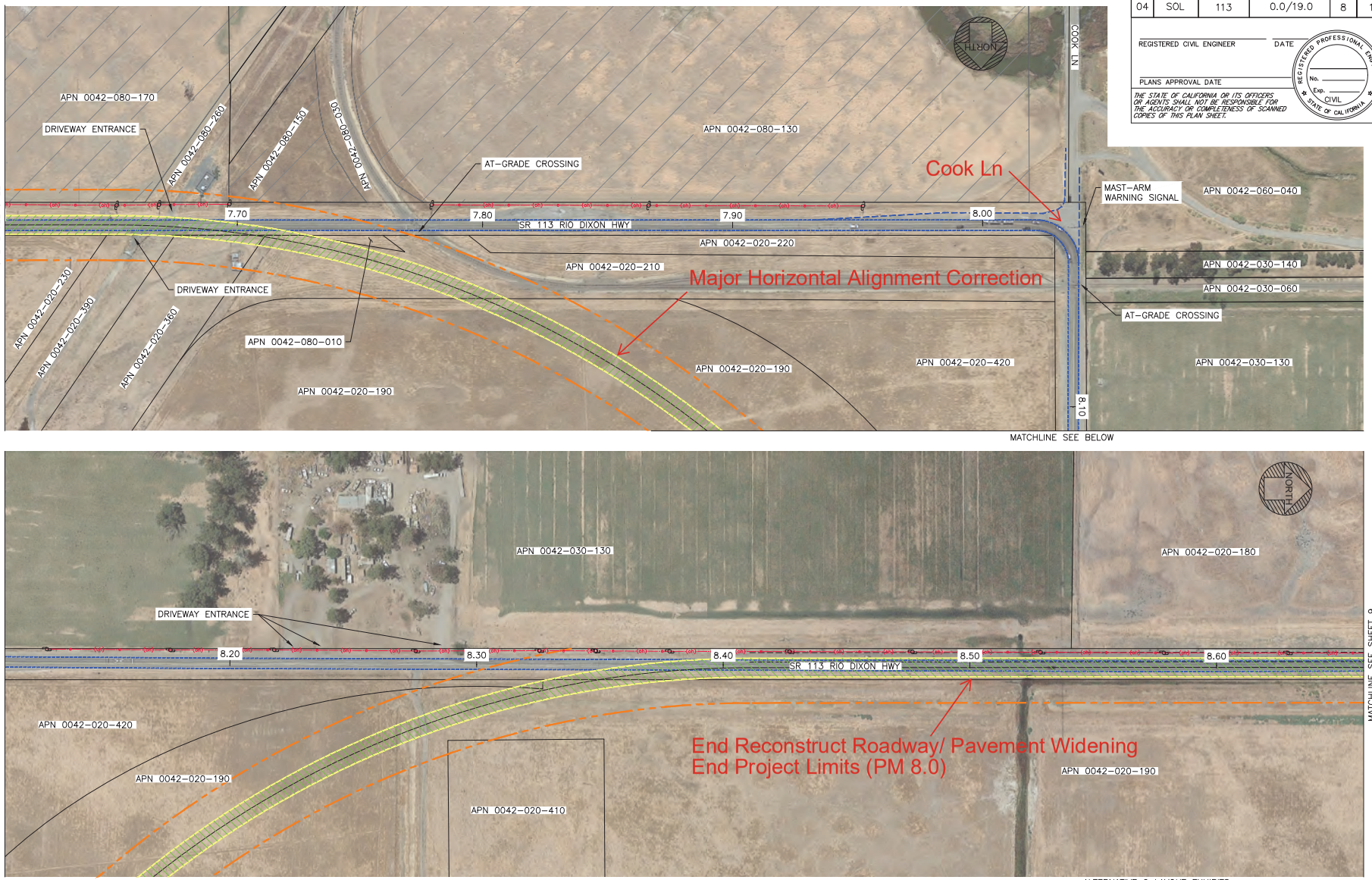

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SOL	113	0.0/19.0	8	18

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SON 113 / Roadway Rehabilitation 3R Project

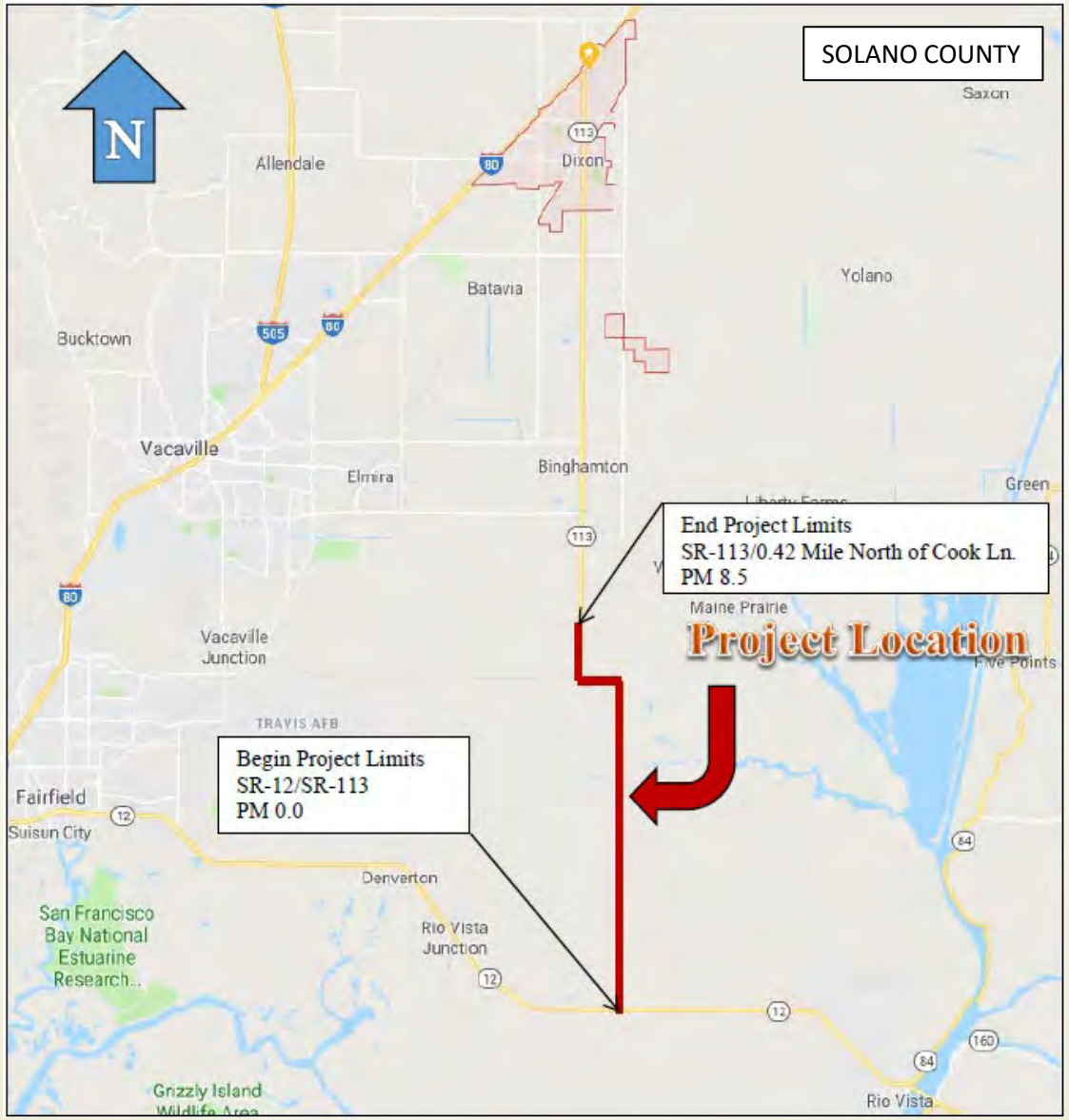
Air Quality Conformity Task Force Meeting on December 5, 2024

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.

Caltrans

PROJECT DESCRIPTION

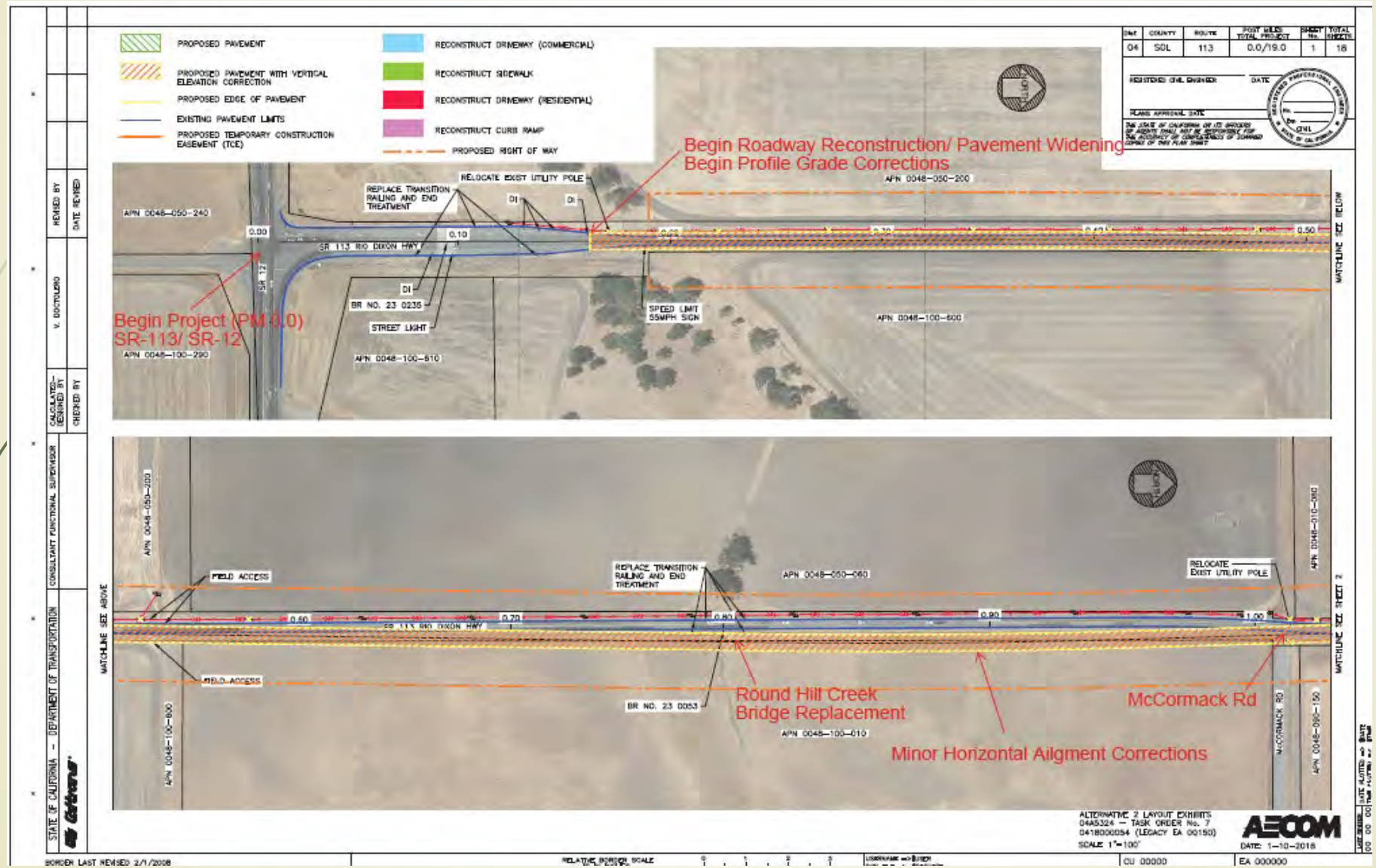
- The project proposes to Resurfacing, Restoration, and Rehabilitation (3R) pavement and replace culverts on State Route 113 (SR 113) from the intersection of SR-12/SR-113 (PM 0.0) to 0.42 mile north of Cook Lane (PM 8.5) in the City of Dixon in Solano County:

