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)
March 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. US 101 San Antonio Road to Charleston Road/Rengstorff Avenue Interchange Improvements Project
      ii. Silverado Trail Five-Way Intersection Improvements Project

   b. 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_032725.pdf
      3a_Attachment-A_List_of_Proposed_New_Projects_032725.pdf

4. Consent Calendar
   a. February 27, 2024 Air Quality Conformity Task Force Meeting Summary

5. Other Items

   Next Meeting: April 24, 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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115.114.115.7 (India Hyderabad)
213.19.144.110 (Amsterdam Netherlands)
213.244.140.110 (Germany)
103.122.166.55 (Australia Sydney)
103.122.167.55 (Australia Melbourne)
64.211.144.160 (Brazil)
69.174.57.160 (Canada Toronto)
65.39.152.160 (Canada Vancouver)
207.226.132.110 (Japan Tokyo)
149.137.24.110 (Japan Osaka)
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Memorandum

TO: Air Quality Conformity Task Force DATE: March 12, 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	Caltrans	US 101 San Antonio Road to Charleston Road/Rengstorff Avenue Interchange Improvements Project
2	City of Napa	Silverado Trail Five-Way Intersection Improvements Project

2ai_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)
2aii_Silverado_Trail_Five-Way_Intersection_Improvements_Project_Assessment_Form.pdf (for the Silverado Trail Five-Way Intersection Improvements project)

MTC also requests review and concurrence from the Task Force on projects which project sponsors have identified as exempt and likely not to be a POAQC.
2b_POAQC_Exempt_List_031225.pdf lists exempt projects under 40 CFR 93.126.

