



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

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

## **Air Quality Conformity Task Force Meeting**

Metropolitan Transportation Commission

Join Zoom Meeting @  
<https://bayareametro.zoom.us/j/84383698853>  
**Meeting ID: 843 8369 8853**

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

**March 24, 2022**  
**9:30 a.m. –11:00 a.m.**

### **AGENDA**

1. Welcome and Introductions
2. PM<sub>2.5</sub> Project Conformity Interagency Consultations
  - a. Consultation to Determine Project of Air Quality Concern Status
    - i. I-280 Winchester Boulevard Interchange Improvements Project
    - ii. Interstate 680 Northbound Express Lane Completion Project
    - iii. US 101/Tamalpais Drive Overcrossing Project
    - iv. Sunnyvale SNAIL Safe Routes to School Project
  - b. Confirm Projects Are Exempt from PM<sub>2.5</sub> Conformity  
Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern
3. Consent Calendar
  - a. February 24, 2022 Air Quality Conformity Task Force Meeting Summary
4. Other Items

Next Meeting: April 28, 2022

MTC Staff Liaison: Harold Brazil [hbrazil@bayareametro.gov](mailto:hbrazil@bayareametro.gov)

Harold Brazil is inviting you to a scheduled Zoom meeting.

Topic: Air Quality Conformity Task Force Meeting

Time: This is a recurring meeting Meet anytime

Join Zoom Meeting

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Meeting ID: 843 8369 8853

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69.174.57.160 (Canada Toronto)

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207.226.132.110 (Japan Tokyo)

149.137.24.110 (Japan Osaka)

Meeting ID: 843 8369 8853



## Memorandum

TO: Air Quality Conformity Task Force

DATE: March 17, 2022

FR: Harold Brazil

W. I.

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

A project sponsor representing one project, seeks interagency consultation from the Air Quality Conformity Task Force (AQCTF) at today's meeting and the projects are as follows:

No.	Project Sponsor	Project Title
1	Santa Clara Valley Transportation Authority (VTA)	I-280 Winchester Boulevard Interchange Improvements Project
2	Contra Costa Transportation Authority (CCTA)	Interstate 680 Northbound Express Lane Project
3	Caltrans	US 101/Tamalpais Drive Overcrossing Project
4	City of Sunnyvale	Sunnyvale SNAIL Safe Routes to School Project

**2ai\_I\_280\_Winchester\_Blvd\_Intchg\_Improve\_Project\_Assessment\_Form.pdf** (for the I-280 Winchester Boulevard Interchange Improvements project)

**2aii\_I\_680\_NB\_Express\_Lane\_Project\_Assessment\_Form.pdf** (for Interstate 680 Northbound Express Lane project)

**2aiii\_US\_101\_Tamalpais\_Dr\_Overcrossing\_Project\_Assessment\_Form.pdf** (for the US 101/Tamalpais Drive Overcrossing project)

**2aiv\_Sunnyvale\_SNAIL\_Safe\_Routes\_to\_School\_Project\_Assessment\_Form.pdf** (for Sunnyvale SNAIL Safe Routes to School project)

MTC also requests the review and concurrence from the Task Force on projects which project sponsors have identified as exempt and likely not to be a POAQC. **2b\_Exempt List 031722.pdf** lists exempt projects under 40 CFR 93.126.

**Application of Criteria for a Project of Air Quality Concern**  
**Project Title: I-280/Winchester Boulevard Interchange Improvements Project**  
**Project Summary for Air Quality Conformity Task Force Meeting: March 24, 2022**

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**Description**

- Project would modify the existing I-280/Winchester Boulevard interchange in the City of San Jose.
- Project would improve access to the project area from northbound I-280 by constructing a new tunnel off-ramp from NB I-280 to Winchester Boulevard and a new direct connector ramp from NB SR17 to NB I-280.
- Project also includes other improvements to enhance bicycle and pedestrian access and transit connectivity in the project area.

**Background**

- EIR/EA will be prepared in compliance with CEQA and NEPA.
- Public scoping meeting was held in September 2020. Comments were received regarding potential air pollution and associated health risks for those living in the project area and utilizing Frank Santana Park.
- Technical reports supporting the EIR/EA are near completion.
- Seeking air quality conformity determination in Spring/Summer 2022.
- Draft EIR/EA would be circulated for public review starting in late 2022 or early 2023.

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

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

- Not a new or expanded highway project
- Improvements to existing partial interchange – no new lanes on I-280
- Improved directional efficiency for vehicular and truck traffic in the project area resulting in lower overall VMT

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

- The intersections impacted by the Build Alternative do not serve a significant number of diesel vehicles nor will the LOS of the intersections change due to increased traffic volumes from a significant number of diesel vehicles.

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

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

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

- The project location is not in an area identified by the SIP as one that could violate or possibly violate the NAAQS for PM<sub>2.5</sub>.
- Project is exempt from regional conformity requirements per 40 CFR 93.127 as it meets the definition of an interchange reconfiguration project

**Attachment E**

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

**for**

**I-280/Winchester Boulevard Interchange Improvements  
Project**

**San Jose, California**

<b>RTIP ID#</b> <i>(required)</i> 17-07-0025 (PBA 2040) and 21-T06-017 (PBA 2050)				
<b>TIP ID#</b> <i>(required)</i> SCL150014				
<b>Air Quality Conformity Task Force Consideration Date</b> March 24, 2022				
<b>Project Description</b> <i>(clearly describe project)</i> The Project would modify the existing I-280/Winchester Boulevard interchange by constructing a new tunnel off-ramp from northbound I-280 to Winchester Boulevard. The Project would also construct a new direct connector ramp from northbound SR 17 to northbound I-280 and would replace the existing Monroe Pedestrian Overcrossing. Please see attached for a full description of these new facilities and other project elements.				
<b>Type of Project:</b> FREEWAY I/C				
<b>County</b> Santa Clara	<b>Narrative Location/Route &amp; Postmiles</b> I-280 Post Mile (PM) Santa Clara (SCL) 4.5 to 5.3, Interstate 880 (I-880) PM SCL 0.0 to 0.5, and State Route 17 (SR 17) PM SCL 13.3 to 13.9 <b>Caltrans Projects – EA#</b>			
<b>Lead Agency:</b> Caltrans				
<b>Contact Person</b> Lani Lee Ho	<b>Phone#</b> 408-321-5927	<b>Fax#</b>	<b>Email</b> Lani.ho@vta.org	
<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 EIS</b>	<b>PS&amp;E or Construction</b>	<i>Other</i>
<b>Scheduled Date of Federal Action:</b> TBD				
<b>NEPA Delegation – Project Type</b> <i>(check appropriate box)</i>				
<i>Exempt</i>	<b>Section 326 – Categorical Exemption</b>	X	<b>Section 327 – Non-Categorical Exemption</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>	Jan 2018	Jan 2022	Jun 2022	May 2024
<b>End</b>	Dec 2021	Dec 2022	May 2024	Nov 2027
<b>Project Purpose and Need (Summary):</b> <i>(please be brief)</i>  The purpose of the Project is to: <ul style="list-style-type: none"> <li>• Improve traffic operations on the local roadways in the project area.</li> <li>• Improve bicycle and pedestrian access and transit connectivity in the project area.</li> <li>• Improve access from northbound I-280 to the project area.</li> </ul>				