- **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

Caltrans

PROPOSED IMPROVEMENTS



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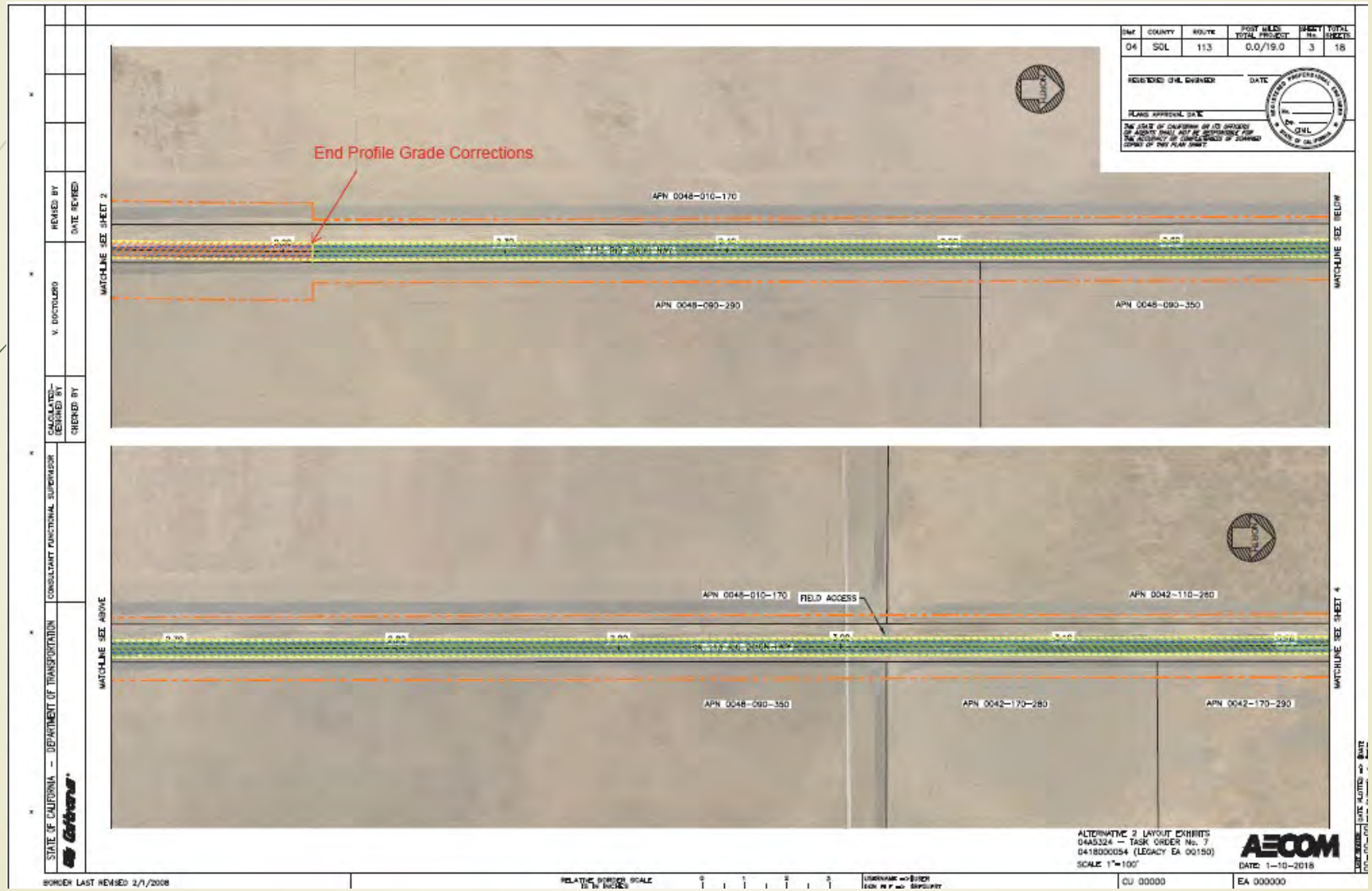
PROPOSED IMPROVEMENTS (continued...)



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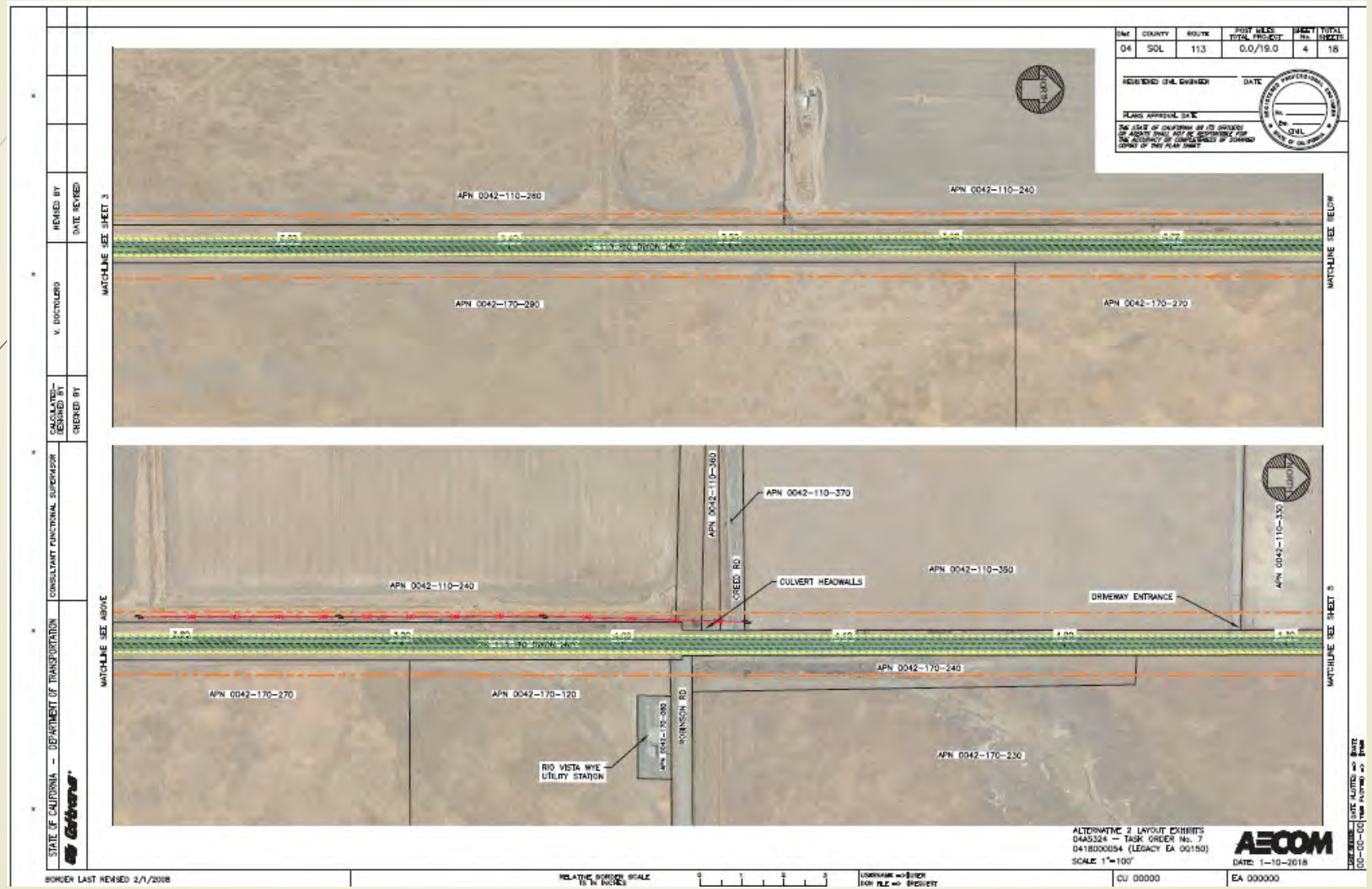

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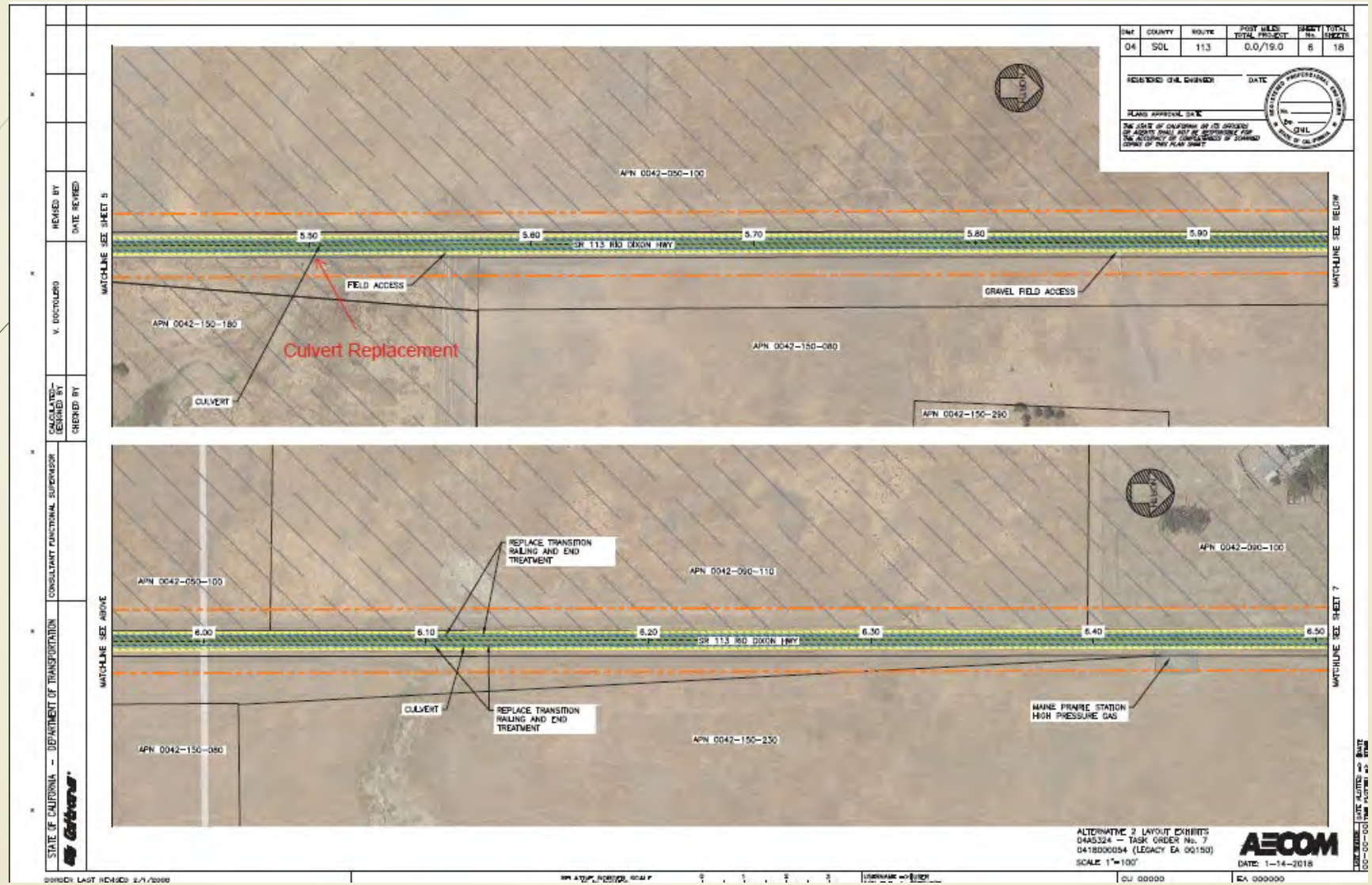