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

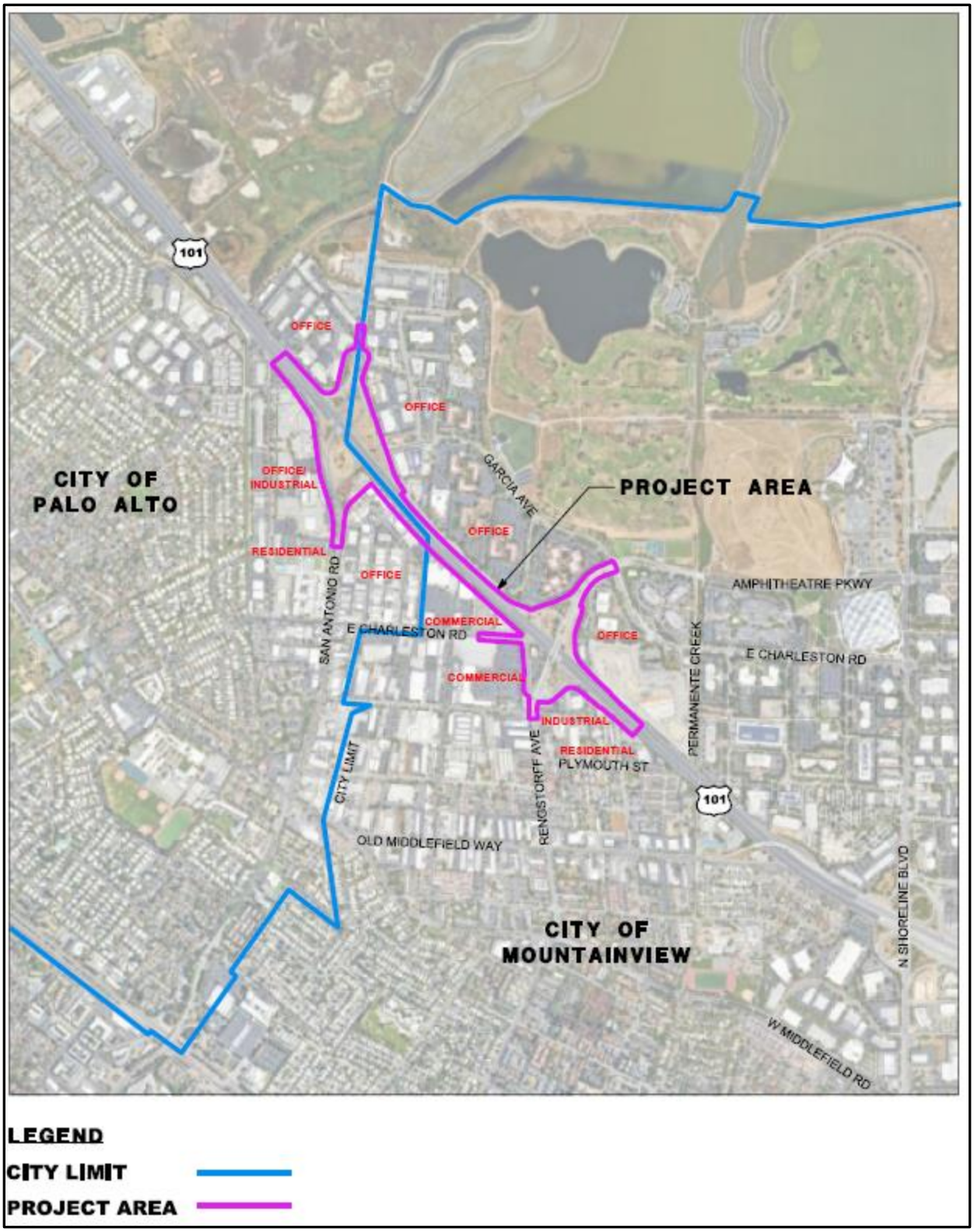
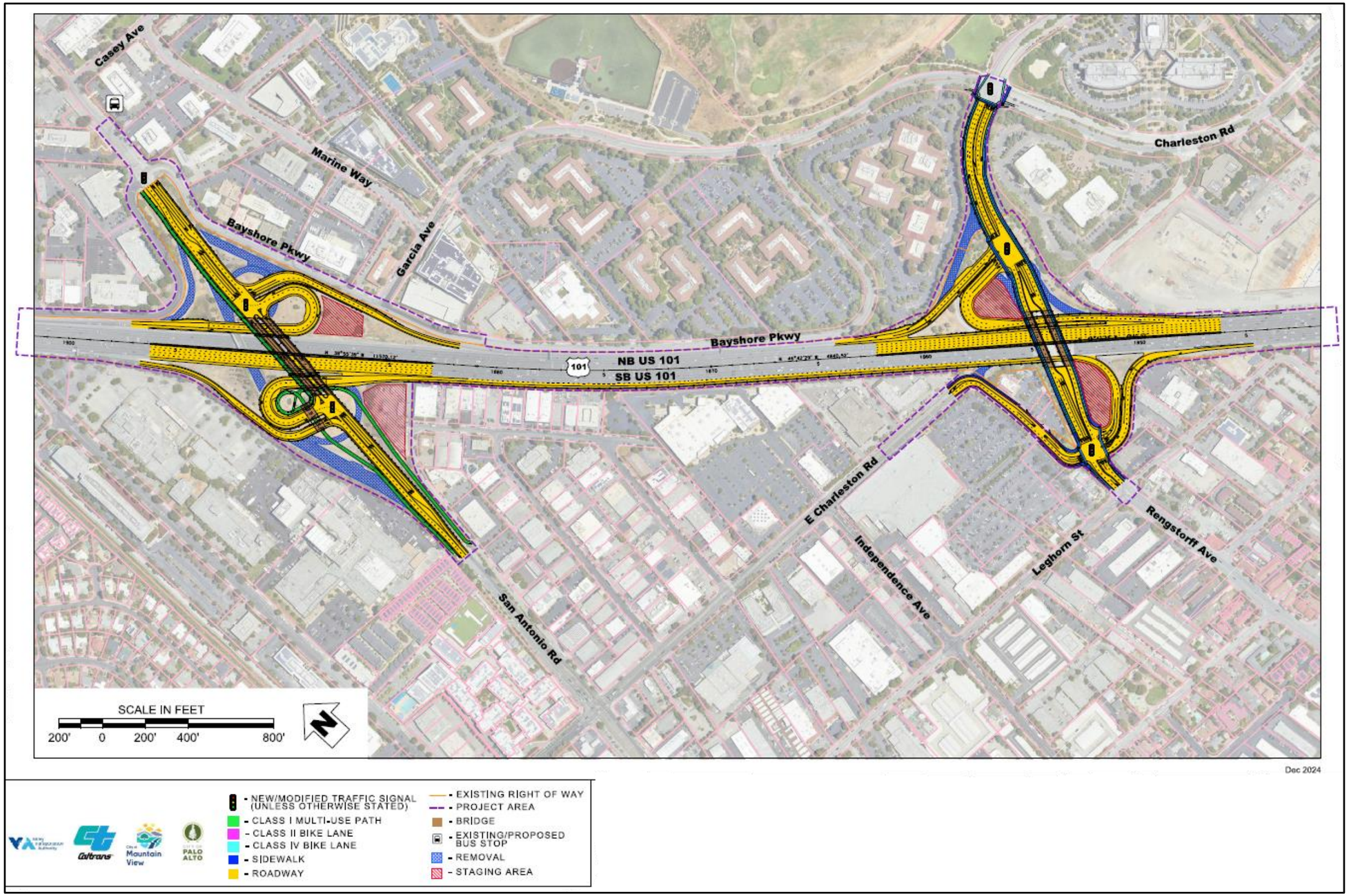