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

The existing land uses within the Project limits are primarily residential and commercial. Single-family residences are located along local streets including segments of Moorpark Avenue, Parkmoor Avenue, Monroe Street, Tisch Way, and Genevieve Lane. The Winchester Ranch Mobilehome Park is located on the west side of Winchester Boulevard, north of I-280. Commercial uses are located along portions of Winchester Boulevard and Moorpark Avenue. Although not within the Project limits, there are several notable land uses within the immediate area. The Westfield Valley Fair Shopping Mall is a large regional shopping destination that is bounded by I-880 on the east, Stevens Creek Boulevard on the south, Winchester Boulevard on the west, and Forest Avenue on the north. Santana Row is a large residential/commercial mixed-use development located in the southeast quadrant of the Stevens Creek Boulevard/Winchester Boulevard intersection. The Winchester Mystery House is located on the west side of Winchester Boulevard, north of I-280 and is designated as a San José City Landmark, a California State Landmark, and is listed on the National Register of Historic Places. The existing I-280/Winchester Boulevard interchange, as well as the nearby I-280/I-880/SR17 and I-880/Stevens Creek Boulevard interchanges, are major transportation facilities that provide access to these destinations.

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

An operational emissions analysis was conducted comparing emissions for the No-Build and Build alternatives given the Project's opening year (2025), previous RTP horizon year (2040), design year (2045), and current RTP horizon year (2050). Air pollutant emissions, specifically PM<sub>10</sub> and PM<sub>2.5</sub> emissions, associated with the roadways in the Project area were estimated using specific traffic data and conditions provided by the Project's traffic consultant, DKS Associates, and the CT-EMFAC2017 emission factors. DKS Associates provided VMT for the study area from the MTC travel demand model. The area used by DKS to evaluate changes in VMT is approximately 3.25 miles wide by 2.5 miles long, centered near the I-280/Winchester Boulevard Interchange. CT-EMFAC2017 was run in both emissions rate mode and inventory mode for each of the analysis years (2015, 2025, 2040, 2045, and 2050) with the mix of vehicles in Santa Clara County. The traffic mix assigned by CT-EMFAC2017 for the county was adjusted to account for the average truck percentages provided in the AADT data. The average truck percentage was 2.8% given existing conditions, and 2.7% for the future years (2025, 2040, and 2045). With Build conditions, PM<sub>10</sub> and PM<sub>2.5</sub> emissions are lower than under No-Build conditions due to the reduction in VMT provided by the Build Alternative.

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

Opening Year: 2025	AADTs		Trucks			
	2025 No-Build	2025 Build	2025 No-Build		2025 Build	
			%	AADT	%	AADT
<b>Freeways</b>						
I-280 NB near Winchester Blvd.	96,461	96,676	3.10	2,990	3.10	2,997
I-880 SB near Bascom Ave.	76,606	76,600	3.07	2,352	3.07	2,352
I-880 SB connector to NB I-280	21,129	20,360	2.83	598	2.83	576
SR 17 NB near Hamilton Ave.	74,003	73,819	3.62	2,679	3.62	2,672
SR NB connector to NB I-280	19,993	19,469	3.62	724	3.62	705
<b>Arterials</b>						
SB Winchester Blvd. between Neal Ave. and Williams Rd.	13,787	14,529	0.21	29	0.21	31
NB Winchester Blvd. between Neal Ave. and Williams Rd.	13,856	13,828	0.21	29	0.21	29
EB Moorpark Ave.	13,589	13,611	0.21	29	0.21	29
WB Moorpark Ave.	10,627	8,734	0.21	22	0.21	18

Previous RTP Year: 2040	AADTs		Trucks			
	2040 No-Build	2040 Build	2040 No-Build		2040 Build	
			%	AADT	%	AADT
<b>Freeways</b>						
I-280 NB near Winchester Blvd.	104,625	105,004	3.10	3,243	3.10	3,255
I-880 SB near Bascom Ave.	78,804	79,088	3.07	2,419	3.07	2,428
I-880 SB connector to NB I-280	22,016	21,450	2.83	623	2.83	607
SR 17 NB near Hamilton Ave.	82,284	82,003	3.62	2,979	3.62	2,969
SR NB connector to NB I-280	19,993	19,469	3.62	724	3.62	705
<b>Arterials</b>						
SB Winchester Blvd. between Neal Ave. and Williams Rd.	15,159	16,189	0.21	32	0.21	34
NB Winchester Blvd. between Neal Ave. and Williams Rd.	14,741	14,693	0.21	31	0.21	31
EB Moorpark Ave.	16,235	16,372	0.21	34	0.21	34
WB Moorpark Ave.	12,014	10,004	0.21	25	0.21	21

Design Year: 2045	AADTs		Trucks			
	2045 No-Build	2045 Build	2045 No-Build		2045 Build	
			%	AADT	%	AADT
<b>Freeways</b>						
I-280 NB near Winchester Blvd.	107,346	107,780	3.10	3,328	3.10	3,341
I-880 SB near Bascom Ave.	79,537	79,918	3.07	2,442	3.07	2,453
I-880 SB connector to NB I-280	22,312	21,814	2.83	631	2.83	617
SR 17 NB near Hamilton Ave.	85,045	84,731	3.62	3,079	3.62	3,067
SR NB connector to NB I-280	19,993	19,469	3.62	724	3.62	705
<b>Arterials</b>						
SB Winchester Blvd. between Neal Ave. and Williams Rd.	15,616	16,742	0.21	33	0.21	35
NB Winchester Blvd. between Neal Ave. and Williams Rd.	15,036	14,981	0.21	32	0.21	31
EB Moorpark Ave.	17,117	17,292	0.21	36	0.21	36
WB Moorpark Ave.	12,476	10,427	0.21	26	0.21	22