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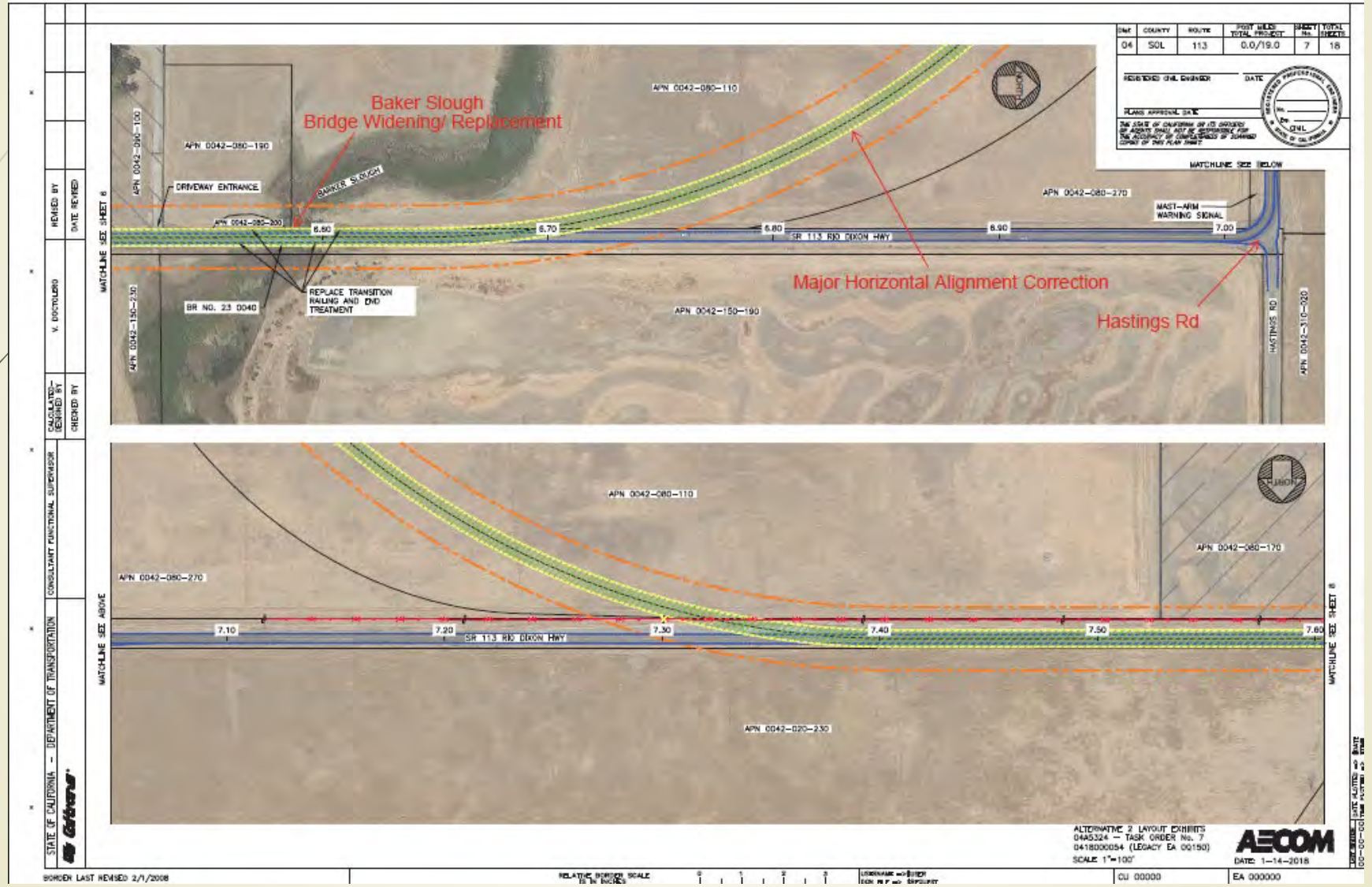

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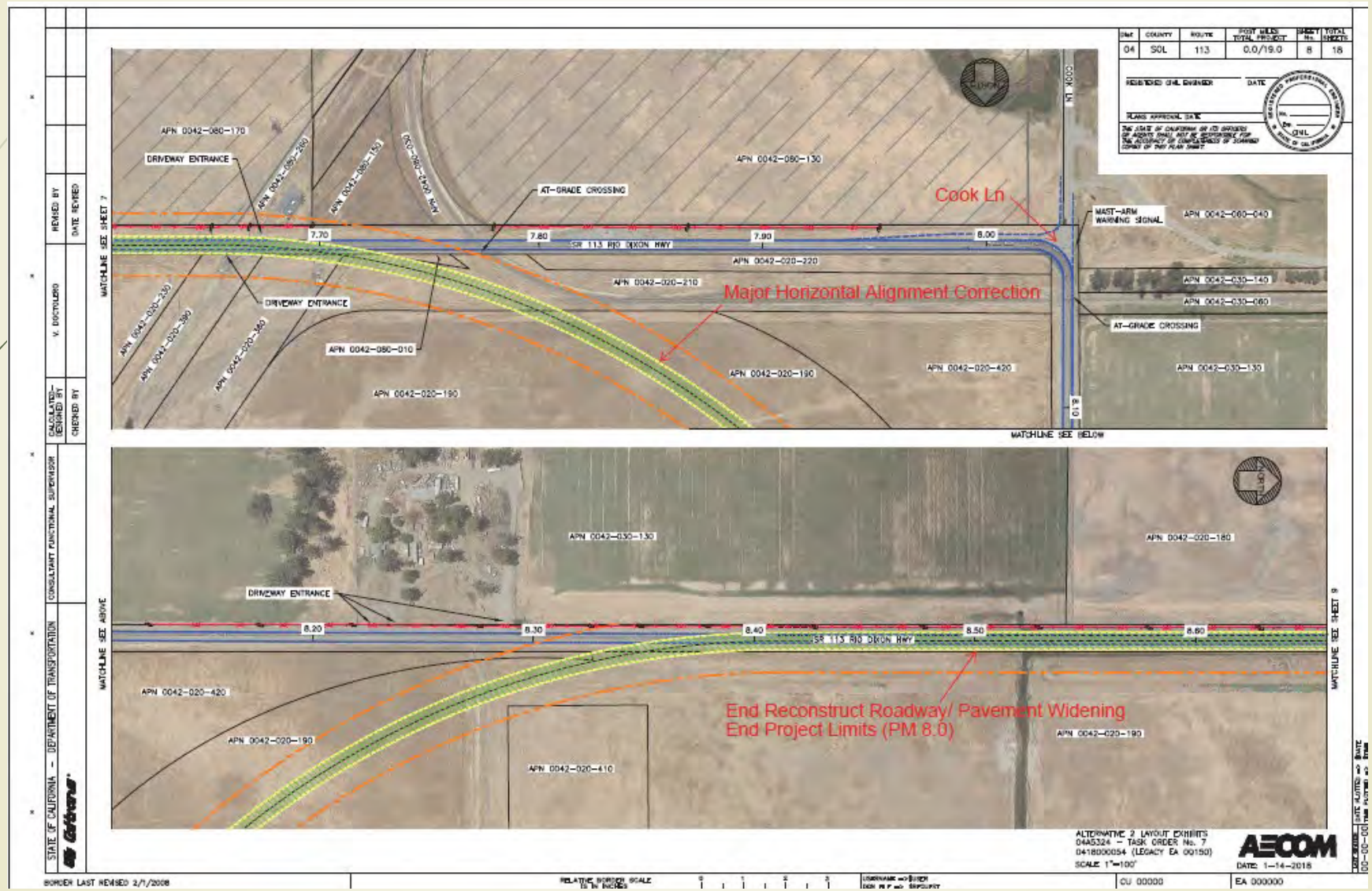

ACCIDENT DATA

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

Highway Intersection	Number of Accidents				Actual Accident Rates[1]			Average Accident Rates[1]		
SOL 113	Total	FAT	INJ	F+I	FAT	F+I	Total	FAT	F+I	Total
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
[1] # 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 Collison 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

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

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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?

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Application of Criteria for a Project of Air Quality Concern
Project Title: Yerba Buena Island Multi-Use Pathway and Transit Lane Project
Project Summary for Air Quality Conformity Task Force Meeting: 02/27/2025

Description

- Project will include the addition of a transit-only priority lane along a 0.6 miles portion of Treasure Island Road along the western portion of Yerba Buena Island
- Project will also include the addition of a approximately 1-mile Class I Multi-Use Pathway for bicyclists and pedestrians along Hillcrest and Treasure Island Road, connecting with the western terminus of the existing Bay Bridge East Span Bicycle and Pedestrian Path, and ending at the Macalla Road/Treasure Island Road intersection
- No change to I-80 mainline

Background

- NEPA process for Categorical Exclusion/Categorical Exemption (CE/CE) almost complete
- No comments received on air quality thus far
- Seeking air quality conformity determination on or before February 28, 2025
- Schedule based on deadline for STIP funding allocation

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

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

- Not applicable

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

- Not applicable

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

- As ridership demand to the East Bay increases to a level justifying fixed route service, service would be provided by AC Transit.
- By 2040, all AC Transit buses operating to and from the Islands would be emissions free through implementation of AC Transit's Zero Emission Program.