Figure 2. Build Alternative



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

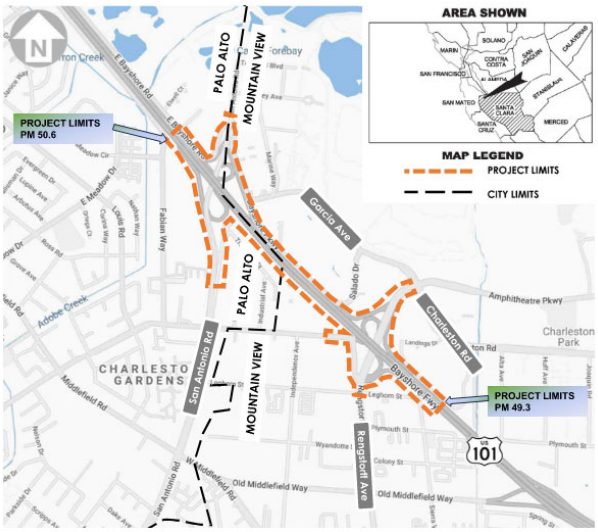
City of Mountain View

City of Palo Alto

Caltrans Bay Area

1

Project Location



Solutions that move you

City of Mountain View

City of Palo Alto

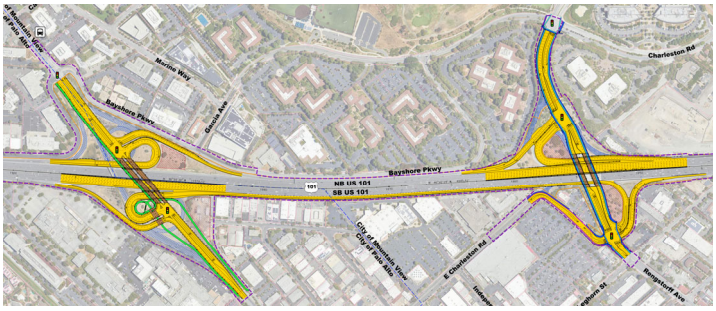
Caltrans Bay Area

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



Solutions that move you

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

Solutions that move you

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

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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%

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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 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

City of Mountain View

City of Palo Alto

Caltrans Bay Area

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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

City of Mountain View

City of Palo Alto

Caltrans Bay Area

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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

City of Mountain View

City of Palo Alto

Caltrans Bay Area

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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

City of Mountain View

City of Palo Alto

Caltrans Bay Area

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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: Five-Way Intersection Improvements at Silverado Trail (SR 121)/Third Street/Coombsville Road/East Avenue ("Five-Way Intersection")
Summary for Air Quality Conformity
Task Force Meeting: March 27, 2025

Description
In the City of Napa: At the intersection of Silverado Trail, Third St, Coombsville Rd, and East Ave: Construct roundabout to improve operations that will result in increased safety, reduced driver delay, reduced congestion, and improved overall level of service. Additionally, the purpose of this project is to improve the safety and accessibility for all users by including bicycle facilities and pedestrian facilities that meet ADA requirements. Caltrans will be the implementing agency for the project.

This Project is included in the current MTC Regional Transportation Plan (RTP), Plan Bay Area 2050, as RTP ID 21-T07-056 and MTC's 2025 Transportation Improvement Program (TIP) as TIP ID NAP170009.

Background
The Project is located at the intersection of four roads serving local and regional traffic: SR 121 and local roadways Third Street, Coombsville Road, and East Avenue. It would improve the intersection by constructing two, modern, single-lane roundabouts with curb, gutter, ramps, sidewalk, streetlights, and storm drain improvements. The proposed Project would ease traffic congestion by introducing a traffic-calming circulation pattern, improving community connectivity in the Project area, and improving pedestrian and bicycle safety within and adjacent to the intersection. Local circulation and access would largely remain unchanged.

Not a Project of Air Quality Concern (40 CFR 93.123(b)(1))
This project does not meet the definition of a Project of Air Quality Concern (POAQC) as defined by 40 CFR 93.123(b)(1). Specifically:

- The Project will not result in a significant number or significant increase in diesel vehicles in the area.
- The Project does not change the number of diesel vehicles using the intersection nor does it degrade the LOS of the intersection. The primary purpose of the project is to improve operations of the intersection by reducing delay and congestion, improving LOS. It would also upgrade bicycle and pedestrian facilities.
- The Project does not involve a bus terminal, rail terminal, or vehicle transfer points.
- The intersection is not an area identified by the SIP as a location where the NAAQS for $PM_{2.5}$ could be violated or possibly violated.