RTP Horizon Year: 2050	AADTs		Trucks			
	2050 No-Build	2050 Build	2050 No-Build		2050 Build	
			%	AADT	%	AADT
<b>Freeways</b>						
I-280 NB near Winchester Blvd.	110,067	110,556	3.10	3,412	3.10	3,427
I-880 SB near Bascom Ave.	80,270	80,747	3.07	2,464	3.07	2,479
I-880 SB connector to NB I-280	22,608	22,177	2.83	640	2.83	628
SR 17 NB near Hamilton Ave.	87,805	87,459	3.62	3,179	3.62	3,166
SR NB connector to NB I-280	19,993	19,469	3.62	724	3.62	705
<b>Arterials</b>						
SB Winchester Blvd. between Neal Ave. and Williams Rd.	16,074	17,296	0.21	34	0.21	36
NB Winchester Blvd. between Neal Ave. and Williams Rd.	15,331	15,270	0.21	32	0.21	32
EB Moorpark Ave.	17,999	18,213	0.21	38	0.21	38
WB Moorpark Ave.	12,939	10,851	0.21	27	0.21	23



**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 new direct access to the Winchester Boulevard area provided by the project would reduce trip lengths, specifically those trips currently using the more circuitous routes at the I-880/Stevens Creek Boulevard and I-280/Saratoga Avenue interchanges. Traffic on these interchanges would be substantially reduced due to the direct access provided by the new off-ramp to the Winchester Boulevard area from northbound I-280.

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

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

Criterion: New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles

- *The project will not result in a significant number or significant increase in diesel vehicles in the area.*

Criterion: Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.

- *The intersections impacted by the build alternative do not serve a significant number of diesel vehicles nor will the LOS of the intersections change due to increased traffic volumes from a significant number of diesel vehicles.*

Criterion: New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location or the project will significantly increase the number of diesel vehicles congregating at a single location.

- *The project does not involve a bus terminal, rail terminal, or transfer points involving a significant number of diesel vehicles congregating at a single location.*

Criterion: Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

- *The project location is not in an area identified by the SIP as one that could violate or possibly violate the NAAQS for PM<sub>2.5</sub>.*

Additionally, this Project is exempt from regional conformity requirements per 40 CFR 93.127 as it meets the definition of an interchange reconfiguration project. Therefore, the Project will not interfere with timely implementation of Transportation Control Measures identified in the applicable SIP.

# **I-280/ WINCHESTER BOULEVARD INTERCHANGE IMPROVEMENTS PROJECT SAN JOSE, CALIFORNIA**

**04-SCI-280-PM 4.5/5.3**

**04-SCI-880-PM 0.0/0.5**

**04-SCI-17-PM 13.3/13.9**

**EA 04-1K980**

## **PROJECT DESCRIPTION**

The Project would modify the existing I-280/Winchester Boulevard interchange by constructing a new tunnel off-ramp from northbound I-280 to Winchester Boulevard. The Project would also construct a new direct connector ramp from northbound SR17 to northbound I-280 and would replace the existing Monroe Pedestrian Overcrossing (POC). In addition to these new facilities, the Project would include various other improvements, as listed below under “Other Project Elements.”

### **Tunnel Off-Ramp to Winchester Boulevard via Tisch Way**

The new off-ramp from northbound I-280 would connect to Winchester Boulevard via Tisch Way. The new off-ramp would diverge from the current northbound I-280 off-ramp to Stevens Creek Boulevard; run parallel to northbound I-280 separated by a concrete barrier; cross under the I-880 separation structure, which would be widened with tie-back walls; cross under the existing southbound I-280 to northbound I-880 connector ramp structure; tunnel for a total distance of approximately 640 feet under a new northbound SR17 to northbound I-280 connector ramp, the existing southbound I-880 to northbound I-280 connector ramp, and Tisch Way; and rise to terminate at the Tisch Way and Hatton Street intersection. The connection from the ramp terminus to Winchester Boulevard would be completed using Tisch Way. Tisch Way would also be realigned to accommodate the northbound I-280 off-ramp. Retaining walls would be constructed between Tisch Way and northbound I-280 to support the realigned portion of the roadway. A new traffic signal would be installed at the intersection of Tisch Way and Hatton Street to replace the existing traffic signal used with the current intersection layout.

### **Flyover Connector Ramp**

The existing northbound SR17 to northbound I-280 loop ramp conflicts with the proposed new off-ramp from northbound I-280 to Winchester Boulevard. Therefore, the loop ramp would be removed and replaced with a new northbound SR17 to northbound I-280 direct connector ramp. The connector ramp would diverge from the existing northbound SR17 to southbound I-280 connector ramp and would “flyover” the I-280/I-880/SR17 interchange entering northbound I-280 west of the I-280/I-880/SR17 interchange. The new connector ramp would reach a maximum height of approximately 70 feet above the northbound off-ramp from I-280 to Stevens Creek Boulevard. The connector ramp would widen to two (2) lanes along its length before merging to one lane and entering northbound I-280 as a fourth lane. The flyover connector ramp would be metered with two (2) mixed-flow lanes.

The existing northbound SR17 to southbound I-280 ramp crossing over Moorpark Avenue would be widened to accommodate the new flyover connector ramp. The existing mainline lane drop on northbound I-280 under I-880/SR17 would be maintained and northbound I-280 would carry two (2) mixed flow lanes and one (1) high occupancy vehicle (HOV) lane under I-880/SR17.