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

- Public bus service from San Francisco to Treasure Island is currently restricted to one route (Muni line 25) which travels between the San Francisco Salesforce Transit Center and Treasure Island via the Bay Bridge (66 bus arrivals on weekdays and 55 bus arrivals on weekends).
- Under the Build condition, existing bus service would utilize the transit-only lane along Treasure Island Road to reach westbound I-80.
- By 2040, increased service is anticipated to included more frequent Muni Route 25 bus service; an additional Muni route to downtown San Francisco; contracted on-demand bus service to Oakland Civic Center connecting to BART; and ferry service to the San Francisco Ferry Building. In addition, an on-Island shuttle will circulate within Treasure Island and Yerba Buena Island, collecting and distributing trips to/from the Treasure Island Intermodal Hub and serving internal circulation trips. The ferry service will utilize 149-passenger zero-emission vessels providing higher capacity for both passengers and bicycles. These services are expected to remain the same by 2050.
- By 2040 Muni buses operating to and from the Islands would be entirely emissions-free through implementation of SFMTA's Zero Emission Bus Rollout Plan.

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

- The project is not located in an area with a SIP for $PM_{2.5}$ or PM_{10} (https://www.epa.gov/state-and-local-transportation/conformity-adequacy-review-region-9#ca).

RTIP ID# *21-T08-060*

TIP ID# *SF-210001*

Air Quality Conformity Task Force Consideration Date
February 27, 2025

Project Description *San Francisco: On Yerba Buena Island along Hillcrest Road and Treasure Island Road: Build new multi-use path connecting the Bay Bridge East Span Bike Landing on YBI to the future Bay Bridge Skyway on West Span and to the intersection of Macalla and Treasure Island Roads; and a 0.6 mile long dedicated transit lane on Treasure Island Road from the intersection of Macalla and Treasure Island Roads to westbound I-80. The transit lane would be dedicated to transit and emergency vehicles-only , including the transit-only on-ramp (please refer to* ***Figure 1*** *and* ***Attachment A****).*

Type of Project: Multi Use Path and Transit Lane

County	*Narrative Location/Route & Postmiles: Hillcrest Road and Treasure Island Road on Yerba Buena Island, San Francisco County* **Caltrans Projects – EA#** N/A

Lead Agency: San Francisco County Transportation Authority

Contact Person	*Phone#*	*Fax#*	*Email*
Mike Tan	415-522-4826		Mike.tan@sfcta.org

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

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

Scheduled Date of Federal Action: TBD

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

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

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	Summer 2024	N/A	N/A	N/A
End	Spring 2025	N/A	N/A	N/A

Project Purpose and Need (Summary): *(please be brief)*
The purpose of the Yerba Buena Island Multi-Use Pathway and Transit Lane Project (proposed project) is to:

- Improve safety and connectivity for bicyclists and pedestrians and provide convenient access for residents and visitors between Treasure Island and Yerba Buena Island;
- Prioritize multimodal mobility and network connectivity in the area through a Class I multi-use path for people walking and biking;
- Allow for the construction of a transit-only priority lane to improve transit operations and provide more convenient access for residents and visitors between Treasure Island and Downtown San Francisco;
- Prioritize multimodal mobility and network connectivity in the area; and
- Support the ongoing and planned growth on the Islands.

The need for the proposed project is as follows:

- The proposed project is part of the Islands Redevelopment Project, which will introduce a substantial number of residences and visitors to the Islands, increasing the need to improve the efficiency of roadway travel including transit operations and active transportation facilities on the islands.
- The lack of bicycle facilities along the existing transportation corridor requires bicyclists to share road lanes with automobiles, increasing the likelihood of bicycle collisions.
- The lack of sidewalks along the existing transportation corridor does not allow pedestrians to walk along the roadway.
- There is currently limited bicycle and pedestrian facility connectivity available on Yerba Buena Island that provides access to Treasure Island and the existing Bay Bridge East Span Bicycle and Pedestrian Path.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
Existing facilities on Yerba Buena Island include US Coast Guard facilities, residences, historic buildings, open space, roads, and a portion of the Bay Bridge structure.

Under the Treasure Island/Yerba Buena Island Redevelopment Project it is expected by 2042, the Treasure Island neighborhood will add 8,000 new homes—27.2% reserved for below-market rate—housing more than 20,000 new residents, and development of Treasure Island will include approximately 140,000 square feet (sq ft) of new commercial and retail space, 100,000 sq ft of new office space, and 300 acres of parks and public open space. The transformation is already under way with over 1,000 new homes completed by early 2025 and 105 affordable units already occupied.

The Project would not generate new vehicle trips. The project would provide improved bicycle and pedestrian access and incentivize the use of transit over single occupant automobiles, by providing a travel time benefits for transit vehicles (see **Attachment B**).

Brief summary of assumptions and methodology used for conducting analysis
Information presented is based on the Treasure Island / Yerba Buena Island Redevelopment Project Final EIR (Section IV.E. Transportation). As described above, The Project would not generate new vehicle trips. The project would provide improved bicycle and pedestrian access and incentivize the use of transit over single occupant automobiles, by providing a travel time benefits for transit vehicles.

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

N/A

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
N/A

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
No Build (Opening Year): Public bus service from San Francisco to Treasure Island is currently restricted to one route (Muni line 25) which travels between the San Francisco Salesforce Transit Center and Treasure Island via the Bay Bridge (66 bus arrivals on weekdays and 55 bus arrivals on weekends). During the peak periods, the line has a run time of approximately 10 minutes from Treasure Island inbound towards the Transbay Terminal and a run time of approximately 8 minutes outbound from the Transbay Terminal to Treasure Island. The line spends approximately 15 minutes circulating on the Islands. Bicycle and pedestrian facility connectivity available on the Islands would remain limited.

Build (Opening Year): Under the Build condition, existing bus service would utilize the transit-only lane along Treasure Island Road to reach westbound I-80. This would result in approximately two (2) buses per hour during peak periods utilizing the transit-only lane. The multi-use path would not generate any vehicular traffic.

In the event these transit vehicles are diesel powered, the transit lane does not pass near any residential or air pollutant-sensitive land uses. The buses will pass in close proximity to 0.5 miles of the multi-use pathway. The multi-use pathway is an active pedestrian and bicycle facility. Given the low number of transit vehicle passbys per hour and that users of the path would be actively moving along the pathway, exposure would be very limited.

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
No Build (2050): Single-occupancy vehicle use would substantially increase commensurate with development on the Islands, and is anticipated to result in increased travel times for transit service inbound/outbound and circulating the Islands during peak periods.

Build (2050): Under the Build condition increased transit service to and from the Islands would occur as a result of the Islands redevelopment. This increased service is anticipated to included more frequent Muni Route 25 bus service; an additional Muni route to downtown San Francisco; contracted on-demand bus service to Oakland Civic Center connecting to BART; and ferry service to the San Francisco Ferry Building. In addition, an on-Island shuttle will circulate within Treasure Island and Yerba Buena Island, collecting and distributing trips to/from the Treasure Island Intermodal Hub and serving internal circulation trips. The ferry service will utilize 149-passenger zero-emission vessels providing higher capacity for both passengers and bicycles.

By 2040 Muni buses operating to and from the Islands would be entirely emissions-free through implementation of SFMTA's Zero Emission Bus Rollout Plan. As ridership demand to the East Bay increases to a level justifying fixed route service, service would be provided by AC Transit. By 2040, AC Transit also anticipates that all buses operating to and from the Islands would be emissions free through implementation of the AC Transit's Zero Emission Program.

By 2040 transit headways leaving the Islands for SF and/or Oakland are expected to be approximately every 10 minutes. This is expected to remain the same by 2050. This would result in approximately six (6) buses per hour utilizing the transit lane to access westbound I-80 or achieve some travel time savings when traveling to the East Bay.

As noted these buses by 2040 are expected to be zero emission vehicles.

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

Comments/Explanation/Details (please be brief)
No comments.

Figure 1: Proposed Improvements on Treasure Island Road and Hillcrest Road

Yerba Buena Island Multi-Use Pathway and Transit Lane Project Description

INTRODUCTION/PROJECT HISTORY

The Treasure Island/Yerba Buena Island (Islands) Redevelopment Project Final EIR's (FEIR) was certified in April 2011 and evaluated redevelopment projects that would convert approximately 367 acres on Treasure Island and approximately 94 acres on Yerba Buena Island from a former military base to a dense, mixed-use development with residential, commercial, cultural, hotel, recreational, and retail uses. The Islands Redevelopment Project included up to 8,000 residential units; up to 140,000 square feet (sq. ft.) of new commercial and retail space; up to 100,000 sq. ft. of new office space; hotel rooms; 300 acres of parks and public open space; bicycle, transit, and pedestrian facilities; a Ferry Terminal and intermodal Transit Hub; and new and/or upgrade public services and utilities. [1]

The FEIR Land Use Plan and Transportation Plan further encouraged the use of walking and bicycling as primary on-island travel modes, to allow residents, workers, and visitors to commute and meet daily needs without having to use private automobiles. The FEIR included a network of bicycle, pedestrian, and shared-use paths that would connect all of the Islands' major destinations. This included a multi-use path around the perimeter of Yerba Buena Island, and a dedicated bicycle path connecting Treasure Island to another 2.2-mile multi-use path on the eastern span of the San Francisco-Oakland Bay Bridge (Bay Bridge) on Yerba Buena Island.

The FEIR Land Use Chapter and Transportation Chapter further encouraged maximizing transit use to allow residents, workers, and visitors to commute and meet daily needs without having to use private automobiles. The FEIR proposed Mitigation Measure M-TR-24 which would entail providing a transit-only lane in order to minimize impacts to San Francisco Municipal Railway (Muni) bus operations on the Islands.

In July 2020 the San Francisco County Transportation Authority published a feasibility study for a new Yerba Buena Island Class I multi-use path, to meet the goal of increasing active transportation facilities as envisioned in the 2011 FEIR. [2] Furthermore the proposed Yerba Buena Island multi-use path will be a significant component for the future Bay Skyway project included in the Plan Bay Area 2050's "Build Complete Streets Network" strategy to promote walking and biking throughout the Bay Area. [3] The Yerba Buena Island Multi-Use Pathway would connect the existing Bay Bridge East Span Bicycle and Pedestrian Path to the Treasure Island Ferry Terminal which provides service to Downtown San Francisco.

The Treasure Island Development Authority (TIDA) is a joint sponsor of this Yerba Buena Island Multi-Use Path Project. The San Francisco County Transportation Authority (SFCTA) is the lead agency under the California Environmental Quality Act (CEQA). Because the project will utilize federal funding through the

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[1] Treasure Island Development Authority (TIDA). 2011. *Treasure Island/Yerba Buena Island Redevelopment Project Final Environmental Impact Report.* Available at https://wayback.archive-it.org/18901/20220625225341/https://sftreasureisland.org/ftp/2011%20FEIR/Volume%201%20-%20Chapters%20I-IV.H/01%20-%20Cover%20Vol%201%20Ch%20I-IV.H.pdf.

