



## Meeting Agenda Air Quality Conformity Task Force

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Thursday, May 28, 2026

9:30 AM

Remote - Zoom

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Join Zoom Meeting @ [Zoom](#)

Meeting ID: 818 4063 2584

Passcode: 600327

MTC Staff Liaison: Lyric Greif, [lgreif@bayareametro.gov](mailto:lgreif@bayareametro.gov)

### 1. Welcome and Introductions

### 2. PM<sub>2.5</sub> Project Conformity Interagency Consultations

- a. Consultation to Determine Project of Air Quality Concern Status
  - i. Staff Memo ..... Page 1
  - ii. Bayview Connections/Harney Way Road Widening Project..... Page 2
  - iii. US 101/SR 92 Interchange Direct Connector Project.....Page 30
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- b. Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern
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  - iii. SOL 113 Roadway Rehabilitation 3R Project..... Page 68
  - iv. SR 116 Pine View Way Reactive Safety Project..... Page 101

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

- a. Review of Regional Conformity Status for New and Revised Projects
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### 4. Regional Air Quality Conformity Assumptions and Methodology

- a. Revised Regional Conformity Assumptions and Methodology for the 2027 TIP Conformity Analysis
  - i. Staff Memo .....Page 124

### 5. Consent Calendar

- a. April 23, 2026, Air Quality Conformity Task Force Meeting Summary ..... Page 125

### 6. Next Meeting

The next meeting of the Air Quality Conformity Task Force will be held on Thursday, June 25, 2026, at 9:30 a.m. via Zoom. Any changes to the schedule will be duly noticed.



METROPOLITAN  
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## *Memorandum*

TO: Air Quality Conformity Task Force

DATE: May 28, 2026

FR: Lyric Greif

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

Three project sponsors are seeking interagency consultation with the Air Quality Conformity Task Force at today's meeting to determine their Project of Air Quality Concern (POAQC) status.

1. Bayview Connections/Harney Way Road Widening Project
2. US 101/SR 92 Interchange Direct Connector Project
3. Jepson Parkway Phase 2B and 2C Project

**Application of Criteria for a Project of Air Quality Concern**  
**Project Title: Bayview Connections Phase 1 Harney Way BRT and Cycletrack**  
**Project Summary for Air Quality Conformity Task Force Meeting: (May 28, 2026)**

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## **Description**

The Bayview Connections: Phase 1 Harney Way BRT and Cycle track will construct transit and active transportation improvements in the Bayview neighborhood including the following components: 1) widen Harney Way between Arellious Walker Drive and Executive Park East; 2) extend Harney Way right-of-way north to Candlestick Park Drive; 3) extend Arellious Walker Drive north to connect to Gilman Avenue; 4) add bus lanes, both dedicated and shared infrastructure; 5) implement cycle tracks and bike lane infrastructure; and 6) expand the pedestrian network. This project is within Candlestick-Hunter's Point Phase II in San Francisco.

The Candlestick-Hunter's Point Phase II ("CP-HPSII Development") is an urban infill project approved for implementation in Candlestick Point, the property where the Candlestick Park Stadium was located from 1960-2015. San Francisco Office of Community Investment and Infrastructure ("OCII") is a state-authorized local entity serving as the successor to the former San Francisco Redevelopment Agency. OCII is responsible for development in Candlestick Point. The redevelopment of Candlestick Point is governed by the Disposition and Development Agreement between OCII and CP Development Co., LLC (administered by FivePoint as the primary developer) and by various agreements with city and state agencies. Through an interagency cooperation agreement with San Francisco Office of Community Investment and Infrastructure, San Francisco Public Works (SFPW) is the regulatory body overseeing public infrastructure permitting and driving collaboration with all San Francisco city department for permit review, permit issuance, inspections, and acceptance of completed public infrastructure for Candlestick Point.

In 2023, Bayview Connections: Phase 1 Harney Way BRT and Cycle track was awarded \$20,000,000 as part of the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant. The RAISE grant would support the implementation of the following project components included in the CP-HPSII Development, and which were assessed in the Bayview Transportation Improvement Plan (BTIP) Environmental Assessment (EA) conducted as part of compliance with the National Environmental Policy Act (NEPA) in August 2014. Bayview Connections builds four segments of the overall BTIP, specifically segments outlined below, to serve the Candlestick Point area:

- **Existing Harney Way**, 1,560 linear feet, 4.3 acres
- **West Harney Way**, 590 linear feet, 0.6 acres
- **Arellious Walker Drive**, 2,269 linear feet, 4.42 acres
- **Harney Way Extension**, 1,390 linear feet, 2.5 acres
- **Candlestick Park Drive (formerly named Ingerson Avenue)**, 93 linear feet.16 acres
- **Other components of the Project:**
  - Bus Rapid Transit (BRT)-only lanes
  - Minor right away acquisitions without affecting buildings or requiring property relocations
  - New sidewalks, bicycle lanes, traffic medians, and a net increase in parking
  - New signals along Harney Way will include transit signals and transit signal priority
  - Harney Way/West Harney Way (just south of Candlestick Park Drive) includes a layover/transfer point. It also includes transit stops along Harney Way.

The construction of these roadways and components noted above constitute "the Project" under review here.

As shared from SFPW, the RAISE grant awarded to San Francisco Public Works is administered by the Federal Highway Administration (FHWA) because RAISE is an FHWA administered discretionary program, even when a funded project includes transit supportive elements. Under the United States Department of Transportation's (USDOT) structure, FHWA manages the full lifecycle of RAISE awards, including grant agreements, compliance, NEPA oversight, and reimbursement.

According to San Francisco Public Works, although the Bayview Connections project will support future transit service, the grant itself does not fund transit vehicles or transit operations, and no FHWA formula funds

were transferred (“flexed”) to the Federal Transit Administration (FTA). Because the project was selected under the RAISE competitive program and not through an FTA funding program or a flex transfer, FTA does not have grant administration authority in this case.

For these reasons, FHWA is the designated administering agency, and Caltrans is serving as the NEPA lead on FHWA’s behalf.

## **Background**

The Project is intended to improve traffic operations within the CP-HPSII Development area to accommodate approved planned growth, develop a more direct access route from U.S. Highway 101 and Interstate 280 to the Candlestick Point area, and provide multimodal access to the CP-HPSII Development area, linking it to the rest of San Francisco and the Bay Area region.

Bayview Connections includes reconstructing, repaving, limited widening of existing city streets, and constructing new street segments to create a multi-modal transportation network. The proposed network modifications will promote expanded bus service, provide new bus rapid transit (BRT) service to proposed transit centers, create pedestrian and bicycle linkages throughout the community, and improve vehicular connections to and within the Southeast community.

A NEPA environmental assessment (EA) was completed for the BTIP in 2014. The BTIP underwent interagency consultation on June 23, 2011 with the concurrence from the Metropolitan Transportation Commission (MTC) Air Quality Conformity Task Force (AQCTF) that the BTIP was not a Project of Air Quality Concern. A CEQA Final EIR for CP-HPSII was certified by the San Francisco Planning Commission and San Francisco Redevelopment Commission in June 2010. In Fall 2024, Addendum 7 to the EIR was published and approved by various City agencies and OCII. The proposed improvements proposed in Bayview Connections are consistent with roadway configurations assumed in EIR Addendum 7.

Because the original BTIP determination as not a POAQC was conducted over 10 years ago, an updated POAQS determination is being sought with an up-to-date description and AQCTF Regional Conformity Review.

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

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

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

- Bayview Connections is not a new or expanded highway project

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

- The Project does not change the number of diesel vehicles nor does it degrade the LOS of intersections in the Project area. The Project itself does not generate trips and would support circulation for the CP-HPSII Development.

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

The Project does not include any new bus terminals or transfer points that have a significant number of diesel vehicles congregating at a single location. The roadways in the Project would include bus stops and bus traffic to support the CP-HPSII Development. In addition, as mentioned in Attachment 1, the SFMTA Zero Emission Bus (ZEB) Rollout Plan would result in a battery electric fleet by 2040. The SFMTA ZEB Rollout Plan is enforceable pursuant to the California Air Resources Board (CARB) Innovative Clean Transit regulation, which requires public transit agencies in the state to transition to ZEBs by 2040. According to the ZEB Rollout Plan, 36% of the SFMTA fleet is expected to be ZEBs by the opening year (2028).<sup>1</sup>

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<sup>1</sup> San Francisco Municipal Transportation Agency. August 8, 2025. SF MTA Zero-Emission Vehicle Rollout Plan. Accessible online at: <https://www.sfmta.com/media/43207/download?inline>

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

- While the Project extends bus service into the CP-HPSII Development along Harney Way and West Harney Way, it does not include the expanded bus terminals or transfer points that significantly increase the number of diesel vehicles congregating at a single location.

*(v) Affecting locations, areas, or categories of sites which are identified in the PM<sub>10</sub> or PM<sub>2.5</sub> applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation?*

- The SF Bay Area SIP does not identify any specific PM<sub>2.5</sub> “sites of violation”, and the Project is not located in such an area.

**RTIP ID#** *(required)* 21-T10-063

**TIP ID#** *(required)* SF-090004

**Air Quality Conformity Task Force Consideration Date**

May 28, 2026

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

In 2023, Bayview Connections: Phase 1 Harney Way BRT and Cycle track was awarded \$20,000,000 as part of the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant. The RAISE grant would support the implementation of the following project components included in the CP-HPSII Development, and which were assessed in the Bayview Transportation Improvement Plan (BTIP) Environmental Assessment (EA) conducted as part of compliance with the National Environmental Policy Act (NEPA) in August 2014. Bayview Connections builds four segments of the overall BTIP, specifically segments outlined below, to serve the Candlestick Point area:

- **Harney Way (Widening)**, between Executive Park Boulevard and Candlestick Park Drive (formerly Ingerson Avenue) - 1,560 linear feet, 4.3 acres
- **Harney Way (Extension)** - 1,390 linear feet, 2.5 acres
- **West Harney Way (New)** between Harney Way and Candlestick Park Drive (formerly Ingerson Avenue) - 590 linear feet, 0.6 acres
- **Arelious Walker Drive (Extension)** between Gilman Avenue and Harney Way - 2,269 linear feet, 4.42 acres
- **Candlestick Park Drive (New, formerly named Ingerson Avenue)** between West Harney Way and Harney Way - 93 linear feet.16 acres
- **Multi-modal Project Features:**
  - Bus Rapid Transit (BRT)-only lanes
  - Minor right away acquisitions without affecting buildings or requiring property relocations
  - New sidewalks, bicycle lanes, traffic medians, and a net increase in parking
  - New signals along Harney Way will include transit signals and transit signal priority
  - Harney Way/West Harney Way (just south of Candlestick Park Drive) includes a layover/transfer point. It also includes transit stops along Harney Way.

See Figures 1, 2 and 3 at the bottom of this form.

San Francisco Office of Community Investment and Infrastructure ("OCII") is a state-authorized local entity serving as the successor to the former San Francisco Redevelopment Agency. OCII is responsible for development in Candlestick Point, the property where the Candlestick Park Stadium was located from 1960-2015. The redevelopment of Candlestick Point is governed by the Disposition and Development Agreement between OCII and CP Development Co., LLC (administered by FivePoint as the primary developer) and by various agreements with city and state agencies. Through an interagency cooperation agreement with San Francisco Office of Community Investment and Infrastructure, San Francisco Public Works (SFPW) is the regulatory body overseeing public infrastructure permitting and driving collaboration with all San Francisco city department for permit review, permit issuance, inspections, and acceptance of completed public infrastructure for Candlestick Point.

FHWA is the designated administering agency, and Caltrans is serving as the NEPA lead on FHWA's behalf. San Francisco Office of Community Investment and Infrastructure is the lead agency under CEQA.

**Type of Project:** Multi-Modal Transportation Network Project

**County**

The Project is located in San Francisco County in Southeast San Francisco, Harney Way/Candlestick Park Drive exit from US Route 101.

**Lead Agency:** Caltrans District 4

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| <b>Contact Person</b><br>Dan Rivas                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <b>Phone#</b><br>(510) 496-9416                                                | <b>Fax#</b>                                                                        | <b>Email</b><br>dan.rivas@dot.ca.gov                     |                                       |
| <b>Federal Action for which Project-Level PM Conformity is Needed</b> (check appropriate box)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                |                                                                                    |                                                          |                                       |
| <b>Categorical Exclusion (NEPA)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <input checked="" type="checkbox"/> <b>EA or Draft EIS</b>                     | <input type="checkbox"/> <b>FONSI or Final EIS</b>                                 | <input type="checkbox"/> <b>PS&amp;E or Construction</b> | <input type="checkbox"/> <b>Other</b> |
| <b>Scheduled Date of Federal Action:</b> 2026                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                |                                                                                    |                                                          |                                       |
| <b>NEPA Delegation – Project Type</b> (check appropriate box)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                |                                                                                    |                                                          |                                       |
| <input type="checkbox"/>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <input checked="" type="checkbox"/> <b>Section 326 – Categorical Exclusion</b> | <input checked="" type="checkbox"/> <b>Section 327 – Non-Categorical Exclusion</b> |                                                          |                                       |
| <b>Current Programming Dates</b> (as appropriate)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                |                                                                                    |                                                          |                                       |
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| <b>Start</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | November 2009                                                                  | June 2010                                                                          | June 2010                                                | June 2026                             |
| <b>End</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | March 2026                                                                     | March 2026                                                                         | March 2026                                               | July 2032                             |
| <p><b>Project Purpose and Need (Summary):</b> (please be brief)</p> <p>The purpose of the Project is to improve traffic operations within the CP-HPSII Development area to accommodate approved planned growth, develop a more direct access route from U.S. Highway 101 and Interstate 280 to the Candlestick Point area, and provide multimodal access to the CP-HPSII Development area, linking it to the rest of San Francisco and the Bay Area region. The purpose is to provide a continuous transportation system to US 101 and I-280, providing the primary regional access points from the San Francisco Peninsula to the south and downtown San Francisco to the north.</p> <p>The existing transportation system of discontinuous roadways and limited transit services underserves existing residents and will not accommodate future development. The Project is needed to ensure that the planned development in the area will not overwhelm the existing constrained transportation network in the Southeast Community. Without the Project, future increased transportation demand using the existing deficient roadway network will likely create localized congestion, disproportionately affecting existing residents and businesses, and will fail to adequately serve the planned developments.</p> <p>Bayview Connections includes reconstructing, repaving, limited widening of existing city streets, and constructing new street segments to create a multi-modal transportation network. The proposed network modifications will promote expanded bus service, provide new bus rapid transit (BRT) service to proposed transit centers, create pedestrian and bicycle linkages throughout the community, and improve vehicular connections to and within the Southeast community.</p> <p>BTIP will provide enhanced transportation infrastructure for transit, cars, and non-motorized transit modes within the BTIP area. The San Francisco Metropolitan Transportation Agency (SFMTA) transit network would be integrated with the southeast community through the provision of a new BRT line connecting the regional transit hubs (Bayshore Caltrain Station and Balboa Park BART) to southeast areas, express bus lines connecting current and future neighborhoods with Downtown San Francisco, and transit preferential street (TPS) improvements along the Palou Avenue transit corridor. Connections to the regional highway network (Highway 101 and I-280) will be maintained.</p> <p>In addition to typical roadway improvements like pavement rehabilitation and resurfacing, enhanced landscaping, improved lighting, proposed transit improvements, including bus bulb-out extensions and transit-only lanes, would improve the speed and reliability of transit services and complement the limited existing public transit services to meet future needs. The combination of roadway and transit improvements will improve the speed and reliability of public transit, and when paired with the infrastructure for new express bus and BRT service, would help unify existing and future Southeast neighborhoods and the rest of the city.</p> |                                                                                |                                                                                    |                                                          |                                       |

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

The Project area lies partially within or directly adjacent to multiple jurisdictional boundaries and ownership, both public and private. The southern edge of the Project, particularly along Harney Way, adjoins the Candlestick Point State Recreation Area, which is managed by California State Parks. This shared boundary extends for approximately 0.35 miles from Giants Drive eastward past Executive Park Boulevard and includes segments of Harney Way as it approaches the shoreline. Portions of Harney Way also fall within the 100-foot shoreline band regulated by the San Francisco Bay Conservation and Development Commission (BCDC), with an estimated overlap of 0.25 to 0.3 miles along the Bay-facing alignment. In addition, portions of Harney Way segments built on former Bay fill or tideland may be subject to jurisdiction by the California State Lands Commission. See Figures 1 and 2 at the bottom of this form.

The Project area is characterized by a mix of paved and unpaved roadways, vacant parcels, shoreline open space, adjacent residential uses, and generally limited and incomplete infrastructure. The southern portion of the Project area, which intersects the footprint of the now-demolished Candlestick Park stadium, consists of open land which has been hydroseeded and managed consistent with the project's Stormwater Pollution Prevention Plan and air quality mitigation measures. Large, paved surfaces remaining from the stadium parking lots which serve as truck and construction materials staging areas. This area is presently served by the City's combined sewer/stormwater system.

This site is bordered by incomplete road connections, fenced vacant parcels, and unimproved terrain where the original Alice Griffith Housing Development once stood. Extensions of Arellous Walker Drive and Harney Way into the development area provide new rights-of-way where undeveloped former Candlestick Park Stadium parking existed that lack pavement, curbs, sidewalks, streetlights, or bike facilities.

To the west, the project area adjoins Jamestown Walker Slope, public open space owned and operated by the City and County of San Francisco. The 46-acre open space includes wooded slopes, walking paths, and no built facilities. To the east and southeast, the project borders the San Francisco Bay shoreline and the Candlestick Point State Recreation Area, a 170-acre waterfront park featuring parking, walking trails, the Bay Trail, fishing piers, picnic areas, and passive-use open space.

The proposed Project would not alter the existing land use/development patterns nor impact truck trip generation. The Project does not generate trips and would support circulation for the CP-HPSII Development.

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

The Project analysis was performed as part of the BTIP and CP-HPSII development project. Future year roadway volumes and VMT estimates were developed using the SF CHAMP travel model. A level of service (LOS) analysis was performed for key intersections in the study area utilizing the methodology from the Highway Capacity Manual (HCM) for the PM peak hour, which results in the highest volumes within the study area.

See [EIR Addendum 7](#) for CP-HPSII Development for detailed information on assumptions and methodology.

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

The purpose of the Project is to enhance mobility and circulation for all users to/from the CP-HPSII development and surrounding area. If the project is not constructed, access to the CPHPS development would be limited leading to a degradation in level of service, and an increase in safety/hazardous conditions for the CPHPS development and surrounding project site. Harney Way would not be extended or widened and would be inadequate to support the demand of the CP-HPSII development. The connection from Gilman Avenue to Harney Way through the Arelious Walker Drive extension would not exist. The No Build Alternative would limit construction of the planned Geneva-Harney BRT lanes into the CPHPS project site. Additionally, pedestrian and bicycle facilities would be limited. Thus, under the No Build Alternative, there would be fewer improvements to transit service in the Project area and travelers would continue to use existing streets resulting in the level of service continuing to deteriorate.<sup>2</sup>

The roadways are proposed to facilitate mobility and circulation around the project site and are not anticipated to generate additional traffic, change in VMT, or fleet mix. Without the Project, travel would be focused on neighborhood streets, that cannot accommodate the projected traffic. VMT is anticipated to decrease with the Project by providing direct routes to the community and LOS operates better with the Project.

Therefore, the No Build alternative is discussed qualitatively and the table below conservatively uses existing conditions for comparison. In the No Build alternative, Arelious Walker Drive, Candlestick Park Drive and West Harney Way would have 0 AADT and VMT for all vehicle types because the roadways would not be constructed. However, if the roadways are not constructed, the vehicles associated with CP-HPSII would need to travel longer distances on other roadways to reach their destinations because these roadways are the primary roadways connecting the Candlestick Point redevelopment and the highway. This additional travel would increase emissions and VMT in the area. Harney Way would have increased congestion if it is not expanded with the Project, resulting in additional emissions and decreased LOS.

The Build Alternative conservatively assumes full buildout of CP-HPSII at the time of buildout of the roadways. In reality, full buildout of CP-HPSII will not happen until closer to the RTP Horizon Year. Construction of the roadways is not expected to generate changes in travel demand; however, the CP-HPSII development would generate traffic that would use the roadways. The table below describes the anticipated Cumulative volumes for the roadways based on level of service analysis completed in the CP-HPSII development EIR (Addendum 7).

**Future Build (2040 Cumulative) Conditions**

| Location               | Project Feature                               | Existing Conditions |                 |                 |                 | Future Build (2028 Opening/2040 Horizon) Conditions |                 |                |          |
|------------------------|-----------------------------------------------|---------------------|-----------------|-----------------|-----------------|-----------------------------------------------------|-----------------|----------------|----------|
|                        |                                               | Total               | AADT Truck      | Bus             | VMT (mi)        | Total                                               | AADT Truck      | Bus            | VMT (mi) |
| Arelious Walker Drive  | Extension/ new roadway south of Gilman Avenue | -- <sup>1</sup>     | -- <sup>1</sup> | -- <sup>1</sup> | -- <sup>1</sup> | 18,000                                              | 550             | 0              | 7,200    |
| Harney Way             | Widening (of existing) and Extension          | 3,000               | 100             | 0 <sup>3</sup>  | 1,950           | 24,000                                              | 700             | 700            | 15,600   |
| West Harney Way        | New Roadway                                   | -- <sup>1</sup>     | -- <sup>1</sup> | -- <sup>1</sup> | -- <sup>1</sup> | 700                                                 | -- <sup>4</sup> | 700            | 75       |
| Candlestick Park Drive | New Roadway                                   | -- <sup>1</sup>     | -- <sup>1</sup> | -- <sup>1</sup> | -- <sup>1</sup> | 4,000                                               | 100             | 0 <sup>5</sup> | 120      |

Notes:

1. The study area segments of Arelious Walker Drive, West Harney Way, and Candlestick Park Drive are new roadways, therefore existing data is not available.
2. Truck traffic is estimated to be approximately 3-percent of total traffic.
3. Transit does not currently traverse existing roadway segments; therefore, transit/bus is not currently observed in the above table.
4. West Harney Way is exclusively used for transit vehicles only.
5. Candlestick Park Drive will include some transit; however, transit is not anticipated on this project segment.
6. Project build alternative (2040) volumes based on forecasted roadway volumes from the CPHPS2 Addendum 7 (2024)
7. VMT estimates based on calculating AADT x project roadway segment length

**CPHPS2 Addendum 7 Weekday Peak Hour LOS**

| Intersection <sup>1</sup>                      | Existing                           |     |                                    |     | Future Cumulative With Project     |     |                                    |     |
|------------------------------------------------|------------------------------------|-----|------------------------------------|-----|------------------------------------|-----|------------------------------------|-----|
|                                                | AM Peak Hour<br>Delay <sup>2</sup> | LOS | PM Peak Hour<br>Delay <sup>2</sup> | LOS | AM Peak Hour<br>Delay <sup>2</sup> | LOS | PM Peak Hour<br>Delay <sup>2</sup> | LOS |
| 29. Harney Way/Arelious Walker <sup>3</sup>    | <10                                | A   | <10                                | A   | 23                                 | C   | 53                                 | D   |
| 34. Gilman Avenue/Arelious Walker <sup>3</sup> | <10                                | A   | <10                                | A   | 40                                 | D   | 49                                 | D   |
| 59. Harney Way/Executive Park Boulevard        | <10                                | A   | <10                                | A   | 24                                 | C   | 27                                 | C   |

Notes:

1. Intersection numbers are based on EIR intersection numbering for reference and comparison purposes.
2. Delay in seconds per vehicle.
3. The intersection is unsignalized under existing conditions but will be signalized as part of the Project.

**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**

Build and No Build LOS, AADT, % and # trucks, and truck AADT are expected to be the same for the RTP Horizon Year (2040) as the information presented above for the Opening Year (2028) based on the described assumptions.

<sup>2</sup> Bayview Transportation Improvements Project. Federal Aid #HP21L-5934(115). August 2014. Environmental Assessment with Finding of No Significant Impact. Accessible online at: [https://sfpublicworks.org/sites/default/files/4383-SIGNED\\_BTI\\_FinalEA\\_090414\\_smaller.pdf](https://sfpublicworks.org/sites/default/files/4383-SIGNED_BTI_FinalEA_090414_smaller.pdf)

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

Not applicable – not an intersection or interchange

**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 – not an intersection or interchange

**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 – not bus, rail or intermodal facility/terminal/transfer point

**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 – not bus, rail or intermodal facility/terminal/transfer point

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

The Project is not anticipated to generate traffic as the roadways would be constructed to support mobility and circulation of the Candlestick Hunters Point Shipyard (CP-HPSII) development project and surrounding area. The construction of these roadways will provide congestion relief for the development of CP-HPSII. The Project is designed to ensure that the planned development in the area will not overwhelm the existing constrained transportation network in the Southeast Community.

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

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

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

- Bayview Connections is not a new or expanded highway project

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

- The Project does not change the number of diesel vehicles nor does it degrade the LOS of intersections in the Project area. The Project itself does not generate trips and would support circulation for the CP-HPSII Development.

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

- The Project does not include any new bus terminals or transfer points that have a significant number of diesel vehicles congregating at a single location. The roadways in the Project would include bus stops and bus traffic to support the CP-HPSII Development. In addition, as mentioned in Attachment 1, the SFMTA Zero Emission Bus (ZEB) Rollout Plan would result in a battery electric fleet by 2040. The SFMTA ZEB Rollout Plan is enforceable pursuant to the California Air Resources Board (CARB) Innovative Clean Transit regulation, which requires public transit agencies in the state to transition to ZEBs by 2040. According to the ZEB Rollout Plan, 36% of the SFMTA fleet is expected to be ZEBs by the opening year (2028).<sup>3</sup>

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

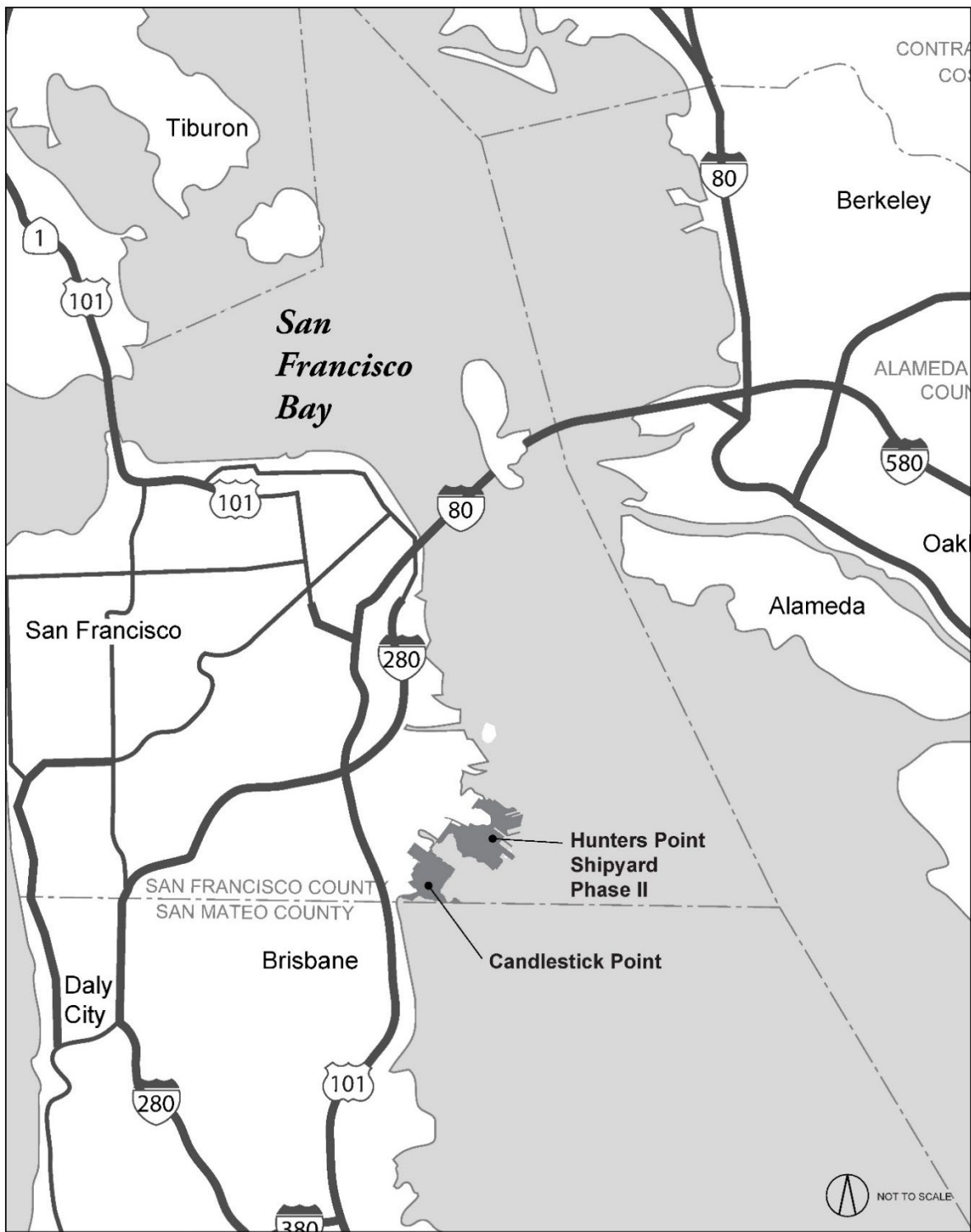
- While the Project extends bus service into the CP-HPSII Development along Harney Way and West Harney Way, it does not include the expanded bus terminals or transfer points that significantly increase the number of diesel vehicles congregating at a single location.

*(v) Affecting locations, areas, or categories of sites which are identified in the PM<sub>10</sub> or PM<sub>2.5</sub> applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation?*

- The SF Bay Area SIP does not identify any specific PM<sub>2.5</sub> “sites of violation”, and the Project is not located in such an area.