### **Monroe Pedestrian Overcrossing**

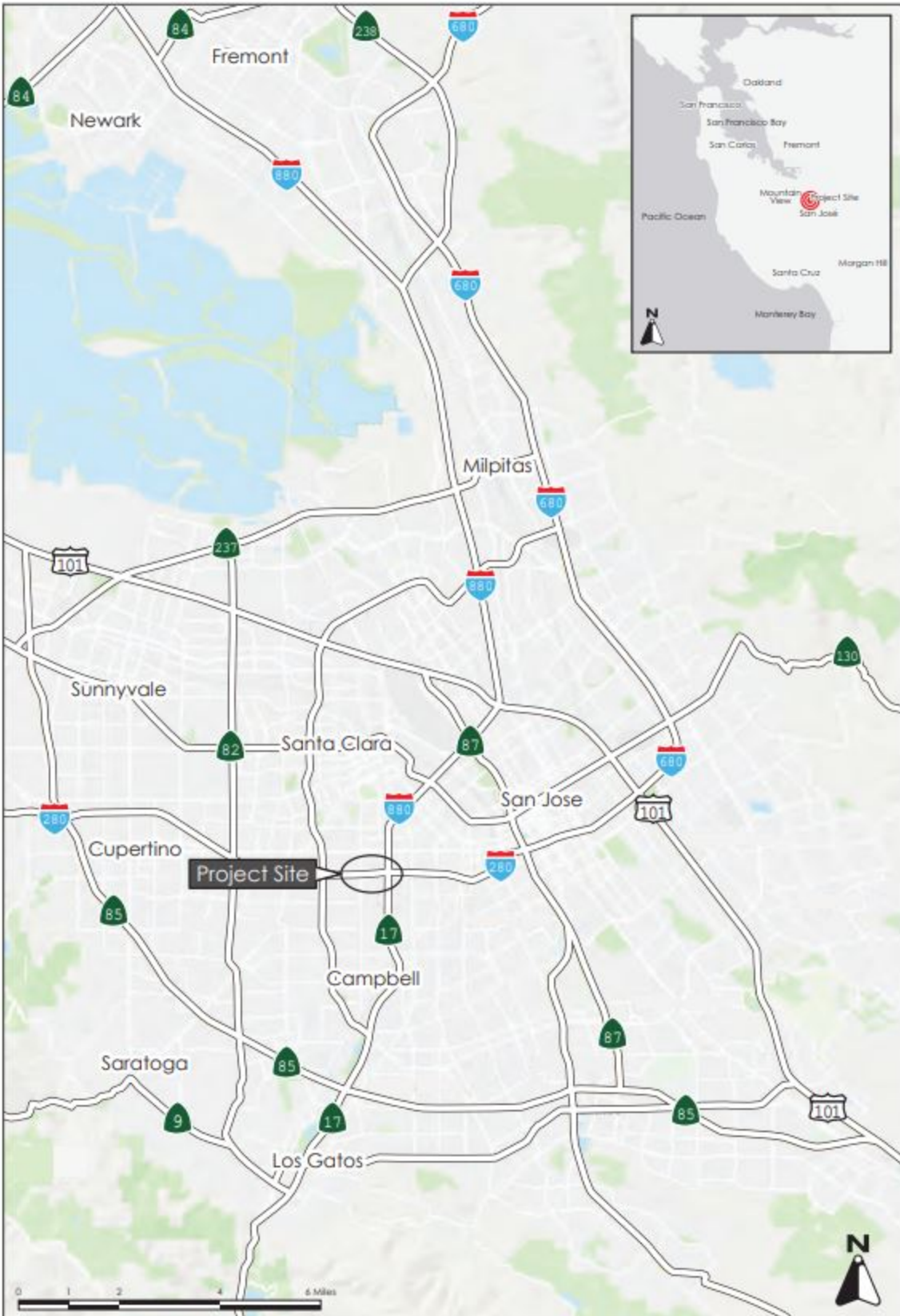
The existing Monroe POC over I-280 conflicts with the proposed northbound I-280 off-ramp to Winchester Boulevard. It would, therefore, be removed and replaced with a new POC. The north landing for the new POC would be constructed at the corner of Monroe Street and Tisch Way within Frank Santana Park. The new POC would be approximately 16-foot wide and reach a maximum height of approximately 30 feet. The POC would rise to the west for approximately 420 feet. The POC would then turn south for approximately 470 feet, crossing Tisch Way, the proposed northbound I-280 off-ramp, I-280 mainline, and the southbound I-280 to northbound I-880/southbound SR17 connector ramp. The POC would then turn to the east and descend for approximately 510 feet to conform with the existing Monroe pedestrian path north of Moorpark Avenue.