[2] Treasure Island Mobility Management Agency (TIMMA). 2020. *Yerba Buena Island Bicycle/Pedestrian Path Feasibility Study*. Available at https://www.sfcta.org/sites/default/files/2020-07/TIMMA_Committee_YBIMulti-usePathStudy_2020-07-21.pdf.

[3] Metropolitan Transportation Commission (MTC). 2022. *Bay Skyway*. Available at https://mtc.ca.gov/planning/transportation/bicycle-pedestrian-micromobility/bay-skyway.

Federal Highway Administration (FHWA) for implementation, Caltrans will be the lead agency for National Environmental Policy Act (NEPA) compliance purposes.

PURPOSE AND NEED

The purpose of the Yerba Buena Island Multi-Use Pathway and Transit Lane Project (proposed project) is to:

- Improve safety and connectivity for bicyclists and pedestrians and provide convenient access for residents and visitors between Treasure Island and Yerba Buena Island;
- Prioritize multimodal mobility and network connectivity in the area through a Class I multi-use path for people walking and riding;
- Allow for the construction of a transit-only priority lane to improve transit operations and provide more convenient access for residents and visitors between Treasure Island and Downtown San Francisco;
- Prioritize multimodal mobility and network connectivity in the area; and
- Support the ongoing and planned growth on the Islands.

The need for the proposed project is as follows:

- The proposed project is part of the Islands Redevelopment Project, which will introduce a substantial number of residences and visitors to the Islands, increasing the need to improve the efficiency of roadway travel including transit operations and active transportation facilities on the islands.
- The lack of bicycle facilities along the existing transportation corridor requires bicyclists to share road lanes with automobiles, increasing the likelihood of bicycle collisions.
- The lack of sidewalks along the existing transportation corridor does not allow pedestrians to walk along the roadway.
- There is currently limited bicycle and pedestrian facility connectivity available on Yerba Buena Island that provides access to Treasure Island and the existing Bay Bridge East Span Bicycle and Pedestrian Path.

EXISTING CONDITIONS

Yerba Buena Island is in San Francisco Bay, about halfway between the San Francisco mainland and Oakland (see **Figure 1** for regional location*).* Yerba Buena Island contains approximately 160 acres of land, with approximately 48 acres occupied by the U.S. Coast Guard Station and Sector Facility. The Bay Bridge provides direct access to Yerba Buena Island, which is linked to Treasure Island by a causeway. Yerba Buena Island is within the jurisdictional boundary of City and County of San Francisco.

Unlike Treasure Island, Yerba Buena Island is a natural island that features steep slopes and vegetated hillsides. The topography has limited the amount of development on Yerba Buena Island, so large portions currently remain undeveloped. Yerba Buena Island has been used by private parties and by the U.S. Army, Navy, and the U.S. Coast Guard since the 1840s. A public beach known as Clipper Cove Beach is located adjacent to Clipper Cove at the northeast side of Yerba Buena Island.

Existing facilities on Yerba Buena Island include US Coast Guard facilities, residences, historic buildings, open space, roads, and a portion of the Bay Bridge structure. Major arterials on Yerba Buena Island provide access to Treasure Island and to the Bay Bridge, and include Treasure Island Road, South Gate Road, Hillcrest Road,

and Macalla Road. There is currently a lack of dedicated pedestrian and bicycle facilities on the Island, with the only major active transportation facilities being located on the Bay Bridge. The discussion below includes descriptions of the major roads and transportation facilities in proximity to the proposed project footprint (see **Figure 1**).

Existing Transportation Network

Interstate 80 ("I-80") is a major multi-lane freeway that provides the only vehicular access to the Islands, via the Bay Bridge. I-80 extends to the East Bay and northeast towards Sacramento; to the west, I-80 terminates at the merge with Highway 101 in San Francisco. The Bay Bridge travels through a short tunnel on Yerba Buena Island. On- and off-ramps are provided to Yerba Buena Island, linking to Treasure Island. The east span of the Bay Bridge includes an existing Class I multi-use path (the Bay Bridge Trail), which begins at West Oakland and terminates at the Bay Bridge Trail Lookout on Yerba Buena Island, where Hillcrest Road merges with the I-80 eastbound on-ramp.

Treasure Island Road is a two-lane road extending between Treasure Island and the I-80/Bay Bridge on- and off-ramps on Yerba Buena Island. Treasure Island Road becomes Avenue of the Palms on Treasure Island and Hillcrest Road on southern parts of Yerba Buena Island. There are no existing pedestrian or bicycle facilities on the roadway. Treasure Island Road connects to the Bay Bridge westbound on-ramp and the eastbound off-ramp on the west side of Yerba Buena Island. Treasure Island Road also extends south of the Bay Bridge, where it becomes Hillcrest Road near the currently designated U.S. Coast Guard property on Yerba Buena Island. The Muni line 25 -Treasure Island runs on Treasure Island Road.

SURROUNDING PROJECTS

The proposed project would be located in areas where roadways have been or are being reconstructed as part of other projects to enhance access to and from I-80/Bay Bridge. At the completion of the following projects, vehicular traffic circulation along Hillcrest, Southgate, and Macalla Roads and a portion of Treasure Island Road from the westbound I-80 on-ramp to Hillcrest Road will be limited to one way, counter-clockwise traffic.

I-80 Westbound Ramps Project

I-80 is a major multi-lane freeway that provides the only vehicular access to Treasure Island and Yerba Buena Island. As part of the Yerba Buena Island Ramps Improvement Project, SFCTA and Caltrans replaced the existing westbound on- and off-ramp located on the eastern side of Yerba Buena Island, with a new westbound on- and off-ramp. The improvement project improves traffic safety, geometric design, and traffic operations of the ramps. The project also included converting the westbound I-80 on-ramp on the westside of the Island to Transit/Emergency vehicle access only. The Yerba Buena Island I-80 westbound ramps opened to traffic in October 2016.

Macalla Road Re-construction Project

The Macalla Road re-construction Project will reconfigure Macalla Road between the Bay Bridge westbound on- and off-ramps to Treasure Island Road. Phase 1 of construction would include two, 12-foot vehicular travel lanes (one lane in each direction) with a 6-foot bicycle and 6-foot pedestrian pathway on the southern side of the roadway. The two-directional vehicular travel lanes as part of Phase 1 of the Macalla Road Project will accommodate vehicles while Treasure Island Road is under construction as part of the West Side Bridges Project.

Macalla Road will be converted to one-way operations once the West Side Bridges Project has been completed, such that vehicles could only travel on Macalla Road from the Bay Bridge ramps to its terminus at the intersection with Treasure Island Road. The ultimate buildout of the project will include a single 11-

foot travel lane (one-way), with a non-continuous 6-foot bicycle pathway on the north side of Macalla Road extending from Treasure Island Road to the Caltrans right of way limit adjacent to the Yerba Buena Island Ramps Project (separated from the roadway by a 3 foot buffer), a continuous 6 foot bicycle pathway and a 6 foot pedestrian pathway on the south side of Macalla Road (separated from Macalla by a combination of a 4 foot buffer and a 3.5 foot combination of curb and park strip). Phase 1 of the improvement project opened in Spring 2023.

Southgate Road Realignment Project

The Southgate Road Realignment Project will provide improved mobility for pedestrians, bicyclists, and vehicles to and from the Bay Bridge to Yerba Buena Island and Treasure Island. The improvement project is part of a larger set of roadway improvements that were environmentally cleared as part of the Yerba Buena Island Ramps Improvement Project, certified in 2011, and subsequently through a NEPA/CEQA Revalidation that was approved in June 2019. The Southgate Interchange Improvement project involved construction of a new eastbound I-80 off-ramp, as well as improved access to the westbound I-80 on- and off-ramps (per Yerba Buena Island Ramps Improvement Project) via the reconfigured Southgate Road and Hillcrest Road. In addition, the improvement project provided access from the I-80 multi-use path on the eastern span of the Bay Bridge to Macalla Road. The improvement project opened to vehicular traffic in May 2023.

Yerba Buena Island West Side Bridges Retrofit Project

The Yerba Buena Island West Side Bridges Retrofit Project encompasses eight existing bridge structures on the west side of Yerba Buena Island, generally comprised of a viaduct along Treasure Island Road just north of the Bay Bridge. The Yerba Buena Island West Side Bridges Retrofit Project will bring the bridge structures up to current seismic safety standards. To accomplish this, one structure will be seismically retrofitted, and seven structures will be demolished and replaced with realigned roadway, an undercrossing structure, and six new retaining walls.

Construction started after completion of TIDA's Macalla Road Phase 1 reconstruction and after the Southgate Road Improvement Project opened to vehicular traffic to ensure traffic access is provided to and from Yerba Buena Island and Treasure Island. The bridges project started construction in Summer 2023, with completion targeted in 2026.

PROJECT DESCRIPTION

Multi-Use Path

The project proposes an approximately 1-mile Class I Multi-Use Pathway for bicyclists and pedestrians along Hillcrest and Treasure Island Road connecting with the western terminus of the existing Bay Bridge East Span Bicycle and Pedestrian Path, and ending at the Macalla Road/Treasure Island Road intersection (see **Figure 1)**. The Multi-Use Pathway would be between 12 feet and 16 feet in width (including a protective barrier). The proposed project would be entirely within existing public right-of-way. The majority of the project would be located within the existing paved roadway areas of Hillcrest and Treasure Island roads. Where the Multi-Use Pathway connects to the existing Bay Bridge East Span Bicycle and Pedestrian Path, the project would be located within transportation easements granted by the US Coast Guard. Landings will be constructed to meet accessibility requirements for pathway segments along inclines.

The multi-use path is split into four segments as described below.

Segment 1

Segment 1, would begin at the existing Bay Bridge East Span Bicycle and Pedestrian Path near the Bay Bridge Trail Lookout before traversing south. The multi-use path alignment for Segment 1 would then continue along Hillcrest Road, before reaching Segment 2 just east of Forest Road.

Along Segment 1, the proposed multi-use path would be approximately 16 feet wide before transitioning to Segment 2.

Segment 2

Segment 2, would continue south, on a downward slope along Hillcrest Road. The multi-use path alignment for Segment 2 would follow the road curving west and continuing to just past the I-80 Bay Bridge undercrossing.

Along Segment 2, the proposed multi-use path would be approximately 16 feet wide, narrowing to approximately 12 feet, before transitioning to Segment 3.

Segment 3

Segment 3, would continue along Treasure Island Road, following the existing roadway grades.

The multi-use path alignment would cut south, crossing over the I-80 Bay Bridge transit-only westbound on-ramp lane, before continuing back west. The at-grade multi-use crossing will include safety features in compliance with local and state standards.

Along Segment 3, the proposed multi-use path would be approximately 12 feet wide.

Segment 4

Segment 4 would continue along Treasure Island Road curving north following existing roadway grades. The multi-use path alignment would continue north following existing roadway grades before ending at the Treasure Island Road / Macalla Road intersection.

Along Segment 4, the proposed multi-use path would be approximately 16 feet wide.