---

<sup>3</sup> San Francisco Municipal Transportation Agency. August 8, 2025. SF MTA Zero-Emission Vehicle Rollout Plan. Accessible online at: <https://www.sfmta.com/media/43207/download?inline>



SOURCE: Clement Designs, 2008; ESA 2018

**Figure 1. Regional Map of Project Location**

## Bayview Connections Street Segments

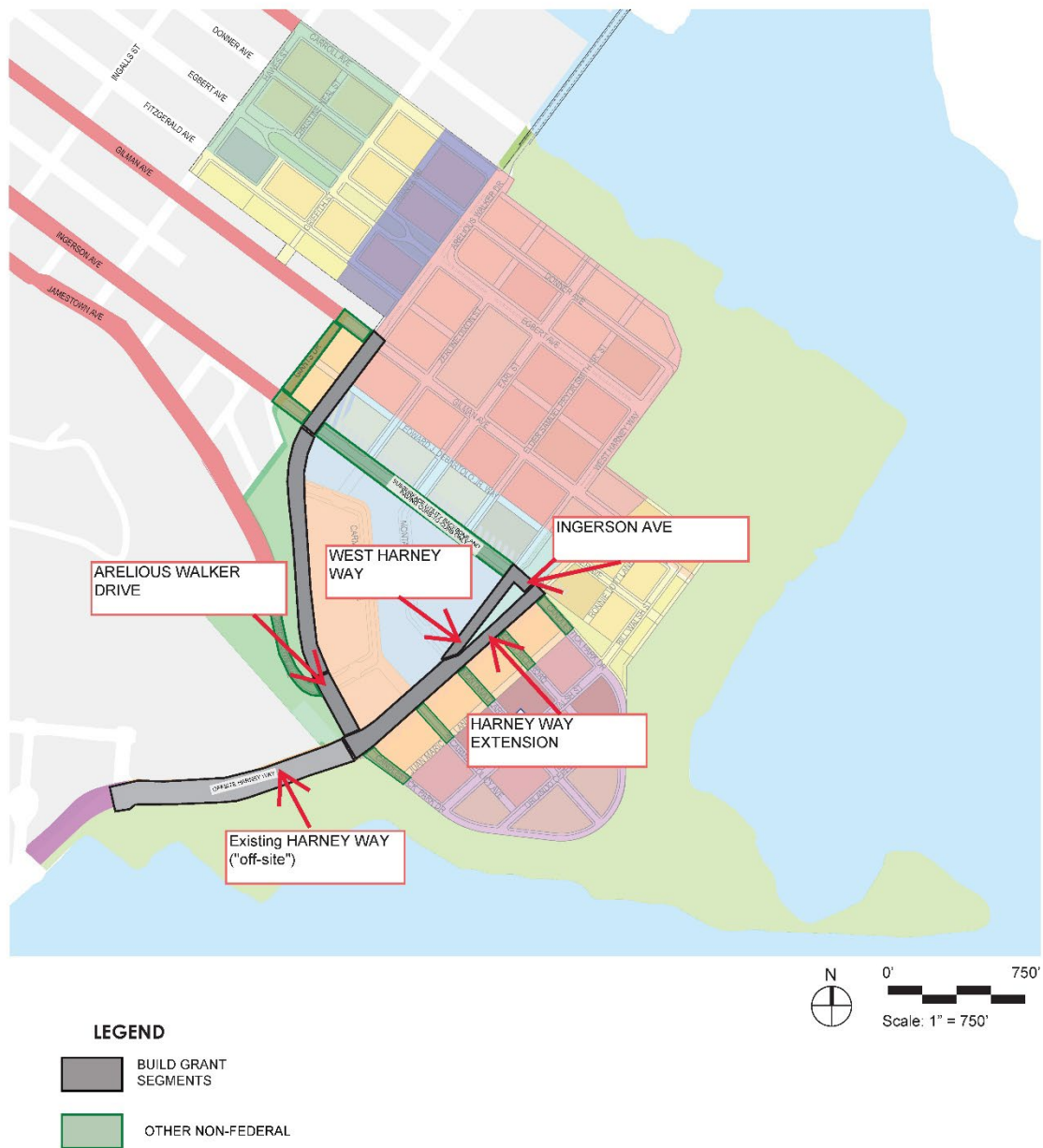


**Figure 2.** Project Site and Roadways covered by the Project

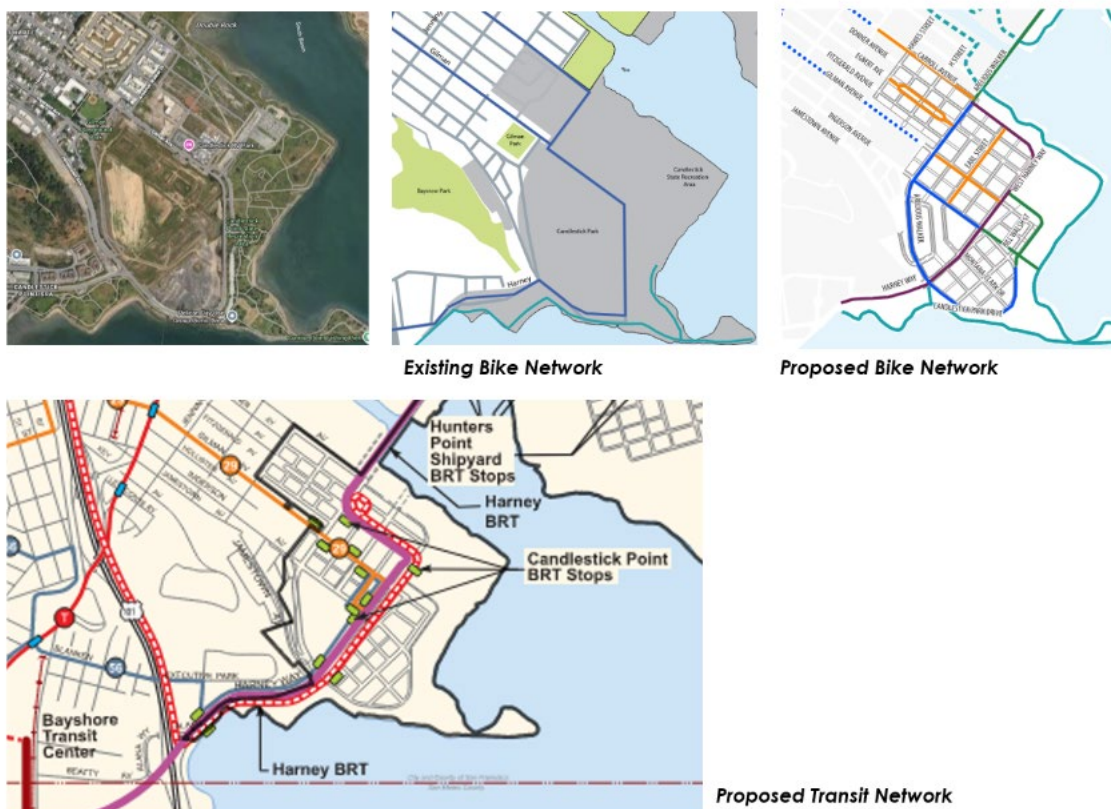


**Figure 3.** Multimodal features of the Project



### **Bayview Connections**

Harney Way, West Harney Way and Arelious Walker Drive  
Candlestick Project Area  
San Francisco, California

**Presentation to:**  
**Air Quality Conformity Task Force, May 28, 2026**

**PRESENTATION TEAM**  
**on behalf of San Francisco Public Works and FivePoint**

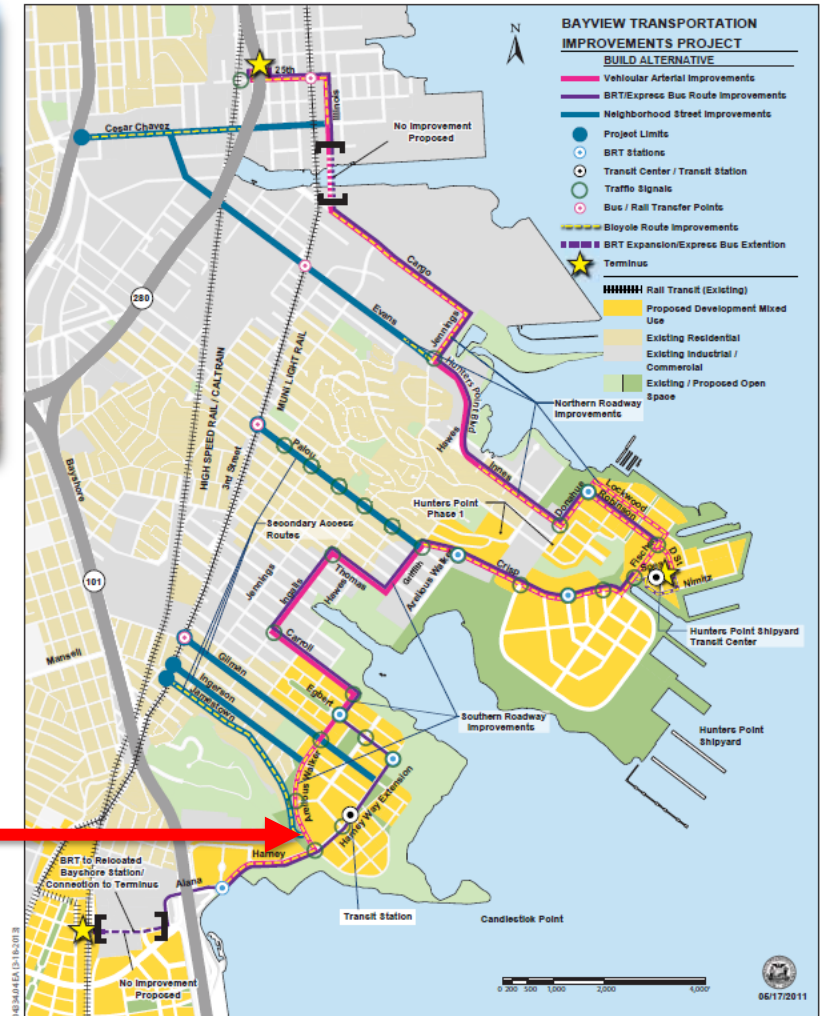
Sarah Chan, PE TE  
Principal, Fehr & Peers  
[s.chan@fehrandpeers.com](mailto:s.chan@fehrandpeers.com)

Sarah Manzano  
Principal, Ramboll  
[smanzano@ramboll.com](mailto:smanzano@ramboll.com)

# Project Location



*Former site of Candlestick Park Stadium, looking northeast from Jamestown Avenue and Harney Way.*



# Purpose and Need

## Purpose

- Accommodate approved planned residential growth from CP-HPSII Development
- Provide **multimodal** access via BRT/transit only lanes, cycle track
- Improved vehicular access between US-101 Harney interchange and Candlestick Point
- Improve traffic operations for existing and future residents
- Provide a continuous transportation system to US 101 and I-280, providing the primary regional access points from the San Francisco Peninsula to the south and downtown San Francisco to the north.

## Need

- Traffic will increase from future residents of the Candlestick-Hunter's Point Phase II ("CP-HPSII Development")
- The existing transportation system of discontinuous roadways, limited transit services and outdated or missing infrastructure underserves existing and future residents.

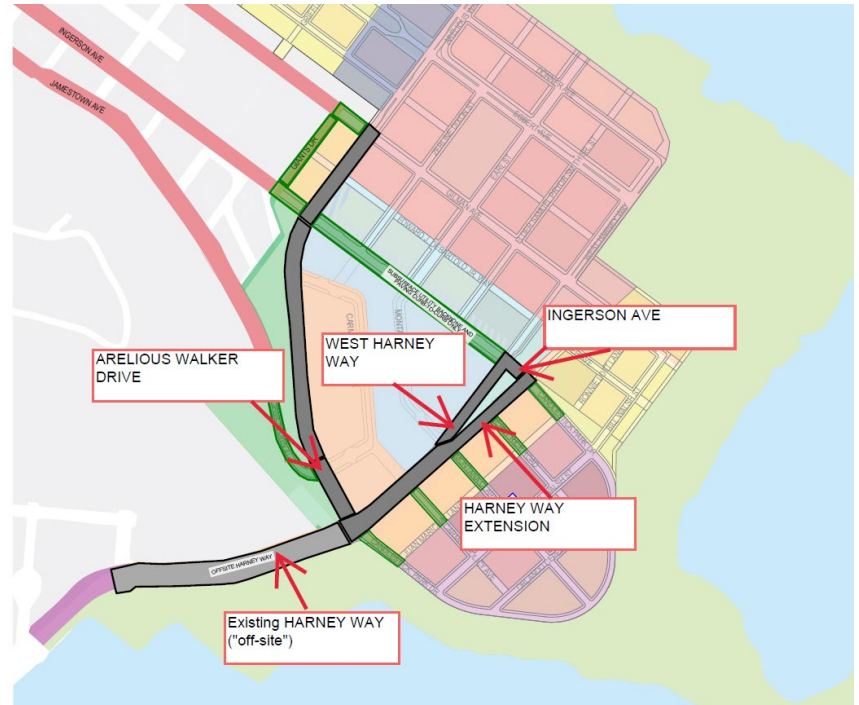
# Project Description

## Roadway Segments

- Harney Way (Widening & Extension), between Executive Park Boulevard and Candlestick Park Drive (formerly Ingerson Avenue)
- Arelious Walker (Extension), between Gilman Avenue and Harney Way
- West Harney Way (New), between Harney Way and Candlestick Park Drive (formerly Ingerson Avenue)
- Candlestick Park Drive (New), between West Harney Way and Harney Way

## Roadway Changes:

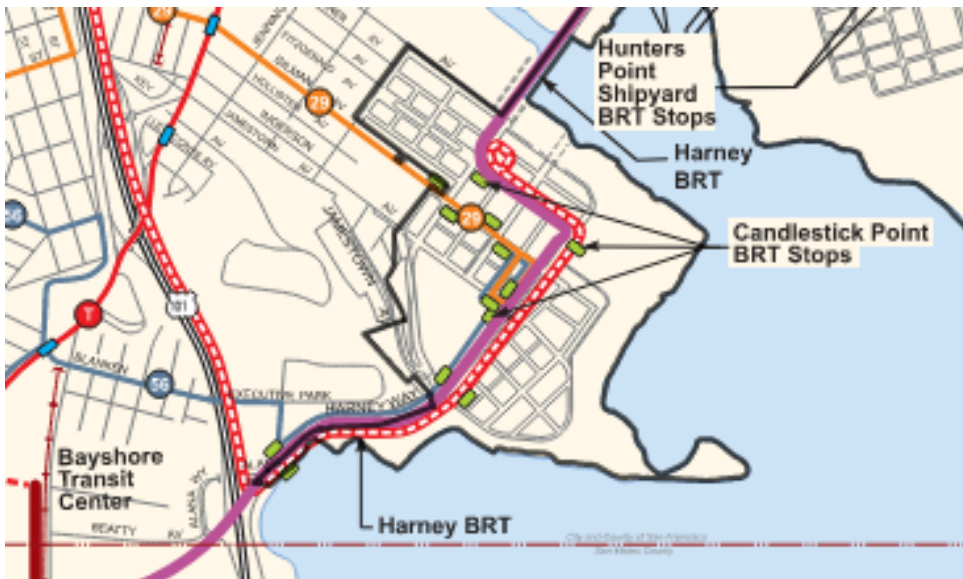
- Minor right away acquisitions without affecting buildings or requiring property relocations



# Project Description

## Multi-modal Changes:

- New sidewalks, bicycle lanes, traffic medians, and a net increase in parking
- Bus Rapid Transit (BRT)-only lanes
- New transit signals and transit signal priority along Harney Way
- Layover/transfer point and transit stops along Harney Way.



**Proposed Transit Network**



**Existing Bike Network**



**Proposed Bike Network**

# CPHPS2 Development Project

## Proposed Land Use Program

| Land Use                                       | Candlestick Point |          | Hunters Point Shipyard |          |
|------------------------------------------------|-------------------|----------|------------------------|----------|
|                                                | Size              | Units    | Size                   | Units    |
| Residential <sup>1</sup>                       | 7,218             | units    | 3,454                  | units    |
| Neighborhood Retail/Maker Space <sup>1,2</sup> | 134.5             | ksf      | 301                    | ksf      |
| Regional Retail                                | 170               | ksf      | 100                    | ksf      |
| Office                                         | --                | ksf      | --                     | ksf      |
| Hotel                                          | 220               | rooms    | 175                    | rooms    |
| Community Services                             | 50                | ksf      | 50                     | ksf      |
| Park                                           | 105.7             | acres    | 232                    | acres    |
| Arena                                          | --                | seats    | --                     | seats    |
| Film Arts Center                               | 1,200             | seats    | --                     | seats    |
| Performance Venue                              | 4,400             | seats    | --                     | seats    |
| R&D/Office                                     | 2,800             | ksf      | 2,096.5                | ksf      |
| Artists' Studios                               | --                | ksf      | 255                    | ksf      |
| Marina                                         | --                | slips    | 300                    | slips    |
| Institutional (Jr. HS/HS)                      | --                | students | 1,000 <sup>3</sup>     | students |
| Institutional (HS/Post-Secondary)              | --                | students | 1,000 <sup>3</sup>     | students |

### Notes:

1. The total amount of proposed land development for HPS Phase 2 shown in Table 2 includes 71 ksf of additional retail space and 172 additional dwelling units that will no longer be included as part of the HPS Phase 1 development, and therefore, would not represent "net new" approved development within the overall HPS Plan Area.
2. 75 ksf of the 301 ksf of Neighborhood Retail at HPS2 would be dedicated for maker space uses.
3. Includes 600 HS students and 400 college students. Half of the HS students would be on site at any given time. Only 1/3 of college students would be on site at any one time.

# Transportation Background & Considerations

## Background

- Roadways are part of the Bayview Transportation Improvement Plan (BTIP).
- A NEPA environmental assessment (EA) was completed for the BTIP in 2014.
- The BTIP underwent interagency consultation on June 23, 2011 and was determined not a Project of Air Quality Concern.

## Considerations

- If the roadways were not constructed, access to the CPHPS development would be limited leading to a degradation in level of service, and an increase in safety/hazardous conditions for the CPHPS development and surrounding project site. The No Build Alternative would limit construction of the planned Geneva-Harney BRT lanes into the CPHPS project site. Additionally, pedestrian and bicycle facilities would be limited.

| Intersection <sup>1</sup>                      | Existing           |     |                    |     | Future Cumulative With Project |     |                    |     |
|------------------------------------------------|--------------------|-----|--------------------|-----|--------------------------------|-----|--------------------|-----|
|                                                | AM Peak Hour       |     | PM Peak Hour       |     | AM Peak Hour                   |     | PM Peak Hour       |     |
|                                                | Delay <sup>2</sup> | LOS | Delay <sup>2</sup> | LOS | Delay <sup>2</sup>             | LOS | Delay <sup>2</sup> | LOS |
| 29. Harney Way/Arelious Walker <sup>3</sup>    | <10                | A   | <10                | A   | 23                             | C   | 53                 | D   |
| 34. Gilman Avenue/Arelious Walker <sup>3</sup> | <10                | A   | <10                | A   | 40                             | D   | 49                 | D   |
| 59. Harney Way/Executive Park Boulevard        | <10                | A   | <10                | A   | 24                             | C   | 27                 | C   |

### Notes:

1. Intersection numbers are based on EIR intersection numbering for reference and comparison purposes.
2. Delay in seconds per vehicle.
3. The intersection is unsignalized under existing conditions but will be signalized as part of the Project.

# Traffic Volumes

## Future Build (2040 Cumulative)

| Location                | Project Feature                              | Existing Conditions |                    |                 |                 | Project Build Alternative (2040) |                    |                |          | Difference |                    |     |          |
|-------------------------|----------------------------------------------|---------------------|--------------------|-----------------|-----------------|----------------------------------|--------------------|----------------|----------|------------|--------------------|-----|----------|
|                         |                                              | AADT                |                    |                 | VMT (mi)        | AADT                             |                    |                | VMT (mi) | AADT       |                    |     | VMT (mi) |
|                         |                                              | Total               | Truck <sup>2</sup> | Bus             |                 | Total                            | Truck <sup>2</sup> | Bus            |          | Total      | Truck <sup>2</sup> | Bus |          |
| Arelious Walker Drive   | Extension/new roadway south of Gilman Avenue | -- <sup>1</sup>     | -- <sup>1</sup>    | -- <sup>1</sup> | -- <sup>1</sup> | 18,000                           | 550                | 0              | 7,200    | 18,000     | 550                | 0   | 7,200    |
| Harney Way              | Widening (of existing) and Extension         | 3,000               | 100                | 0 <sup>3</sup>  | 1,950           | 24,000                           | 700                | 700            | 15,600   | 21,000     | 600                | 700 | 13,650   |
| West Harney Way         | New Roadway                                  | -- <sup>1</sup>     | -- <sup>1</sup>    | -- <sup>1</sup> | -- <sup>1</sup> | 700                              | -- <sup>4</sup>    | 700            | 75       | 700        | -- <sup>4</sup>    | 700 | 75       |
| Candlestick Park Drive* | New Roadway                                  | -- <sup>1</sup>     | -- <sup>1</sup>    | -- <sup>1</sup> | -- <sup>1</sup> | 4,000                            | 100                | 0 <sup>5</sup> | 120      | 4,000      | 100                | 0   | 120      |

### Notes:

1. The study area segments of Arelious Walker Drive, West Harney Way, and Ingerson Avenue are new roadways, therefore existing data is not available.
2. Truck traffic is estimated to be approximately 3-percent of total traffic.
3. Transit does not currently traverse existing roadway segments; therefore, transit/bus is not currently observed in the above table.
4. West Harney Way is exclusively used for transit vehicles only.
5. Ingerson Avenue will include some transit; however, transit is not anticipated on the project segment.
6. Project build alternative (2040) volumes based on forecasted roadway volumes from the CPHPS2 Addendum 7 (2024).
7. VMT estimates based on calculating AADT x project roadway segment length.

\*Candlestick Park Drive (formerly Ingerson Avenue)

# Transportation Conclusions

- The Project does not generate changes in travel demand
- The Project supports travel for existing uses and proposed CP-HPSII development
- Without the Project, travel would be focused on neighborhood streets, that cannot accommodate the projected traffic
- The Project provides opportunities for mode shift by providing continuous sidewalks, bicycle facilities and transit only lanes, that result in a more reliable multi-modal network.
- VMT is anticipated to decrease and LOS operates better with the Project.
- SFMTA adopted the Zero Emission Bus (ZEB) rollout plan, updated in August 2025, which lays out a plan to achieve a 100-percent battery-electric fleet by 2040. Therefore, by Cumulative/Future Project build conditions, SFMTA's bus/transit fleet serving the project site is expected to be fully electric (non-diesel).

# Air Quality Conclusions

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:

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

- Bayview Connections is not a new or expanded highway project

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

- The Project does not change the number of diesel vehicles nor does it degrade the LOS of intersections in the Project area. The Project itself does not generate trips and would support circulation for the CP-HPSII Development.

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

- The Project does not include any new bus terminals or transfer points that have a significant number of diesel vehicles congregating at a single location. The roadways in the Project would include bus stops and bus traffic to support the CP-HPSII Development. In addition, as mentioned in Attachment 1, the SFMTA Zero Emission Bus (ZEB) Rollout Plan would result in a battery electric fleet by 2040. The SFMTA ZEB Rollout Plan is enforceable pursuant to the California Air Resources Board (CARB) Innovative Clean Transit regulation, which requires public transit agencies in the state to transition to ZEBs by 2040. According to the ZEB Rollout Plan, 36% of the SFMTA fleet is expected to be ZEBs by the opening year (2028).

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

- While the Project extends bus service into the CP-HPSII Development along Harney Way and West Harney Way, it does not include the expanded bus terminals or transfer points that significantly increase the number of diesel vehicles congregating at a single location.

**(v) Affecting locations, areas, or categories of sites which 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?**

- The SF Bay Area SIP does not identify any specific  $PM_{2.5}$  “sites of violation”, and the Project is not located in such an area.<sup>26</sup>

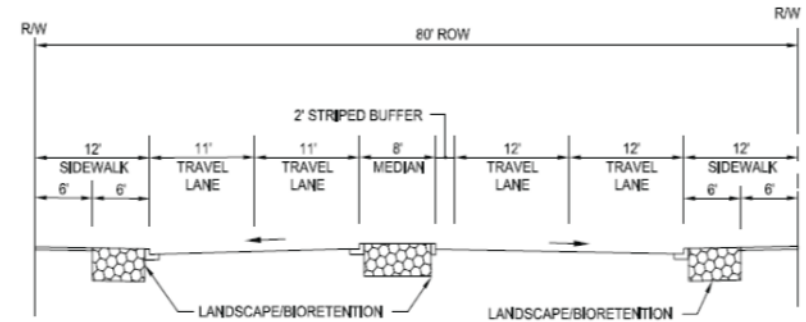
Questions?

# Extra Slides

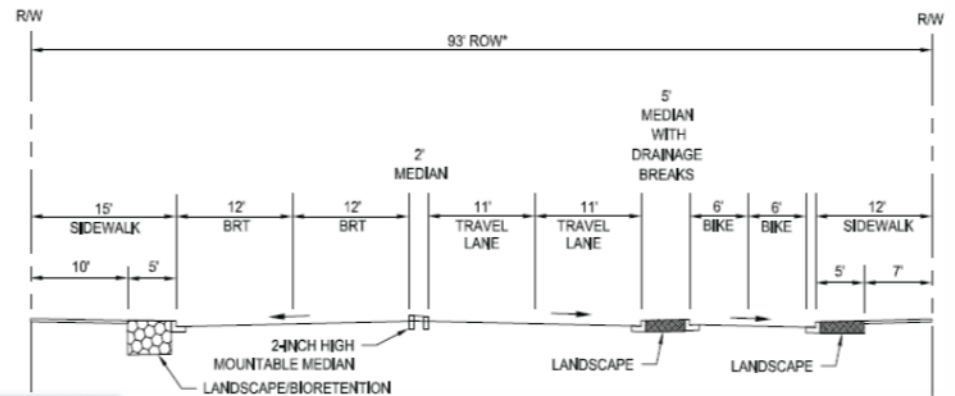
# Cross-Sections



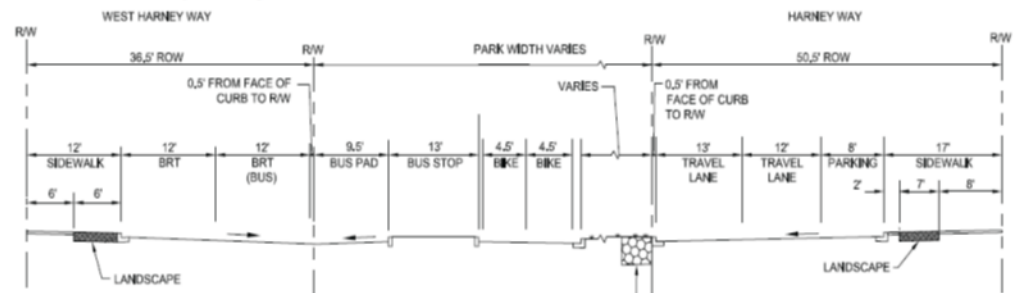
**Arelious Walker at Harney**



**Harney at Arelious Walker**



**Harney at Ingerson**



**Application of Criteria for a Project of Air Quality Concern**  
**Project Title: US 101 / SR 92 Interchange Direct Connector Project**  
**Project Summary for Air Quality Conformity Task Force Meeting: May 28, 2026**

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**Description**

- Proposes to add an express lane direct connector at the US 101 and SR 92 interchange area.
- Includes three Build Alternatives:
  - **Build Alternative 1.** US 101 / SR 92 express lane direct connector serving westbound (WB) SR 92 to northbound (NB) and southbound (SB) US 101.
  - **Build Alternative 2.** Reversible US 101 / SR 92 express lane direct connector serving WB SR 92 to NB and SB US 101 (similar to Build Alternative 1) in the AM peak period and serving NB and SB US 101 to eastbound (EB) SR 92 (similar to Build Alternative 3) in the PM peak period.
  - **Build Alternative 3.** US 101 / SR 92 express lane direct connector serving NB and SB US 101 to EB SR 92.

**Background**

- Draft Air Quality Report currently being prepared
- Project is an EA (NEPA)
- Final Environmental Approval anticipated September 2028

**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. Project proposes improvements to operational efficiency at existing highway interchange but does not increase capacity.
- No significant increase in diesel vehicles.

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

- Traffic operations on the existing facilities are expected to slightly improve or remain similar to the No Build Alternative. The managed lane direct connectors are not expected to see truck traffic; therefore, the existing truck trips will not be impacted by the project.
- The project is intended to relieve bottlenecks during peak periods and provide options for multi-occupant and transit vehicles.
- No increase or change in diesel vehicles.

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

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

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

- The project is consistent with the MTC RTP (ID 21-T06-027) 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 improve operational efficiency at the US 101 and SR 92 interchange.

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Project Assessment Form for PM<sub>2.5</sub> Interagency Consultation</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>RTP ID#</b> 21-T06-027<br>US 101 / SR 92 Interchange Direct Connector Project                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>TIP ID#</b> SM-250201                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>Air Quality Conformity Task Force Consideration Date</b><br>May 28, 2026                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p><b>Project Description</b> <i>(clearly describe project)</i></p> <p>The U.S. Highway 101 (US 101) / State Route 92 (SR 92) Interchange Direct Connector Project (project) proposes to add an express lane direct connector at the US 101 and SR 92 interchange area.</p> <p>The San Mateo County Transportation Authority, in partnership with the City/County Association of Governments of San Mateo County and in cooperation with the California Department of Transportation (Caltrans), proposes to add an express lane direct connector at the US 101 and SR 92 interchange area. The project includes three Build Alternatives in addition to the No Build Alternative:</p> <ul style="list-style-type: none"> <li>• Build Alternative 1: US 101 / SR 92 express lane direct connector serving westbound (WB) SR 92 to northbound (NB) and southbound (SB) US 101.</li> <li>• Build Alternative 2: Reversible US 101 / SR 92 express lane direct connector serving WB SR 92 to NB and SB US 101 (similar to Build Alternative 1) in the AM peak period and serving NB and SB US 101 to eastbound (EB) SR 92 (similar to Build Alternative 3) in the PM peak period.</li> <li>• Build Alternative 3: US 101 / SR 92 express lane direct connector serving NB and SB US 101 to EB SR 92.</li> </ul> <p>Each of the Build Alternatives are discussed in greater detail below.</p> <p><b>Features Common to all Build Alternatives</b></p> <p>Each Build Alternative would include the construction of direct connector access lanes between SR 92 and US 101 (although the directionality of the lanes would be dependent on the Build Alternative). The direct connector access lanes would be on the left side of the travel direction, adjacent to the medians of SR 92 and US 101. For all Build Alternatives, the direct connector would include a new bridge over Seal Slough and an elevated connector over the existing US 101 / SR 92 interchange. All Build Alternatives would require the shifting of lanes on US 101 and SR 92. At the US 101 / Hillsdale Boulevard interchange, all Build Alternatives include a reconfigured NB loop on-ramp. The existing signalized NB US 101 / Hillsdale Boulevard intersection would be modified to allow vehicles traveling eastbound or westbound on Hillsdale Boulevard to access the NB US 101 loop on-ramp. The existing slip loop on-ramp entrance on Hillsdale Boulevard would be realigned to become part of the signal and connect with the auxiliary lane on the right-hand side of NB US 101. The existing slip diagonal on-ramp from WB Hillsdale Boulevard to NB US 101, at the interchange's northeast quadrant and adjacent to residential properties, would be removed.</p> <p>The multi-span direct connector bridge would be supported by columns, footings, and piles as it spans over Seal Slough and across the US 101 / SR 92 interchange. Construction of the columns and footings would likely be done with cofferdams for dewatering at bridge support locations. A temporary trestle above the water supported by temporary piles for construction may be used to avoid equipment within the water. The Build Alternatives would not demolish, widen, or modify existing bridges.</p> <p>Piles to support the new structure would be driven into the ground using a pile-driver. A pile cap of approximately 6-foot in depth would be constructed over the piles at each bent location along the connector bridge. Open excavation of approximately 12 feet with an excavator or digger would be anticipated for construction of the pile caps.</p> <p>Construction of the bridge, pavement, signage and associated highway improvements would require use of concrete mixers, front loaders, backhoes, excavators, dump trucks, rollers, compactors, cranes, rollers, graders and cold planers. The project is anticipated to be constructed in stages over a two-year span. Dirt is not anticipated to be removed from the site.</p> |

### **Build Alternative 1**

Build Alternative 1 would include construction of an express lane direct connector from WB SR 92 to NB and SB US 101. The express lane direct connector would provide WB SR 92 vehicles access to the US 101 express lanes without requiring a lane change.