RTP ID# *21-T07-056*

TIP ID# *NAP170009*

Air Quality Conformity Task Force Consideration Date
March 27, 2025

Project Description *(clearly describe project)*

The Build Alternative proposes to improve the intersection by constructing two, modern, single-lane roundabouts with curb, gutter, ramps, sidewalk, streetlights, and storm drain improvements. The proposed Project would ease traffic congestion by introducing a traffic-calming circulation pattern, improving community connectivity in the Project area, and improving pedestrian and bicycle safety within and adjacent to the intersection. Local circulation and access would largely remain unchanged. The Project intersection geometrics and pedestrian crossings are consistent with the National Cooperative Highway Research Program (NCHRP) Report 672 entitled “Roundabouts: An Information Guide, 2nd Edition” (Guide). Figure 1 shows the Project improvements proposed.

A double roundabout with four legs on the northerly roundabout and three legs on the southerly roundabout would accommodate the Design Year traffic volumes. Retaining walls will be required to minimize adjacent property impacts along Coombsville Road and East Avenue. Along Coombsville Road, a retaining wall minimizes grading impacts that would otherwise require removal of multiple mature trees. Along East Avenue, the retaining wall minimizes encroachment onto the parcel at the northeast corner of the intersection with SR 121 to maintain economic viability of the commercial parcel. Due to the steep entry grades coming into/out of East Avenue and Coombsville Road, the new roundabout intersections will largely be in fill in order to flatten the roadway grade on the entry/exits. Minor regrading of the approaches where the project conforms to existing roadways will be required but would be a maximum excavation of three feet.

The geometric design of roundabouts typically requires drivers to reduce speed in the intersection to 15-25 mph. At signalized intersections, drivers are typically able to travel through the intersection at speeds higher than posted limits due to the lack of geometric constraints. Because of these reduced travel speeds through the intersection and expected reduction in crashes, the Project is likely to eliminate the most severe crash types.

A 10-foot shared-use path will be provided throughout the new roundabout(s) buffered by at least 2 feet of landscaping from the roadway. The shared-use path conveys both pedestrian and bicycle traffic through the intersection. Pedestrians will travel through the project area using a combination of sidewalks, the new shared-use path, and marked crossings. Where realignment of roadways is occurring for the new roundabout approaches, existing sidewalks will be replaced to follow the new roadway edge. Pedestrian refuges at the splitter islands are at least 6 feet wide (consistent with the NCHRP Guide). These two-stage crossings reduce the amount of sustained time a pedestrian is in potential conflict with motorized vehicles by limiting the length of each crossing and limiting each crossing to one direction of vehicle travel at a time.

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

The Project is located within the City of Napa, which is a populated urban area. The land uses adjacent to the Project primarily include single-family and multifamily residential, commercial/retail, and civic uses (i.e. Tulocay Cemetery, Napa Valley Expo). The proposed Project would not alter the existing land use/development patterns nor impact truck trip generation. Figure 2 shows the sensitive receptor types located near the proposed Project.

Type of Project:
Intersection Improvement Project

County	***Narrative Location/Route & Postmiles*** Intersection of SR 121 with Third Street/Coombsville Road/East Avenue located at post mile (PM) 7.35.
Napa	**Caltrans Projects – EA#** 04-0J890

Lead Agency: City of Napa

Contact Person	*Phone#*	*Fax#*	*Email*
Farid Javandel	(707) 257-9673		fjavandel@cityofnapa.org

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

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

Scheduled Date of Federal Action: Spring 2026

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

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

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	2024	2024	2026	2027
End	2026	2027	2027	2029

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

The purpose of the proposed project is to:

- Improve the operations of the intersection that will result in reduced driver delay
- Improve the operations of the intersection that will result in reduced congestion.
- Improve the safety and accessibility of the intersection for all users.
- Improve bicycle and pedestrian facilities at the intersection and meet ADA requirements.

The project is needed because:

- The intersection needs geometric improvements to improve the operations, efficiency, and capacity of the intersection. In addition, safety improvements are needed to reduce the higher-than-average collision rate at this intersection. Based on data from the Caltrans Traffic Accident Surveillance and Analysis System (TASAS) for the 3-year period from July 1, 2020 to June 30, 2023, there were six reported collisions in the project area. This results in a rate of 0.64 collisions per million vehicle miles in the project area, higher than the statewide average rate of 0.61 for similar facilities.

- Traffic studies conducted by the City of Napa have shown that the intersection has operated at a Level of Service (LOS) D since at least the year 2000. Although the intersection is already operating at an unacceptable LOS, operations will continue to deteriorate due to the continued growth of the area and continued increase in vehicular demand on this intersection, as documented in the Napa-Solano Travel Demand Model.