Transit Lane

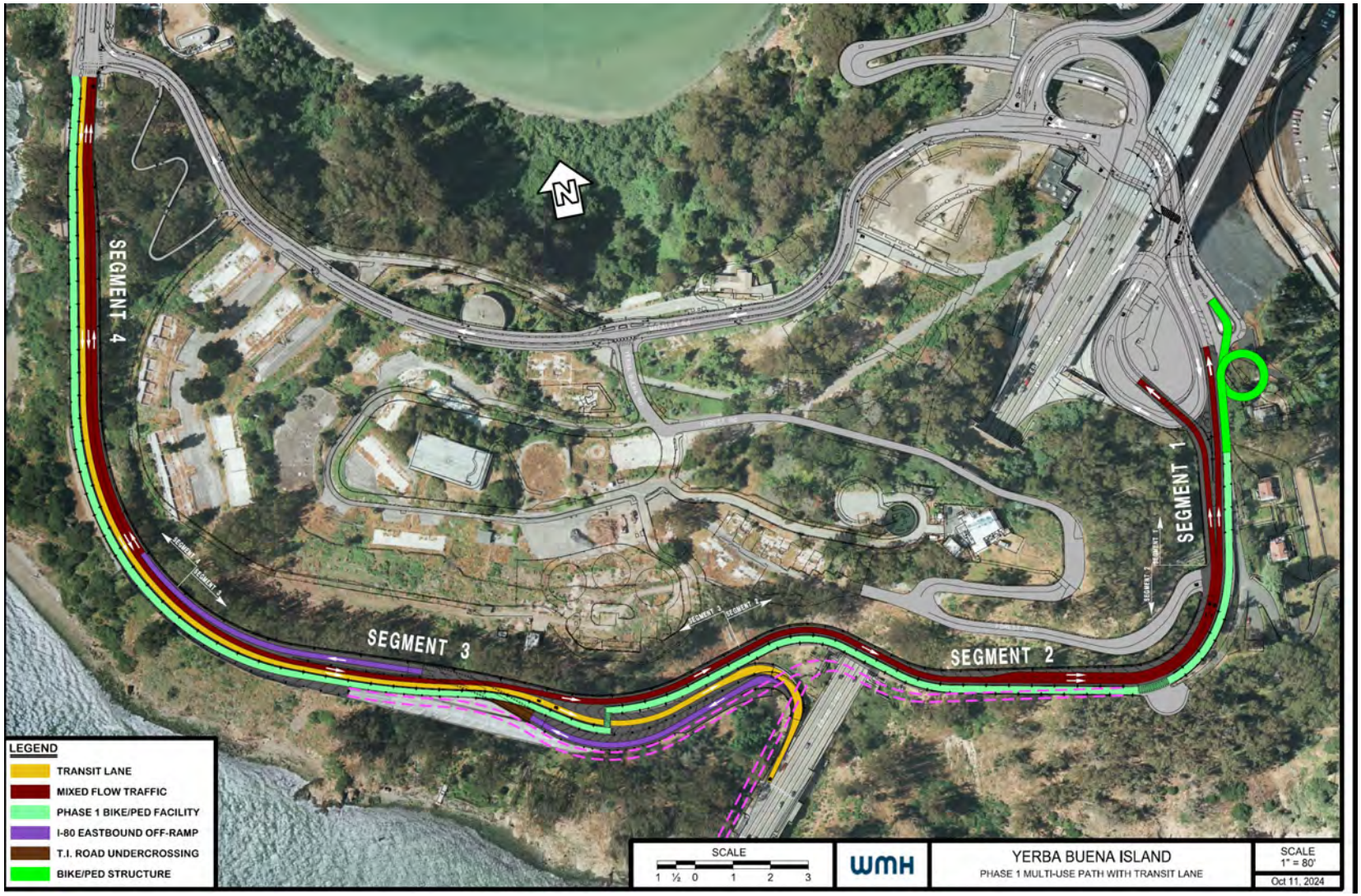
The project proposes adding a transit-only priority lane along a 0.6 miles portion of Treasure Island Road along the western portion of Yerba Buena Island (see **Figure 1** which depicts the project limits). The transit-only lane would connect to the existing westbound I-80 on-ramp (designated a Transit/Emergency Vehicle only on-ramp).

The existing roadway has two (2) general purpose travel lanes. The roadway would be widened in order to accommodate a 12-foot wide dedicated transit-only lane (bus lane). To provide the necessary roadway width to accommodate the transit lane and MUP, a 960-foot long retaining wall would be constructed on the uphill side of the roadway and a 350-foot retaining wall would be constructed on the waterside of the roadway. The proposed project would be entirely within existing public right-of-way.

CONSTRUCTION

Construction of the project will not require the demolition of any housing or businesses. Project construction activities would be subject to and done in compliance with all applicable local and state laws.

FIGURE 1


N
SEGMENT 4
SEGMENT 3
SEGMENT 2
SEGMENT 1
LEGEND
TRANSIT LANE
MIXED FLOW TRAFFIC
PHASE 1 BIKE/PED FACILITY
I-80 EASTBOUND OFF-RAMP
T.I. ROAD UNDERCROSSING
BIKE/PED STRUCTURE
SCALE
1 ½ 0 1 2 3
wmh
YERBA BUENA ISLAND
PHASE 1 MULTI-USE PATH WITH TRANSIT LANE
SCALE
1" = 80'
Oct 11, 2024

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Treasure Island Road Transit Lane

Treasure Island Road – Existing Condition & Transit Activity – November 20, 2024

Treasure Island Road is a two-lane street bi-directions arterial roadway extending between Treasure Island and the I-80/Bay Bridge on- and off -ramps on Yerba Buena Island. No existing pedestrian or bicycle facilities exist on the roadway. Treasure Island Road connects to the Bay Bridge westbound on-ramp and the eastbound off-ramp on the west side of Yerba Buena Island. Treasure Island Road also extends south of the Bay Bridge, where it becomes Hillcrest Road near the U.S. Coast Guard property on Yerba Buena Island. The Muni line 25-Treasure Island runs between the Saleforce Transbay Terminal and Treasure Island, accessing Treasure Island via Treasure Island Road.

Based on the Treasure Island / Yerba Buena Island Redevelopment Project Final EIR, the Muni line 25-Treasure Island provides 24-hour service between the Transbay Terminal and Treasure Island via the Bay Bridge using a 40-foot motor coach. On Treasure Island, the line operates on a loop on M Avenue, 13th Street, H Avenue and California Avenue. Scheduled service frequency is every 15 minutes during the morning, afternoon, and evening weekday peak periods and every 20 minutes during the weekend peak period; however, the actual run time for the line varies depending on congestion on the Bay Bridge. During the peak periods, the line has a run time of approximately 10 minutes from Treasure Island inbound towards the Transbay Terminal and a run time of approximately 8 minutes outbound from the Transbay Terminal to Treasure Island. The line spends approximately 15 minutes circulating on the Islands. Depending on the direction of travel (e.g., service to or from downtown San Francisco), the line is currently operating between 20 and 58 percent of capacity during the AM peak hour, and between 48 and 61 percent of capacity during the PM peak hour. During the Saturday peak hour, when scheduled service is every 20 minutes, the line operates between 46 and 70 percent of capacity. According to the most recent data available (collected by SFMTA between 2006 and 2007), peak one directional flow on the 25 is 145 passengers per hour headed off the Island during the 8:00 to 9:00am hour which results in a peak vehicle demand on Route 25 of four buses.

Treasure Island Road – Future Conditions with Project

Under the Treasure Island/Yerba Buena Island Redevelopment Project it is expected by 2042, the Treasure Island neighborhood will add 8,000 new homes—27.2% reserved for below-market rate—housing more than 20,000 new residents. The transformation is

already under way with over 1,000 new homes completed by early 2025 and 105 affordable units already occupied.

The Treasure Island/Yerba Buena Island (Islands) Redevelopment Project EIR (EIR), included a comprehensive mobility improvement program as part of the redevelopment project's Project Definition. The comprehensive mobility improvement program plays an integral role in reducing congestion on the Bay Bridge and downtown San Francisco by creating a circulation and transportation system that emphasizes transit-oriented development, discourages automobile use, and supports and promotes the use of public transportation and car-sharing, through a comprehensive transportation demand management program.

The roadway system on Yerba Buena Island would largely remain in its current configuration, with the exception of improved emergency vehicle access, bicycle and pedestrian circulation improvements, and modifications to serve the revised Bay Bridge ramp configurations. Macalla Road on Yerba Buena Island would be converted to one-way operations (downhill), such that vehicles could only travel on Macalla Road from the Bay Bridge ramps to its terminus at the intersection with Treasure Island Road. The other major streets on Yerba Buena Island, which include Treasure Island Road, Hillcrest Road, South Gate Road, and a small section of Macalla Road east of the new westbound ramps, would continue to provide two-way operations. As part of the Yerba Buena Islands Ramps Improvement Project, the westbound on-ramp to the Bay Bridge on the west side of Yerba Buena Islands will be dedicated for transit and emergency vehicle access only (see Attachment A).

Transit Lane Implementation and Impact on Traffic

Under Mitigation Measure M-TR-2: Expanded Transit Service, in the TI/YBI Redevelopment Project Final EIR, additional transit capacity shall be provided as a means to reduce vehicular travel to and from the Islands. The project sponsors shall work with WETA and SFMTA to develop and implement the Proposed Project's transit operating plan. Elements of the plan include, but are not limited to:

- Additional ferry service to reduce peak period headways from 50-minutes to as much as15-minute headways during the AM and PM peak periods.
- Increased frequency on the Muni line 25-Treasure Island service to reduce peak period headways from 15 minutes to as low as 7-minute headways in the AM peak period and as low as 5 minutes in the PM peak period.
- New bus service to another location in San Francisco (e.g., to the San Francisco Civic Center area) with frequencies as low as 12-minutes during the AM and PM peak periods. Service shall be provided between approximately 5 AM and 10 PM.

The additional transit capacity (in terms of increased frequencies) and transit accessibility (due to a new line) to San Francisco has been designed to reduce transit travel times and would make transit use a more attractive travel mode. The enhanced transit service has been designed to increase the transit mode share (including bus and ferry) from 27 to 44 percent during the AM peak hour, and from 25 to 40 percent during the PM peak hour. Correspondingly, the number of peak hour project-generated vehicle trips would decrease from 1,613 vehicles to 1,228 vehicles during the AM peak hour (a decrease in the number of vehicles of about 24 percent), and from 2,462 vehicles to 1,983 vehicles during the PM peak hour (a decrease in the number of vehicles of about 20 percent). During the Saturday peak hour, the transit mode share would increase from 16 percent to 26 percent, and the number of peak hour vehicles would decrease from 2,861 vehicles to 2,437 vehicles per hour (a decrease in the number of vehicles of about 15 percent). In keeping with the Island development's goals of environmental sustainability, all buses are planned to be diesel electric-hybrid coaches, using the same technology as in Muni's newest buses.