An express lane adjacent to the median of WB SR 92 would begin roughly 1,400 feet east of the Edgewater Boulevard / Mariners Island Boulevard interchange and would then exit as a single left-hand express lane direct connector. The direct connector would then elevate between the two existing SR 92 bridges, spanning Seal Slough. Once the direct connector is sufficiently high to provide clearance to the traffic below, it would split into two lanes, one toward NB US 101 and one toward SB US 101, as it continues to rise over SR 92 and US 101. The NB and SB connectors would align between the median and existing NB and SB express lanes of US 101. The direct connector would be a multi-span bridge over Seal Slough, SR 92, and US 101 with its abutments in retained fill as it touches down in the median of US 101. The express lane direct connectors in each direction of US 101 would continue along the left side of the existing express lanes for a distance before merging with them. The WB-to-SB direct connector along SB US 101 would conform to SB US 101 roughly 1,700 feet south of the Hillsdale Boulevard interchange. Along NB US 101, the WB-to-NB direct connector would conform roughly 1,400 feet north of the Kehoe Avenue interchange.

To accommodate the proposed direct connector, WB SR 92 would be shifted between the east end of the existing bridges over Seal Slough and the beginning of the express lane connector east of Mariners Island Boulevard overcrossing. US 101 would be widened between the conform locations south of the Hillsdale Boulevard interchange and north of the Kehoe Avenue interchange. In addition, on-ramps and off-ramps would be realigned and reconstructed to accommodate the shifted freeway mainline lanes of US 101 and SR 92.

The majority of the proposed improvements would be constructed within the existing Caltrans right of way. It is anticipated that private properties adjacent to the NB US 101 within the northeast quadrant of the US 101 / SR 92 interchange would be impacted. The estimated right of way required from private properties would be sliver acquisitions and would not affect existing buildings or access.

### **Build Alternative 2**

Build Alternative 2 would include construction of a reversible express lane direct connector between SR 92 and US 101. The express lane direct connector would provide access from WB SR 92 to US 101 during the AM peak period, and on US 101 to EB SR 92 during the PM peak period without requiring a lane change.

During the AM peak period, a WB SR 92 express lane adjacent to the median would begin roughly 1,400 feet east of the Edgewater Boulevard / Mariners Island Boulevard interchange and would then enter as a single left hand lane direct connector. The direct connector would then elevate between the two existing SR 92 bridges, spanning Seal Slough. Once the direct connector is sufficiently high to provide clearance to the traffic below, it would split, one lane toward NB US 101 and one toward SB US 101, as it continues to rise over SR 92 and US 101. The NB and SB connectors would align between the median and the existing NB and SB express lanes of US 101. The express lane direct connectors in each direction of US 101 would continue on the left side of the existing express lanes for a distance before merging with them. The express lane direct connector would operate similarly to Build Alternative 1 during the AM peak period.

During the PM peak period, the access for travel would reverse and the direct connector would provide an express lane from NB and SB US 101 to EB SR 92. A direct connector along NB and SB US 101 between the median and the existing express lane would exit on the left side of NB and SB US 101. Where SR 92 traffic splits into two lanes toward US 101 during the AM peak period, the reverse movement of the PM peak period would merge NB and SB US 101 into one lane toward EB SR 92. The express lane direct connector would continue along EB SR 92 adjacent to the median and would be delineated to restrict access into the express lane from SR 92 until approximately 700 feet west of the Foster City Boulevard Overcrossing. Beyond this point, the access restriction ends, and the express lane direct connector will transition to a general purpose lane as it continues to the San Mateo-Hayward Bridge.

The limit of the proposed direct connector along SB US 101 would be 700 feet south of the Hillsdale Boulevard Interchange. Along NB US 101, the limit would be 1,000 feet north of the Kehoe Avenue Interchange. The direct connector would be on a multi-span bridge as it spans Seal Slough, SR 92, and US 101 and then retained fill as the connector touches down in the median of US 101.

Operation of the reversible express lane direct connector would alternate the travel direction in the AM and PM peak periods. To accommodate the proposed reversible direct connector, WB SR 92 would be shifted between the east end of the existing bridges over Seal Slough and the beginning of the express lane connector east of the Mariners Island Boulevard overcrossing. EB SR 92 would be shifted between the east end of the existing bridges over Seal Slough and west of the existing bridges over the Foster City Lagoon. Additional striping modifications would be needed on SR 92. US 101 would be widened between the conform locations south of the Hillsdale Boulevard interchange and north of the Kehoe Avenue interchange. In addition, on-ramps and off-ramps would be realigned and reconstructed to accommodate the shifted freeway mainlines of US 101 and SR 92.

Openings to the reversible express lane direct connector in all directions would be regulated by a gate system to control the direction of traffic flow. The express lane direct connector reversible access openings would be controlled by opening the lane in the operating direction to guide traffic and closing the lane in the non-operating direction to prevent wrong way movements.

Most of the proposed improvements would be constructed within the existing Caltrans right of way. It is anticipated that private properties adjacent to NB US 101 within the northeast quadrant of the US 101 / SR 92 interchange would be impacted. The estimated right of way required from private properties would be sliver acquisitions and would not affect existing building structures or access.

### Build Alternative 3

Build Alternative 3 would provide a direct connection from NB and SB US 101 express lanes to EB SR 92 to serve traffic heading to the Hayward-San Mateo Bridge. The express lane direct connector would provide US 101 express lane vehicles with access to EB SR 92 without requiring a lane change.

The direct connector would take the form of a new elevated structure that would begin on US 101 at grade with the existing roadway. The structure would then rise and merge into one lane and connect with EB SR 92, east of US 101. The express lane direct connector would continue along EB SR 92 adjacent to the median and would be delineated to restrict access into the express lane from SR 92 until approximately 700 feet west of the Foster City Boulevard Overcrossing. Beyond this point, the access restriction ends, and the express lane direct connector will transition to a general purpose lane as it continues to the San Mateo-Hayward Bridge.

To accommodate the proposed direct connector lanes, US 101 would be shifted south of the Hillsdale Boulevard interchange and north of the Kehoe Avenue interchange. EB SR 92 would be shifted between the east end of the existing bridges over Seal Slough and the end of the direct connector east of the Foster City Boulevard overcrossing.

Overall, the proposed improvements would be constructed within the existing Caltrans right of way.

### No Build Alternative

Under the No Build Alternative, there would be no action and the improvements proposed under Build Alternatives 1, 2, and 3 would not be constructed. Travel delays within the US 101 / SR 92 interchange would continue to worsen as a result.

### Type of Project:

Interchange Direct Connector Project

| County           | Narrative Location/Route & Postmiles                                                                                                                  |
|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|
| San Mateo County | The cities of San Mateo and Foster City in San Mateo County on US 101 from post mile (PM) 10.40 to PM 13.82 and on SR 92 from PM R12.00 to PM R14.43. |

**Lead Agency:** San Mateo County Transportation Authority (SMCTA)

| Contact Person    | Phone#         | Fax# | Email                   |
|-------------------|----------------|------|-------------------------|
| Carolyn Mamaradlo | (650) 394-9633 | n/a  | mamaradloc@samtrans.com |

### 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               |                    |                      |       |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                           |             |             |                                                |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|-------------|-------------|------------------------------------------------|
| <b>Scheduled Date of Federal Action:</b> 09/22/2028                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                           |             |             |                                                |
| <b>NEPA Delegation – Project Type</b> <i>(check appropriate box)</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                           |             |             |                                                |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <b>Section 326 –Categorical Exclusion</b> |             | <b>X</b>    | <b>Section 327 – Non-Categorical Exclusion</b> |
| <b>Current Programming Dates</b> <i>(as appropriate)</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                           |             |             |                                                |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <b>PE/Environmental</b>                   | <b>ENG</b>  | <b>ROW</b>  | <b>CON</b>                                     |
| <b>Start</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Fall 2023                                 | Fall 2028   | Fall 2028   | Spring 2031                                    |
| <b>End</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Fall 2028                                 | Winter 2030 | Summer 2030 | Spring 2033                                    |
| <b>Project Purpose and Need (Summary):</b> <i>(please be brief)</i><br><b>Purpose</b><br><p>The purpose of the project is to:</p> <ul style="list-style-type: none"> <li>• Improve the travel time reliability for those travelling between US 101 and SR 92, east of US 101</li> <li>• Encourage carpooling and the use of shuttles and buses, and</li> <li>• Improve the operational efficiency of the US 101 and SR 92 interchange</li> </ul> <b>Need</b><br><p>The overall need for the project can be summarized as follows:</p> <ul style="list-style-type: none"> <li>• There is substantial delay and long queues within the interchange area caused by heavy traffic volumes and recurring bottlenecks during peak periods, without any options for multi-occupant vehicles and transit vehicles to bypass the existing queues.</li> <li>• There is no existing High Occupancy Vehicle (HOV) lane connecting US 101 Express Lanes and SR 92 that might provide incentives for carpool or bus use.</li> <li>• Inefficient weaving and merging at the SR 92 / US 101 interchange ramp connections and long queues contribute to the existing delays.</li> </ul> |                                           |             |             |                                                |
| <b>Surrounding Land Use/Traffic Generators</b> <i>(especially effect on diesel traffic)</i><br><p>Within the area, US 101 and SR 92 serves activity areas in the cities of San Mateo and Foster City. The proposed project is surrounded by single-family residential, multi-family residential, public, retail, office, and commercial land uses. Diesel heavy truck traffic accounts for approximately 3.7 to 6.0 percent of the total traffic volumes along US 101 / SR 92 within the project limits.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                           |             |             |                                                |
| <b>Opening Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</b><br><p>The project is not a new highway or street.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                           |             |             |                                                |
| <b>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</b><br><p>The project is not a new highway or street.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                           |             |             |                                                |

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

**Table 1: Opening Year (2030) Build and No Build AADT** summarizes the opening year (2030) AADT within the project area interchange under No Build and Build Alternatives. **Table 1** also summarizes the truck AADT and truck percentage within the interchange area. The EL (Elevated Lane) Connector represents the proposed expressed lane direct connector. The managed lane direct connectors do not serve trucks.

**Table 1: Opening Year (2030) Build and No Build AADT**

| Interchange Segment                   | Vehicle Class        | No Build | Alternative 1 | Alternative 2 | Alternative 3 |
|---------------------------------------|----------------------|----------|---------------|---------------|---------------|
| WB SR 92 to NB 101 Existing Connector | Total AADT           | 29,984   | 29,279        | 29,560        | 29,987        |
|                                       | Truck AADT           | 1,286    | 1,290         | 1,282         | 1,287         |
|                                       | Truck Percentage (%) | 4.29     | 4.41          | 4.34          | 4.29          |
| WB SR 92 to NB 101 EL Connector       | Total AADT           | -        | 1,342         | 707           | -             |
|                                       | Truck AADT           | -        | -             | -             | -             |
|                                       | Truck Percentage (%) | -        | -             | -             | -             |
| WB SR 92 to SB 101 Existing Connector | Total AADT           | 21,429   | 20,375        | 20,736        | 21,485        |
|                                       | Truck AADT           | 1,179    | 1,189         | 1,186         | 1,178         |
|                                       | Truck Percentage (%) | 5.50     | 5.83          | 5.72          | 5.48          |
| WB SR 92 to SB 101 EL Connector       | Total AADT           | -        | 1,574         | 1,079         | -             |
|                                       | Truck AADT           | -        | -             | -             | -             |
|                                       | Truck Percentage (%) | -        | -             | -             | -             |
| NB 101 to EB SR 92 Existing Connector | Total AADT           | 14,879   | 14,937        | 14,815        | 14,637        |
|                                       | Truck AADT           | 929      | 933           | 936           | 938           |
|                                       | Truck Percentage (%) | 6.24     | 6.24          | 6.32          | 6.41          |
| NB 101 to EB SR 92 EL Connector       | Total AADT           | -        | -             | 209           | 456           |
|                                       | Truck AADT           | -        | -             | -             | -             |
|                                       | Truck Percentage (%) | -        | -             | -             | -             |
| SB 101 to EB SR 92 Existing Connector | Total AADT           | 26,259   | 26,217        | 25,834        | 25,209        |
|                                       | Truck AADT           | 985      | 983           | 989           | 994           |
|                                       | Truck Percentage (%) | 3.75     | 3.75          | 3.83          | 3.94          |
| SB 101 to EB SR 92 EL Connector       | Total AADT           | -        | -             | 1,108         | 1,999         |
|                                       | Truck AADT           | -        | -             | -             | -             |
|                                       | Truck Percentage (%) | -        | -             | -             | -             |

**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**

**Table 2: Horizon Year (2050) Build and No Build AAADT** summarizes the horizon year (2050) AADT within the project area interchange under No Build and Build Alternatives. **Table 2** also summarizes the truck AADT and truck percentage within the interchange area. The EL Connector represents the proposed expressed lane direct connector. The managed lane direct connectors do not serve trucks.

**Table 2: Horizon Year (2050) Build and No Build AADT**

| Interchange Segment                   | Vehicle Class        | No Build | Alternative 1 | Alternative 2 | Alternative 3 |
|---------------------------------------|----------------------|----------|---------------|---------------|---------------|
| WB SR 92 to NB 101 Existing Connector | Total AADT           | 34,084   | 33,560        | 33,844        | 34,269        |
|                                       | Truck AADT           | 1,518    | 1,539         | 1,532         | 1,525         |
|                                       | Truck Percentage (%) | 4.45     | 4.59          | 4.53          | 4.45          |
| WB SR 92 to NB 101 EL Connector       | Total AADT           | -        | 1,640         | 1,160         | -             |
|                                       | Truck AADT           | -        | -             | -             | -             |
|                                       | Truck Percentage (%) | -        | -             | -             | -             |
| WB SR 92 to SB 101 Existing Connector | Total AADT           | 21,279   | 19,867        | 20,457        | 21,317        |
|                                       | Truck AADT           | 1,073    | 1,086         | 1,084         | 1,077         |
|                                       | Truck Percentage (%) | 5.04     | 5.47          | 5.30          | 5.05          |
| WB SR 92 to SB 101 EL Connector       | Total AADT           | -        | 1,977         | 1,157         | -             |
|                                       | Truck AADT           | -        | -             | -             | -             |
|                                       | Truck Percentage (%) | -        | -             | -             | -             |
| NB 101 to EB SR 92 Existing Connector | Total AADT           | 14,517   | 14,530        | 14,289        | 14,231        |
|                                       | Truck AADT           | 973      | 973           | 972           | 973           |
|                                       | Truck Percentage (%) | 6.70     | 6.70          | 6.80          | 6.83          |
| NB 101 to EB SR 92 EL Connector       | Total AADT           | -        | -             | 228           | 338           |
|                                       | Truck AADT           | -        | -             | -             | -             |
|                                       | Truck Percentage (%) | -        | -             | -             | -             |
| SB 101 to EB SR 92 Existing Connector | Total AADT           | 30,268   | 30,238        | 29,679        | 29,006        |
|                                       | Truck AADT           | 1,100    | 1,100         | 1,115         | 1,127         |
|                                       | Truck Percentage (%) | 3.63     | 3.64          | 3.76          | 3.88          |
| SB 101 to EB SR 92 EL Connector       | Total AADT           | -        | -             | 1,260         | 2,593         |
|                                       | Truck AADT           | -        | -             | -             | -             |
|                                       | Truck Percentage (%) | -        | -             | -             | -             |

**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)**

All project alternatives would provide benefits compared to the No Build Alternative. The overall traffic analysis shows general improvement in traffic operations for the horizon and design years through the network wide measures of effectiveness (MOEs) such as vehicle hour delay, average speed, and average delay among others. Improvements shown with these MOEs point to overall traffic operational benefits within the traffic study limits and no operational degradation of the facilities under build scenarios when compared to No Build.

The proposed managed lane direct connector will redistribute traffic from the existing general purpose direct connector ramps between US 101 and SR 92. In addition, the managed lane direct connectors do not serve trucks and thereby are not anticipated to impact truck traffic or patterns. Therefore, the resulting redistribution of existing interchange traffic volumes will not result in a redistribution of truck traffic. Vehicles using the managed lane direct connectors will be separated from trucks that will continue to use the existing direct connector

ramps, potentially decreasing congestion on the existing direct connector ramps, which could reduce the idling time for trucks through the congested existing connector ramps during peak periods.

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

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

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

*The project would add an express lane direct connector between US 101 and SR 92. The addition of a direct connector would not add any through lanes and would not increase traffic volumes. Therefore, the project would not have a significant increase in the number of diesel vehicles.*

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

*As described above under "Describe potential traffic redistribution effects of congestion relief," the project alternatives would keep overall traffic operations similar to the No Build Alternative. Since trucks do not use HOV/Express facilities, the project would not result in substantial redistribution of traffic or changes in the percentage of truck trips through the site.*

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

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

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

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

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

*The proposed project is consistent with the Plan Bay Area 2050 RTP (ID 21-T06-027) and is intended to meet the transportation needs in the area based on local land use plans. The purpose of the project is to provide operational improvements. The project does not include capacity improvements and therefore would not significantly increase diesel truck volumes or AADT.*

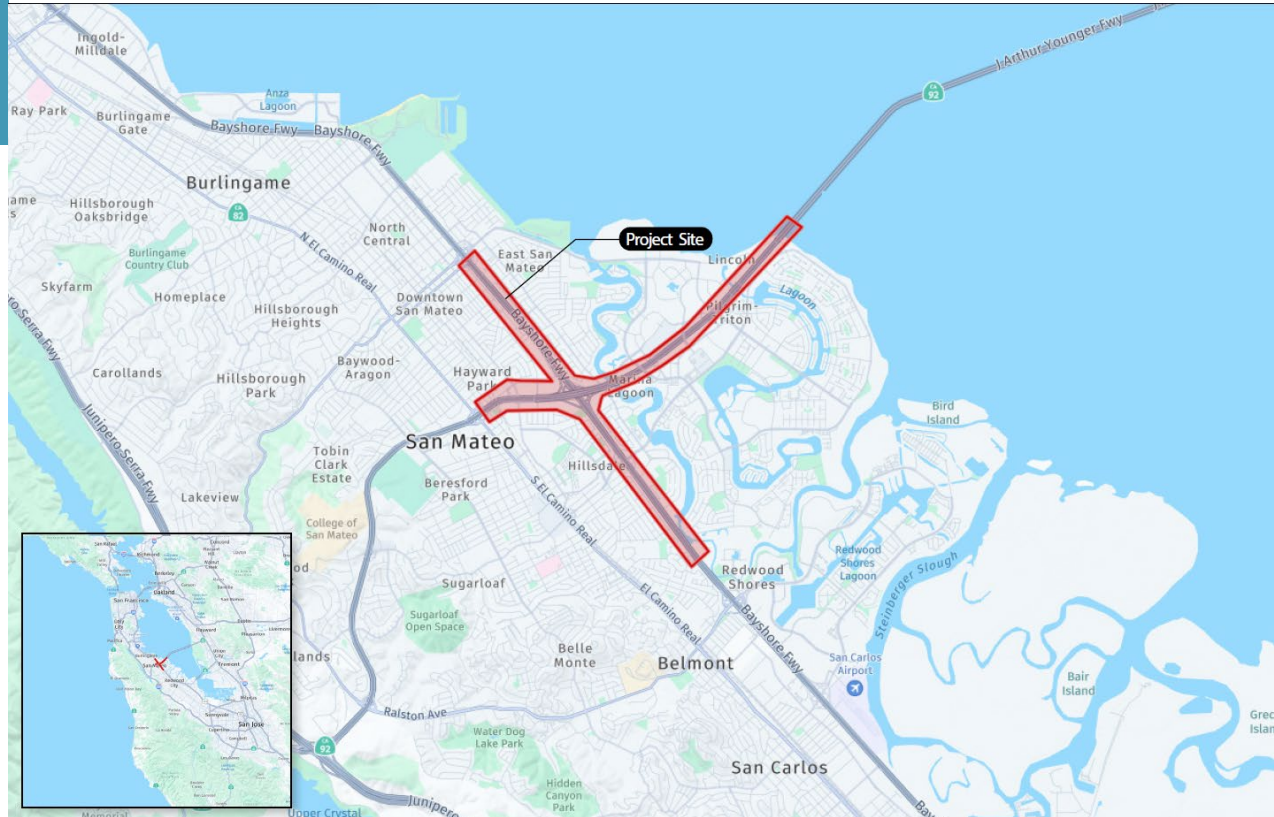
Based on the evaluation above, the project should not be considered a POAQC and does not require a quantitative hot-spot analysis to demonstrate that it will not cause or worsen an existing PM<sub>2.5</sub> violation.



**US 101 / SR 92 Interchange  
Direct Connector Project  
Air Quality Conformity Task  
Force Presentation**

# Project Location

- The Project is located in the Cities of San Mateo and Foster City in San Mateo County
- The Project would span from post mile (PM) 10.40 to PM 13.82 on US 101 and on SR 92 from PM R12.00 to PM 14.43



Source: Nearmap, 2026

# Project Purpose and Need

The purpose of the Project is to:

- Improve the travel time reliability for those travelling between US 101 and SR 92, east of US 101
- Encourage carpooling and the use of shuttles and buses
- Improve the operational efficiency of the US 101 and SR 92 interchange

The overall need for the Project can be summarized as follows:

- There is substantial delay and long queues within the interchange area caused by heavy traffic volumes and recurring bottlenecks during peak periods, without any options for multi-occupant vehicles and transit vehicles to bypass the existing queues
- There is no existing High Occupancy Vehicle (HOV) lane connecting US 101 Express Lanes and SR 92 that might provide incentives for carpool or bus use
- Inefficient weaving and merging at the SR 92 / US 101 interchange ramp connections and long queues contribute to the existing delays

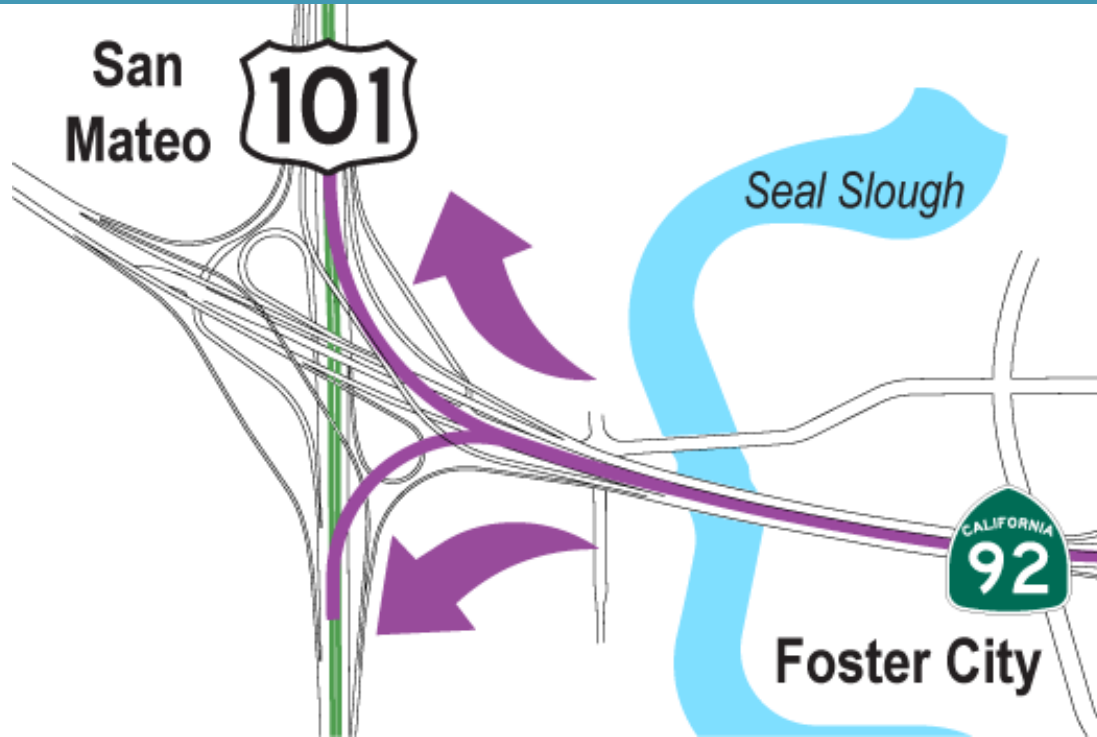
# Project Milestone Schedule

| MILESTONE          | TARGET DATE |
|--------------------|-------------|
| PE/Environmental   | Fall 2028   |
| ROW                | Summer 2030 |
| PS&E               | Winter 2030 |
| Begin Construction | Summer 2031 |
| End Construction   | Summer 2033 |

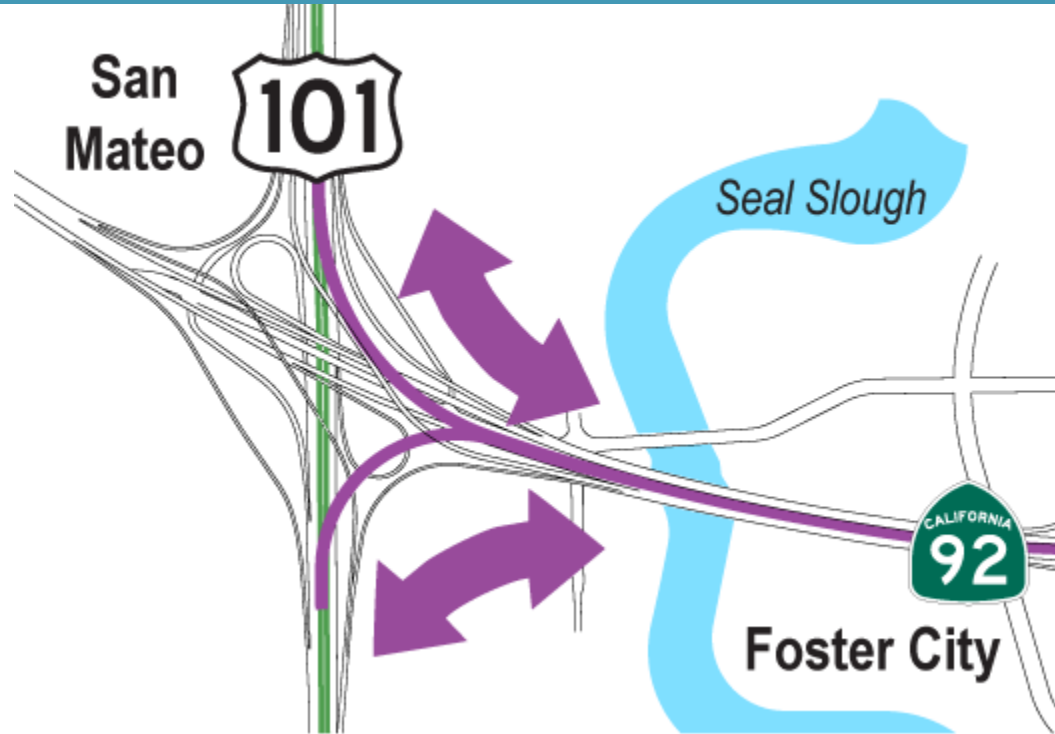
# Summary of Project Improvements

- The Project proposes to add an express lane direct connector at the US 101 and SR 92 interchange area
- The Project includes three Build Alternatives in addition to the No Build Alternative:
  - **Build Alternative 1:** US 101 / SR 92 express lane direct connector serving westbound (WB) SR 92 to northbound (NB) and southbound (SB) US 101.
  - **Build Alternative 2:** Reversible US 101 / SR 92 express lane direct connector serving WB SR 92 to NB and SB US 101 (similar to Build Alternative 1) in the AM peak period and serving NB and SB US 101 to eastbound (EB) SR 92 (similar to Build Alternative 3) in the PM peak period.
  - **Build Alternative 3:** US 101 / SR 92 express lane direct connector serving NB and SB US 101 to EB SR 92

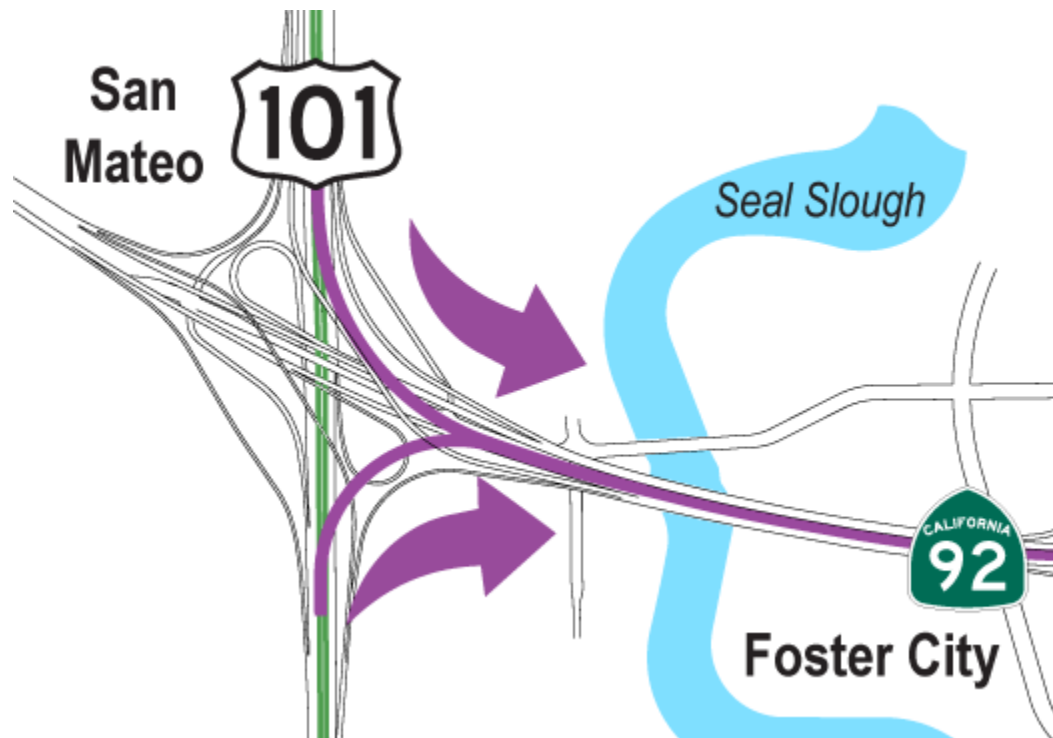
## Build Alternative 1 – Direct Connector from Westbound SR 92 to US 101 Express Lanes



## Build Alternative 2 – Reversible Direct Connector Between the US 101 Express Lanes and SR 92



## Build Alternative 3 – Direct Connector from US 101 Express Lanes to Eastbound SR 92



# Traffic Data Summary

- All Project alternatives would provide benefits compared to the No Build Alternative
- Overall traffic analysis shows general improvement in traffic operations for the horizon and design years when analyzing vehicle hour delay, average speed, and average delay
- The proposed direct connector will redistribute traffic from the existing general purpose direct connector ramps
- The proposed direct connector does not serve trucks and will not impact truck traffic or patterns

# 2025 TIP Project Listing

**TIP ID:** SM-250201      **County:** San Mateo      **System:** STATE\_HWY      **RTP ID:** 21-T06-027      **CTIPS** 20650000999

**Sponsor:** San Mateo CCAG      **Implementing Agency:** San Mateo County Transportation

**Project Name:** US 101/SR 92 Interchange Direct Connector Project

**Description:** San Mateo County : US 101/SR 92 Interchange : create a dedicated connection between State Route (SR) 92 and US 101 express lanes. This new connection would operate like the express lanes recently opened on US 101 in San Mateo County.