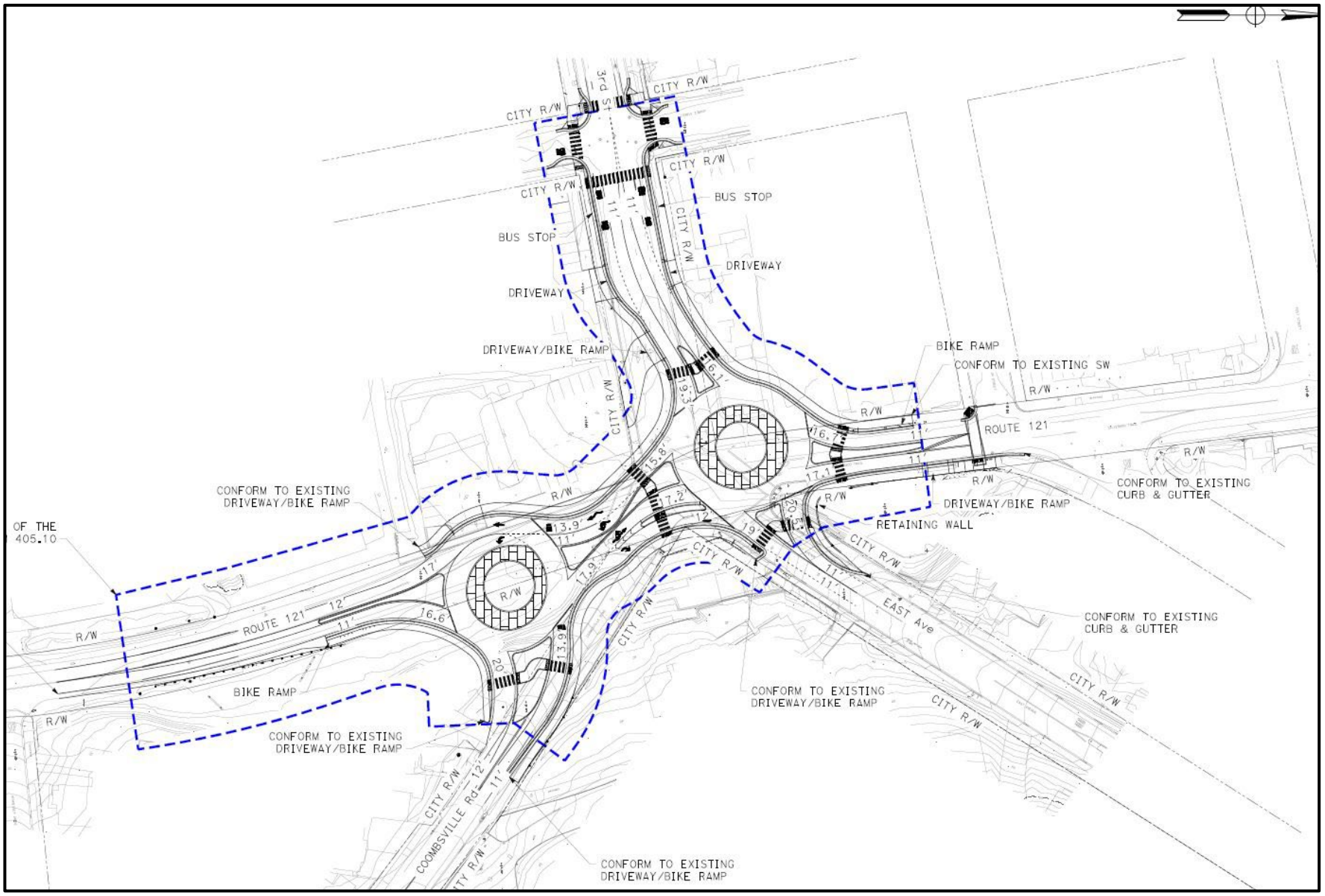

Figure 1. Project Overview

Figure 2. Sensitive Receptors Located Near the Project

Brief summary of assumptions and methodology used for conducting analysis

Traffic forecasts were developed by GHD using the City's travel demand forecasting model. Land use forecasts in the City's model are consistent with those used by MTC for the Plan Bay Area 2050 RTP conformity analysis.