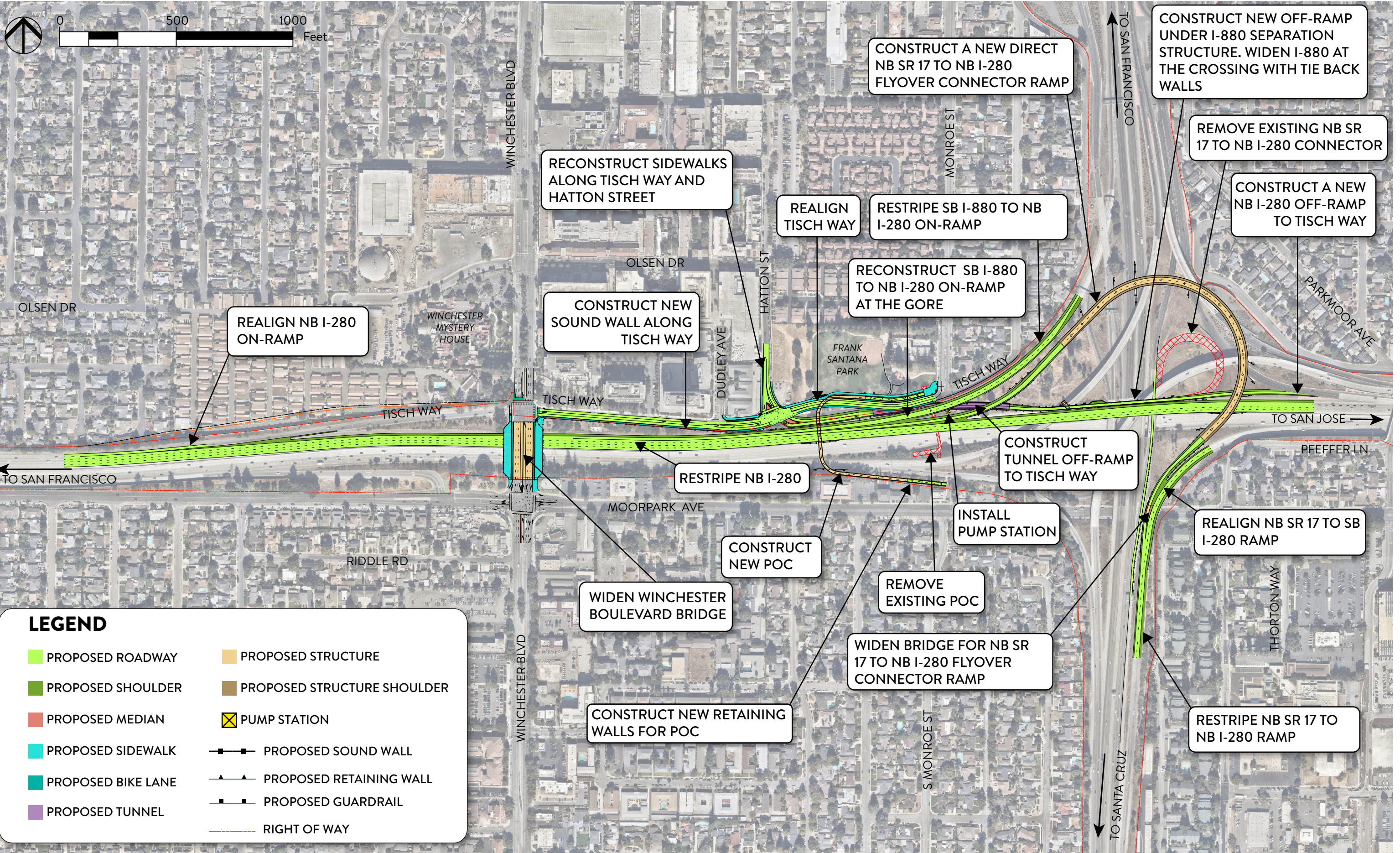
### **Frank Santana Park**

To accommodate the proposed off-ramp from northbound I-280 to Winchester Boulevard and the reconstruction of the Monroe POC, the walking paths and softball field in Frank Santana Park would be shifted and realigned. Two vacant parcels located on the western-edge of Santana Park, fronting Hatton Street, would be purchased, and the portion not needed for Project-related improvements would be transferred to the City of San Jose for expansion of Santana Park.














### **Other Project Elements**

- The existing southbound I-880 to northbound I-280 connector ramp would be restriped to accommodate two (2) mixed-flow lanes and realigned to provide a 1,000-foot auxiliary lane before merging onto the northbound I-280 mainline. The connector ramp would be metered with two (2) mixed-flow lanes.
- The existing Winchester Boulevard bridge over I-280 would be widened to provide enhanced bicycle and pedestrian facilities in both directions.
- A portion of the existing soundwalls along the north side of I-280 and east of Winchester Boulevard would be removed and replaced.
- Buffered bike lanes and pedestrian facilities would be added on both northbound and southbound Winchester Boulevard within the project limits.
- A buffered bike lane would be constructed on the southside of Tisch Way from Monroe Street to Winchester Boulevard.
- A combination of multi-use path, buffered bike lane, and designated bike route would be added on the north side of Tisch Way from Monroe Street to Winchester Boulevard.
- Emergency vehicle preemption would be added to traffic signals at the intersections of Tisch Way and Hatton Street and Tisch Way and Winchester Boulevard.





**LEGEND**

 PROPOSED ROADWAY	 PROPOSED STRUCTURE
 PROPOSED SHOULDER	 PROPOSED STRUCTURE SHOULDER
 PROPOSED MEDIAN	 PUMP STATION
 PROPOSED SIDEWALK	 PROPOSED SOUND WALL
 PROPOSED BIKE LANE	 PROPOSED RETAINING WALL
 PROPOSED TUNNEL	 PROPOSED GUARDRAIL
	 RIGHT OF WAY