**Air Quality Exempt Code:** Non-Exempt

**Route:** 101      **Post Mile From:** 0      **Post Mile To:** 0      **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 | Total Programmed |
| ENV                                 | BT               | \$ 2,000    |            |            |            |            | \$ 2,000         |
| ENV                                 | SALESTAX-MEASURE | \$ 10,200   |            |            |            |            | \$ 10,200        |
| PSE                                 | BT               |             | \$ 3,000   |            |            |            | \$ 3,000         |
| PSE                                 | SALESTAX-MEASURE |             | \$ 9,200   |            |            |            | \$ 9,200         |
| ROW                                 | BT               |             |            | \$ 500     |            |            | \$ 500           |
| ROW                                 | SALESTAX-MEASURE |             |            | \$ 3,300   |            |            | \$ 3,300         |
| CON                                 | BT               |             |            |            |            | \$ 18,500  | \$ 18,500        |
| CON                                 | SALESTAX-MEASURE |             |            |            |            | \$ 146,400 | \$ 146,400       |
| Total Programmed Funding:           |                  | \$ 12,200   | \$ 12,200  | \$ 3,800   |            | \$ 164,900 | \$ 193,100       |

# Recommended Concurrence for Air Quality Conformity Exemption

## **Why the Project is not of Air Quality Concern -**

- The Project would not add any through lanes and would not increase traffic volumes
- The Project would improve vehicle average speed and delay
- The Project would not result in substantial changes of truck volume or truck percentages
- There would be no increases in the number of diesel vehicles
- No bus or rail terminals are affected by the Project

# Questions



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

### **Project Title: Jepson Parkway Phase 2B and 2C Project**

### **Project Summary for Air Quality Conformity Task Force Meeting: May 28, 2026**

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#### **Description**

- Project will realign and raise Vanden Road to the west of the approved project alignment under the 2011 Final Environmental Impact Statement (EIS), in the City of Fairfield, Solano County.
- Project will include construction of two southbound and two northbound travel lanes separated by a landscaped median along Vanden Road, as well as associated landscaping, roadway, and utility improvements.
- Project will provide an integrated and continuous route for local north-south trips between Vacaville, Fairfield, Suisun City, and unincorporated areas of central Solano County as an alternative to using Interstate 80.
- Project will enhance multimodal transportation options for local trips by providing a safe, convenient bicycle and pedestrian path and a continuous north-south route for transit use in the area.

#### **Background**

- A Final EIS was circulated in May 2011, which evaluated four build alternatives and a no build alternative. Build Alternative B was selected as the Preferred Alternative. Under Alternative B, existing roadways within the project corridor were to be widened to provide a four-lane divided facility. In addition to Vanden Road, the existing roadways that were part of the corridor included Leisure Town Road, Cement Hill Road, and Walter's Road.
- Since issuance of the Record of Decision (ROD) in 2011, several segments of the Jepson Parkway corridor have been advanced to construction and completed. The constructed phases (below) match what was described in the 2011 EIS.
  - The City of Fairfield Phase 1 Project was located on Vanden Road from Peabody Road to approximately 1,500 feet south of Canon Road. This segment of the parkway is directly south of the Phase 2B/2C project.
  - The City of Vacaville Phase 1 Project on Vanden Road extended from the southern City limits of Vacaville to Leisure Town Road, and along Leisure Town Road north to Elmira Road. This segment of the parkway is directly north of the Phase 2B/2C project.
  - The City of Vacaville Phase 2 Project was on Leisure Town Road from Elmira Road north. This segment is north of the Vacaville Phase 1 project.
- Subsequent to the 2011 EIS for Jepson Parkway, the City of Fairfield's Train Station Specific Plan was adopted. That plan had a grade separated alignment for Canon Road. As a result of this separate project, the Phase 2B/2C of Jepson Parkway had to be realigned to the west. This was needed to facilitate the elevated roadway needed to tie into the new elevation of Canon Road after crossing the Union Pacific Railroad tracks.
- A second NEPA revalidation is currently underway to address design changes to Vanden Road.
- This checklist is provided in support of obtaining an air quality conformity determination on or before May 28, 2026.
- This schedule is based on the deadline for federal funding to be authorized for the 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?*

- Project is not a new or expanded highway project
- Project involves realignment along Vanden Road and addition of two travel lanes in both directions (consistent with the preferred alternative in the 2011 EIS, but lanes would be built on a different alignment).
- The expected operational impacts of the Build Alternative would not result in a substantial increase in daily traffic volumes, including diesel vehicle traffic, compared to the No-Build Alternative.

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

- Additional travel lanes proposed along Vanden Road would accommodate greater traffic volumes at an improved level of service.
- Unacceptable traffic operations (LOS D or worse) are not expected to occur.
- No project changes to land use that would affect diesel traffic percentage.

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

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

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

- Project site is not within or directly affecting any sites identified in the applicable SIP as areas of existing or potential PM<sub>2.5</sub> and PM<sub>10</sub> violations.
- Therefore, the site is not identified in plan as an area of potential violation.

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                     |                                                                                    |                                                                                |              |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|--------------|
| <b>RTIP ID#</b> <i>(required)</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                     |                                                                                    |                                                                                |              |
| <b>TIP ID#</b> <i>(required)</i> SOL110003                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                     |                                                                                    |                                                                                |              |
| <b>Air Quality Conformity Task Force Consideration Date</b><br>5/28/2026                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                     |                                                                                    |                                                                                |              |
| <b>Project Description</b> <i>(clearly describe project)</i><br>The Phase 2B/2C project is located along Vanden Road in the City of Fairfield in Solano County, California. The project site extends along a portion of the Jepson Parkway corridor. The project would realign and raise Vanden Road to the west of the project alignment that was previously approved under the 2011 Final EIS. This would accommodate the future realignment of Canon Road, including a proposed overpass over the Union Pacific Railroad (UPRR) tracks, constructed under a separate project. Phases 2B and 2C include construction of two southbound and two northbound travel lanes separated by a landscaped median along Vanden Road, as well as associated landscaping, roadway, |                                                                                     |                                                                                    |                                                                                |              |
| <b>Type of Project:</b><br>Realignment project                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                     |                                                                                    |                                                                                |              |
| <b>County</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Solano County/ 04-SOL-O-STA<br><br><b>Caltrans Projects – EA#</b> RPSTPL 6249 (004) |                                                                                    |                                                                                |              |
| <b>Lead Agency:</b> City of Fairfield                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                     |                                                                                    |                                                                                |              |
| <b>Contact Person</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <b>Phone#</b>                                                                       | <b>Fax#:</b>                                                                       | <b>Email:</b>                                                                  |              |
| Ryan Panganiban                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | (707)428-7017                                                                       |                                                                                    | <a href="mailto:rpanganiban@fairfield.ca.gov">rpanganiban@fairfield.ca.gov</a> |              |
| <b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                     |                                                                                    |                                                                                |              |
| <i>Categorical Exclusion (NEPA)</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <input checked="" type="checkbox"/> <b>EA or Draft EIS</b>                          | <b>FONSI or Final EIS</b>                                                          | <b>PS&amp;E or Construction</b>                                                | <i>Other</i> |
| <b>Scheduled Date of Federal Action:</b> 4/23/2026                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                     |                                                                                    |                                                                                |              |
| <b>NEPA Delegation – Project Type</b> <i>(check appropriate box)</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                     |                                                                                    |                                                                                |              |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <b>Section 326 – Categorical Exclusion</b>                                          | <input checked="" type="checkbox"/> <b>Section 327 – Non-Categorical Exclusion</b> |                                                                                |              |
| <b>Current Programming Dates</b> <i>(as appropriate)</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                     |                                                                                    |                                                                                |              |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <b>PE/Environmental</b>                                                             | <b>ENG</b>                                                                         | <b>ROW</b>                                                                     | <b>CON</b>   |
| <b>Start</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                     | Complete                                                                           | Complete                                                                       | Summer 2026  |
| <b>End</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                     |                                                                                    |                                                                                | Summer 2029  |
| <b>Project Purpose and Need (Summary):</b> <i>(please be brief)</i><br>The Phase 2B/2C project is part of the overall Jepson Parkway corridor, which would provide an integrated, continuous north–south transportation corridor through central Solano County as a local alternative to I-80. The corridor would improve connectivity between Vacaville, Fairfield, and surrounding areas. The overall corridor would enhance roadway safety, address existing and future north–south traffic congestion, and accommodate planned regional and local growth consistent with adopted transportation and land use plans. It would support multimodal travel by improving bicycle, pedestrian, and transit opportunities.                                                  |                                                                                     |                                                                                    |                                                                                |              |
| <b>Surrounding Land Use/Traffic Generators</b> <i>(especially effect on diesel traffic)</i><br>The project is primarily surrounded by residential uses and recreational open space that contribute to daily trips along Vanden Road. In addition, the project is located east of I-80. Figure 1-1 shows the project location and regional vicinity and is provided as an attachment to this form (Attachment A).                                                                                                                                                                                                                                                                                                                                                         |                                                                                     |                                                                                    |                                                                                |              |

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

In addition to the existing (2025) conditions, the traffic conditions for the Build Alternative were modeled for 2030 and 2050. The project volumes were counted for the existing (2025) conditions, and modeled for the 2030 and 2050 conditions for the No-Build Alternative and Build Alternative. Construction emissions were calculated using the latest version of the California Emissions Estimator Model (CalEEMod). Operational emissions were calculated using CT-EMFAC2021 for the existing, No Build, and Build Alternative scenarios for the forecast 2030 and 2050 conditions.

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

The No-Build Alternative assumes the proposed improvements associated with the Phase 2B/2C project would not be implemented. Under this alternative, only transportation projects already planned for construction would proceed, including those approved under the 2011 EIS. Within the project area, Vanden Road would remain two travel lanes in each direction without sidewalks or bicycle facilities.

The Build Alternative would consist of the Jepson Parkway Phase 2B and 2C Project, with an opening year of 2030. During Phases 2B and 2C, Vanden Road would be realigned to the west and raised to accommodate the future realignment of Canon Road. This would accommodate a separately constructed overpass over the UPRR tracks. Phases 2B and 2C would include construction of two southbound and two northbound travel lanes separated by a landscaped median along Vanden Road, as well as associated landscaping, roadway, and utility improvements.

This analysis focuses on potential impacts that may occur from project elements not previously evaluated in the 2011 EIS. The increase in lanes within the project area was previously approved in the 2011 EIS, but the alignment of Vanden Road is revised from what was evaluated in the 2011 EIS. Although 2B/2C would increase roadway capacity from 2 to 4 lanes within the project area, since the road is already 4 lanes to the south and north, projected traffic numbers are the same for the Build and No-Build. The projected traffic volumes per roadway segment applied in both the No-Build and the Build Alternative analyses are included in Table 1-1.

**Table 1-1. Traffic Volumes Along Vanden Road per Analysis Segment for Build Alternative.**

| Vanden Road                               | Existing Conditions (2025) | Build Alternative Opening Year (2030) | Build Alternative Design Year (2050) |
|-------------------------------------------|----------------------------|---------------------------------------|--------------------------------------|
| <b>Weekday AM Peak Hour</b>               |                            |                                       |                                      |
| Between Peabody Rd and Transit Center Rd  | 1,320                      | 1,610                                 | 2,770                                |
| Between Transit Center Rd and One Lake Dr | 1,305                      | 1,589                                 | 2,724                                |
| Between One Lake Dr and Lake Vista        | 987                        | 1,243                                 | 2,266                                |
| Between Lake Vista and Canon Rd           | 970                        | 1,191                                 | 2,075                                |
| Between Canon Rd and Foxboro Pkwy*        | 1,092                      | 1,318                                 | 2,220                                |
| <b>Weekday PM Peak Hour</b>               |                            |                                       |                                      |
| Between Peabody Rd and Transit Center Rd  | 1,280                      | 1,606                                 | 2,910                                |
| Between Transit Center Rd and One Lake Dr | 1,263                      | 1,578                                 | 2,840                                |
| Between One Lake Dr and Lake Vista        | 1,020                      | 1,310                                 | 2,468                                |
| Between Lake Vista and Canon Rd           | 1,028                      | 1,275                                 | 2,261                                |
| Between Canon Rd and Foxboro Pkwy*        | 1,321                      | 1,578                                 | 2,607                                |
| <b>Weekday AADT</b>                       |                            |                                       |                                      |
| Between Peabody Rd and Transit Center Rd  | 16,250                     | 20,100                                | 35,500                               |
| Between Transit Center Rd and One Lake Dr | 16,050                     | 19,794                                | 34,775                               |
| Between One Lake Dr and Lake Vista        | 12,544                     | 15,956                                | 29,588                               |
| Between Lake Vista and Canon Rd           | 12,488                     | 15,413                                | 27,100                               |
| Between Canon Rd and Foxboro Pkwy*        | 15,081                     | 18,100                                | 30,169                               |

Source: Fehr & Peers. 2026. Jepson Parkway Phase 2B and 2C Project - Traffic Forecast Volume Estimates (CPFL 5121 (061)).

Note: The \* marks the location included in the 2011 EIS

Based on available travel demand models with truck information, estimated future year truck percentages along the study segments were found to be less than or equal to base year truck

percentages during both the Opening Year (2030) and the Design Year (2050). The truck percentages used for both the no build and build scenarios are presented in Table 1-2.

**Table 1-2. Truck Percentages Along Vanden Road per Analysis Segment**

| Vanden Road                               | Eastbound Truck % | Westbound Truck % | Average Truck % |
|-------------------------------------------|-------------------|-------------------|-----------------|
| <b>Weekday AM Peak Hour</b>               |                   |                   |                 |
| Between Peabody Rd and Transit Center Rd  | 4%                | 2%                | 3%              |
| Between Transit Center Rd and One Lake Dr | 4%                | 2%                | 3%              |
| Between One Lake Dr and Lake Vista        | 5%                | 3%                | 4%              |
| Between Lake Vista and Canon Rd           | 5%                | 3%                | 4%              |
| Between Canon Rd and Foxboro Pkwy*        | 2%                | 2%                | 2%              |
| <b>Weekday PM Peak Hour</b>               |                   |                   |                 |
| Between Peabody Rd and Transit Center Rd  | 1%                | 4%                | 3%              |
| Between Transit Center Rd and One Lake Dr | 1%                | 1%                | 1%              |
| Between One Lake Dr and Lake Vista        | 1%                | 1%                | 1%              |
| Between Lake Vista and Canon Rd           | 1%                | 4%                | 3%              |
| Between Canon Rd and Foxboro Pkwy*        | 1%                | 3%                | 2%              |
| <b>Weekday Daily</b>                      |                   |                   |                 |
| Between Canon Rd and Foxboro Pkwy*        | 3%                | 3%                | 3%              |

Source: Fehr & Peers. 2026.

Note: The \* marks the location included in the 2011 EIS

Table 1-3 shows the projected truck volumes per roadway segment applied in both the No-Build and the Build Alternative analyses based on weekday AADT volumes.

**Table 1-3. Truck Volumes per Analysis Segment for Existing and Build Alternatives**

| Vanden Road                               | Existing Conditions (2025) | Truck Volumes (2025) | Opening Year (2030) | Truck Volumes (2030) | Design Year (2050) | Truck Volumes (2050) |
|-------------------------------------------|----------------------------|----------------------|---------------------|----------------------|--------------------|----------------------|
| Between Peabody Rd and Transit Center Rd  | 16,250                     | 488                  | 20,100              | 603                  | 35,500             | 1,065                |
| Between Transit Center Rd and One Lake Dr | 16,050                     | 482                  | 19,794              | 594                  | 34,775             | 1,043                |
| Between One Lake Dr and Lake Vista        | 12,544                     | 376                  | 15,956              | 479                  | 29,588             | 888                  |
| Between Lake Vista and Canon Rd           | 12,488                     | 375                  | 15,413              | 462                  | 27,100             | 813                  |
| Between Canon Rd and Foxboro Pkwy*        | 15,081                     | 452                  | 18,100              | 543                  | 30,169             | 905                  |

Source: Fehr & Peers. 2026.

Note: The \* marks the location included in the 2011 EIS

**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**

As described above, although the alignment of Vanden Road would be different, traffic volumes under the Build Alternative would be the same as the No-Build Alternative. Refer to Table 1-1 for a summary of projected traffic volumes along Vanden Road under the No-Build Alternative and Build Alternative for 2030 and 2050 conditions. A more detailed summary of traffic data is provided in Attachment B.

The proposed project is one component of the larger planned Jepson Parkway corridor, which is intended to function as an integrated north-south transportation facility serving local and regional travel demand. The corridor is designed to improve roadway safety, address existing and forecast congestion, and accommodate planned growth consistent with adopted regional transportation and land use plans. However, portions of the Jepson Parkway corridor south of the City of Fairfield Phase 1 project are not yet funded for construction and unlikely to be constructed in the near future. As such, the corridor does not yet provide the full north-south connectivity for vehicles, including trucks, that will make the corridor an attractive alternative to I-80. In the absence of this full buildout, trucks traveling along I-80 would not be expected to divert in meaningful numbers to the corridor because it would not provide a continuous or time-competitive route for regional goods movement. Therefore, near-term truck volumes on the project segment are expected to reflect local access and circulation needs rather than regional diversion patterns. It should also be noted that in 2011 the entire Jepson Parkway project went through IAC review and was determined not to be a Project of Air Quality Concern. Furthermore, the project is consistent with regional transportation plans that already account for anticipated growth in passenger and commercial vehicle activity. As such, any incremental change in truck traffic associated with the project would be captured within the broader regional modeling framework used for conformity analyses. The project would not introduce new land uses or operational characteristics that would independently generate substantial new truck trips beyond those already anticipated under regional growth projections.

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

Not Applicable - Project would realign Vanden Road and would not include major interchange or intersection improvements.

**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 - Project would realign Vanden Road and would not include major interchange or intersection improvements.

**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 would not include a bus, rail or intermodal facility/terminal/transfer point.

**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 would not include a bus, rail or intermodal facility/terminal/transfer point.

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

The project is part of the overall Jepson Parkway corridor. The corridor is intended to provide an integrated, continuous north–south transportation corridor as a local alternative to I-80. It would enhance roadway safety, address existing and future north–south traffic congestion, and accommodate planned regional and local growth consistent with adopted transportation and land use plans. As described above, the project is not expected to result in meaningful diversion of truck traffic from I-80 because the Jepson Parkway corridor is not yet fully constructed and does not provide continuous north–south connectivity that would make it a viable or time-competitive alternative route for regional truck travel. In its current condition, the project segment would primarily serve local circulation rather than through-movement. Furthermore, the project incorporates design features that would support improved traffic flow and reduced congestion, including multimodal travel by improving bicycle, pedestrian, and transit opportunities while helping relieve current and forecasted congestion. By reducing stop-and-go conditions and improving travel efficiency, the project would help reduce per-vehicle emissions, including those associated with trucks.

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

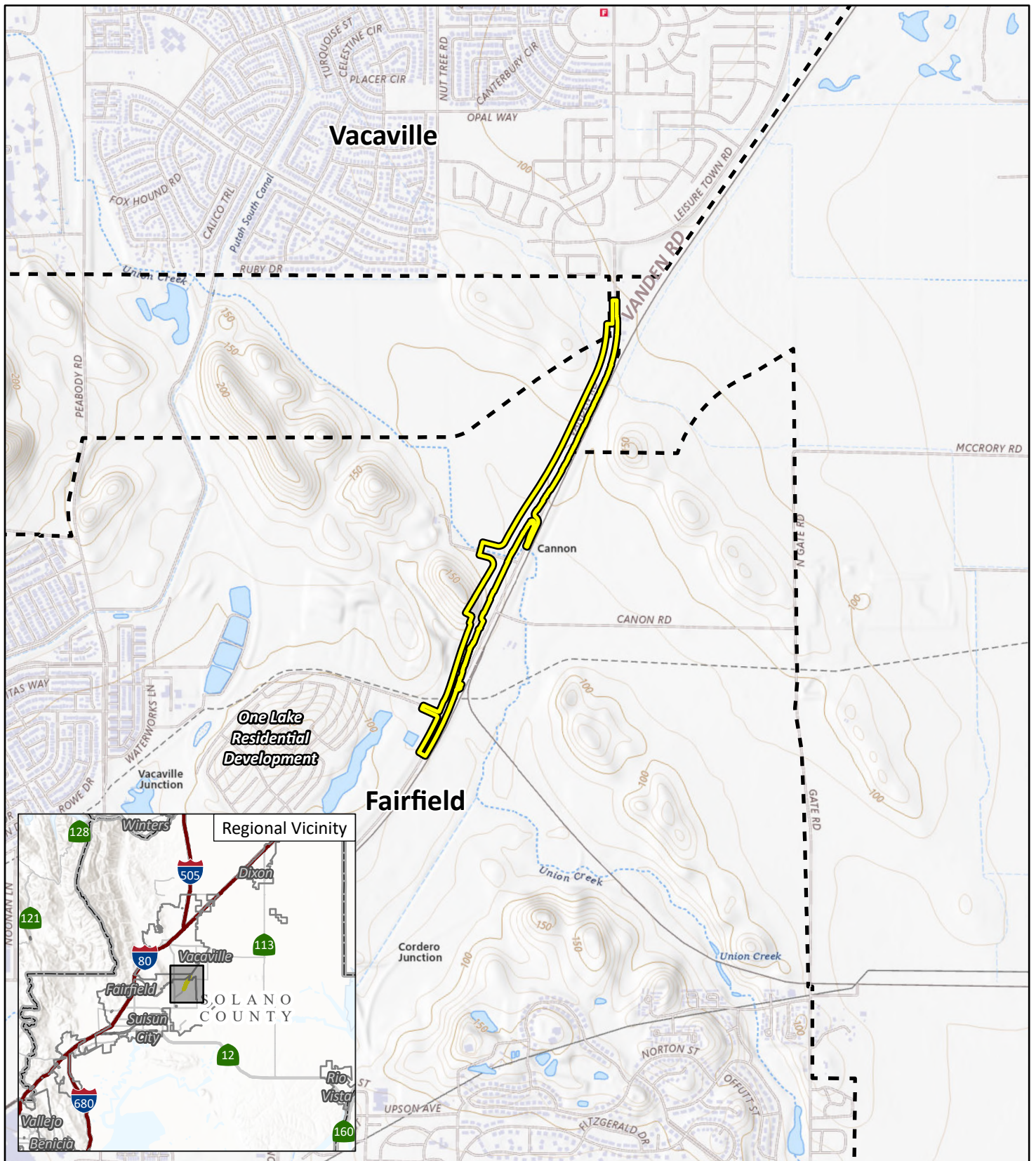


FIGURE 1-1

LSA

Project Site

City Boundaries



0 1000 2000  
FEET

SOURCE: USGS The National Map (2025)

I:\2025\2025257\GIS\Pro\Jepson Parkway Phase 2B and 2C Project\Jepson Parkway Phase 2B and 2C Project.aprx (Fig 1 - Project Location and Regional Vicinity)  
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Jepson Parkway Phase 2B and 2C Project  
Project Location and Regional Vicinity

| Source                                    | Year | Range   | AM Peak Hour | PM Peak Hour | Estimated Daily |
|-------------------------------------------|------|---------|--------------|--------------|-----------------|
| Published Estimated Volumes from 2011 EIS | 2010 | NA      | 1,430        | 1280         | 17,228          |
|                                           | 2030 |         | 2,310        | 2020         | 27,526          |
| Counts                                    | 2025 | NA      | 1,092        | 1,321        | 14,184          |
| 2026 Traffic Volume Forecasts             | 2030 | Average | 1,318        | 1,578        | 17,415          |
|                                           | 2050 |         | 2,220        | 2,607        | 30,343          |

| Peak Hour Traffic Volume                  | Dec 2025  |           |       | May 2026  |           |        | Delta | k-factor  |           |       |
|-------------------------------------------|-----------|-----------|-------|-----------|-----------|--------|-------|-----------|-----------|-------|
| Vanden Road                               | Eastbound | Westbound | Total | Eastbound | Westbound | Total  |       | Eastbound | Westbound | Total |
| Weekday AM Peak Hour                      |           |           |       |           |           |        |       |           |           |       |
| Between Peabody Rd and Transit Center Rd  | 551       | 769       | 1,320 | -         | -         | -      |       |           |           |       |
| Between Transit Center Rd and One Lake Dr | 538       | 767       | 1,305 | -         | -         | -      |       |           |           |       |
| Between One Lake Dr and Lake Vista        | 437       | 550       | 987   | -         | -         | -      |       |           |           |       |
| Between Lake Vista and Canon Rd           | 433       | 537       | 970   | -         | -         | -      |       |           |           |       |
| Between Canon Rd and Foxboro Pkwy*        | 454       | 638       | 1,092 | 360       | 682       | 1,041  |       |           |           |       |
| Weekday PM Peak Hour                      |           |           |       |           |           |        |       |           |           |       |
| Between Peabody Rd and Transit Center Rd  | 759       | 521       | 1,280 | -         | -         | -      |       |           |           |       |
| Between Transit Center Rd and One Lake Dr | 751       | 512       | 1,263 | -         | -         | -      |       |           |           |       |
| Between One Lake Dr and Lake Vista        | 591       | 429       | 1,020 | -         | -         | -      |       |           |           |       |
| Between Lake Vista and Canon Rd           | 602       | 426       | 1,028 | -         | -         | -      |       |           |           |       |
| Between Canon Rd and Foxboro Pkwy*        | 890       | 431       | 1,321 | 841       | 421       | 1,262  |       |           |           |       |
| Weekday Daily                             |           |           |       |           |           |        |       |           |           |       |
| Between Canon Rd and Foxboro Pkwy*        | -         | -         | -     | 7,267     | 6,917     | 14,184 |       |           |           | 16%   |

Note: An asterisk (\*) denotes the Vanden Road segment for comparison with the 2011 EIR/EIS  
Source: Fehr & Peers, 2026

| Peak Hour Traffic Volume                  | Existing and Build Alternatives |        |        |
|-------------------------------------------|---------------------------------|--------|--------|
| Vanden Road                               | 2025                            | 2030   | 2030   |
| Weekday AM Peak Hour                      |                                 |        |        |
| Between Peabody Rd and Transit Center Rd  | 1,320                           | 1,610  | 2,770  |
| Between Transit Center Rd and One Lake Dr | 1,305                           | 1,589  | 2,724  |
| Between One Lake Dr and Lake Vista        | 987                             | 1,243  | 2,266  |
| Between Lake Vista and Canon Rd           | 970                             | 1,191  | 2,075  |
| Between Canon Rd and Foxboro Pkwy*        | 1,092                           | 1,318  | 2,220  |
| Weekday PM Peak Hour                      |                                 |        |        |
| Between Peabody Rd and Transit Center Rd  | 1,280                           | 1,606  | 2,910  |
| Between Transit Center Rd and One Lake Dr | 1,263                           | 1,578  | 2,840  |
| Between One Lake Dr and Lake Vista        | 1,020                           | 1,310  | 2,468  |
| Between Lake Vista and Canon Rd           | 1,028                           | 1,275  | 2,261  |
| Between Canon Rd and Foxboro Pkwy*        | 1,321                           | 1,578  | 2,607  |
| Weekday Daily                             |                                 |        |        |
| Between Canon Rd and Foxboro Pkwy*        | 14,184                          | 17,415 | 30,343 |

| Truck Percentage                          | Dec 2025             |                      |                    | May 2026             |                      |                    |                      |                      |                    |
|-------------------------------------------|----------------------|----------------------|--------------------|----------------------|----------------------|--------------------|----------------------|----------------------|--------------------|
| Vanden Road                               | Eastbound<br>Truck % | Westbound<br>Truck % | Average<br>Truck % | Eastbound<br>Truck % | Westbound<br>Truck % | Average<br>Truck % | Eastbound<br>Truck # | Westbound<br>Truck # | Average<br>Truck # |
| Weekday AM Peak Hour                      |                      |                      |                    |                      |                      |                    |                      |                      |                    |
| Between Peabody Rd and Transit Center Rd  | 4%                   | 2%                   | 3%                 | -                    | -                    | -                  | -                    | -                    | -                  |
| Between Transit Center Rd and One Lake Dr | 4%                   | 2%                   | 3%                 | -                    | -                    | -                  | -                    | -                    | -                  |
| Between One Lake Dr and Lake Vista        | 5%                   | 3%                   | 4%                 | -                    | -                    | -                  | -                    | -                    | -                  |
| Between Lake Vista and Canon Rd           | 5%                   | 3%                   | 4%                 | -                    | -                    | -                  | -                    | -                    | -                  |
| Between Canon Rd and Foxboro Pkwy*        | 2%                   | 2%                   | 2%                 | -                    | -                    | -                  | -                    | -                    | -                  |
| Weekday PM Peak Hour                      |                      |                      |                    |                      |                      |                    |                      |                      |                    |
| Between Peabody Rd and Transit Center Rd  | 1%                   | 4%                   | 3%                 | -                    | -                    | -                  | -                    | -                    | -                  |
| Between Transit Center Rd and One Lake Dr | 1%                   | 1%                   | 1%                 | -                    | -                    | -                  | -                    | -                    | -                  |
| Between One Lake Dr and Lake Vista        | 1%                   | 1%                   | 1%                 | -                    | -                    | -                  | -                    | -                    | -                  |
| Between Lake Vista and Canon Rd           | 1%                   | 4%                   | 3%                 | -                    | -                    | -                  | -                    | -                    | -                  |
| Between Canon Rd and Foxboro Pkwy*        | 1%                   | 3%                   | 2%                 | -                    | -                    | -                  | -                    | -                    | -                  |
| Weekday Daily                             |                      |                      |                    |                      |                      |                    |                      |                      |                    |
| Between Canon Rd and Foxboro Pkwy*        | -                    | -                    | -                  | 3%                   | 3%                   | 3.3%               | 249                  | 223                  | 472                |