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

2026						
Leg	No Build			Build		
	AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic	AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic
SR 121 South Leg	12,344	247	2	12,344	247	2
SR 121 North Leg	14,726	295	2	14,726	295	2
Coombsville Road	7,182	144	2	7,182	144	2
East Avenue	3,272	65	2	3,272	65	2
Third Street	7,108	142	2	7,108	142	2
Intersection LOS (Delay)	AM	PM		AM	PM	
	F (80.4)	F (81.8)		A(9.1)/A(8.0)	B(10.2)/A(7.4)	

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

2046						
Leg	No Build			Build		
	AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic	AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic
SR 121 South Leg	14,534	291	2	14,534	291	2
SR 121 North Leg	17,338	347	2	17,338	347	2
Coombsville Road	8,458	169	2	8,458	169	2
East Avenue	3,854	77	2	3,854	77	2
Third Street	8,370	167	2	8,370	167	2
Intersection LOS (Delay)	AM	PM		AM	PM	
	F (143.7)	F (126.0)		B(11.1)/A(9.5)	B(12.7)/A(8.5)	

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

2050						
Leg	No Build			Build		
	AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic	AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic
SR 121 South Leg	15,000	300	2	15,000	300	2
SR 121 North Leg	17,900	358	2	17,900	358	2
Coombsville Road	8,800	176	2	8,800	176	2
East Avenue	4,000	80	2	4,000	80	2
Third Street	8,700	174	2	8,700	174	2
Intersection LOS (Delay)	AM	PM		AM	PM	
	F (143.7)	F (126.0)		B(11.1)/A(9.5)	B(12.7)/A(8.5)	

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

Not Applicable

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

Not Applicable

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

The proposed intersection improvements would not result in a redistribution of traffic. The roundabouts would improve travel time through the area and reduce the delay currently experienced with the signalized control. The design provides fewer conflict points and allows for calmer speeds through the intersection, improving safety. It provides continuous flow of movements during lower demand periods, better visibility of pedestrians and bicyclists, and potential for U-turn movements not allowed by the current design. There will not be spillback into the Route 121 & Hennessey Dr or Coombsville Rd & Hennessey Dr intersections, as currently happens and will continue to happen given the no build scenario. As such, the proposed roundabouts will not impact the operations at these locations.

Comments/Explanation/Details (please be brief)

This project does not meet the definition of a Project of Air Quality Concern (POAQC) as defined by 40 CFR 93.123(b)(1). Specifically:

- The Project will not result in a significant number or significant increase in diesel vehicles in the area.
- The Project does not change the number of diesel vehicles using SR 121, Coombsville Road, East Avenue, or Third Street. Nor does it degrade the LOS of the adjacent intersections. The primary purpose of the project is to reduce congestion at the intersection.
- The Project does not involve a bus terminal, rail terminal, or vehicle transfer points.
- This intersection is not an area identified by the SIP as a location where the NAAQS for $PM_{2.5}$ could be violated or possibly violated.

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	ALA210032	Pleasanton	West Las Positas Blvd Multimodal Reconstruction	Pleasanton : On West Las Positas Blvd. between Hopyard Road and the Iron Horse Trail : Reconstruct the roadway provide high-quality multimodal facilities, including road diet, new sidewalk, new pedestrian crosswalks, and elevated cycle tracks	Pleasanton: On West Las Positas Blvd. between Hopyard Road and the Iron Horse Trail. This project will reconstruct a 1.4 mile segment of a larger planned 3.8 mile reconstruction of West Las Positas Blvd. to provide high-quality multimodal facilities along the corridor by replacing the degrading roadway and reconfiguring it from a 6-lane section to a 4-lane section with expanded pedestrian pathways and elevated cycle tracks, landscaped buffers, intersection safety improvements, new parking accommodation, and a new stabilizing roadway subbase.	Air Quality - Bicycle and pedestrian facilities
SCL	SCL230206	Los Altos	N San Antonio Rd Complete Streets Project	Los Altos : N San Antonio Rd from Foothill Expressway to El Camino Real : Complete streets improvements	Streetscape project along N San Antonio Rd from Foothill Expressway to El Camino Real. Includes Class IV protected bikeways, pedestrian enhancements, enhanced crossings, median landscaping, median curb reconstruction, resurfacing treatment.	Air Quality - Bicycle and pedestrian facilities