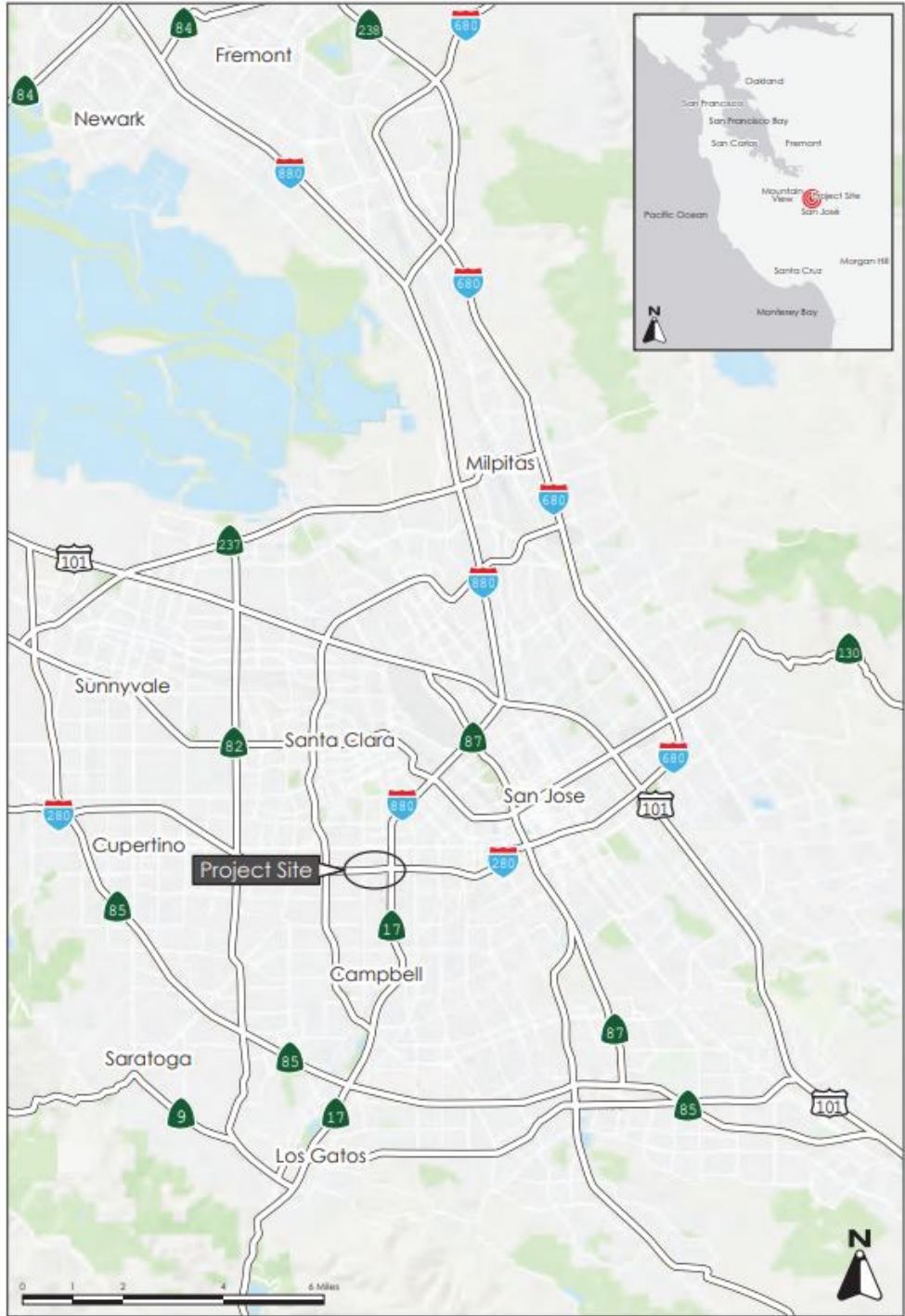
I-280 WINCHESTER BOULEVARD IMPROVEMENTS  
 BUILD ALTERNATIVE

# I-280 / Winchester Blvd Interchange Improvements Project

MTC Air Quality Conformity Task Force  
Meeting

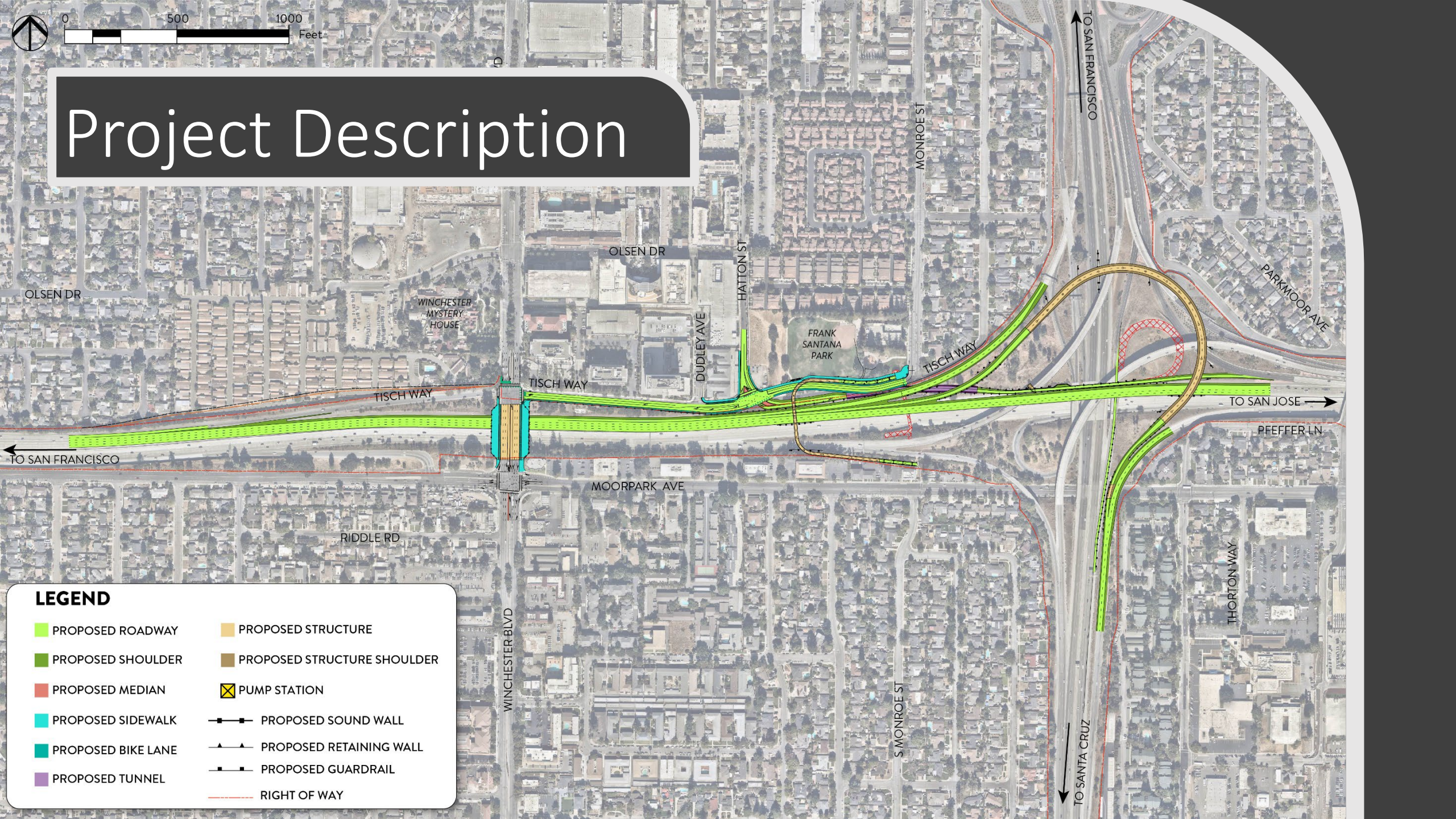
March 24, 2022







# Project Description



## LEGEND

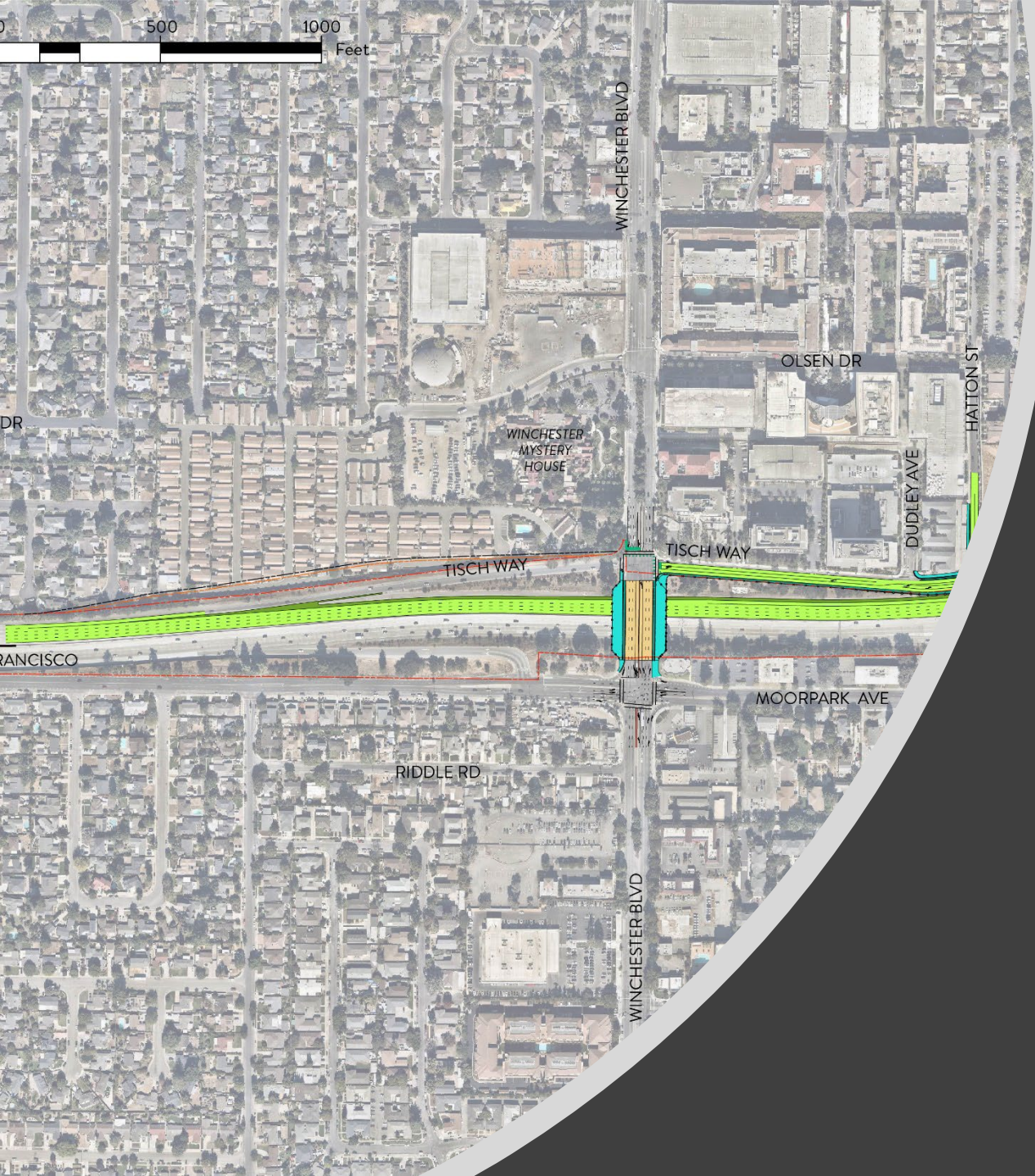
- PROPOSED ROADWAY
- PROPOSED SHOULDER
- PROPOSED MEDIAN
- PROPOSED SIDEWALK
- PROPOSED BIKE LANE
- PROPOSED TUNNEL
- PROPOSED STRUCTURE
- PROPOSED STRUCTURE SHOULDER
- PUMP STATION
- PROPOSED SOUND WALL
- PROPOSED RETAINING WALL
- PROPOSED GUARDRAIL
- RIGHT OF WAY



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

- ✓ Not a new or expanded highway project
- ✓ Improvements to existing partial interchange – no new lanes on I-280
- ✓ Improved directional efficiency for vehicular and truck traffic in the project area resulting in lower overall VMT





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

- ✓ The intersections impacted by the Build Alternative do not serve a significant number of diesel vehicles nor will the LOS of the intersections change due to increased traffic volumes from a significant number of diesel vehicles.

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

○ Not applicable

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

○ Not applicable

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

- ✓ The project location is not in an area identified by the SIP as one that could violate or possibly violate the NAAQS for PM2.5.
- ✓ This Project is exempt from regional conformity requirements per 40 CFR 93.127 as it meets the definition of an interchange reconfiguration project



**Application of Criteria for a Project of Air Quality Concern**  
**Project Title: Interstate 680 Northbound Express Lane Completion Project**  
**Project Summary for Air Quality Conformity Task Force Meeting: March 24, 2022**

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**Description**

Project will address the gap in the northbound (NB) managed lane on Interstate 680 (I-680) between Livorna Road and State Route 242 (SR-242). Currently, I-680 NB includes an express lane from Alcosta Boulevard to Livorna Road and an HOV lane from SR-242 to about one mile south of the Benicia-Martinez Bridge Toll Plaza. The 'gap' between these two managed lane segments extends for 7.5 miles.

Four alternatives are being evaluated as part of the Project: one No Build alternative and three Build Alternatives. The four alternatives are:

No Build Alternative - Under the No-Build Alternative, northbound I-680 would remain in its current configuration and no improvements made.

Build Alternative 1c - Alternative 1C proposes to close the 7.5 mile "gap" between the two existing managed lane segments by constructing a northbound express lane from Livorna Road to SR-242 and by converting the existing northbound HOV lane that runs from SR-242 to just south of the Benicia-Martinez Bridge Toll Plaza to an express lane. The existing NB truck scale facility, south of the Treat Boulevard overcrossing structure between northbound I-680 and the Treat Boulevard off-ramp, would remain in its current condition and location.