*Note: An asterisk (\*) denotes the Vanden Road segment for comparison with the 2011 EIR/EIS*  
*Source: Fehr & Peers, 2026*

## Vehicle Classification Report Summary

Location: Vanden Rd, Between Canon Rd and Foxboro Pkwy  
Count Direction: Northbound / Southbound  
Date Range: 5/6/2026 to 5/7/2026  
Site Code: 01

| Direction  | FHWA Vehicle Classification |        |       |      |      |      |      |      |      |      |      |      |      | Total Volume |
|------------|-----------------------------|--------|-------|------|------|------|------|------|------|------|------|------|------|--------------|
|            | 1                           | 2      | 3     | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   |              |
| Northbound | 86                          | 11,707 | 2,244 | 84   | 331  | 16   | 0    | 38   | 25   | 2    | 0    | 0    | 1    | 14,534       |
|            | 0.6%                        | 80.5%  | 15.4% | 0.6% | 2.3% | 0.1% | 0.0% | 0.3% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% |              |
| Southbound | 75                          | 11,393 | 1,919 | 109  | 265  | 41   | 0    | 2    | 26   | 1    | 0    | 0    | 2    | 13,833       |
|            | 0.5%                        | 82.4%  | 13.9% | 0.8% | 1.9% | 0.3% | 0.0% | 0.0% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% |              |
| Total      | 161                         | 23,100 | 4,163 | 193  | 596  | 57   | 0    | 40   | 51   | 3    | 0    | 0    | 3    | 28,367       |
|            | 0.6%                        | 81.4%  | 14.7% | 0.7% | 2.1% | 0.2% | 0.0% | 0.1% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% |              |

| FHWA Vehicle Classification                              |                                                    |
|----------------------------------------------------------|----------------------------------------------------|
| Class 1 - Motorcycles                                    | Class 8 - Four or Fewer Axle Single-Trailer Trucks |
| Class 2 - Passenger Cars                                 | Class 9 - Five-Axle Single-Trailer Trucks          |
| Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles | Class 10 - Six or More Axle Single-Trailer Trucks  |
| Class 4 - Buses                                          | Class 11 - Five or fewer Axle Multi-Trailer Trucks |
| Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks         | Class 12 - Six-Axle Multi-Trailer Trucks           |
| Class 6 - Three-Axle Single-Unit Trucks                  | Class 13 - Seven or More Axle Multi-Trailer Trucks |
| Class 7 - Four or More Axle Single-Unit Trucks           |                                                    |

Location: Vanden Rd, Between Canon Rd and Foxboro Pkwy  
Date Range: 5/6/2026 to 5/7/2026  
Site Code: 01

Wednesday, May 6, 2026  
Northbound

| Time     | FHWA Vehicle Classification |       |       |      |      |      |      |      |      |      |      |      |      | Total Volume |
|----------|-----------------------------|-------|-------|------|------|------|------|------|------|------|------|------|------|--------------|
|          | 1                           | 2     | 3     | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   |              |
| 12:00 AM | 0                           | 49    | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 51           |
| 1:00 AM  | 0                           | 12    | 3     | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 16           |
| 2:00 AM  | 0                           | 11    | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 14           |
| 3:00 AM  | 0                           | 16    | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 18           |
| 4:00 AM  | 0                           | 33    | 5     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 38           |
| 5:00 AM  | 0                           | 57    | 11    | 0    | 1    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 70           |
| 6:00 AM  | 0                           | 129   | 34    | 2    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 167          |
| 7:00 AM  | 1                           | 295   | 47    | 2    | 5    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 350          |
| 8:00 AM  | 1                           | 312   | 61    | 4    | 8    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 386          |
| 9:00 AM  | 2                           | 250   | 56    | 3    | 14   | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 326          |
| 10:00 AM | 1                           | 277   | 50    | 5    | 7    | 0    | 0    | 0    | 3    | 0    | 0    | 0    | 0    | 343          |
| 11:00 AM | 2                           | 286   | 58    | 5    | 9    | 3    | 0    | 1    | 0    | 0    | 0    | 0    | 1    | 365          |
| 12:00 PM | 4                           | 249   | 63    | 5    | 15   | 0    | 0    | 2    | 3    | 0    | 0    | 0    | 0    | 341          |
| 1:00 PM  | 1                           | 346   | 64    | 4    | 16   | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 432          |
| 2:00 PM  | 2                           | 472   | 110   | 5    | 13   | 3    | 0    | 1    | 1    | 0    | 0    | 0    | 0    | 607          |
| 3:00 PM  | 10                          | 585   | 124   | 3    | 18   | 1    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 742          |
| 4:00 PM  | 8                           | 667   | 131   | 1    | 18   | 1    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 827          |
| 5:00 PM  | 5                           | 623   | 95    | 0    | 12   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 735          |
| 6:00 PM  | 2                           | 374   | 65    | 0    | 7    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 448          |
| 7:00 PM  | 2                           | 267   | 46    | 1    | 6    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 322          |
| 8:00 PM  | 0                           | 204   | 36    | 0    | 3    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 244          |
| 9:00 PM  | 2                           | 149   | 17    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 169          |
| 10:00 PM | 1                           | 97    | 15    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 113          |
| 11:00 PM | 0                           | 74    | 13    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 87           |
| Total    | 44                          | 5,834 | 1,111 | 40   | 156  | 8    | 0    | 5    | 11   | 1    | 0    | 0    | 1    | 7,211        |
|          | 0.6%                        | 80.9% | 15.4% | 0.6% | 2.2% | 0.1% | 0.0% | 0.1% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% |              |

Wednesday, May 6, 2026  
Southbound

| Time     | FHWA Vehicle Classification |       |       |      |      |      |      |      |      |      |      |      |      | Total<br>Volume |
|----------|-----------------------------|-------|-------|------|------|------|------|------|------|------|------|------|------|-----------------|
|          | 1                           | 2     | 3     | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   |                 |
| 12:00 AM | 0                           | 27    | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 29              |
| 1:00 AM  | 0                           | 12    | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 13              |
| 2:00 AM  | 0                           | 13    | 5     | 0    | 1    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 20              |
| 3:00 AM  | 0                           | 31    | 10    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 41              |
| 4:00 AM  | 0                           | 87    | 16    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 104             |
| 5:00 AM  | 1                           | 216   | 46    | 2    | 3    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 268             |
| 6:00 AM  | 4                           | 453   | 104   | 1    | 15   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 577             |
| 7:00 AM  | 4                           | 574   | 80    | 3    | 13   | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 675             |
| 8:00 AM  | 2                           | 483   | 75    | 7    | 10   | 0    | 0    | 0    | 2    | 0    | 0    | 0    | 0    | 579             |
| 9:00 AM  | 2                           | 291   | 49    | 2    | 9    | 2    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 356             |
| 10:00 AM | 1                           | 272   | 58    | 2    | 6    | 0    | 0    | 0    | 4    | 0    | 0    | 0    | 0    | 343             |
| 11:00 AM | 3                           | 234   | 35    | 3    | 10   | 1    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 287             |
| 12:00 PM | 4                           | 281   | 60    | 0    | 11   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 356             |
| 1:00 PM  | 0                           | 317   | 59    | 3    | 7    | 1    | 0    | 1    | 1    | 0    | 0    | 0    | 0    | 389             |
| 2:00 PM  | 2                           | 335   | 54    | 10   | 8    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 410             |
| 3:00 PM  | 1                           | 328   | 56    | 8    | 6    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 400             |
| 4:00 PM  | 2                           | 365   | 47    | 1    | 6    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 421             |
| 5:00 PM  | 1                           | 332   | 43    | 1    | 4    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 381             |
| 6:00 PM  | 0                           | 271   | 41    | 1    | 4    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 317             |
| 7:00 PM  | 3                           | 208   | 41    | 0    | 5    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 257             |
| 8:00 PM  | 0                           | 186   | 34    | 2    | 3    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 226             |
| 9:00 PM  | 2                           | 127   | 16    | 0    | 1    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 147             |
| 10:00 PM | 1                           | 97    | 9     | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 108             |
| 11:00 PM | 1                           | 40    | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 42              |
| Total    | 34                          | 5,580 | 942   | 46   | 123  | 6    | 0    | 1    | 14   | 0    | 0    | 0    | 0    | 6,746           |
|          | 0.5%                        | 82.7% | 14.0% | 0.7% | 1.8% | 0.1% | 0.0% | 0.0% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% |                 |

Thursday, May 7, 2026  
Northbound

| Time     | FHWA Vehicle Classification |       |       |      |      |      |      |      |      |      |      |      |      | Total<br>Volume |
|----------|-----------------------------|-------|-------|------|------|------|------|------|------|------|------|------|------|-----------------|
|          | 1                           | 2     | 3     | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   |                 |
| 12:00 AM | 0                           | 36    | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 39              |
| 1:00 AM  | 0                           | 19    | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 21              |
| 2:00 AM  | 0                           | 18    | 2     | 0    | 0    | 0    | 0    | 0    | 2    | 0    | 0    | 0    | 0    | 22              |
| 3:00 AM  | 0                           | 17    | 1     | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 19              |
| 4:00 AM  | 0                           | 28    | 7     | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 36              |
| 5:00 AM  | 0                           | 42    | 14    | 0    | 1    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 58              |
| 6:00 AM  | 2                           | 129   | 34    | 2    | 3    | 0    | 0    | 2    | 0    | 0    | 0    | 0    | 0    | 172             |
| 7:00 AM  | 1                           | 293   | 55    | 6    | 6    | 2    | 0    | 6    | 0    | 0    | 0    | 0    | 0    | 369             |
| 8:00 AM  | 1                           | 340   | 62    | 1    | 7    | 1    | 0    | 4    | 0    | 0    | 0    | 0    | 0    | 416             |
| 9:00 AM  | 1                           | 244   | 54    | 3    | 12   | 1    | 0    | 7    | 2    | 1    | 0    | 0    | 0    | 325             |
| 10:00 AM | 3                           | 239   | 46    | 3    | 7    | 1    | 0    | 5    | 1    | 0    | 0    | 0    | 0    | 305             |
| 11:00 AM | 6                           | 315   | 66    | 3    | 13   | 0    | 0    | 5    | 1    | 0    | 0    | 0    | 0    | 409             |
| 12:00 PM | 2                           | 329   | 72    | 4    | 17   | 0    | 0    | 2    | 1    | 0    | 0    | 0    | 0    | 427             |
| 1:00 PM  | 2                           | 317   | 76    | 3    | 13   | 0    | 0    | 1    | 2    | 0    | 0    | 0    | 0    | 414             |
| 2:00 PM  | 3                           | 395   | 98    | 4    | 25   | 3    | 0    | 1    | 2    | 0    | 0    | 0    | 0    | 531             |
| 3:00 PM  | 6                           | 611   | 108   | 6    | 11   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 742             |
| 4:00 PM  | 5                           | 707   | 124   | 3    | 15   | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 855             |
| 5:00 PM  | 3                           | 561   | 112   | 1    | 14   | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 692             |
| 6:00 PM  | 0                           | 395   | 68    | 1    | 11   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 475             |
| 7:00 PM  | 3                           | 280   | 50    | 0    | 10   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 343             |
| 8:00 PM  | 2                           | 216   | 32    | 0    | 5    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 255             |
| 9:00 PM  | 0                           | 163   | 15    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 180             |
| 10:00 PM | 2                           | 98    | 18    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 120             |
| 11:00 PM | 0                           | 81    | 14    | 1    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 98              |
| Total    | 42                          | 5,873 | 1,133 | 44   | 175  | 8    | 0    | 33   | 14   | 1    | 0    | 0    | 0    | 7,323           |
|          | 0.6%                        | 80.2% | 15.5% | 0.6% | 2.4% | 0.1% | 0.0% | 0.5% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% |                 |

Thursday, May 7, 2026  
Southbound

| Time     | FHWA Vehicle Classification |    |   |   |   |   |   |   |   |    |    |    |    | Total<br>Volume |
|----------|-----------------------------|----|---|---|---|---|---|---|---|----|----|----|----|-----------------|
|          | 1                           | 2  | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |                 |
| 12:00 AM | 0                           | 29 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 31              |
| 1:00 AM  | 1                           | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 21              |
| 2:00 AM  | 0                           | 14 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 21              |

|          |      |       |       |      |      |      |      |      |      |      |      |      |      |       |
|----------|------|-------|-------|------|------|------|------|------|------|------|------|------|------|-------|
| 3:00 AM  | 1    | 21    | 5     | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 28    |
| 4:00 AM  | 0    | 80    | 19    | 1    | 4    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 104   |
| 5:00 AM  | 2    | 191   | 41    | 2    | 14   | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 251   |
| 6:00 AM  | 6    | 440   | 112   | 2    | 13   | 0    | 0    | 0    | 2    | 0    | 0    | 0    | 0    | 575   |
| 7:00 AM  | 5    | 551   | 98    | 3    | 21   | 6    | 0    | 0    | 3    | 0    | 0    | 0    | 1    | 688   |
| 8:00 AM  | 2    | 521   | 67    | 15   | 8    | 5    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 619   |
| 9:00 AM  | 2    | 276   | 54    | 0    | 9    | 8    | 0    | 0    | 1    | 0    | 0    | 0    | 1    | 351   |
| 10:00 AM | 0    | 256   | 52    | 4    | 10   | 6    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 328   |
| 11:00 AM | 2    | 232   | 51    | 4    | 5    | 4    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 299   |
| 12:00 PM | 2    | 323   | 58    | 2    | 11   | 1    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 398   |
| 1:00 PM  | 0    | 273   | 43    | 1    | 7    | 2    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 327   |
| 2:00 PM  | 1    | 374   | 70    | 7    | 11   | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 464   |
| 3:00 PM  | 2    | 384   | 70    | 8    | 5    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 470   |
| 4:00 PM  | 3    | 362   | 39    | 6    | 9    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 420   |
| 5:00 PM  | 2    | 407   | 53    | 4    | 4    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 470   |
| 6:00 PM  | 1    | 323   | 35    | 1    | 5    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 365   |
| 7:00 PM  | 1    | 220   | 37    | 0    | 4    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 262   |
| 8:00 PM  | 3    | 201   | 27    | 0    | 0    | 0    | 0    | 0    | 2    | 0    | 0    | 0    | 0    | 233   |
| 9:00 PM  | 3    | 144   | 17    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 166   |
| 10:00 PM | 0    | 123   | 12    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 135   |
| 11:00 PM | 2    | 52    | 5     | 1    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 61    |
| Total    | 41   | 5,813 | 977   | 63   | 142  | 35   | 0    | 1    | 12   | 1    | 0    | 0    | 2    | 7,087 |
|          | 0.6% | 82.0% | 13.8% | 0.9% | 2.0% | 0.5% | 0.0% | 0.0% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% |       |

Total Study Average  
Northbound

| Time     | FHWA Vehicle Classification |       |       |      |      |      |      |      |      |      |      |      |      | Total  |
|----------|-----------------------------|-------|-------|------|------|------|------|------|------|------|------|------|------|--------|
|          | 1                           | 2     | 3     | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   | Volume |
| 12:00 AM | 0                           | 43    | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 46     |
| 1:00 AM  | 0                           | 16    | 3     | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 20     |
| 2:00 AM  | 0                           | 15    | 3     | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 19     |
| 3:00 AM  | 0                           | 17    | 2     | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 20     |
| 4:00 AM  | 0                           | 31    | 6     | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 38     |
| 5:00 AM  | 0                           | 50    | 13    | 0    | 1    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 65     |
| 6:00 AM  | 1                           | 129   | 34    | 2    | 3    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 170    |
| 7:00 AM  | 1                           | 294   | 51    | 4    | 6    | 1    | 0    | 3    | 0    | 0    | 0    | 0    | 0    | 360    |
| 8:00 AM  | 1                           | 326   | 62    | 3    | 8    | 1    | 0    | 2    | 0    | 0    | 0    | 0    | 0    | 403    |
| 9:00 AM  | 2                           | 247   | 55    | 3    | 13   | 1    | 0    | 4    | 2    | 1    | 0    | 0    | 0    | 328    |
| 10:00 AM | 2                           | 258   | 48    | 4    | 7    | 1    | 0    | 3    | 2    | 0    | 0    | 0    | 0    | 325    |
| 11:00 AM | 4                           | 301   | 62    | 4    | 11   | 2    | 0    | 3    | 1    | 0    | 0    | 0    | 1    | 389    |
| 12:00 PM | 3                           | 289   | 68    | 5    | 16   | 0    | 0    | 2    | 2    | 0    | 0    | 0    | 0    | 385    |
| 1:00 PM  | 2                           | 332   | 70    | 4    | 15   | 0    | 0    | 1    | 2    | 0    | 0    | 0    | 0    | 426    |
| 2:00 PM  | 3                           | 434   | 104   | 5    | 19   | 3    | 0    | 1    | 2    | 0    | 0    | 0    | 0    | 571    |
| 3:00 PM  | 8                           | 598   | 116   | 5    | 15   | 1    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 744    |
| 4:00 PM  | 7                           | 687   | 128   | 2    | 17   | 1    | 0    | 0    | 1    | 1    | 0    | 0    | 0    | 844    |
| 5:00 PM  | 4                           | 592   | 104   | 1    | 13   | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 715    |
| 6:00 PM  | 1                           | 385   | 67    | 1    | 9    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 463    |
| 7:00 PM  | 3                           | 274   | 48    | 1    | 8    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 334    |
| 8:00 PM  | 1                           | 210   | 34    | 0    | 4    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 250    |
| 9:00 PM  | 1                           | 156   | 16    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 175    |
| 10:00 PM | 2                           | 98    | 17    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 119    |
| 11:00 PM | 0                           | 78    | 14    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 94     |
| Total    | 46                          | 5,860 | 1,128 | 48   | 170  | 11   | 0    | 21   | 16   | 2    | 0    | 0    | 1    | 7,303  |
|          | 0.6%                        | 80.2% | 15.4% | 0.7% | 2.3% | 0.2% | 0.0% | 0.3% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% |        |

Note: Average only considered on days with 24-hours of data.

Total Study Average  
Southbound

| Time     | FHWA Vehicle Classification |     |     |    |    |   |   |   |   |    |    |    |    | Total  |
|----------|-----------------------------|-----|-----|----|----|---|---|---|---|----|----|----|----|--------|
|          | 1                           | 2   | 3   | 4  | 5  | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Volume |
| 12:00 AM | 0                           | 28  | 2   | 0  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 30     |
| 1:00 AM  | 1                           | 14  | 3   | 0  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 18     |
| 2:00 AM  | 0                           | 14  | 6   | 0  | 1  | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 22     |
| 3:00 AM  | 1                           | 26  | 8   | 1  | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 36     |
| 4:00 AM  | 0                           | 84  | 18  | 1  | 3  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 106    |
| 5:00 AM  | 2                           | 204 | 44  | 2  | 9  | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 262    |
| 6:00 AM  | 5                           | 447 | 108 | 2  | 14 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 577    |
| 7:00 AM  | 5                           | 563 | 89  | 3  | 17 | 4 | 0 | 0 | 2 | 0  | 0  | 0  | 1  | 684    |
| 8:00 AM  | 2                           | 502 | 71  | 11 | 9  | 3 | 0 | 0 | 2 | 0  | 0  | 0  | 0  | 600    |

|          |      |       |       |      |      |      |      |      |      |      |      |      |      |       |
|----------|------|-------|-------|------|------|------|------|------|------|------|------|------|------|-------|
| 9:00 AM  | 2    | 284   | 52    | 1    | 9    | 5    | 0    | 0    | 1    | 0    | 0    | 0    | 1    | 355   |
| 10:00 AM | 1    | 264   | 55    | 3    | 8    | 3    | 0    | 0    | 2    | 0    | 0    | 0    | 0    | 336   |
| 11:00 AM | 3    | 233   | 43    | 4    | 8    | 3    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 295   |
| 12:00 PM | 3    | 302   | 59    | 1    | 11   | 1    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 378   |
| 1:00 PM  | 0    | 295   | 51    | 2    | 7    | 2    | 0    | 1    | 1    | 1    | 0    | 0    | 0    | 360   |
| 2:00 PM  | 2    | 355   | 62    | 9    | 10   | 1    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 440   |
| 3:00 PM  | 2    | 356   | 63    | 8    | 6    | 1    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 437   |
| 4:00 PM  | 3    | 364   | 43    | 4    | 8    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 423   |
| 5:00 PM  | 2    | 370   | 48    | 3    | 4    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 427   |
| 6:00 PM  | 1    | 297   | 38    | 1    | 5    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 342   |
| 7:00 PM  | 2    | 214   | 39    | 0    | 5    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 260   |
| 8:00 PM  | 2    | 194   | 31    | 1    | 2    | 0    | 0    | 0    | 2    | 0    | 0    | 0    | 0    | 232   |
| 9:00 PM  | 3    | 136   | 17    | 1    | 1    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 159   |
| 10:00 PM | 1    | 110   | 11    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 123   |
| 11:00 PM | 2    | 46    | 3     | 1    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 53    |
| Total    | 45   | 5,702 | 964   | 59   | 137  | 25   | 0    | 2    | 18   | 1    | 0    | 0    | 2    | 6,955 |
|          | 0.6% | 82.0% | 13.9% | 0.8% | 2.0% | 0.4% | 0.0% | 0.0% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% |       |

Note: Average only considered on days with 24-hours of data.

Location: Vanden Rd, Between Canon Rd and Foxboro Pkwy  
Date Range: 5/6/2026 - 5/12/2026  
Site Code: 01

Volume Report Summary

| Time     | Wednesday<br>5/6/2026 |       |        | Thursday<br>5/7/2026 |       |        | Friday<br>5/8/2026 |    |       | Saturday<br>5/9/2026 |    |       | Sunday<br>5/10/2026 |    |       | Monday<br>5/11/2026 |    |       | Tuesday<br>5/12/2026 |    |       | Mid-Week Average |       |        |
|----------|-----------------------|-------|--------|----------------------|-------|--------|--------------------|----|-------|----------------------|----|-------|---------------------|----|-------|---------------------|----|-------|----------------------|----|-------|------------------|-------|--------|
|          | NB                    | SB    | Total  | NB                   | SB    | Total  | NB                 | SB | Total | NB                   | SB | Total | NB                  | SB | Total | NB                  | SB | Total | NB                   | SB | Total | NB               | SB    | Total  |
| 12:00 AM | 51                    | 29    | 80     | 39                   | 31    | 70     | -                  | -  | -     | -                    | -  | -     | -                   | -  | -     | -                   | -  | -     | -                    | -  | -     | 45               | 30    | 75     |
| 1:00 AM  | 16                    | 13    | 29     | 21                   | 21    | 42     | -                  | -  | -     | -                    | -  | -     | -                   | -  | -     | -                   | -  | -     | -                    | -  | -     | 19               | 17    | 36     |
| 2:00 AM  | 14                    | 20    | 34     | 22                   | 21    | 43     | -                  | -  | -     | -                    | -  | -     | -                   | -  | -     | -                   | -  | -     | -                    | -  | -     | 18               | 21    | 39     |
| 3:00 AM  | 18                    | 41    | 59     | 19                   | 28    | 47     | -                  | -  | -     | -                    | -  | -     | -                   | -  | -     | -                   | -  | -     | -                    | -  | -     | 19               | 35    | 53     |
| 4:00 AM  | 38                    | 104   | 142    | 36                   | 104   | 140    | -                  | -  | -     | -                    | -  | -     | -                   | -  | -     | -                   | -  | -     | -                    | -  | -     | 37               | 104   | 141    |
| 5:00 AM  | 70                    | 268   | 338    | 58                   | 251   | 309    | -                  | -  | -     | -                    | -  | -     | -                   | -  | -     | -                   | -  | -     | -                    | -  | -     | 64               | 260   | 324    |
| 6:00 AM  | 167                   | 577   | 744    | 172                  | 575   | 747    | -                  | -  | -     | -                    | -  | -     | -                   | -  | -     | -                   | -  | -     | -                    | -  | -     | 170              | 576   | 746    |
| 7:00 AM  | 350                   | 675   | 1,025  | 369                  | 688   | 1,057  | -                  | -  | -     | -                    | -  | -     | -                   | -  | -     | -                   | -  | -     | -                    | -  | -     | 360              | 682   | 1,041  |
| 8:00 AM  | 386                   | 579   | 965    | 416                  | 619   | 1,035  | -                  | -  | -     | -                    | -  | -     | -                   | -  | -     | -                   | -  | -     | -                    | -  | -     | 401              | 599   | 1,000  |
| 9:00 AM  | 326                   | 356   | 682    | 325                  | 351   | 676    | -                  | -  | -     | -                    | -  | -     | -                   | -  | -     | -                   | -  | -     | -                    | -  | -     | 326              | 354   | 679    |
| 10:00 AM | 343                   | 343   | 686    | 305                  | 328   | 633    | -                  | -  | -     | -                    | -  | -     | -                   | -  | -     | -                   | -  | -     | -                    | -  | -     | 324              | 336   | 660    |
| 11:00 AM | 365                   | 287   | 652    | 409                  | 299   | 708    | -                  | -  | -     | -                    | -  | -     | -                   | -  | -     | -                   | -  | -     | -                    | -  | -     | 387              | 293   | 680    |
| 12:00 PM | 341                   | 356   | 697    | 427                  | 398   | 825    | -                  | -  | -     | -                    | -  | -     | -                   | -  | -     | -                   | -  | -     | -                    | -  | -     | 384              | 377   | 761    |
| 1:00 PM  | 432                   | 389   | 821    | 414                  | 327   | 741    | -                  | -  | -     | -                    | -  | -     | -                   | -  | -     | -                   | -  | -     | -                    | -  | -     | 423              | 358   | 781    |
| 2:00 PM  | 607                   | 410   | 1,017  | 531                  | 464   | 995    | -                  | -  | -     | -                    | -  | -     | -                   | -  | -     | -                   | -  | -     | -                    | -  | -     | 569              | 437   | 1,006  |
| 3:00 PM  | 742                   | 400   | 1,142  | 742                  | 470   | 1,212  | -                  | -  | -     | -                    | -  | -     | -                   | -  | -     | -                   | -  | -     | -                    | -  | -     | 742              | 435   | 1,177  |
| 4:00 PM  | 827                   | 421   | 1,248  | 855                  | 420   | 1,275  | -                  | -  | -     | -                    | -  | -     | -                   | -  | -     | -                   | -  | -     | -                    | -  | -     | 841              | 421   | 1,262  |
| 5:00 PM  | 735                   | 381   | 1,116  | 692                  | 470   | 1,162  | -                  | -  | -     | -                    | -  | -     | -                   | -  | -     | -                   | -  | -     | -                    | -  | -     | 714              | 426   | 1,139  |
| 6:00 PM  | 448                   | 317   | 765    | 475                  | 365   | 840    | -                  | -  | -     | -                    | -  | -     | -                   | -  | -     | -                   | -  | -     | -                    | -  | -     | 462              | 341   | 803    |
| 7:00 PM  | 322                   | 257   | 579    | 343                  | 262   | 605    | -                  | -  | -     | -                    | -  | -     | -                   | -  | -     | -                   | -  | -     | -                    | -  | -     | 333              | 260   | 592    |
| 8:00 PM  | 244                   | 226   | 470    | 255                  | 233   | 488    | -                  | -  | -     | -                    | -  | -     | -                   | -  | -     | -                   | -  | -     | -                    | -  | -     | 250              | 230   | 479    |
| 9:00 PM  | 169                   | 147   | 316    | 180                  | 166   | 346    | -                  | -  | -     | -                    | -  | -     | -                   | -  | -     | -                   | -  | -     | -                    | -  | -     | 175              | 157   | 331    |
| 10:00 PM | 113                   | 108   | 221    | 120                  | 135   | 255    | -                  | -  | -     | -                    | -  | -     | -                   | -  | -     | -                   | -  | -     | -                    | -  | -     | 117              | 122   | 238    |
| 11:00 PM | 87                    | 42    | 129    | 98                   | 61    | 159    | -                  | -  | -     | -                    | -  | -     | -                   | -  | -     | -                   | -  | -     | -                    | -  | -     | 93               | 52    | 144    |
| Total    | 7,211                 | 6,746 | 13,957 | 7,323                | 7,087 | 14,410 | -                  | -  | -     | -                    | -  | -     | -                   | -  | -     | -                   | -  | -     | -                    | -  | -     | 7,267            | 6,917 | 14,184 |
| Percent  | 52%                   | 48%   |        | 51%                  | 49%   |        | -                  | -  | -     | -                    | -  | -     | -                   | -  | -     | -                   | -  | -     | -                    | -  | -     | 51%              | 49%   |        |
| AM Peak  | 08:00                 | 07:00 | 07:00  | 08:00                | 07:00 | 07:00  | -                  | -  | -     | -                    | -  | -     | -                   | -  | -     | -                   | -  | -     | -                    | -  | -     | 08:00            | 07:00 | 07:00  |
| Vol.     | 386                   | 675   | 1,025  | 416                  | 688   | 1,057  | -                  | -  | -     | -                    | -  | -     | -                   | -  | -     | -                   | -  | -     | -                    | -  | -     | 401              | 682   | 1,041  |
| PM Peak  | 16:00                 | 16:00 | 16:00  | 16:00                | 15:00 | 16:00  | -                  | -  | -     | -                    | -  | -     | -                   | -  | -     | -                   | -  | -     | -                    | -  | -     | 16:00            | 14:00 | 16:00  |
| Vol.     | 827                   | 421   | 1,248  | 855                  | 470   | 1,275  | -                  | -  | -     | -                    | -  | -     | -                   | -  | -     | -                   | -  | -     | -                    | -  | -     | 841              | 437   | 1,262  |

1. Mid-week average includes data between Tuesday and Thursday.

Location: Vanden Rd, Between Canon Rd and Foxboro Pkwy  
Count Direction: Northbound / Southbound  
Date Range: 5/6/2026 - 5/12/2026  
Site Code: 01

| Volume Summary   |       |       |        |
|------------------|-------|-------|--------|
|                  | NB    | SB    | Total  |
| Daily Average    | 7,267 | 6,917 | 14,184 |
| Mid-Week Average | 7,267 | 6,917 | 14,184 |
| AM Peak Average  |       |       |        |
| PM Peak Average  |       |       |        |



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
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## *Memorandum*

TO: Air Quality Conformity Task Force

DATE: May 28, 2026

FR: Lyric Greif

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

Four project sponsors are seeking interagency consultation with the Air Quality Conformity Task Force at today's meeting to obtain concurrence on their exemption classifications under 40 CFR §93.126. The list of projects follows on the next page.

One project sponsor seeking exemption concurrence under 40 CFR § 93.126 (Projects that correct, improve, or eliminate a hazardous location or feature) will present the SOL 113 Roadway Rehabilitation Project.