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TRANSPORTATION
COMMISSION

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TO: Air Quality Conformity Task Force DATE: March 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	REG	REG250206	MTC	Active Operations Management & Design Alternatives	SF Bay Area : Various - throughout the SF Bay Area : Conduct planning and design alternative assessment of various multi-modal improvements, including but not limited to operational and technology strategies to reduce delays, increase person throughput with buses and HOVs strategies, and other demand management and pricing strategies.	SF Bay Area: Regionwide: Planning and design assessments of various multi-modal operational projects policies, including but not limited to operational strategies to increase person throughput through buses and HOVs priority improvements, congestion pricing, shared mobility strategies; applying technology to improve the operations and safety of arterials, highways, transit and toll bridges; Closing first/last mile gaps, demand management strategies supporting mode shift from drive-alone vehicles to carpool and transit; pursuing pilot/near-term managed lanes strategies, including conversions of HOV to express lanes, HOV enforcement technologies, and shared mobility strategies	Exempt (40 CFR 93.126) - Other - Planning and technical studies
2	SM	SM-250213	Colma	El Camino Real Complete Streets - Segment A	Colma : El Camino Real (SR 82) between Albert M Teglia Boulevard and Mission Road within the Town of Colma. : Design work for Bicycle and Pedestrian Facilities with Green Stormwater Infrastructure in state of good repair.	El Camino Real Complete Streets Project (Segment A) is a component of a larger El Camino Real Improvement Project. This project focuses on enhancing pedestrian and cyclist safety and mobility through new sidewalks, protected bicycle facilities, ADA curb ramps, high-visibility crosswalks, safe harbor bus stops, energy-efficient lighting, landscaping, and stormwater treatment measures, which explicitly integrate Green Stormwater Infrastructure while addressing climate adaptation and mitigation with respect to flow control, stormwater capture, heat mitigation and enhanced active transportation.	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities
3	SM	SM-250212	Daly City	Bayshore and Woodrow Wilson Elementary Sustainable	Daly City : Bayshore School is located in the Bayshore Heights neighborhood and Woodrow Wilson Elementary School is located in the Original Daly City neighborhood of Daly City. : Sustainable Streets planning and design work for street improvements	The project proposes to install new pedestrian bulb-outs, green infrastructure and high visibility crosswalks and other pedestrian enhancement striping at critical intersections along a walking route identified in recent walk audits performed at the two schools.	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities
4	SOL	SOL250205	Solano County	Lake Solano Pavement Rehabilitation	Solano County : STEVENSON BR RD, OVER PUTAH CREEK, SOL/YOL CO. LINE : BRIDGE NO. 23C0092: Bridge rehabilitation. No adding lane capacity. A seismic retrofit, scour counter measures, treat and re-finish deck concrete, and re-align south bridge approach.	BRIDGE NO. 23C0092, STEVENSON BR RD, OVER PUTAH CREEK, SOL/YOL CO LINE. Bridge rehabilitation. No adding lane capacity. Stevenson Bridge Road Bridge over Putah Creek at Solano/Yolo County Line. Bridge rehabilitation, a seismic retrofit, scour counter measures, treat and re-finish deck concrete, and re-align south bridge approach (no added lane capacity). Project was separated out from the HBP Group Listing VAR170012.	Exempt (40 CFR 93.126) - Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
5	SOL	SOL110003	STA	Jepson: Vanden Road from Peabody to Leisure Town	The Jepson Parkway Project would upgrade and link a series of existing local two- and four-lane roadways (as well as construct an extension of an existing roadway under one alternative) to provide a four- to six-lane north-south travel route for motorists who face increasing congestion when traveling between jurisdictions in central Solano County. Remaining segments to construct are: Vanden from Peabody to Leisure Town Walters Road Extension Leisure Town from Vanden to Commerce Leisure Town from Commerce to Orange. One EIR/EIS provides environmental clearance for the remaining segments.	The Jepson Parkway Project would upgrade and link a series of existing local two- and four-lane roadways (as well as construct an extension of an existing roadway under one alternative) to provide a four- to six-lane north-south travel route for motorists who face increasing congestion when traveling between jurisdictions in central Solano County. Remaining segments to construct are: Vanden from Peabody to Leisure Town Walters Road Extension Leisure Town from Vanden to Commerce Leisure Town from Commerce to Orange. One EIR/EIS provides environmental clearance for the remaining segments.	Non-Exempt (N/A) - N/A **Notes:** Improvements described in SOL110003 are reflected in the 2030 analysis year. The project was modeled in PBA 2050, including the recent 2025 TIP conformity analysis.Ttherefore the addition of this project to the active years of the TIP do not require an update to the current conformity analysis.

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

Meeting Minutes

Air Quality Conformity Task Force Meeting
Metropolitan Transportation Commission

Date: February 27, 2025
Time: 9:30 AM PST
Location: Virtual (Zoom)
Facilitator: Harold Brazil, MTC
Attendees:

- **MTC:** Harold Brazil, John Saelee, Adam Noelting, Mallory Atkinson, Libby Nachman
- **Caltrans HQ:** Karishma Becha, Shilpa Mareddy, Rodney Tavitas, Jennifer Ashby-Camp, Peter Kang, Nicole Lewis
- **Caltrans District 4 (AQ)**: Shilpa Mareddy
- **EPA:** Julia Leo
- **FHWA:** Jasmine Amanin
- **Contra Costa County Public Works Department (CCCPWD)**: Mo Nasser
- **San Francisco Municipal Transportation Agency (SFMTA):** Steve Boland
- **San Francisco County Transportation Authority (SFCTA):** Mike Tan
- **City of Fremont:** Edelzar Garcia, Eric Hu
- **Consultants:** Christine F., Danielle Del Rosario, Nick Compin, Lauren Reinking (Jacobs), Ace Malisos (Kimley-Horn)
- **Other Attendees:**, Asuta J. Patel, Crone, Chris Barne (SCTA), Eden Winniford (Yolo-Solano AQMD)

Key Discussion Points and Actions

1. **Welcome and Introductions**
    - Harold Brazil (MTC) opened the meeting. Participants introduced themselves.