Build Alternative 2 - Alternative 2 would leave a 2-mile gap in the northbound I-680 managed lane in the vicinity of the I 680/SR-24 interchange. Traffic operational improvements would be made by addressing the existing major bottleneck between North Main Street and Treat Boulevard. The existing weaving issues between these interchanges would be alleviated by modifying the on- and off-ramp configuration. The existing NB truck scale facility would not be removed or relocated; it would remain in its current condition and location.

Build Alternative 3 - Alternative 3 represents the combined project improvements proposed under Alternative 1C and Alternative 2. Alternative 3 would close the 7.5 mile "gap" between the two existing managed lane segments on I-680 by constructing a northbound express lane from Livorna Road to SR-242 and by converting the existing northbound HOV lane that runs from SR-242 to just south of the Benicia-Martinez Bridge Toll Plaza to an express lane. The existing NB truck scale facility would not be removed or relocated; it would remain in its current condition and location.

**Background**

- NEPA process for Environmental Impact Report/Environmental Assessment (EIR/EA) is in process
- Public review for Draft EIR/EA is anticipated May/June 2023
- No comments received on air quality thus far
- Seeking air quality conformity determination on or before December 2023
- Schedule based on deadline for STP funding allocation

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

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

- Not a new or expanded highway project.
- Improvements to I-680 NB managed lanes only.
- No change in traffic volume or truck percentages on I-680.

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

- Diesel vehicles (trucks) currently represent between 5.5% and 3.2% of the AADT on I-680, based on Caltrans 2020 Traffic Census Data. Truck percentages on NB I-680 are anticipated to be between 6.4% and 4% in the future years (2027, 2047, and 2050).

- Interchanges and/or intersections will not be significantly altered by the project, nor do they serve a significant number of diesel trucks.
- The project would not change land uses along the corridor. Thus, the project would not increase diesel traffic.

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

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

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

- No. The Project would not result in an increase of either PM<sub>10</sub> or PM<sub>2.5</sub> levels compared to the No-Build Alternative. Additionally, the Project location is not in an area identified by the SIP as one that could violate or possibly violate the NAAQS for PM<sub>2.5</sub>.