One project sponsor will present scope revisions related to the SR 116 Pine View Way Reactive Safety Project, which previously obtained concurrence on the project exemption classification under 40 CFR §93.126 – Projects that correct, improve, or eliminate a hazardous location or feature. The project is seeking interagency consultation to determine whether the scope revisions warrant additional review or updated concurrence on the exemption classification.

**40 CFR 93.126 Exempt Projects List**

| County | TIP ID    | Sponsor      | Project Name                                 | Project Description                                                                                                                                                                                                                                                                                                                                                                                | Expanded Description                                                                                                                                                                                                                                                                                                                                                                                                                           | Project Type under 40 CFR 93.126                                                                                                                    |
|--------|-----------|--------------|----------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|
| ALA    | ALA250239 | Oakland      | LAMMPS Phase 2 & 3 (Laurel Access to Mills+) | Oakland : MacArthur Blvd. between Richards Rd. and Seminary Ave. (Phase 2); Seminary Ave. between Sunnymere Ave. and Camden St. (Phase 3) : Construct new Class I path, connecting to the completed LAMMPS Phase I project at MacArthur/Richards Rd. Additional complete streets improvements include lighting, high-visibility crosswalks, new sidewalks, curb ramps, RRFBs, and traffic calming. | Construct Class 1 off-street biking and walking paths and additional complete streets improvements to improve safety and connectivity for bicyclists, pedestrians, and transit users                                                                                                                                                                                                                                                           | Air Quality - Bicycle and pedestrian facilities                                                                                                     |
| SF     | SF-250209 | SFMTA        | Expanding Access to Charging in EPC          | San Francisco City/County : Downtown SF and near General Hospital : Install 250 L2 charging ports in 11 garages, 10 in Equity Priority/Tier 3 TOC areas. Prepare up to 2 sites for e-mobility and assistive device charging. Issue RFP for vendor(s). Monitor and evaluate chargers.                                                                                                               | Install 250 L2 charging ports across in 11 garages; assess and prepare up to 2 of these sites for e-mobility (bike and scooter) and assistive device charging as appropriate; install, operate, and maintain the chargers; conduct standard monitoring and evaluation of the chargers to ensure quality assurance, use, and future need.                                                                                                       | Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities) |
| SM     | SM-250218 | Redwood City | Page Street Bike Boulevard                   | Redwood City : Page Street from Rolison Rd to 2nd Ave : Design work for bike boulevard improvements                                                                                                                                                                                                                                                                                                | The project scope includes the engineering design phase for bike boulevard improvements on Page Street in Redwood City from Rolison Road to 2nd Avenue.                                                                                                                                                                                                                                                                                        | Air Quality - Bicycle and pedestrian facilities                                                                                                     |
| SOL    | SOLTR0201 | Caltrans     | VAR170006 Roadway Preservation - EA 04-4W260 | Dixon : In and near Dixon, from 0.5 mile north of Cook Lane to West Chestnut Street. : Rehabilitate roadway and drainage systems, widen and realign roadway, widen and/or replace bridges, add Class 2 bike lanes, construct stormwater treatment Best Management Practices (BMPs), and upgrade facilities to Americans with Disabilities Act (ADA) standards.                                     | VAR170006 SHOPP Roadway Preservation Projects - Project EA 04-4W260<br>In and near Dixon, from 0.5 mile north of Cook Lane to West Chestnut Street. Rehabilitate roadway and drainage systems, widen and realign roadway, widen and/or replace bridges, add Class 2 bike lanes, construct stormwater treatment Best Management Practices BMPs), and upgrade facilities to Americans with Disabilities Act (ADA) standards. (Long Lead Project) | Safety - Pavement resurfacing and/or rehabilitation                                                                                                 |

**RTIP ID# 21-T01-006**

**TIP ID# VAR170006**

**Air Quality Conformity Task Force Consideration Date**

May 28, 2026

**Project Description**

The project proposes to resurface, restore and rehabilitate (3R) and culvert replacement on State Route (SR) 113 in Solano County, from the intersection of half a mile south of Alamo Creek (PM 9.0) to West Chestnut Street (PM 19.0) in Dixon, California. The project begins in a rural agricultural area and ends in an urban area.

**No Build Alternative**

This alternative maintains the existing conditions.

**Build Alternatives**

The main design features of the Build Alternatives are as follows:

- Widening the two-lane conventional highway from 24 feet to a standard pavement width of 40 feet to accommodate a minimum design speed of 65 mph. The proposed typical section includes two 12-foot lanes, two 8-foot shoulders, and 3 feet unpaved area to the hinge point with a 4:1 side slope, 20-foot clear recovery zone.
- Up to 10-foot profile grade adjustments to improve sight distances, vertical curve length standards and reduce the risk of flooding which include replacement of the following 3 bridges:
  1. Old Alamo Creek Bridge (Bridge No. 23-0171): The proposed bridge will be approximately 117' with two retaining walls and standard abutments. The minimum soffit elevation for a 100-year storm event is 25.30'. The replacement bridge would be shifted around 58.3 feet to the east.
  2. New Alamo Creek Bridge (Bridge No. 23-0076): The replacement bridge is proposed to be 105' long, with standard abutments with no retaining wall. The replacement bridge would be shifted horizontally about 38.1 feet east. Its minimum soffit elevation would be 37.9 feet.
  3. Ulatis Creek Bridge (Bridge No. 23-0236): The proposed replacement bridge is to be 185' long with standard abutments and no retaining walls. The replacement bridge would be shifted horizontally about 37.3 feet east. Its minimum soffit elevation would be 38'.
- The horizontal alignment correction to accommodate roadway widening and existing utilities and grade correction to reduce risks of flooding.
  1. PM 9.0 – PM 16.9: There are utility posts and large irrigation ditches along the western side so there is limited right of way width for required widening. The proposed alignment is shifted east.
  2. PM 16.9 – PM 18.15: The proposed alignment is shifted west to avoid a business at PM 17.48. The proposed alignment meets back with the existing alignment at 18.15 PM.
  3. PM 18.15 – PM 19.0: There is no proposed changes to the horizontal or vertical alignment.
- The 8-foot shoulder will be shared with bike users, similar to a Class III bike lane.
- Reconstruction of driveway accesses and construction of new driveway accesses
- Replacement of existing MBGR with the latest Caltrans standard MGS
- Culvert repair and replacements
- Permanent water quality treatment on both sides of the corridor
- Curb ramp and sidewalk improvements to meet ADA standards

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                |                          |                                                |                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|--------------------------|------------------------------------------------|---------------------|
| <b>Type of Project:</b><br>Resurfacing, Restoration and Rehabilitation (3R) project.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                |                          |                                                |                     |
| <b>County:</b><br>SOL                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <b>Caltrans Projects – EA#</b> 4W260<br>04-SOL-113-PM 9.0/19.0 |                          |                                                |                     |
| <b>Lead Agency:</b> Caltrans                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                |                          |                                                |                     |
| <b>Contact Person</b><br>Shilpa Mareddy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <b>Phone#</b><br>510-418-1794                                  | <b>Fax#</b>              | <b>Email</b><br>Shilpa.Mareddy@dot.ca.gov      |                     |
| <b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                |                          |                                                |                     |
| <i>Categorical Exclusion (NEPA)</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | X <b>EA or Draft EIS</b>                                       | <b>FONSI or Final EI</b> | <b>PS&amp;E or Construction</b>                | <i>Other</i>        |
| <b>Scheduled Date of Federal Action:</b> 04/01/2027                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                |                          |                                                |                     |
| <b>NEPA Delegation – Project Type</b> <i>(check appropriate box)</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                |                          |                                                |                     |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <b>Section 326 – Categorical Exclusion</b>                     | X                        | <b>Section 327 – Non-Categorical Exclusion</b> |                     |
| <b>Current Programming Dates</b> <i>(as appropriate)</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                |                          |                                                |                     |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <b>PE/ENVIRONMENTAL</b>                                        | <b>ENGINEERING</b>       | <b>ROW</b>                                     | <b>CONSTRUCTION</b> |
| <b>Start</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | August 2025                                                    | April 2027               | April 2027                                     | October 2031        |
| <b>End</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | April 2027                                                     | March 2031               | March 2031                                     | October 2034        |
| <b>Project Purpose and Need (Summary):</b><br><br><p>The purpose of this project is to rehabilitate State Route (SR) 113 roadway, provide at least 20 years of service life with relatively low maintenance expenditures, restore the facility to a state of good condition, upgrade to current geometric design standards, rehabilitate drainage facilities, address recurring flooding, and provide accommodation for multimodal use.</p> <p>The project is needed to address deteriorated pavement conditions of the existing roadway, periodic flooding, non-standard roadway width and shoulders, and lack of accommodation for non-motorized users. Previous floodings has led to roadway closures on multiple occasions, forcing motorists to take lengthy alternative routes.</p> |                                                                |                          |                                                |                     |
| <b>Surrounding Land Use/Traffic Generators</b><br><br><p>Land uses in the vicinity of the project are primarily agricultural, with scattered commercial and residential properties except for the northern segment which extends rough 0.7 miles into the urban area of Dixon southern city limits. SR 113 connects the communities of metropolitan Sacramento, the eastern Bay Area, and the Central Valley. The route serves a variety of transportation needs, including local, inter- regional, commercial, agricultural, and tourist traffic.</p>                                                                                                                                                                                                                                    |                                                                |                          |                                                |                     |

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

The Average Annual Daily Traffic (AADT) were provided by Caltrans Traffic Forecasting for year 2019, 2033, 2043, 2053 and 2073. The year 2034, 2050 and 2054 AADT were calculated using interpolation between year 2033 and 2073 AADT values.

Four analysis years were evaluated:

- Year 2019 represents the existing conditions
- Year 2034 represents the possible opening year of the project.
- Year 2050 represents the planning horizon for the project.
- Year 2054 represents the design year for the project.

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

The project will not increase capacity therefore Build and No-Build volumes are the same.

| Roadway Segment          | Existing Year Build/No-Build (2019) |        |     |
|--------------------------|-------------------------------------|--------|-----|
|                          | AADT                                | TRUCKS |     |
|                          |                                     | %      | #   |
| SOL 113 @ PM 9.0 to 19.0 | 10,400                              | 6.11%  | 636 |

| Roadway Segment          | Opening Year Build/No-Build (2034) |        |     |
|--------------------------|------------------------------------|--------|-----|
|                          | AADT                               | TRUCKS |     |
|                          |                                    | %      | #   |
| SOL 113 @ PM 9.0 to 19.0 | 14,689                             | 6.11%  | 898 |

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

| Roadway Segment          | Horizon Year Build/No-Build (2050) |        |       |
|--------------------------|------------------------------------|--------|-------|
|                          | AADT                               | TRUCKS |       |
|                          |                                    | %      | #     |
| SOL 113 @ PM 9.0 to 19.0 | 19,393                             | 6.11%  | 1,185 |

| Roadway Segment          | Design Year Build/No-Build (2054) |        |       |
|--------------------------|-----------------------------------|--------|-------|
|                          | AADT                              | TRUCKS |       |
|                          |                                   | %      | #     |
| SOL 113 @ PM 9.0 to 19.0 | 20,550                            | 6.11%  | 1,256 |

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

Not applicable

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

Not applicable

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

Not applicable

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

Not applicable

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

The proposed project would not create new traffic. The project is proposed to address deteriorated pavement conditions of the existing roadway, periodic flooding, non-standard roadway width and shoulders, and lack of accommodation for non-motorized users.

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

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

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

*The traffic data for the project shows that the percentage of trucks will remain the same with and without the project and the AADT will remain the same with and without the project. The project does not include capacity improvements, therefore AADT is assumed to remain unchanged.*

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

*Not-applicable – No intersections are affected by the project.*

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

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

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

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

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

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

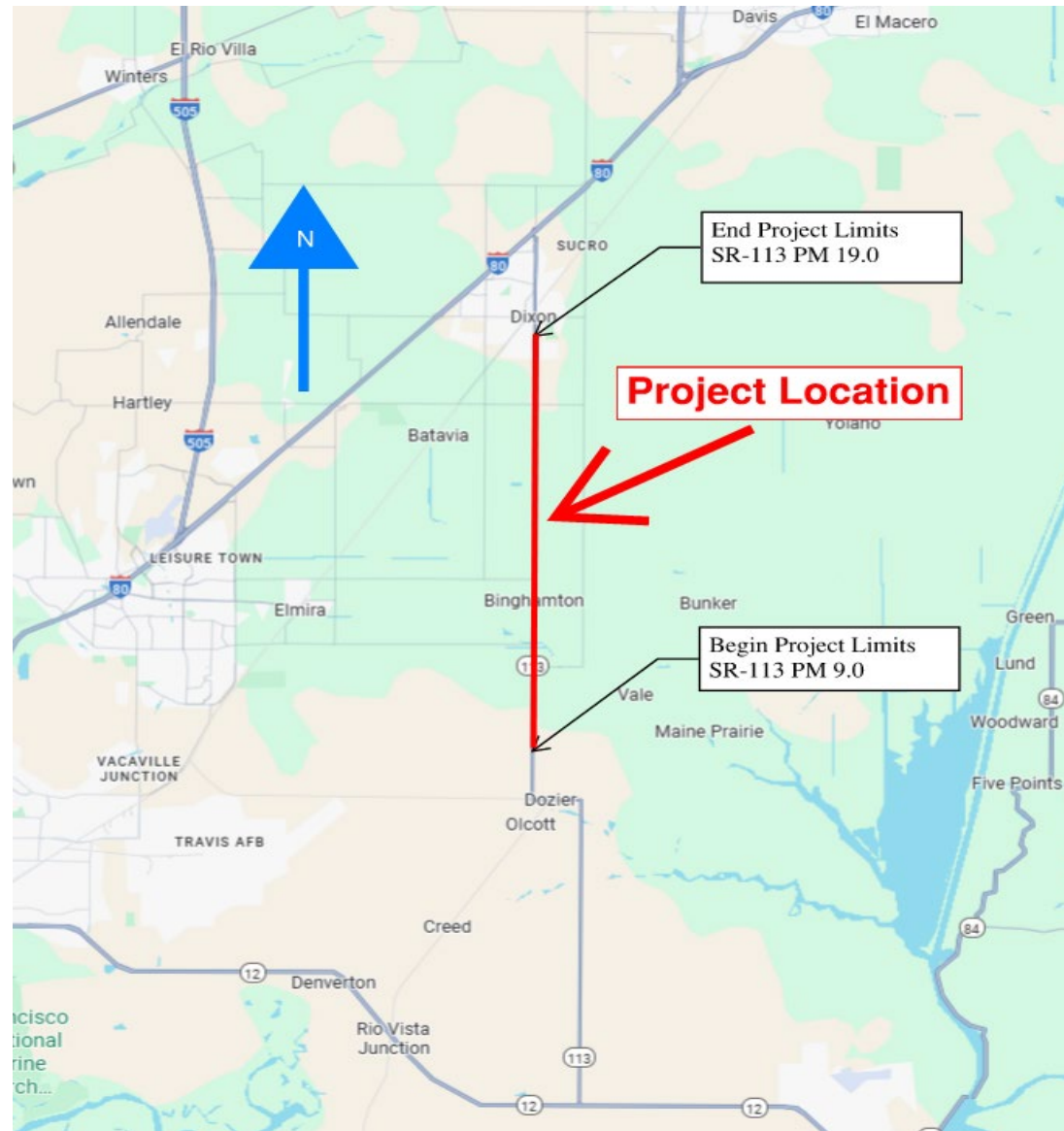
Based on the evaluation above, the project should not be considered a POAQC and not require a quantitative hot-spot analysis to demonstrate that it will not cause or worsen an existing PM<sub>2.5</sub> violation

## **List of Attachments**

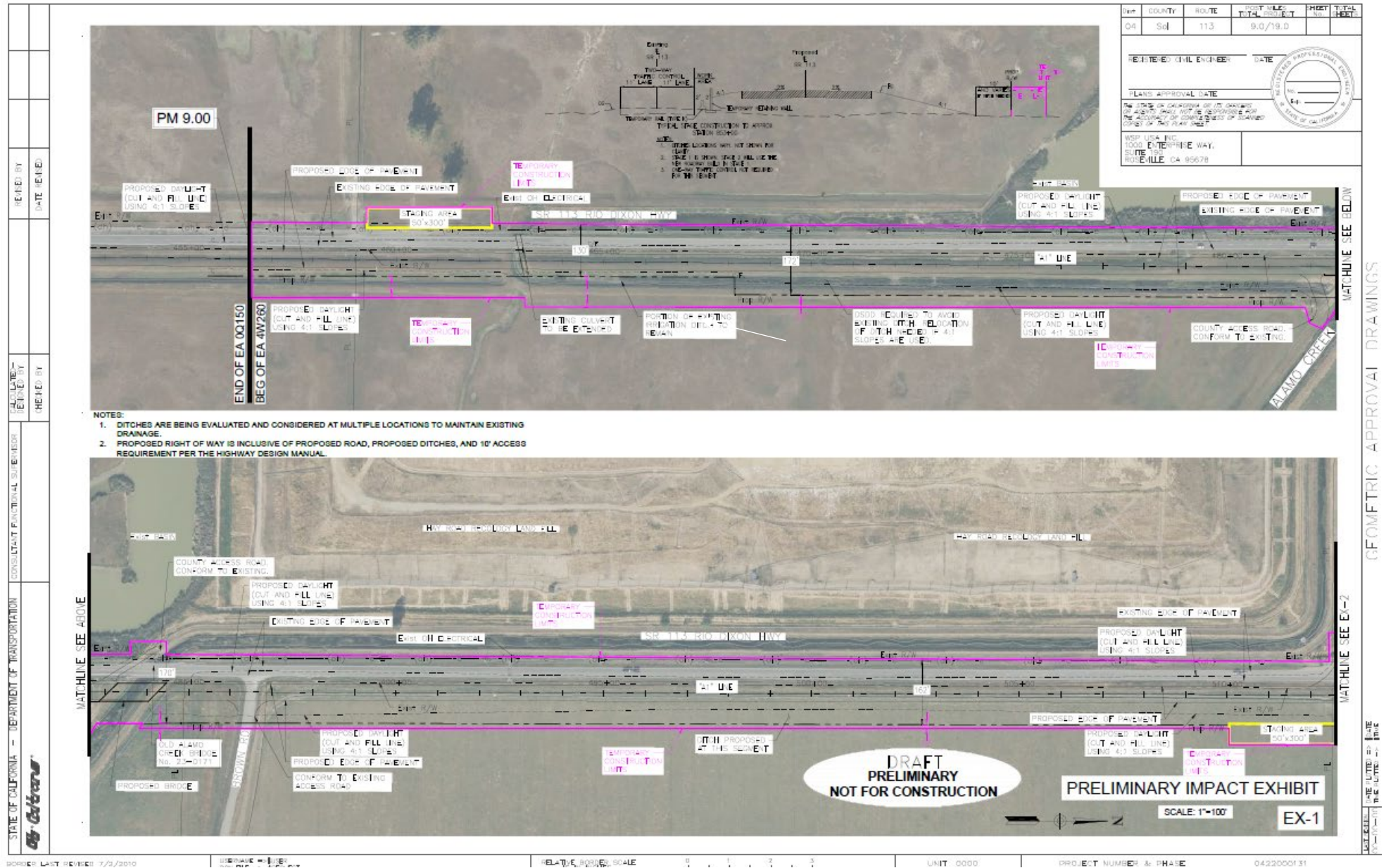
1. Attachment A - Location Map
2. Attachment B – Build Alternative

# ATTACHMENT A

## Project Location



## ATTACHMENT B - Build Alternative



| DIST. | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|-------|--------|-------|--------------------------|-----------|--------------|
| 04    | San    | 113   | 9.0/19.0                 |           |              |

REGISTERED CIVIL ENGINEER DATE

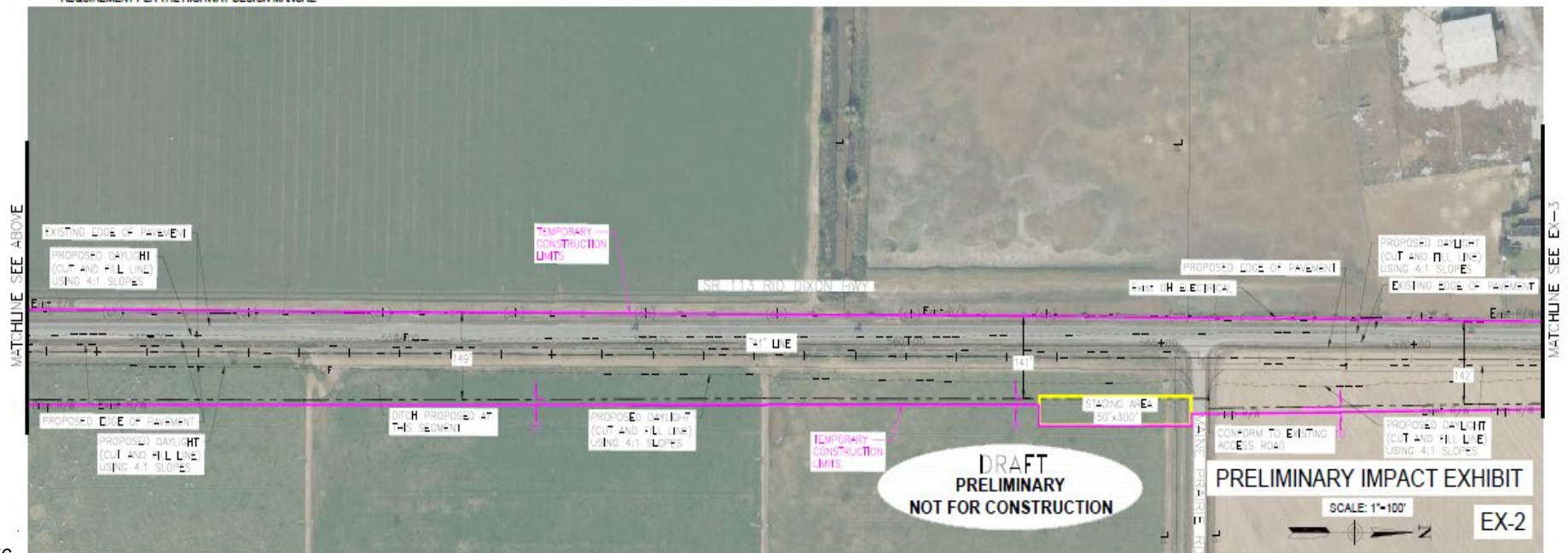
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF DERIVED DATA UNLESS SPECIFICALLY NOTED OTHERWISE ON THESE PLANS.

WSP USA INC.  
1000 ENTERPRISE WAY,  
SUITE 190  
ROSELAND, CA 95068



- NOTES:
1. DITCHES ARE BEING EVALUATED AND CONSIDERED AT MULTIPLE LOCATIONS TO MAINTAIN EXISTING DRAINAGE.
  2. PROPOSED RIGHT OF WAY IS INCLUSIVE OF PROPOSED ROAD, PROPOSED DITCHES, AND 10' ACCESS REQUIREMENT PER THE HIGHWAY DESIGN MANUAL.



**DRAFT  
PRELIMINARY  
NOT FOR CONSTRUCTION**

**PRELIMINARY IMPACT EXHIBIT**

SCALE: 1"=100'

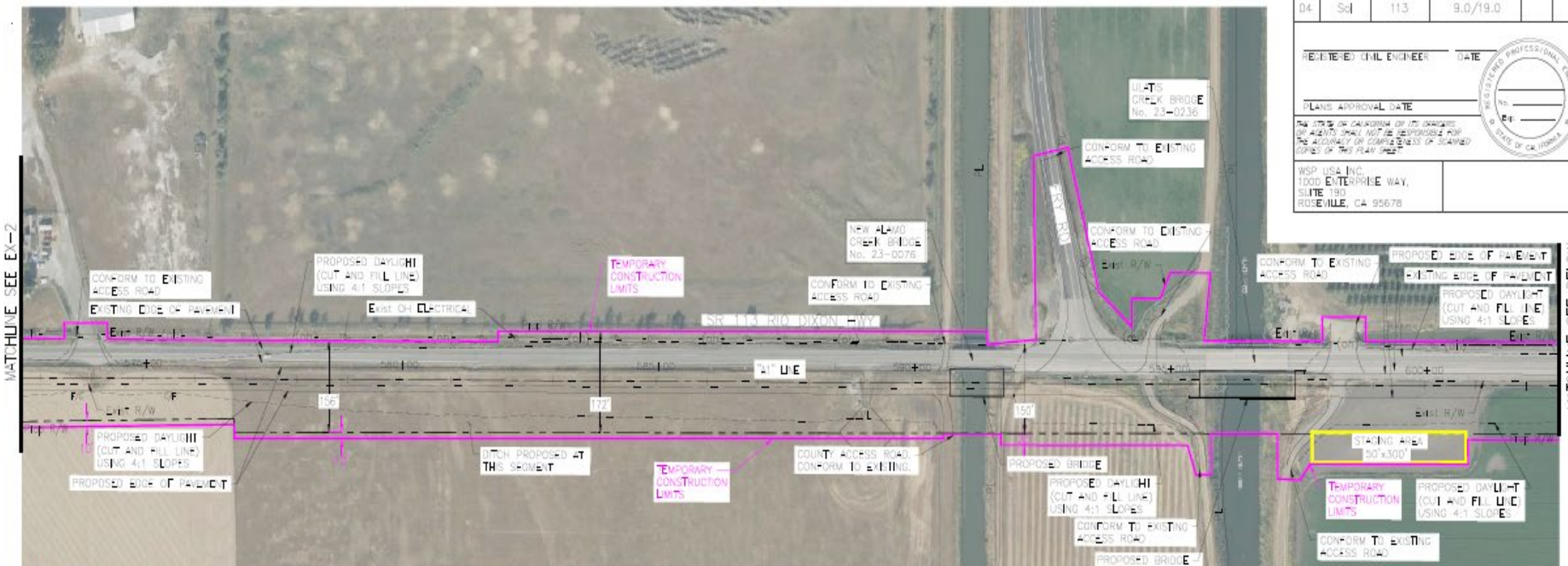
**EX-2**

| Dist. | County | Route | Post Miles | Sheet | Total |
|-------|--------|-------|------------|-------|-------|
| 04    | San    | 113   | 9.0/19.0   |       |       |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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SLATE, CA 95678



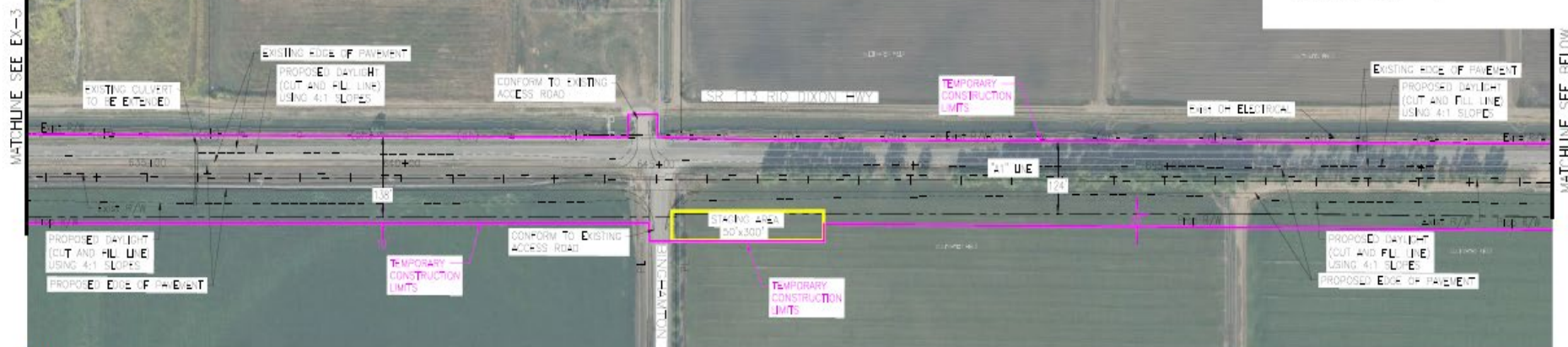
- NOTES:
1. DITCHES ARE BEING EVALUATED AND CONSIDERED AT MULTIPLE LOCATIONS TO MAINTAIN EXISTING DRAINAGE.
  2. PROPOSED RIGHT OF WAY IS INCLUSIVE OF PROPOSED ROAD, PROPOSED DITCHES, AND 10' ACCESS REQUIREMENT PER THE HIGHWAY DESIGN MANUAL.