The Final EIR transportation analysis also identified that vehicle queues on the Bay Bridge on-ramp approaches from Yerba Buena Island would extend along Treasure Island Road potentially blocking bus circulation from Treasure Island toward the Bay Bridge, causing delays to bus service. Queues from the WB on-ramp would extend as far as approximately ½-mile from the on-ramp during weekday peak hours, resulting in delays of approximately two minutes per vehicle. During the Saturday peak hour, queues would extend just over 2/3 mile, with delays of approximately three minutes per vehicle. This was considered a significant impact to Muni operations triggering the requirement of ***Mitigation Measure M-TR-24: Provide Transit Only Lane between First Street on Treasure Island and the transit and emergency vehicle-only westbound Bay Bridge on-ramp.***

The conversion of the westbound on-ramp to the Bay Bridge on the westside of Yerba Buena Island was included as part of the Build Alternatives for the Yerba Buena Islands Ramps Improvement Project (EA-04- 3A640K). As such, the conversion of this ramp to transit and emergency vehicle-only use was previously analyzed as part of the traffic, transportation/pedestrian and bicycle facilities analysis in that Final EIR/EIS in 2011 (see Section 3.6). The TI/YBI Redevelopment Project Final EIR transportation analysis also assumed the westbound on-ramp to the Bay Bridge on the westside of Yerba Buena Island would be converted to transit and emergency vehicle-only use as part of the Ramps Project (see page IV.E.64).

Implementation of Mitigation Measure M-TR-24 would only be triggered if the extent of actual vehicle queuing impacts the Muni line 25-Treasure Island on Treasure Island Road and creates delays for Muni buses accessing the westbound transit-only on-ramp. As such,

throughout the life of the project, the TITMA, in consultation with SFMTA and using SFMTA's methodology, shall monitor the length and duration of potential queues on Treasure Island Road and the associated delays to Muni service. If the queues between First Street and the westbound on-ramp on the west side of Yerba Buena Island result in an operational delay to Muni service equal to or greater than the prevailing headway during the AM, PM or Saturday peak periods, SFMTA, in consultation with TITMA, shall implement a southbound transit-only lane between First Street on Treasure Island and the transit and emergency vehicle-only westbound Bay Bridge on-ramp[1]. The implementation of a transit-only lane would be triggered if impacts are observed over the course of six months at least 50 percent of the time during the AM, PM, or Saturday peak periods.

Implementation of Mitigation Measure M-TR-24 to provide a transit and emergency vehicle-only lane between First Street on Treasure Island and the transit-only/emergency vehicle-only westbound Bay Bridge on-ramp would allow Muni vehicles to bypass vehicle queues that may occur and therefore, the impact to Muni operations would be reduced to a less-than-significant level. Private automobiles and other vehicles would not be allowed to use this lane or on-ramp and would instead be directed to use the westbound on-ramp on the east side of Yerba Buena Island. This would ensure a dedicated access route to the bridge for the buses and transit vehicles at all times of the day.

Implementation of the transit and emergency vehicle-only lane on Treasure Island Road has been accounted for in the design of the Westside Bridges project. However, inclusion of the multi-use path (MUP) through Segments 3 and 4 was not envisioned in the design. As a result, in order to accommodate both the MUP and transit-only lane in Segments 3 and 4, minor widening of the road is required to provide a transit-only lane of between 10-12 feet in width and a MUP of 12-16 feet in width. In addition, a retaining wall of approximately 960 feet in length and a maximum of 24 feet in height would be needed on the uphill side of the road and a waterside retaining wall of approximately 350 feet long and a maximum height of 12 feet would be needed. All widening and work would occur within existing public agency-owned rights-of-way.

At full build-out, the peak demand would be five buses on the line 25-Transbay Terminal service and four buses on the new service to a new location (Civic Center service)[2]. Hence, implementation of the Transit-only lane would allow up to nine (9) buses during peak hours to bypass congestion on Treasure Island Road.

[1] A transit-only lane is already striped on Treasure Island from First Street to the Macalla Road intersection.
[2] Treasure Island Transportation Implementation Plan, June 28, 2011, p 85

Attachment A – Excerpts from

1. Yerba Buena Island Ramps EIR/EIS Transportation Analysis – Chapter 3.6
2. Treasure Island / Yerba Buena Island Redevelopment Project Final EIR, pages IV.E.63 and IV.E.64

40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Additional Description	Project Type under 40 CFR 93.126
ALA	ALA210029	Emeryville	40th Street Transit and Multi-Modal Enhancements	Emeryville : On 40th Street and Shellmound Street between Christie Avenue and Adeline Street : Enhance and construct transit-only lanes, transit islands, transit hub, pedestrian enhancements, and a two-way class IV bike path.	Emeryville: Part 1 Project Limits - On 40th Street between IKEA Entrance signal and Adeline Street: Implement multi-modal improvements. Part 2 Project Limits - On Shellmound Street between IKEA Entrance signal and Christie Avenue: Implement multi-modal improvements. The multi-modal concept design for 40th Street and Shellmound Street in Emeryville includes the following design features for the length of the corridor: 1. A 10-12 ft wide, two-way separated (Class IV) bikeway is integrated into the design of the street on the north-side of 40th Street and west-side of Shellmound Street. The bikeway is typically at roadway grade, separated from the adjacent bus-only lane by a 4-ft wide raised side median. The bikeway is raised to sidewalk level through the bus hub areas. 2. Transit-only Lanes. Near intersections, buses will share the dedicated lane with right-turning vehicles. 3. Multimodal Intersection Improvements. Increase pedestrian and bicycle safety/comfort using the following: enhanced crosswalks striping of advance stop bars curb extensions on cross-streets phasing bike signal heads a protected intersection approach for cyclists (where feasible) bike boxes and green-backed sharrows and striping of dashed green pavement markings where two-way separated bikeway crosses through intersections and driveways. 4. Transit Stop Locations and improvements. Project will reduce underutilized transit stops to further improve the overall travel time for buses. All other bus stops are proposed to remain at their current near or far-side locations. Typical improvements on the north-side are 9 ft wide, 120 ft long transit passenger (bus boarding) areas. Typical improvements on the south-side of 40th Street and west-side of Shellmound Street are 13 ft shared sidewalk/ passenger (bus boarding) areas. The transit passenger areas are directly accessible from the sidewalk and fitted with amenities such as a shelter, benches, trash receptacle, and lighting. 5. 40th Street Bus Hub Area between San Pablo Avenue and Adeline Street: Includes continuation of the two-way separated bikeway on the northside of the street to Adeline Street, dedicated bus-only lanes, and dedicated bus boarding areas with enhanced transit passenger environment. Both Part 1 and 2 will be implemented as part of the same construction contract.	Safety - Projects that correct, improve, or eliminate a hazardous location or feature
ALA	ALA230009	ACTC	San Pablo Ave Safety Enhancements Improvements	Albany,Berkeley : San Pablo Avenue in Berkeley and Albany from Heinz St to the Contra Costa County line : Install bus bulbs and pedestrian/bicycle crossing improvements	Berkeley and Albany: San Pablo Avenue in Berkeley and Albany from Heinz St to the Contra Costa County line: Install bus bulbs and pedestrian/bicycle crossing improvements	Air Quality - Bicycle and pedestrian facilities
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	SCL230229	Sunnyvale	Pedestrian and SRTS Imps in SNAIL and Braly Corner	Sunnyvale : Various : Implement pedestrian crosswalk improvements (crosswalk striping, signing and roadway messages), install RRFB and reduced curb radius at 2 locations.	Pedestrian and Safe Routes to School improvements at 3 intersections in SNAIL & Braly Corners neighborhoods. Intersections are Gail Ave/Gladiola Dr by Braly Elementary School, Borregas Ave/Hemlock Ave, and Borregas Ave/Duane Ave near Columbia Middle School. The improvements will include high visibility crosswalks, signing and roadway messages, enhanced crossing improvements at 2 locations, curb extensions/reduced curb radius to reduce pedestrian crossing distances and to reduce turning vehicle speeds at 2 intersections. Project will also study possible implementation of Green Stormwater Infrastructure at Braly location.	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

METROPOLITAN
TRANSPORTATION
COMMISSION

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TO: Air Quality Conformity Task Force DATE: February 27, 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 (CPTEP) 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 (CPTEP) 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

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
20	SF		SFMTA	Harvey Milk Plaza Project	San Francisco City/County : Harvey Milk Plaza; Castro and Market streets : The redesign and enhancement of the Harvey Milk Memorial Plaza will include regrading, repaving, and re-landscaping with the MTA Castro Station Elevator Project. The redesign will add a new canopy, entry stairs, concourse, a dedicated Harvey Milk memorial artwork, and improve accessibility and safety. 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) - 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)
21	SOL	SOL250203	SolTrans	Shop Equipment	Solano County Transit (SolTrans) : SolTrans Operation and Maintenace Facility : SEFAC Lift replacement at SolTrans Operation and Maintenace 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)
23	SON	SON250203	Santa Rosa	Santa Rosa Southeast Greenway	Santa Rosa : City of Santa Rosa between Hoen Avenue to Spring Lake Regional Park : Planning, outreach, and preliminary design for a two-mile stretch of open space/park land. Project will include a multi-use path and transportation improvements where the multi-use path crosses arterial roadway.	The Santa Rosa Southeast Greenway is a transformational local, and regionally significant, park and open space project to convert a two-mile long abandoned highway right-of-way into a new linear parkway with a continuous shared use path in the heart of Santa Rosa. In addition to providing a continuous, paved pathway with multiple neighborhood access points, the vision for the 47-acre project site includes a variety of park and open space amenities such as community gardens and orchards, play areas, picnic and gathering areas, and off-leash dog parks, various other active and passive recreational amenities. The preferred layout and mix of elements, and alignment of the shared use path will be determined through a community outreach and master planning process	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities