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2. **PM2.5 Project Conformity Interagency Consultations**
    a. **Consultation to Determine Project of Air Quality Concern Status**
        - **San Francisco Park Presidio Lombard HOV Lanes Pilot Project**
            - **Discussion:** Steve Boland (SFMTA) provided an overview of the project, detailing the existing pilot HOV lanes on Park Presidio and Lombard corridors. The project was originally implemented during the pandemic and is now being considered for a one-year extension while environmental studies are completed. The lanes have improved transit reliability and person throughput.
            - **Determination:** EPA and Caltrans confirmed no air quality concerns.
            - **Action:** No further action required at this time.
        - **Fremont Boulevard Multimodal Corridor Project**

- **Discussion:** Edelzar Garcia (City of Fremont) described planned bike and pedestrian enhancements. The project does not modify general-purpose lanes or impact truck percentages.
- **Determination:** EPA and Caltrans confirmed the project is not of air quality concern, contingent on updating the assessment form to reflect the 2050 RTP horizon year.
- **Action:** Fremont to update the project assessment form with the 2050 RTP horizon year.

- **Alameda de las Pulgas – Traffic and Safety Improvements Project**
  - **Discussion:** Ace Malisos (Kimley-Horn) presented the project's goals of improving safety and reducing cut-through traffic with a roundabout, signal improvements, and bike lane striping.
  - **Determination:** EPA and Caltrans confirmed the project is not of air quality concern.
  - **Action:** No further action required.

- **SR 17 Corridor Congestion Relief Project**
  - **Discussion:** Christine Fukusawa (VTA) presented the project's proposed improvements aimed at reducing congestion and improving multimodal access in Los Gatos. The project would shift some traffic from local streets to SR 17 but would not increase diesel truck traffic.
  - **Determination:** EPA and Caltrans confirmed the project is not of air quality concern.
  - **Action:** No further action required.

- **Treat Boulevard Corridor Improvements Project**
  - **Discussion:** Danielle Del Rosario (Mark Thomas) outlined intersection modifications and Class 4 bike lane installations. The project does not expand capacity but includes traffic signal modifications.
  - **Determination:** EPA and Caltrans confirmed the project is not of air quality concern, pending an update to reflect the 2050 RTP horizon year.
  - **Action:** Contra Costa County to update the project assessment form with the 2050 RTP horizon year.

- **Yerba Buena Island Multi-Use Pathway and Transit Lane Project**
  - **Discussion:** Mike Tan (SFCTA) presented the project, which includes a multi-use pathway and a transit priority lane to improve connectivity. The transit lane is for buses and emergency vehicles only.
  - **Determination:** EPA and Caltrans confirmed the project is not of air quality concern.
  - **Action:** SFCTA to update the project assessment form with the 2050 RTP horizon year.

b. Conformity Exemption for Hazardous Location Correction Projects

- **SON 113 / Roadway Rehabilitation 3R Project**

- **Discussion:** Shilpa Mareddy (Caltrans D4) explained the project's goal of improving roadway conditions and safety by widening lanes, addressing flood-prone areas, and realigning hazardous curves.
- **Determination:** EPA, FHWA, and Caltrans confirmed the project qualifies for exemption under 40 CFR 93.126 as a safety project.
- **Action:** No further action required.

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

- **Determination:** Task force members reviewed the exempt project list and confirmed all listed projects qualify.
- **Action:** No further action required.

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3. Regional Air Quality Conformity Review

- **Discussion:** John Saelee (MTC) reviewed a list of new and revised projects proposed for inclusion in the TIP. Task force members provided input on historical use of exemptions for road diet projects.
- **Determination:** EPA and FHWA confirmed no regional air quality conformity concerns for the reviewed projects, with a request to clarify safety justifications for road diet projects.
- **Action:** MTC to incorporate clarifications in project descriptions.

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4. Consent Calendar

- **Determination:** October 24, 2024, and December 5, 2024, meeting summaries approved.

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5. Other Items

- No additional items raised.

Next Meeting

📅 **Date:** March 27, 2025

🕘 **Time:** 9:30 AM PST

📍 **Location:** Virtual