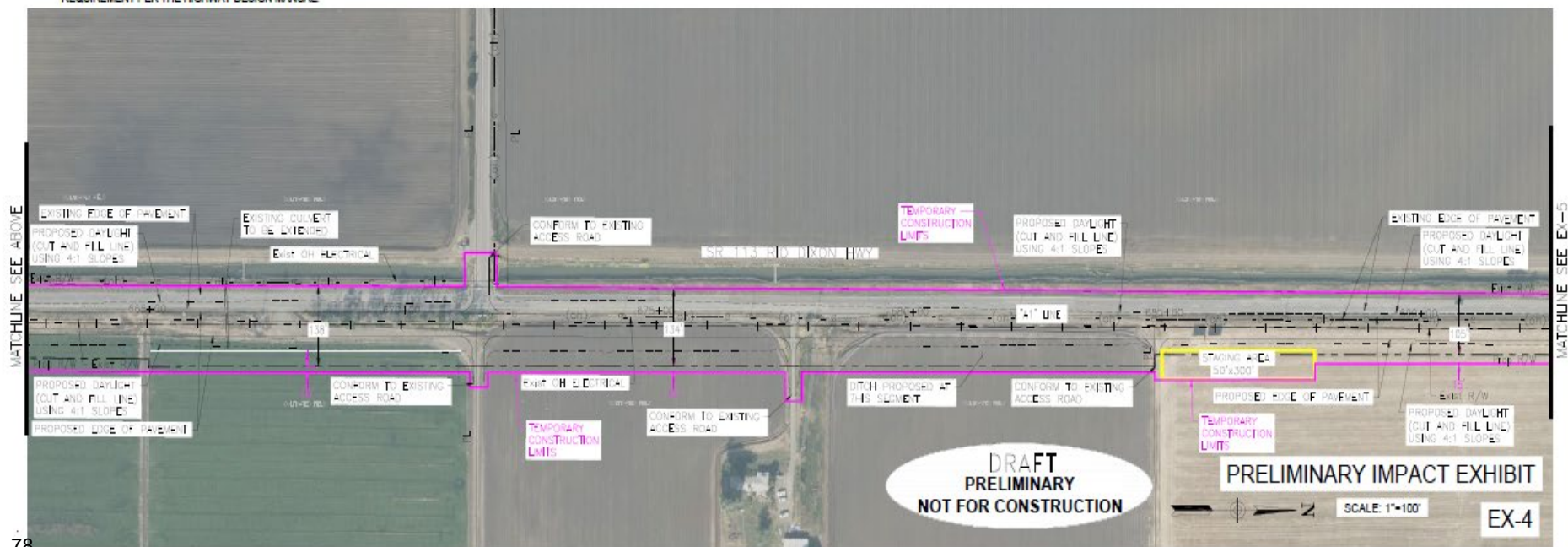
PRELIMINARY IMPACT EXHIBIT

EX-3

| Dist                                                                                                                                              | COUNTY | ROUTE | POST MILE TOTAL PROJECT                                                             | MEET No. | MEET TOTAL MEET |
|---------------------------------------------------------------------------------------------------------------------------------------------------|--------|-------|-------------------------------------------------------------------------------------|----------|-----------------|
| 04                                                                                                                                                | Sci    | 113   | 9.0/19.0                                                                            |          |                 |
| REINFORCED CIVIL ENGINEER _____ DATE _____                                                                                                        |        |       |  |          |                 |
| PLANS APPROVAL DATE _____                                                                                                                         |        |       |                                                                                     |          |                 |
| THE STATE OF CALIFORNIA, BY ITS ENGINEERS OF AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCAVED COPIES OF THIS PLAN SHEET |        |       |                                                                                     |          |                 |
| MSP USA INC.<br>1000 ENTERPRISE WAY,<br>SUITE 190<br>ROSELILLE, CA 95678                                                                          |        |       |                                                                                     |          |                 |

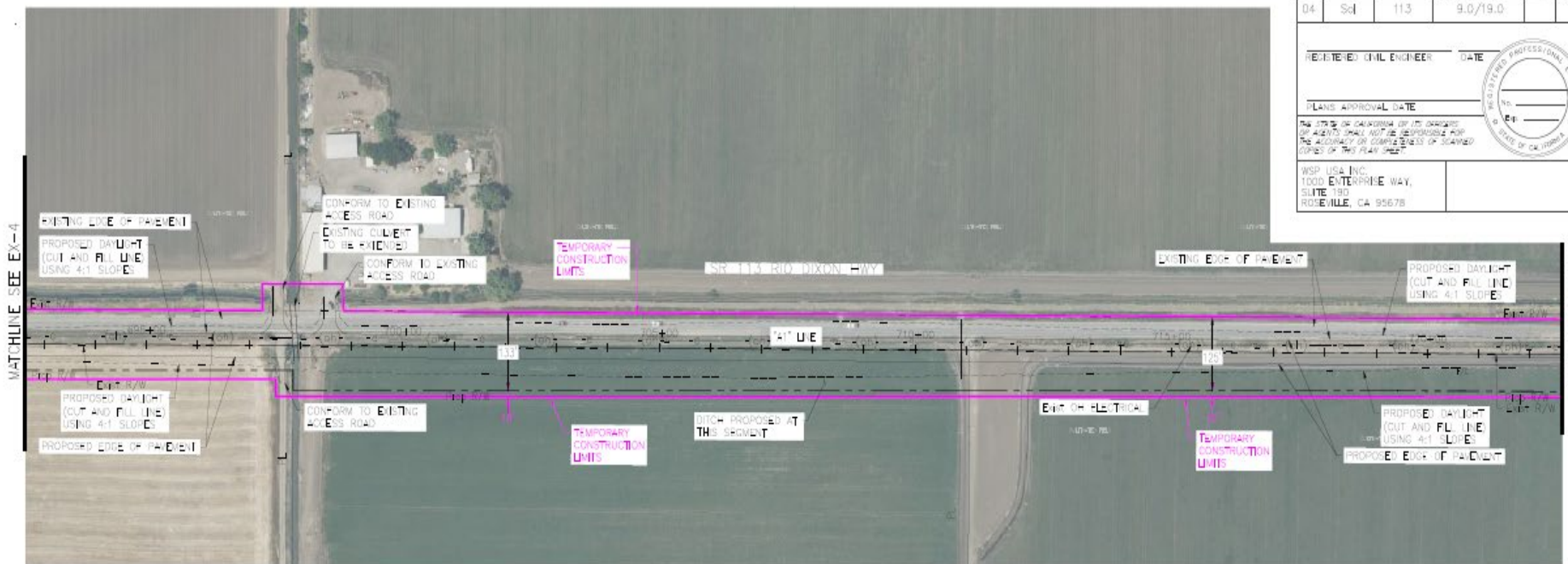


- NOTES:
1. DITCHES ARE BEING EVALUATED AND CONSIDERED AT MULTIPLE LOCATIONS TO MAINTAIN EXISTING DRAINAGE.
  2. PROPOSED RIGHT OF WAY IS INCLUSIVE OF PROPOSED ROAD, PROPOSED DITCHES, AND 10' ACCESS REQUIREMENT PER THE HIGHWAY DESIGN MANUAL.

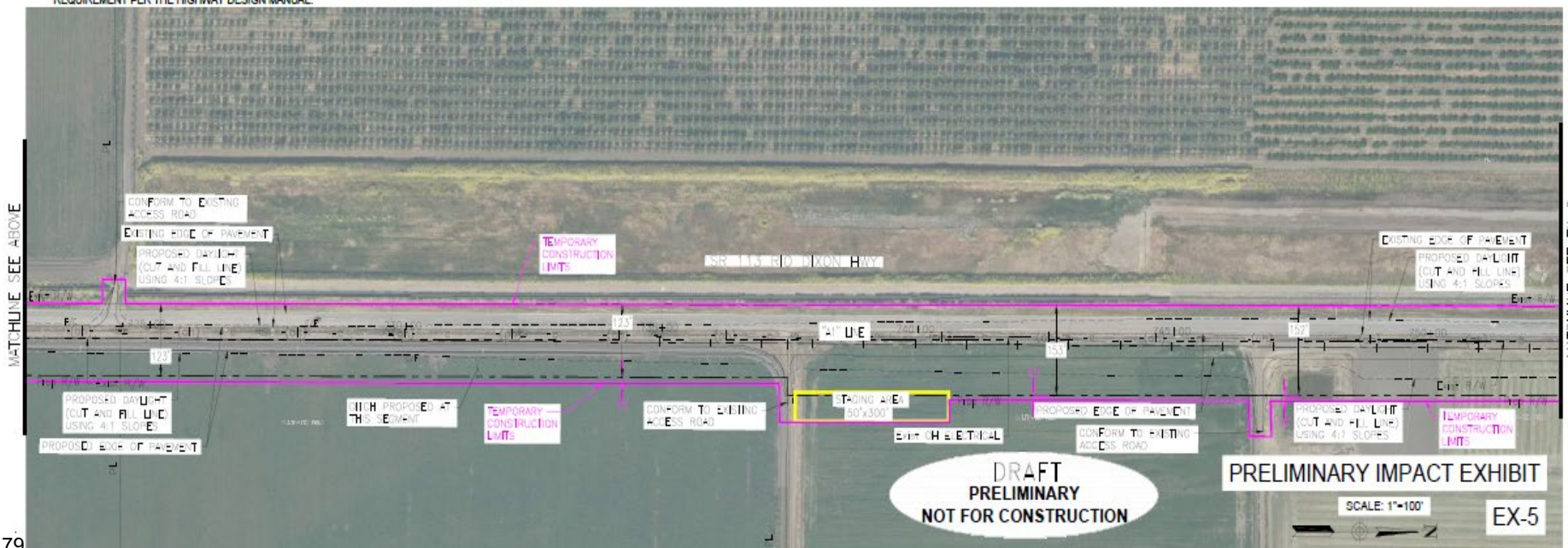


|       |        |       |           |               |           |             |
|-------|--------|-------|-----------|---------------|-----------|-------------|
| DIST. | COUNTY | ROUTE | POST MILE | TOTAL PROJECT | SHEET NO. | TOTAL SHEET |
| 04    | SoL    | 113   | 9.0/19.0  |               |           |             |

REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_  
 PLANS APPROVAL DATE \_\_\_\_\_  
 THE STATE OF CALIFORNIA OF ITS OFFICERS OF AGENCIES SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ANY INFORMATION CONTAINED HEREIN.  
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 1000 ENTERPRISE WAY,  
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 ROSELILLE, CA 95678



- NOTES:
1. DITCHES ARE BEING EVALUATED AND CONSIDERED AT MULTIPLE LOCATIONS TO MAINTAIN EXISTING DRAINAGE.
  2. PROPOSED RIGHT OF WAY IS INCLUSIVE OF PROPOSED ROAD, PROPOSED DITCHES, AND 10' ACCESS REQUIREMENT PER THE HIGHWAY DESIGN MANUAL.



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PRELIMINARY IMPACT EXHIBIT  
 SCALE: 1"=100'  
 EX-5

REGISTERED CIVIL ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

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

No. \_\_\_\_\_

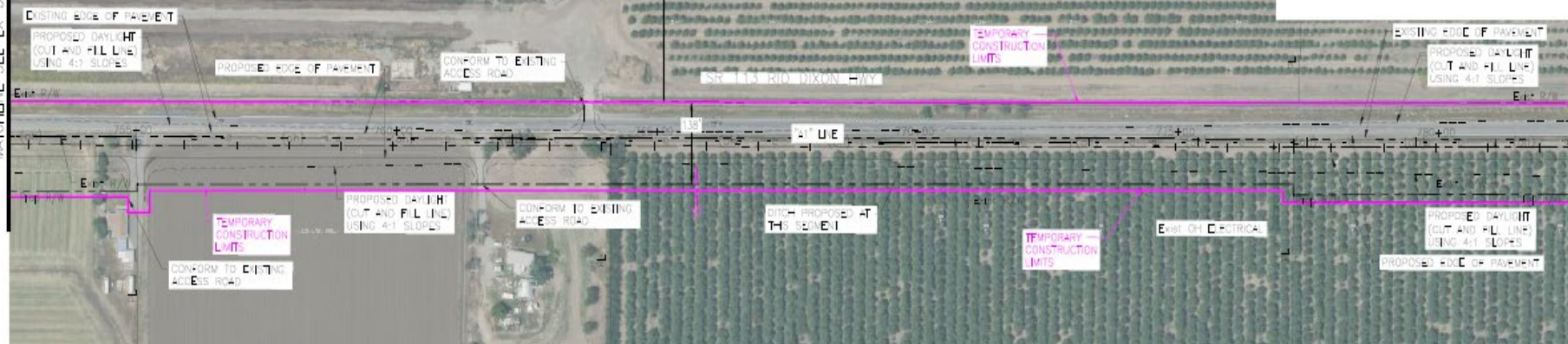
By \_\_\_\_\_

STATE OF CALIFORNIA

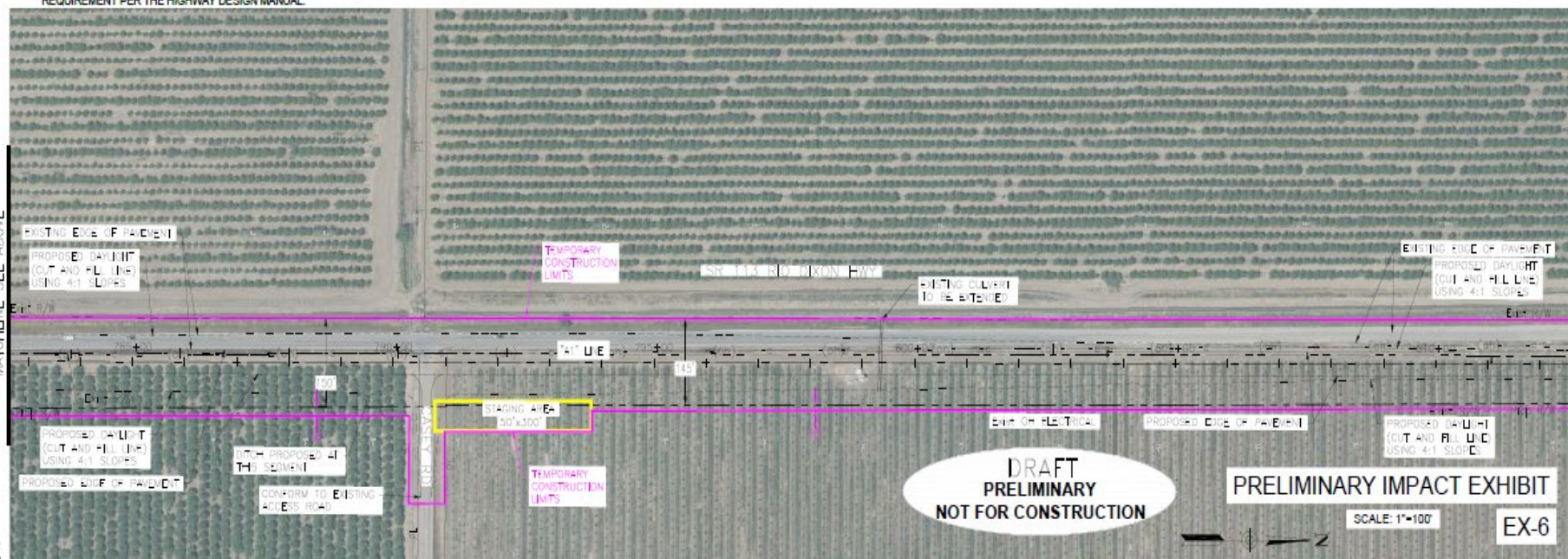
THE STATE OF CALIFORNIA, BY ITS CLERK  
OF COURTS, DO HEREBY CERTIFY THAT  
THE ACCURACY OF THE PLANS HAS BEEN  
VERIFIED BY THE CLERK OF COURTS.

REGISTERED PROFESSIONAL ENGINEER

STATE OF CALIFORNIA



- NOTES:
1. DITCHES ARE BEING EVALUATED AND CONSIDERED AT MULTIPLE LOCATIONS TO MAINTAIN EXISTING DRAINAGE.
  2. PROPOSED RIGHT OF WAY IS INCLUSIVE OF PROPOSED ROAD, PROPOSED DITCHES, AND 10' ACCESS REQUIREMENT PER THE HIGHWAY DESIGN MANUAL.



PRELIMINARY IMPACT EXHIBIT

EX-6

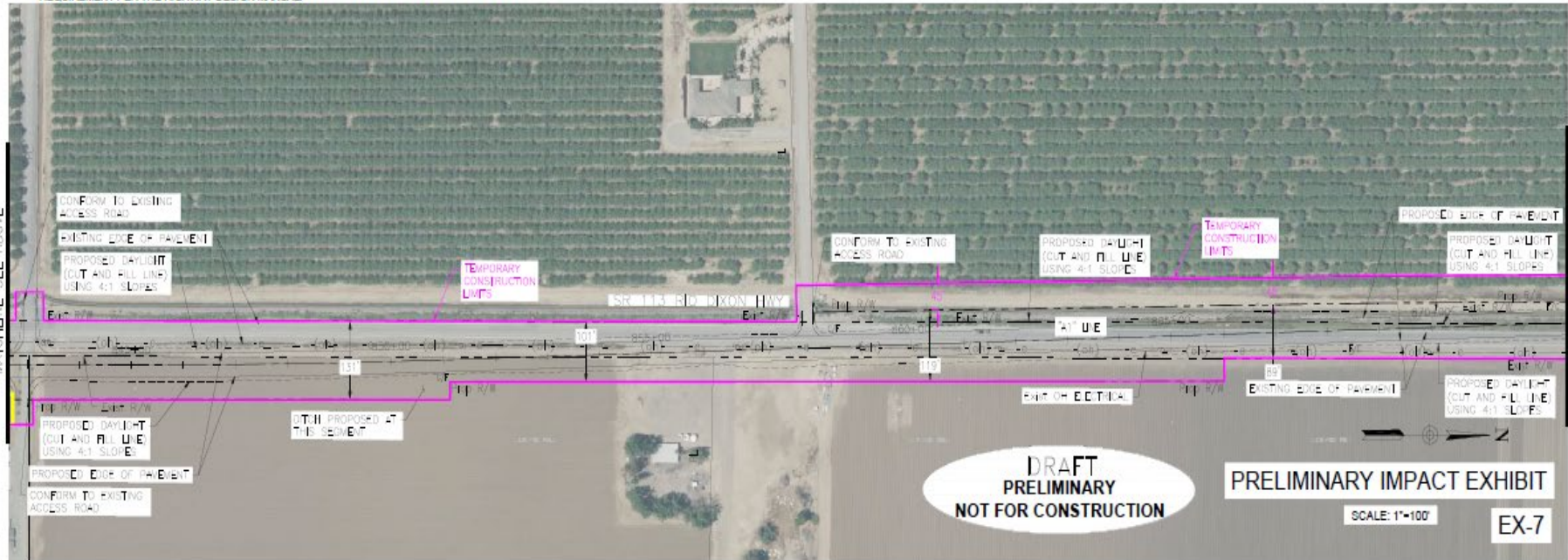
MATCHLINE SEE EX-6

MATCHLINE SEE ABOVE



NOTES:

1. DITCHES ARE BEING EVALUATED AND CONSIDERED AT MULTIPLE LOCATIONS TO MAINTAIN EXISTING DRAINAGE.
2. PROPOSED RIGHT OF WAY IS INCLUSIVE OF PROPOSED ROAD, PROPOSED DITCHES, AND 10' ACCESS REQUIREMENT PER THE HIGHWAY DESIGN MANUAL.



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PRELIMINARY IMPACT EXHIBIT

SCALE: 1"=100'

EX-7

|       |        |       |                         |           |              |
|-------|--------|-------|-------------------------|-----------|--------------|
| SHEET | COUNTY | ROUTE | POST MILE TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
| 04    | Sci    | 113   | 9.0/19.0                |           |              |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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WSP USA INC.  
1000 ENTERPRISE WAY,  
SUITE 190  
ROSEVILLE, CA 95678

MATCHLINE SEE BELOW

MATCHLINE SEE EX-8





# SOL 113 Roadway Rehabilitation 3R Project

**Air Quality Conformity Task Force Meeting on April 23, 2026**

**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**





# BACKGROUND

- ▶ The project is currently listed in the Group TIP (VAR170006).
- ▶ This project is processed under NEPA as a non-categorical Exclusion Section 327, and NEPA document Routine EA.

# PURPOSE AND NEED

**Purpose:** The purpose of this project is to rehabilitate State Route (SR) 113 roadway, provide at least 20 years of service life with relatively low maintenance expenditures, restore the facility to a state of good condition, upgrade to current geometric design standards, rehabilitate drainage facilities, address recurring flooding, and provide accommodation for multimodal use.

**Need:** The project is needed to address deteriorated pavement conditions of the existing roadway, periodic flooding, non-standard roadway width and shoulders, and lack of accommodation for non-motorized users. Previous floodings has led to roadway closures on multiple occasions, forcing motorists to take lengthy alternative routes.

# PROJECT DESCRIPTION

- The main design features of the Build Alternative are as follows:
  - ❖ Widening the two-lane conventional highway from 24 feet to a standard pavement width of 40 feet to accommodate a minimum design speed of 65 mph. The proposed typical section includes two 12-foot lanes, two 8-foot shoulders, and 3 feet unpaved area to the hinge point with a 4:1 side slope, 20-foot clear recovery zone.
  - ❖ Up to 10-foot profile grade adjustments to improve sight distances, vertical curve length standards and reduce the risk of flooding which include replacement of the following 3 bridges:
    - ❖ Old Alamo Creek Bridge (Bridge No. 23-0171): The proposed bridge will be approximately 117' with two retaining walls and standard abutments. The minimum soffit elevation for a 100-year storm event is 25.30'. The replacement bridge would be shifted around 58.3 feet to the east.
    - ❖ New Alamo Creek Bridge (Bridge No. 23-0076): The replacement bridge is proposed to be 105' long, with standard abutments with no retaining wall. The replacement bridge would be shifted horizontally about 38.1 feet east. Its minimum soffit elevation would be 37.9 feet.
    - ❖ Ulatis Creek Bridge (Bridge No. 23-0236): The proposed replacement bridge is to be 185' long with standard abutments and no retaining walls. The replacement bridge would be shifted horizontally about 37.3 feet east. Its minimum soffit elevation would be 38'.
  - ❖ The horizontal alignment correction to accommodate roadway widening and existing utilities and grade correction to reduce risks of flooding.
    - ❖ PM 9.0 – PM 16.9: There are utility posts and large irrigation ditches along the western side so there is limited right of way width for required widening. The proposed alignment is shifted east.
    - ❖ PM 16.9 – PM 18.15: The proposed alignment is shifted west to avoid a business at PM 17.48. The proposed alignment meets back with the existing alignment at 18.15 PM.
    - ❖ PM 18.15 – PM 19.0: There is no proposed changes to the horizontal or vertical alignment.

# PROJECT DESCRIPTION (Continued...)

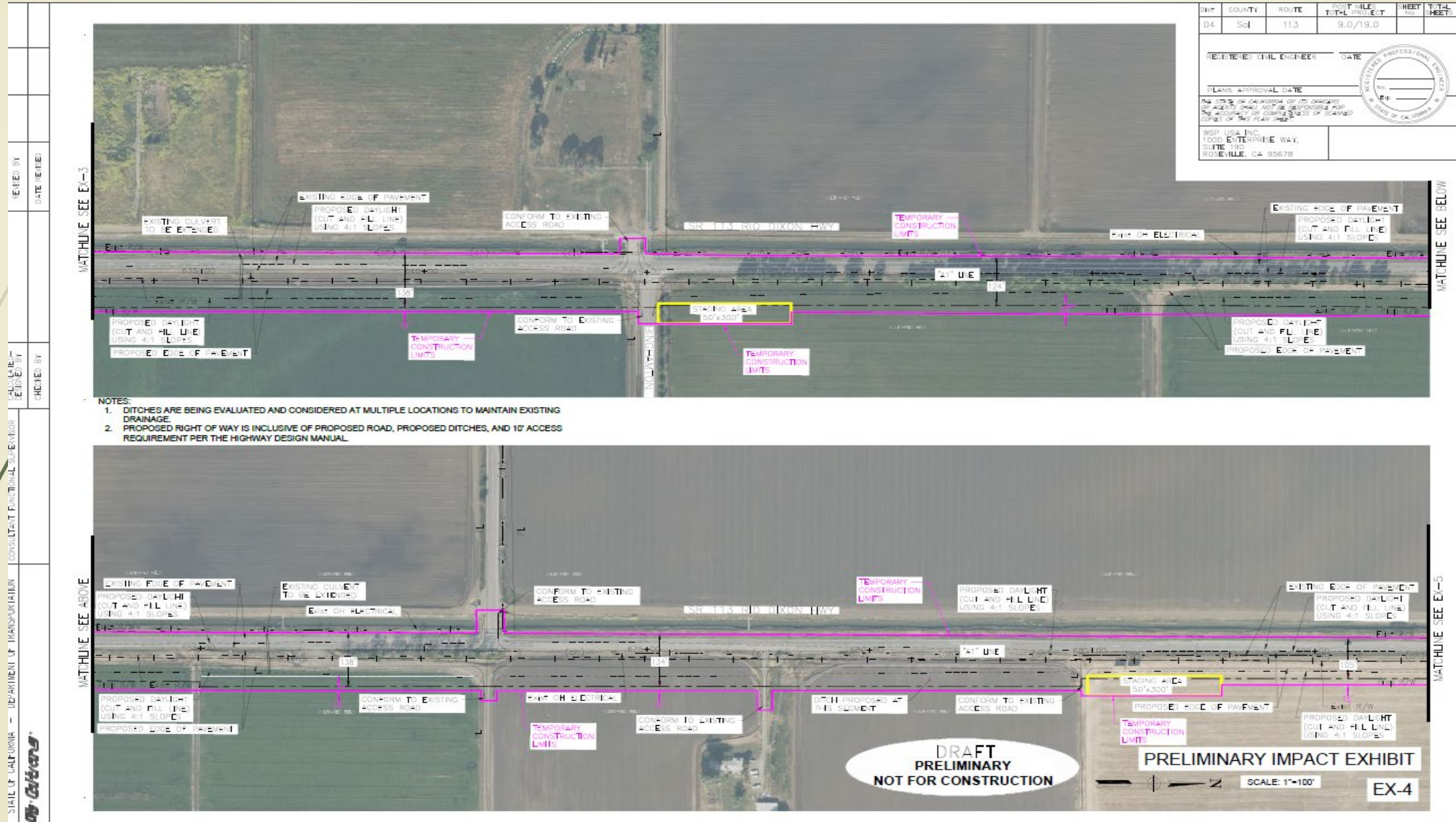
- ❖ The 8-foot shoulder will be shared with bike users, similar to a Class III bike lane.
- ❖ Reconstruction of driveway accesses and construction of new driveway accesses
- ❖ Replacement of existing MBGR with the latest Caltrans standard MGS
- ❖ Culvert repair and replacements
- ❖ Permanent water quality treatment on both sides of the corridor
- ❖ Curb ramp and sidewalk improvements to meet ADA standards



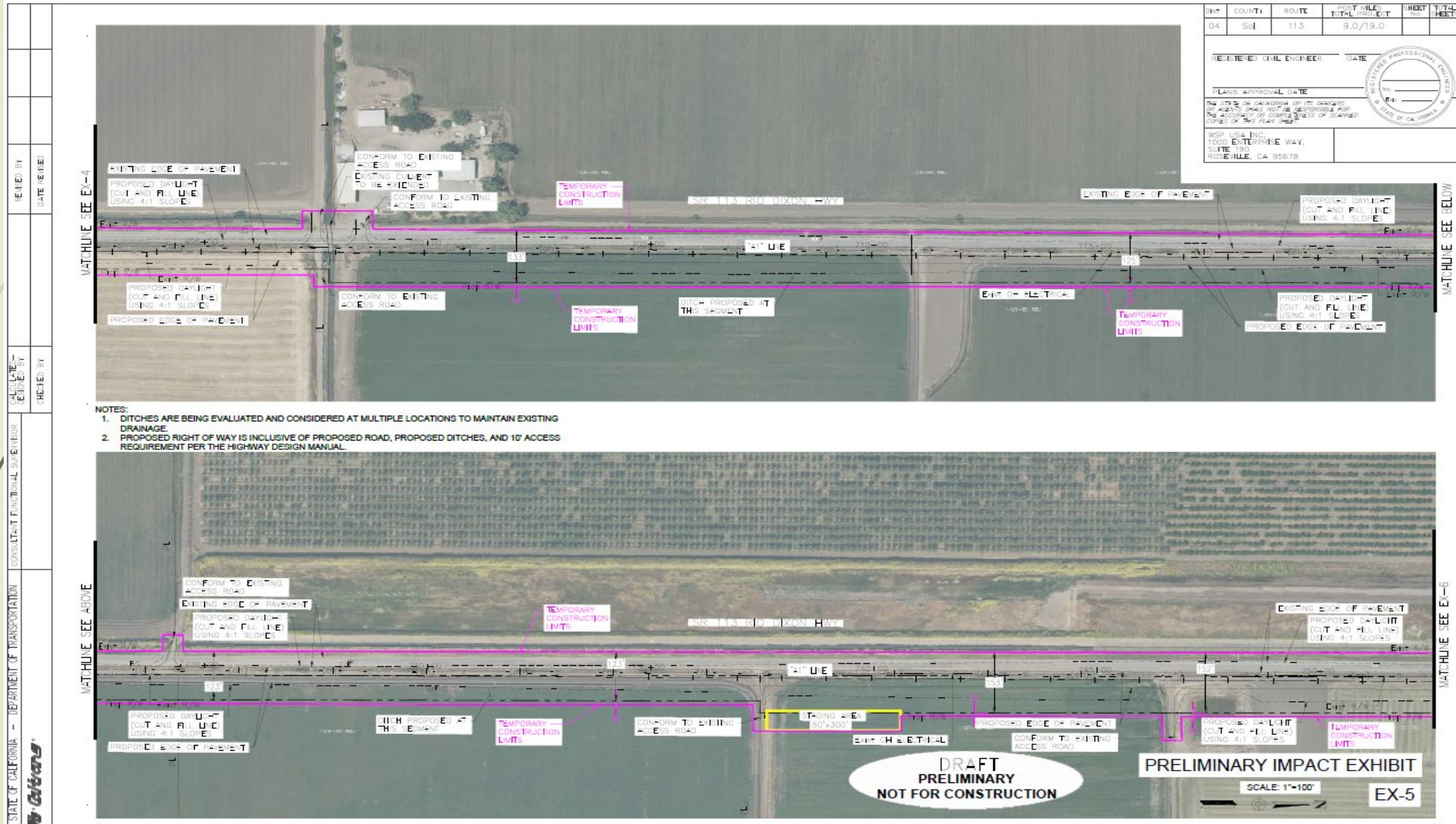




# PROPOSED IMPROVEMENTS (continued...)



# PROPOSED IMPROVEMENTS (continued...)

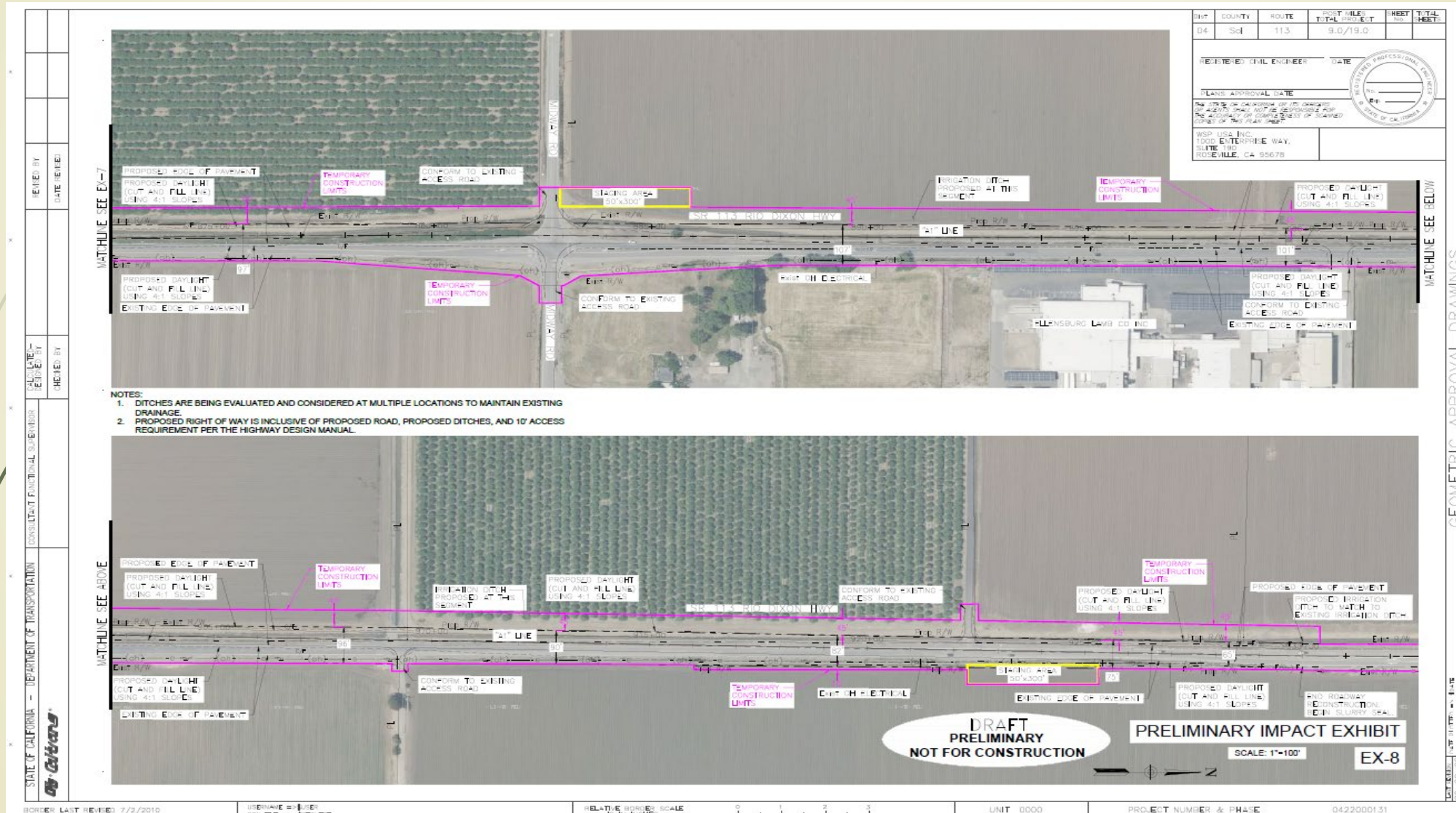


# PROPOSED IMPROVEMENTS (continued...)





# PROPOSED IMPROVEMENTS (continued...)



# SUMMARY OF FORECASTED AADT

| Roadway Segment          | Existing Year (2019) |        |     | Opening Year Build/No-Build (2034) |        |     | Horizon Year Build/No-Build (2050) |        |       | Design Year Build/No-Build (2054) |        |       |
|--------------------------|----------------------|--------|-----|------------------------------------|--------|-----|------------------------------------|--------|-------|-----------------------------------|--------|-------|
|                          | AADT                 | TRUCKS |     | AADT                               | TRUCKS |     | AADT                               | TRUCKS |       | AADT                              | TRUCKS |       |
|                          |                      | %      | #   |                                    | %      | #   |                                    | %      | #     |                                   | %      | #     |
| SOL 113 @ PM 9.0 to 19.0 | 10,400               | 6.11%  | 636 | 14,689                             | 6.11%  | 898 | 19,393                             | 6.11%  | 1,185 | 20,550                            | 6.11%  | 1,256 |

# PROJECT SCHEDULE

| Current Programming Dates | Preliminary Engineering/ Environmental | Engineering | Right of Way | Construction |
|---------------------------|----------------------------------------|-------------|--------------|--------------|
| <b>Start</b>              | August 2025                            | April 2027  | April 2027   | October 2031 |
| <b>End</b>                | April 2027                             | March 2031  | March 2031   | October 2034 |

# CONCLUSIONS

- ▶ The SOL 113 Roadway Rehabilitation (3R) project would address non-standard roadway width and shoulders, improve sight distances, vertical curve length standards and reduce flooding conditions and add multi-modal transportation options along the corridor.
- ▶ The truck volumes along SOL 113 are below 8% and less than 10,000.
- ▶ The project does not increase capacity or percentage of trucks in the area.
- ▶ This project should be considered exempt under 40 CFR 93.126 (Projects that correct, improve, or eliminate a hazardous location or feature).