MTC Road Diet Projects w ith Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature			
TIP ID	Project Name	Project Description	AQ Exemption
ALA130024	Lakeside Complete Streets and Road Diet	In Oakland, the Lakeside Green Street project is a complete street project that will install bike and pedestrian facilities along Harrison Street and Lakeside Drive between 19th Street and Grand Avenues. The project will calm traffic through vehicular lane reduction and provide a total of .92 miles of new Class II bike lanes along Harrison St. and Lakeside Drive between 19th St. and Grand Avenue as well as adding 13 new bike racks. Curb cuts and rain gardens will also be installed along Harrison Street and Lakeside Drive to treat storm water and to create an additional buffer between the roads and the highly used recreational lakeside trail. The project will install 1.28 miles of new and improved pedestrian pathways, sidewalks and trails throughout the project area. Pedestrian crossings will be made more direct and shorter and 38 new ADA ramps will be installed along with audible traffic signals for 3 intersections. The project includes the resurfacing of deteriorated key roadway segments.	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature
ALA170065	Hayward - Main Street Complete Street	Hayward: On Main Street between Mc Keever and D Street: **reduce roadway from 4 to 3 lanes (Road Diet with center turn lane)**, add bulb-outs (curb extensions) at intersections, add Class II green bike lanes for visibility, improve ADA access with new curb ramps, new sidewalks, create on-street parking opportunities that provide door zone protection for bicyclists, and resurface roadway and restripe. AC Transit routes will continue to operate on Main Street and accommodations for the transit stops will be provided along the street.	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature
ALA210001	Oakland 7th Street Connection Improvements	Oakland: 7th St between Mandela Parkway and Martin Luther King Jr. Way: Implement complete streets improvements that reduce vehicle travel lanes and installs protected bicycle lanes, traffic signal upgrades curb ramps, accessibility enhancements, transit boarding islands, pedestrian refuge islands, sidewalk repairs, and new carbon-capturing street trees. Closes a critical gap for people walking, biking, and connecting to transit between West Oakland and Downtown. **The project will also install a road diet between Mandela and Adeline**(currently 4 lanes 2 in each direction, after project 2 lanes, 1 each way) and between Adeline and MLK Jr. (currently 6 lanes, 3 in each direction with turn lanes under I-980, after project 4 lanes, 2 in each direction).	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature
ALA230007	East Bay Greenway MM Phase 1 Lake Merritt-Bayfair	Alameda County: Along the BART alignment following parallel arterial roadways from Lake Merritt BART Station to Bayfair BART Station: Construct a regional trail facility comprised of Class I and Class IV bikeway facilities that would span approximately 10.6 miles, traversing East Oakland, and San Leandro. The project will run along city streets including E. 10th St., E. 8th St., E. 12th St., San Leandro Streets, San Leandro Blvd., and E 14th St. Along E 14th St., the project also includes pedestrian safety improvements, bus stop improvements, and placemaking elements. **Road diet segments are included and intersections will be modified at various locations for enhanced bicycle and pedestrian safety.**	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature
ALA250211	Lincoln Ave/Marshall Way/Pacific Ave Corridor Imp	Project is located on Lincoln Avenue/Marshall Way/Pacific Avenue between Alameda Point at Main Street/Central Avenue and Broadway. Identified as a high priority for safety and mobility improvements. **Project includes road diet** - going from four to three travel lanes with a center turn lane and bike lanes - as well as a roundabout at Lincoln Avenue/Fifth Street/Marshall Way, flashing beacons, pedestrian/bicycle signals, modernized traffic signals, crosswalk improvements, school frontage improvements, stormwater gardens, street trees, disabled parking and loading zones, improved lighting and bus stop enhancements. The concept will likely be phased in over time, as street sections are resurfaced and constructed with grant funding.	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature
CC-150017	Rumrill Blvd Complete Streets Improvements	San Pablo: Along Rumrill Boulevard between San Pablo Avenue to the North and Costa Avenue to the South: Calm traffic, improve the safety and appeal of walking and bicycling and enhance the appearance of the corridor for businesses, residents, and everyday travel. It will improve sidewalk and street edge with a separated space for bicyclists and landscaping, **enhance multi-modal safety by reducing the number of travel lanes while maintaining capacity with left turn pockets**, and provides shorter crossings with enhanced sidewalks throughout the corridor. Other State funds are CA Natural Resources Agency Urban Greening Grant and Other Federal funds are EPA SF Bay Water Quality Improvement Funds	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature

MTC Road Diet Projects w ith Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature			
CC-170046	Moraga Way and Canyon/Camino Pablo Improvements	In Moraga: Moraga Way from Moraga Road to Ivy Drive: Install intersection improvements, complete the bicycle and pedestrian network along the corridor, resurface roadway to provide an even surface for bicyclists, and restripe the roadway with buffered Class II bicycle lanes, install sidewalks and pedestrian pathways and replace curb ramps and driveways to provide an accessible path of travel linking Miramonte High School, residents, County Connection transit stops, and the Moraga Center Camino Pablo and Canyon Road, which is a key route for students walking to Joaquin Moraga Intermediate School: **Improve the intersection by reducing the through travel lanes from two to one in each direction on Canyon** Rd and assigning the remaining area to bulb?]outs while adding a pedestrian refuge reducing the crossing distance and narrowing the roadway to calm traffic, install rectangular rapid flash beacons, improved intersection lighting, and a speed feedback sign in the northbound direction to advise drivers of their speed as they enter the Town's inhabited limits and provides green street elements within the bulb?]outs to meet clean water requirements.	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature
SCL230216	Monterey Road Transit Lane	VTA: In San Jose: Implement a road diet and install a dedicated bus lanes and protected bicycle lanes on Monterey Road in San Jose from the intersection with Keyes Rd/1st St to Ford Rd to improve transit travel times while improving safety for all modes.	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature
SCL250211	South Palo Alto Bikeways Demonstration Project	This project will **provide for a "road diet" by improving bikeways and crossings on East Meadow Drive and Fabian Way to reduce conflicts between road users by separating them and enhancing visibility**. By removing parking on one side of the street, East Meadow Drive between Alma Street and Waverley Street will gain bike lanes separated by wide buffers and vertical elements or parked vehicles. East Meadow Drive between Waverley Street and Middlefield Road will feature a buffered bike lane on one side and a separated bike lane one the other side with some parking removal. Angled parking near Fairmeadow Elementary School will remain, and a dashed green bike lane will be added in this zone. East Meadow Drive between Middlefield Road and Fabian Way will receive green-painted bike lanes, adding dashed green bike lanes to intersections, high visibility crosswalks, and painted curb extensions with delineators at the intersections of East Meadow Circle/East Meadow Drive and Louis Road/East Meadow Drive. The project converts Fabian Way from four lanes to three lanes (one eastbound, one westbound, and one two-way center left turn lane) between East Charleston Road and East Meadow Drive. This reconfiguration allows for existing bike lanes to upgrade to separated bikeways which will be parking-protected on one side. The existing bike lanes will be extended so that they are contiguous between Federation Way and East Charleston Road. Green bike lane treatments will be provided at driveways and intersections. The existing westbound bike lane on Fabian Way will be separated by a buffer zones and flex bollards while the eastbound bike lane will be separated from the travel lane by on-street parking.	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature
SM-170038	North San Mateo Drive Sustainable Streets	San Mateo: on San Mateo Dr from Peninsula Ave to Baldwin Ave: Improve pedestrian and bicyclist safety by incorporating Complete Streets features.North San Mateo Drive is identified in the County of San Mateo's Comprehensive Bicycle and Pedestrian Plan as the North-South County Bicycle Route and has been identified in the City's Bicycle and Pedestrian Master Plans as an area where safety improvements areneeded. The City identified this corridor as a location for Class II bicycle lanes in the San Mateo Bicycle Master Plan to provide bicycle network connectivity.The project location serves as a gateway and connection to the City of Burlingame and Downtown San Mateo. The project corridor is within walking and bicycling distance to many pedestrian and bicycle attractors and generators within walking and bicycling distance to the project.**The proposed project will implement a road diet, bringing it from four lanes to two lanes plus a mixture of two-way left turn lanes and left turn pockets**. Green Streets features would be provided throughout the corridor with addition of landscaped curb extensions,islands, and mid-block bulb-outs. Curb extensions would be installed at intersections to reduce pedestrian crossing distances and vehicular speeds. At intersections, high visibility crosswalks would be installed to further improve pedestrian safety and driver awareness.Class II bicycle lanes would be provided on both sides of the streets between parking lane and travel lane.	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature

MTC Road Diet Projects w ith Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature			
SM-170039	Laurie Meadows Ped/Bike Safety Improvements	San Mateo: Various locations in the Laurie Meadows neighborhood: Implement bike/ped safety improvements including improving visibility, safety, lighting, and encouraging alternatives modes of transportation On Laurie Meadows Dr from near Pacific Blvd to Woodbridge Circle: **Implement road diet**. The entire improvement project includes infrastructure upgrades to five (5) intersections in the Laurie Meadows neighborhood. These infrastructure upgrades include: new bulb-outs/curb extensions, bicycle detection, bike boxes, high visibility crosswalks, ADA curb ramps, advance stop bars, green infrastructure landscaping, and pedestrian scale lighting. Project will also include roadway rehabilitation to enable clean application of new bike lanes while reducing vehicular travel lanes, adding high visibility crosswalks, and stop bars.	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature
SOL190004	Vallejo - Sacramento St Road Diet and Rehab	Vallejo: Sacramento St from Tennessee St to Capitol St: **Implement a road diet**, install a new designated Class 2 bike lane or bike sharrows, with corresponding pavement signage and striping, remove and replace asphalt concrete (AC) pavement select, slurry seal, upgrade curb ramps to current ADA standards, restripe roadway.	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature
SOL210009	Fairfield West Texas Street Complete Streets	Fairfield: Along West Texas St between Beck Ave and Pennsylvania Ave: Modernizes a relinquished highway to improve conditions for bicyclists and pedestrians traveling including **implementing a road diet**. The corridor is a primary route of local and regional significance, providing access to key community destinations including a major transit hub, downtown, a park, government services, and schools. As a Class II bike route, bicyclists share the curb lane of the 5 lane roadway with fast-moving traffic. Sidewalks are narrow and not buffered from the roadway pedestrians often cross at unmarked and unsafe locations because there are too few marked crossings. Although facilities for walking and biking exist, they are insufficient. This proposed road diet will reduce lanes for motorist and upgrade facilities for bicyclist and pedestrians. Class II bike routes will be upgraded to Class IV separated bikeways and a landscaped street buffer will be installed marked crossings will be added and a raised center median will be constructed.	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature
SOL230201	Sacramento Street Road Diet - Phase II	**This project will deliver a road diet** on Sacramento Street between Tennessee and Frisbee Streets. The road diet will reduce the travel lanes from 4 lanes to 2 lanes with a center turn lane and add buffered bikes lanes in both directions. The project will also bring all curb ramps along this stretch into compliance with high visibility crosswalks and slurry seal the roadway to preserve the pavement and create a blank canvas for the restriping of the roadway including red curbs and bus boxes at the Soltrans bus stops along this stretch. The Project includes the PE, Environmental Compliance (CE expected), and Construction phases. Cross-section of future street layout is attached. Phase I will construct these same facilities on Sacramento Street between Tennessee and Capitol Street and phase III will connect to the Bay Trail/Vine Trail at SR37. These are all high priority projects in the county ATP.	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature
SON170011	Petaluma Blvd South **Road Diet** at E Street	Petaluma: Petaluma Blvd from E St to Crystal Ln: Grind and replace asphalt up to 4" and digouts to repair locally failed areas up to 12", place paving grid, replace existing traffic loops with video detection, install new traffic signal heads, remove traffic striping, install thermoplastic striping for new lane configuration, install ADA compliant curb ramps and driveways, add high visibility crosswalks, add new Class II and Class III bicycle facilities, add pedestrian and bicycle signage, install rectangular rapid flashing beacons, replace damaged sidewalks, bulbouts, sidewalk gap closures, traffic control, and manhole adjustments. The City will use greener paving alternatives such as recycle in place or full depth rehabilitation if feasible.	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature

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 Tavitas (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.**

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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.

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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.

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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.

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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.

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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.

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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