## QUESTIONS?



## CONFORMITY STREAMLINING EXEMPTION FORM AND GUIDANCE FOR “PROJECTS THAT CORRECT, IMPROVE, OR ELIMINATE A HAZARDOUS LOCATION OR FEATURE” EXEMPTION

### Guidance

The purpose of this form is to provide sufficient information to allow the Transportation Conformity Working Group (TCWG) to determine if a project could be exempt under the “Projects that correct, improve, or eliminate a hazardous location or feature” from 40 CFR 93.126 Table 2, pursuant to federal conformity regulations. This form is only for projects located in nonattainment and maintenance areas for ozone, CO, PM<sub>2.5</sub>, PM<sub>10</sub> and NO<sub>2</sub>.

The form is not needed under the following circumstances (since transportation conformity already does not apply):

- a. Clearly fits within one of the other exempt categories pursuant to 40 CFR 93.126; or
- b. Is part of the Highway Safety Improvement Program (HSIP) (i.e., exempt under “Highway Safety Improvement Program implementation” in 40 CFR 93.126); or
- c. Is a traffic signal synchronization project under 40 CFR 93.128; or
- d. Uses no federal funds AND requires no federal approval (i.e., a project-level conformity determination does not apply); or
- e. Road diets: A road diet is a project where one or more vehicle travel lanes are removed to accommodate a variety of transportation modes. Road diets are done for safety purposes. If a road diet is part of a state’s Highway Safety Improvement Program, the road diet is exempt under the Table 2 item, “Highway Safety Improvement Program implementation.” If not, a road diet can still be considered exempt under the Table 2 item, “Projects that correct, improve, or eliminate a hazardous location or feature.” For more information about road diets, including the “Road Diet Informational Guide,” please refer to FHWA’s webpage at [https://safety.fhwa.dot.gov/road\\_diets/](https://safety.fhwa.dot.gov/road_diets/)

Note: A typical road diet involves converting an existing four-lane undivided roadway segment to a three-lane segment consisting of two through lanes and a center, two-way left-turn lane. The reclaimed space can be allocated for other uses, such as turn lanes, bus lanes, pedestrian refuge islands, bike lanes, sidewalks, etc.

- f. Auxiliary lanes less than 1 mile in length: An auxiliary lane is defined as the portion of the roadway adjoining the traveled way for speed change, turning, weaving, truck climbing, maneuvering of entering and leaving traffic, and other purposes supplementary to through traffic movement. If an auxiliary lane is less than 1 mile in length, it can be considered exempt under the Table 2 item, “Projects that correct, improve, or eliminate a hazardous location or feature.” For more information about auxiliary lanes, please refer to FHWA’s webpage at

[https://ops.fhwa.dot.gov/freewaymgmt/publications/frwy\\_mgmt\\_handbook/chapter5.htm](https://ops.fhwa.dot.gov/freewaymgmt/publications/frwy_mgmt_handbook/chapter5.htm)

- g. Ramp metering: Ramp metering projects involve installing traffic signals on highway on-ramps to control the frequency at which vehicles enter the flow of traffic, and they are also exempt under the Table 2 item, “Projects that correct, improve, or eliminate a hazardous location or feature.” For more information about ramp metering projects, please refer to FHWA’s webpage at <https://ops.fhwa.dot.gov/publications/fhwahop14020/sec1.htm>
- h. Is a road diet project, a ramp metering project, or an auxiliary lane project that is less than one mile in length (these projects have already been determined to be exempt as “projects that correct, improve, or eliminate a hazardous location or feature.”)

A project sponsor that would like to exempt a project under the exemption titled “Projects that correct, improve, or eliminate a hazardous location or feature” from 40 CFR 93.126 Table 2 will need to present data to the TCWG to demonstrate that the project would resolve a safety issue before this exemption can be used.

It is the responsibility of the project sponsor to ensure that the form is filled out completely and provides a sufficient level of detail for the TCWG to make an informed decision on whether or not a project can be exempt under the “Projects that correct, improve, or eliminate a hazardous location or feature.” For example, if a transportation agency has collision data to show both a need for the project as well as how the project will correct, improve, or eliminate the hazardous location or feature, that data can be presented to the TCWG, and if the TCWG concurs, the project could move forward as exempt. It is also the responsibility of the project sponsor to ensure a representative is available to discuss the project at the TCWG meeting if necessary.

### **Instructions**

- 1) Fill out form, beginning on page 1, in its entirety.**
- 2) Be sure to include FTIP ID#.**
- 3) Submit completed form to your local Transportation Commission who will submit it to the Metropolitan Planning Organization (MPO). Caltrans projects can be submitted by Caltrans District representatives.**

## **Reference**

### **Exempt Projects 40 CFR 93.126**

Notwithstanding the other requirements of this subpart, highway and transit projects of the types listed in Table 2 of this section are exempt from the requirement to determine conformity. Such projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. A particular action of the type listed in table 2 of this section is not exempt if the MPO in consultation with other agencies (see §93.105(c)(1)(iii)), the EPA, and the FHWA (in the case of a highway project) or the FTA (in the case of a transit project) concur that it has potentially adverse emissions impacts for any reason. States and MPOs must ensure that exempt projects do not interfere with transportation control measure (TCM) implementation. Table 2 follows:

### **Links to More Information:**

[https://www.fhwa.dot.gov/environment/air\\_quality/conformity/index.cfm](https://www.fhwa.dot.gov/environment/air_quality/conformity/index.cfm)

<http://www.epa.gov/otaq/stateresources/transconf/index.htm>

### **TABLE 2-Exempt Projects**

#### **Safety**

- Railroad/highway crossing.
- Projects that correct, improve, or eliminate a hazardous location or feature.
- Safer non-Federal-aid system roads.
- Shoulder improvements.
- Increasing sight distance.
- Highway Safety Improvement Program implementation.
- Traffic control devices and operating assistance other than signalization projects.
- Railroad/highway crossing warning devices.
- Guardrails, median barriers, crash cushions.
- Pavement resurfacing and/or rehabilitation.
- Pavement marking.
- Emergency relief (23 U.S.C. 125).
- Fencing.
- Skid treatments.
- Safety roadside rest areas.
- Adding medians.
- Truck climbing lanes outside the urbanized area.
- Lighting improvements.
- Widening narrow pavements or reconstructing bridges (no additional travel lanes).
- Emergency truck pullovers.

Note: This is an excerpt from Table 2, not the complete list of exempt projects from the table.

**Project Information****DIST-CO-RTE-PM:** 04-SON-116-36.92**EA/EFIS ID (Caltrans Projects):** 04-1X790/ 0424000445**Fed. Aid. No. (Local Projects):****FTIP ID No. (required):** VAR170007**TCWG Consideration Date:** 5/28/2026**Pollutant of Concern:** PM 2.5

---

**Contact Information****Lead Agency:** Caltrans**Contact Person:** Shilpa Mareddy**Phone:** (510) 418-1794**Fax:****Email:** Shilpa.Mareddy@dot.ca.gov

---

**Environmental Approval Information****Anticipated Federal Environmental Approval** (check appropriate box):☒ 23 USC 326 CE☐ 23 USC 327 CE☐ EA☐ EIS**Anticipated Date of Federal Environmental Approval:****Current Programming Dates** (as appropriate):

|              | <b>PA&amp;ED</b> | <b>PS&amp;E</b> | <b>ROW</b> | <b>CON</b> |
|--------------|------------------|-----------------|------------|------------|
| <b>Start</b> | 10/10/2025       | 2/1/2027        | 2/1/2027   | 1/15/2029  |
| <b>End</b>   | 1/15/2027        | 8/15/2028       | 8/15/2028  | 12/18/2031 |

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## **Project Details**

### **Project Description**

The project is located on State Route (SR) 116 in Sonoma County at Pine View Way in the City of Petaluma. Currently, the minor road approach (Pine View Way) at this intersection is controlled by STOP sign while the major road approach (SR116) is uncontrolled. The following 2 alternatives are under consideration:

#### **Alternative 1: Traffic Signal**

- This alternative will install traffic signals on the 3 legs of the intersection. The traffic signal components will include signal and lighting standards, pedestrian signals, push buttons, controller cabinets, Class II bike lanes on SR 116, and crosswalks.

#### **Alternative 2: Roundabout**

- This alternative will construct a single lane 3-legged roundabout with a 130-foot proposed inscribed circle diameter to maintain traffic flow and facilitate truck traffic movement.
- In addition, the alternative proposes to construct a bypass lane less than 1 mile in length to accommodate the Westbound (WB) through traffic movements on SR 116.
- Class II bike lanes are proposed within the right shoulder to provide a travel path for cyclists.
- Rectangular Rapid Flashing Beacons (RRFB) will also be installed.

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

The purpose of this project is to improve traffic safety on SR116 at the intersection of Pine View Way and Lakeville Road by reducing the potential for broadside collisions and decreasing the severity of collisions.

SR 116 at Pine View Way has experienced a pattern of broadside collisions. Collision data from the Caltrans Traffic Accident Surveillance and Analysis System (TASAS) for the most-recent available data covering SR 116 at PM 36.92 from January 1, 2019 to December 31, 2023 shows an actual total collision (col) rate of 0.46 per million vehicle miles (mvm) which is significantly higher than the statewide average rate of 0.22 (col/mvm) for similar facilities. The project is needed to address safety deficiencies at the project location. Due to safety concerns, the need for the corrective action is warranted.

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

**Table 1: 5-Year Traffic Accident Data between January 1, 2019 to December 31, 2023**

| Highway Intersection | Number of Accidents |     |                |              |     | Actual Accident Rates <sup>1</sup> |      |       | Average Accident Rates <sup>1</sup> |      |       |
|----------------------|---------------------|-----|----------------|--------------|-----|------------------------------------|------|-------|-------------------------------------|------|-------|
|                      | Total               | FAT | Serious Injury | Other Injury | PDO | FAT                                | F+I  | Total | FAT                                 | F+I  | Total |
| SON 116 PM 36.92     | 16                  | 0   | 0              | 11           | 5   | 0.00                               | 0.32 | 0.46  | 0.003                               | 0.09 | 0.22  |

Notes:

FAT = Fatal Accidents

INJ = Injury accidents

F+I = Fatal plus Injury accidents

PDO = Property damage only

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

Based on the traffic accident data in Table 1, extracted from Caltrans Traffic Accident Surveillance and Analysis System (TASAS), there were 16 collisions within the intersection SON 116 PM 36.92 during the study period summarized above, the rates of fatality and injury related collisions, as well as total collisions, were above the statewide average for similar facilities.

\* The majority type of collision was broadside 11 (68.8%), hit object 3 (18.8%), and sideswipe 2 (12.5%).

\* The major causes of collisions were caused by failure to yield 12 (75%), followed by improper turn 2 (12.5%), speeding 1 (6.3%) and improper driving 1 (6.3%)

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

To resolve the broadside collisions and reduce the number and severity of accidents, the project proposes to convert the existing stop-controlled intersection to either signalized intersection or roundabout with a bypass lane less than 1 mile in length. Therefore, this project would fall into a safety project, which Caltrans believes is an exempt project.

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



## List of Attachments

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

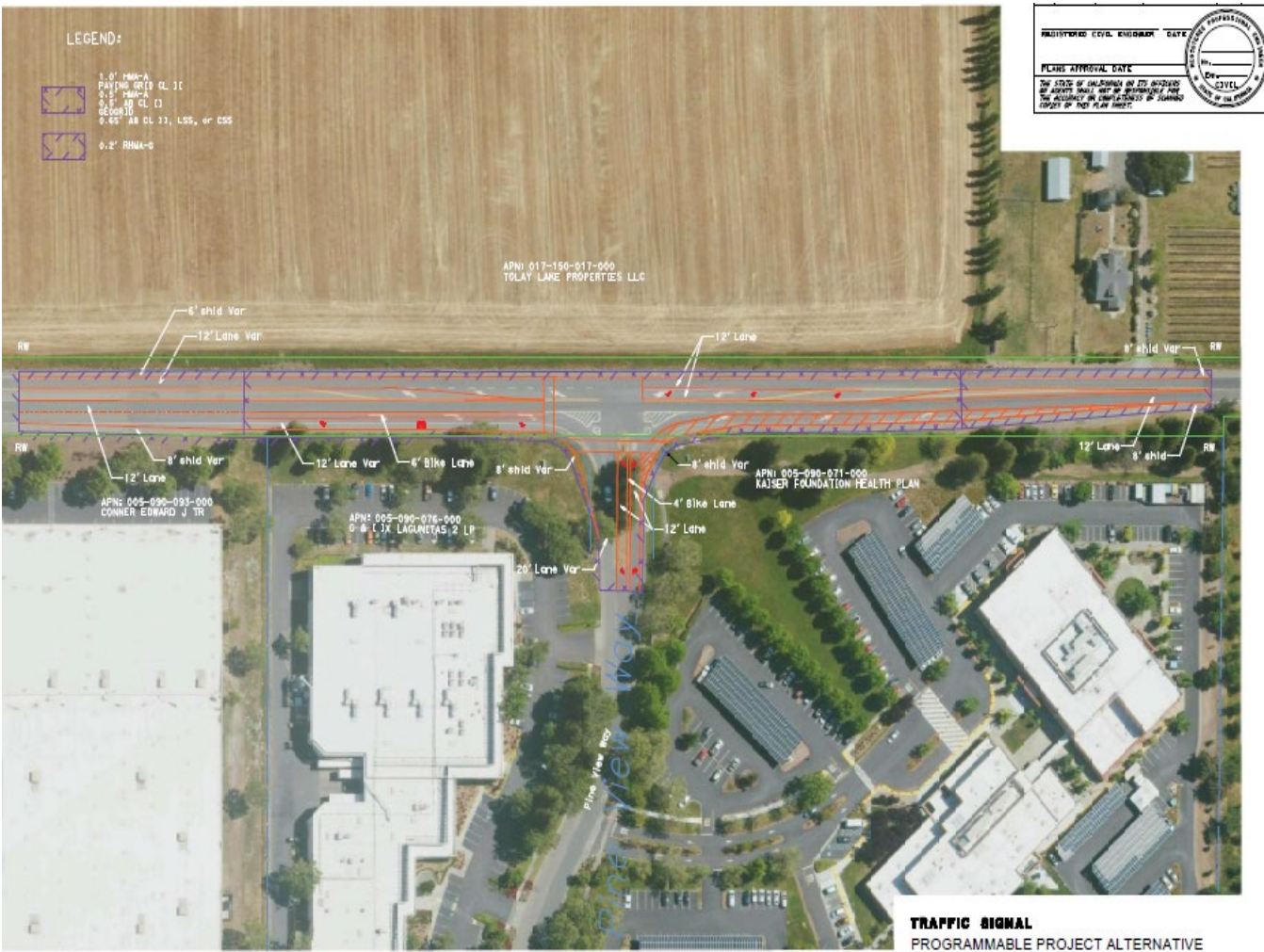
ATTACHMENT A  
Project Location



## ATTACHMENT B

### Layout Sheets

Alternative 1: Traffic Signal



## Alternative 2: Roundabout





# SON 116 / Pine View Way Reactive Safety Project

**Air Quality Conformity Task Force Meeting on May 28, 2026**

**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 this project is to improve traffic safety on SR 116 at the intersection of Pine View Way and Lakeville Road by reducing the potential for broadside collisions and decreasing the severity of collisions

**Need:** SR 116 at Pine View Way has experienced a pattern of broadside collisions. Collision data from the Caltrans Traffic Accident Surveillance and Analysis System (TASAS) covering SR 116 at PM 36.92 showed an actual total collision rate is significantly higher than the statewide average rate for similar facilities. The project is needed to address safety deficiencies at the project location. Due to safety concerns, the need for the corrective action is warranted.

# PROJECT DESCRIPTION

The project is located on State Route (SR) 116 in Sonoma County at Pine View Way in the City of Petaluma. Currently, the minor road approach (Pine View Way) at this intersection is controlled by STOP sign while the major road approach (SR116) is uncontrolled. The following 2 alternatives are under consideration:

## **Alternative 1: Signalized Intersection**

This alternative will install traffic signals on the 3 legs of the intersection. The traffic signal components will include signal and lighting standards, pedestrian signals, push buttons, controller cabinets, Class II bike lanes on SR 116, and crosswalks.

## **Alternative 2: Roundabout**

- This alternative will construct a single lane 3-legged roundabout with a 130-foot proposed inscribed circle diameter to maintain traffic flow and facilitate truck traffic movement.
- The alternative also proposes to construct a bypass lane less than 1 mile in length to accommodate the Westbound (WB) through traffic movements on SR 116.
- Class II bike lanes are proposed within the right shoulder to provide a travel path for cyclists.
- Rectangular Rapid Flashing Beacons (RRFB) will also be installed.

# PROPOSED ALTERNATIVE 1: SIGNALIZED INTERSECTION



# PROPOSED ALTERNATIVE 2: ROUNDABOUT



# ACCIDENT DATA

**Table 1: 5-Year Traffic Accident Data between 1/1/2019 to 12/1/2023**

| Highway Intersection | Number of Accidents |     |                |              |     | Actual Accident Rates <sup>1</sup> |      |       | Average Accident Rates <sup>1</sup> |      |       |
|----------------------|---------------------|-----|----------------|--------------|-----|------------------------------------|------|-------|-------------------------------------|------|-------|
|                      | Total               | FAT | Serious Injury | Other Injury | PDO | FAT                                | F+I  | Total | FAT                                 | F+I  | Total |
| SON 116 PM 36.92     | 16                  | 0   | 0              | 11           | 5   | 0.00                               | 0.32 | 0.46  | 0.003                               | 0.09 | 0.22  |

Notes:

FAT = Fatal Accidents

F+I = Fatal plus Injury accidents

PDO = Property damage only

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

- Based on the traffic accident data in Table 1, extracted from Caltrans Traffic Accident Surveillance and Analysis System (TASAS), there were 16 collisions within the intersection SON 116 PM 36.92 and the rates of fatality and injury related collisions, as well as total collisions, were above the statewide average for similar facilities.
- The majority type of collision was broadside 11 (68.8%), hit object 3 (18.8%), and sideswipe 2 (12.5%).
- The major causes of collisions were caused by failure to yield 12 (75%), followed by improper turn 2 (12.5%), speeding 1 (6.3%) and improper driving 1 (6.3%) .

# PROJECT SCHEDULE

| Current Programming Dates | Preliminary Engineering/ Environmental | Engineering   | Right of Way  | Construction  |
|---------------------------|----------------------------------------|---------------|---------------|---------------|
| Start                     | October 2025                           | February 2027 | February 2027 | January 2029  |
| End                       | January 2027                           | August 2028   | August 2028   | December 2031 |

# CONCLUSIONS

- ▶ The purpose of this project is to improve traffic safety on SR116 at the intersection of Pine View Way and Lakeville Road by reducing the potential for broadside collisions and decreasing the severity of collisions.
- ▶ To resolve the broadside collisions and reduce the number and severity of accidents, the project proposes to convert the existing stop-controlled intersection to either signalized intersection or roundabout with a bypass lane less than 1 mile in length.
- ▶ 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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## *Memorandum*

TO: Air Quality Conformity Task Force

DATE: May 28, 2026

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 project that staff proposes to revise 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 revise a current project in the 2025 TIP through future revisions. The description of the revised project 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 |        |               |              |                                                            |                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | *Note - Active TIP Projects proposing to update Exemption Classification                                                                                                                                                                 |
|--------------------------------------------------------------------------------------|--------|---------------|--------------|------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| #                                                                                    | County | TIP ID/FMS ID | Sponsor      | Project Name                                               | Project Description                                                                                                                                                                                                                                                                                                                                               | Expanded Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Project Type                                                                                                                                                                                                                             |
| 1                                                                                    | SM     | SM-250217     | Redwood City | Jefferson Avenue Traffic Safety Improvement Multimodal Imp | <p><b>FROM:</b> Redwood City : Jefferson Avenue from El Camino Real to Farm Hill Blvd. : Adding crosswalks, controlled crossings like HAWK signals,and bike facilities.</p> <p><b>TO:</b> Redwood City : Jefferson Avenue from El Camino Real to Farm Hill Blvd. : Adding crosswalks, controlled crossings like HAWK signals, road diet, and bike facilities.</p> | <p><b>FROM:</b> The project is focused on traffic safety and crossing improvements on Jefferson Avenue in Redwood City from El Camino Real to Farm Hill Boulevard. The project scope includes adding crosswalks, controlled crossings like HAWK signals, and bike facilities.</p> <p><b>TO:</b> The project is focused on traffic safety and crossing improvements on Jefferson Avenue in Redwood City from El Camino Real to Farm Hill Boulevard. The project scope includes adding new ADA curb ramps, crosswalks, controlled crossings HAWK and RRFB signals, pavement overlay, and bike facilities. The segment between Alameda de las Pulgas and Iris Street includes a road diet that will consists of one travel lane removal in each direction, and a center turning lane and buffered bike lane will be added.</p> | <p><b>Current</b> - Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities</p> <p><b>Proposed</b> - Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature</p> |



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## *Memorandum*

TO: Air Quality Conformity Task Force

DATE: May 28, 2026

FR: Lyric Greif

RE: **Revised Approach to the Conformity Analysis for the 2027 Transportation Improvement Program (TIP)**

On May 6, 2026, the EPA approved new off-model HD I/M adjustment factors for use in SIP development and transportation conformity analysis, in conjunction with the November 2025 adjustment factors. The May 2026 adjustment factors account for emissions reductions from the approved portion of the HD I/M Program for California-registered vehicles only.

Accordingly, the EMFAC2021 outputs used in this analysis were updated using both the November 2025 and May 2026 EPA-approved adjustment factors to reflect updated regulatory assumptions and ensure consistency with current federally approved methods. No other components of the analysis or methodology have changed.

**Meeting Notes**  
**Air Quality Conformity Task Force Meeting**  
**Metropolitan Transportation Commission**

**Date:** 4/23/26

**Time:** 9:30AM

**Location:** Zoom

**Facilitator:** Lyric Greif, MTC

**Attendees:**

- Adam Noelting, MTC
- John Saelee, MTC
- Mallory Atkinson, MTC
- Erika Vaca, Caltrans
- Jennifer Ashby-Camp, Caltrans
- Kevin Hernandez Rios, Caltrans
- Shilpa Mareddy, Caltrans
- Rodney Tavitas, Caltrans
- Tom Holstein, Caltrans
- Julia Brabo, Caltrans
- Jasmine Amanin, FHWA
- Michael Dorantes, EPA
- Bianca Martinez, LSA Associates
- Thomas Warrner, LSA Associates
- Gillian Zhao, Fehr & Peers
- Sarah Chan, Fehr & Peers
- Ryan Panganiban, City of Fairfield

**Summary**

**1. Welcome and Introductions**

The meeting began with introductions led by MTC staff.

**2. PM2.5 Project Conformity Interagency Consultations**

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

**Presenter:** Bianca Martinez (LSA), Gillian Zhao (Fehr & Peers), Sarah Chan (Fehr & Peers), Shilpa Mareddy (Caltrans)

**i. Jepson Parkway Phase 2B and 2C**

Project staff provided an overview of the Jepson Parkway Phase 2B and 2C project, which includes realigning Vanden Road to the west to enable a grade-separated crossing at Canon Road and improvements to the Union Creek Bridge. Staff presented 2050 traffic forecasts associated with the roadway realignment.

Compared to the 2011 Environmental Impact Statement (EIS), AM peak-period volumes were slightly lower while PM volumes were generally higher. All scenarios remained within acceptable operating capacity. Based on this analysis, staff concluded the project does not meet criteria for a Project of Air Quality Concern (POAQC), as it does not involve new highway construction, does not introduce diesel-intensive transit facilities and is not located in an area with PM2.5 violations.

**Discussion:** The task force identified a discrepancy in the project's NEPA classification. While originally labeled a Categorical Exclusion, the project falls under NEPA Assignment (Section 327). The project assessment form must be revised to reflect the correct classification and resubmitted for interagency consultation. Phases 2B and 2C were included in the original 2011 EIS for a four-lane facility; earlier phases have already been constructed. This is the first interagency consultation since 2011, and updated air quality analyses were not conducted for earlier phases. Caltrans clarified the project involves revalidation of the 2011 EIS and requires FHWA approval.

EPA staff requested clarification on the environmental analysis methodology and traffic data, particularly truck volumes and units of measurement. Project staff explained that truck percentages were evaluated using 2025 data and showed no increase in truck trips, indicating no substantial increase in diesel emissions.

Additional clarifications confirmed that Table 1-1 reflects AM and PM peak-hour volumes (not annual averages); staff suggested using a multiplier of 10 to approximate daily volumes. EPA emphasized the need for projected truck volumes and daily traffic (ADT) data, including potential diversion from I-80, to adequately assess air quality impacts in future consultations.

The task force concluded that the project sponsor will revise and resubmit the project assessment form with correct NEPA classification, provide additional traffic data, including ADT and truck volumes for both build and no-build scenarios, and return to a future task force meeting for continued interagency consultation.

## **ii. SOL 113 Roadway Rehabilitation 3R Project**

Caltrans staff presented the Solano 113 Roadway Rehabilitation Project, located in Solano County on SR113. The project aims to rehabilitate the roadway to provide a 20-year service life, restore roadway conditions, and address issues such as deteriorated pavement conditions, periodic flooding, and lack of accommodation for non-motorized users. Key design features include widening the roadway bridge and a grade adjustment to improve site distance and reduce flooding risk at three bridges and adding shoulders. Preliminary engineering and design began in August

2025, with construction anticipated to begin in October 2031. Caltrans requests that it be exempted as a safety project due to its focus on improving sight distances and reducing flooding conditions.

**Discussion:** EPA staff clarified that the project should be reviewed as an exemption request rather than a POAQC request and sought clarification on traffic projections and bridge components. Caltrans staff confirmed there would be no anticipated increase in traffic and that the bridge component would remain a single lane on each side, primarily addressing flooding concerns. EPA staff requested additional data to support claims of hazardous feature location improvements, particularly regarding site distances and traffic incident rates. MTC staff explained that the project falls under Caltrans' group-listed pavement resurfacing and rehab exemption and clarified that safety data would be needed to support the exemption request. Staff agreed to clarify with the design team whether the widening component was related to flood relief to determine if the entire project qualifies for a safety exemption.

#### **b. Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern**

**Discussion:** The task force reviewed three projects exempt under 40 CFR 93.126, concurring on the first two projects.

EPA staff sought clarification on whether the third project, VAR170006 Roadway Preservation, increased capacity. MTC staff noted that projects in the SHOPP group listing are limited to capital projects that do not add travel lanes; EPA staff requested confirmation before issuing a determination.

### **3. Review of the Regional Conformity Assumptions and Methodology for the 2027 TIP Conformity Analysis (Informational)**

**Presenter:** Lyric Greif (MTC)

**Discussion:** MTC staff provided an update on the methodology and planning assumptions for the 2027 Transportation Improvement Program Transportation-Air Quality Conformity Analysis. Staff confirmed that emissions modeling will use EMFAC 2021 with corresponding November 2025 adjustment factors, and no use of the May 2023 HD I/M adjustment factors. The conformity analysis is expected to be completed in summer 2026.

Caltrans noted that MTC will enter a conformity lapse on December 3, 2026. MTC confirmed that conformity analyses for Plan Bay Area 2050+ and the Amended 2025 TIP have been submitted to state and federal partners for review.

**4. Consent Calendar**

**January 22, 2026, Air Quality Conformity Task Force Meeting Summary**

FHWA staff inquired about the status of the Harney Way Road Widening Project, previously presented at the February 2026 meeting without a POAQC determination. FHWA and EPA staff clarified that the project sponsor must present the project again during a public meeting to allow for formal determination. MTC confirmed they will coordinate with the sponsor to return at a future meeting.

**5. Next Meeting**

MTC staff gave a reminder that the next meeting of the Air Quality Conformity Task Force is scheduled for May 28th, 2026, at 9:30 AM via Zoom.