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

**Project Title: Interstate 680 Northbound Express Lane Completion Project  
Summary for Air Quality Conformity  
Task Force Meeting: March 24, 2022**

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### Description

The Interstate 680 Northbound Express Lane Completion Project (Project) proposes to address the gap in the northbound (NB) managed lane on Interstate 680 (I-680) between Livorna Road and State Route 242 (SR-242). Currently, I-680 NB includes an express lane from Alcosta Boulevard to Livorna Road and an HOV lane from SR-242 to about one mile south of the Benicia-Martinez Bridge Toll Plaza. The 'gap' between these two managed lane segments extends for 7.5 miles.

### Background

The Contra Costa Transportation Authority (CCTA), in cooperation with the California Department of Transportation (Caltrans) and Metropolitan Transportation Commission (MTC), is proposing to complete the Interstate 680 (I-680) express lane network in Contra Costa County, California, to improve system continuity, operations and provide congestion relief. The I-680 Northbound Express Lane Completion Project (Project) is part of the CCTA INNOVATE 680 Program, which seeks to implement a suite of projects that, when operating together, will address corridor-wide congestion, travel delays, and operational challenges.

### Project of Air Quality Concern (40 CFR 93.123(b)(1))

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

No.

- Not a new or expanded highway project.
- Improvements to I-680 NB managed lanes only.
- No change in traffic volume or truck percentages on I-680.

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

No.

- Diesel vehicles (trucks) currently represent between 5.5% and 3.2% of the AADT on I-680, based on Caltrans 2020 Traffic Census Data. Truck percentages on NB I-680 are anticipated to be between 6.4% and 4% in the future years (2027, 2047, and 2050).
- Interchanges and/or intersections will not be significantly altered by the project, nor do they serve a significant number of diesel trucks.
- The project would not change land uses along the corridor. Thus, the project would not increase diesel traffic.

*(iii) New bus and rail terminals and transfer points?- No.*

*(iv) Expanded bus and rail terminals and transfer points?- No.*

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

No. The Project would not result in an increase of either PM<sub>10</sub> or PM<sub>2.5</sub> levels compared to the No-Build Alternative. Additionally, the Project location is not in an area identified by the SIP as one that could violate or possibly violate the NAAQS for PM<sub>2.5</sub>.

**RTIP ID#** *(required)* 21-T12-116

**TIP ID#** *(required)* CC-170017

**Air Quality Conformity Task Force Consideration Date**

3/24/2022

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

The Contra Costa Transportation Authority (CCTA), in cooperation with the California Department of Transportation (Caltrans) and Metropolitan Transportation Commission (MTC), is proposing to complete the Interstate 680 (I-680) express lane network in Contra Costa County, California, to improve system continuity, congestion relief, and operations. The I-680 Northbound Express Lane Completion Project (Project) is part of the CCTA INNOVATE 680 Program, which seeks to implement a suite of projects that, when operating together, will address corridor-wide congestion, travel delays, and operational challenges. The Project limits on I-680 are from post mile (PM) R4.4 at the southern limit to PM 24.5 at the northern limit. More than one configuration is under consideration for the proposed Project, including the construction of a northbound express lane between Livorna Road and State Route 242 (SR-242) (PM R11.30 to R18.87, approximately 7.5 miles). In addition, the Project would convert the existing northbound high-occupancy vehicle (HOV) lane that runs from SR-242 to south of the Benicia-Martinez Bridge Toll Plaza (PM R18.87 to R23.28, approximately 4.6 miles) to an express lane. The Project also includes a design option for a striped buffer restriction towards the southern project limits, from PM R6.15 to R8.9. Project limits were extended to PM R4.4 to accommodate signing and lighting requirements for the design option buffer. .

Four alternatives are being evaluated as part of the Project: one no build alternative and three build alternatives. The Build Alternatives satisfy the Project purpose and need, while avoiding and/or minimizing environmental impacts. The four alternatives are:

No Build Alternative - Under the No-Build Alternative, northbound I-680 would remain in its current configuration and no improvements made.

Build Alternative 1c - Alternative 1C proposes to close the 7.5 mile “gap” between the two existing managed lane segments by constructing a northbound express lane from Livorna Road to SR-242 and by converting the existing northbound HOV lane that runs from SR-242 to just south of the Benicia-Martinez Bridge Toll Plaza to an express lane. The existing NB truck scale facility, south of the Treat Boulevard overcrossing structure between northbound I-680 and the Treat Boulevard off-ramp, would remain in its current condition and location.

Build Alternative 2 - Alternative 2 would leave a 2-mile gap in the northbound I-680 managed lane in the vicinity of the I 680/SR-24 interchange. Traffic operational improvements would be made by addressing the existing major bottleneck between North Main Street and Treat Boulevard. The existing weaving issues between these interchanges would be alleviated by modifying the on- and off-ramp configuration. The existing NB truck scale facility would not be removed or relocated; it would remain in its current condition and location.

Build Alternative 3 - Alternative 3 represents the combined project improvements proposed under Alternative 1C and Alternative 2. Alternative 3 would close the 7.5 mile “gap” between the two existing managed lane segments on I-680 by constructing a northbound express lane from Livorna Road to SR-242 and by converting the existing northbound HOV lane that runs from SR-242 to just south of the Benicia-Martinez Bridge Toll Plaza to an express lane. The existing NB truck scale facility would not be removed or relocated; it would remain in its current condition and location.

Design Option A - As a design option, an approximately 2.75-mile long striped buffer restriction from PM R6.15 to PM R8.9 at the southern end of the project limits is included for all build alternatives. The proposed buffer would include a striped double white line restricting access to the express lane between the Sycamore Valley Road NB off-ramp and El Pintado Road NB on-ramp. The southern limits would be extended to post mile R4.4 to accommodate signs and lighting. The purpose of the buffer is to address potential traffic congestion and weaving that may occur in this area based on preliminary traffic modeling results. Construction of Design Option A would be included in any of the three build alternatives, if needed, and would not result in increase in construction duration.

<b>Type of Project:</b> Express Lane Extension/Gap Closure, Extend HOV lane				
<b>County</b>	<b>Narrative Location/Route &amp; Postmiles</b>			
Contra Costa County	Construct an Express Lane on NB I680 from Livorna Rd. to SR-242 (PM R11.30 to R18.87, approximately 7.5 miles). Convert existing HOV lane to Express Lane on NB I-680 from Livorna to Benicia-Martinez Bridge (PM R18.87 to R23.28, approximately 4.6 miles) .			
<b>Caltrans Projects – EA# 04-0Q3100</b>				
<b>Lead Agency:</b> Contra Costa Transportation Authority (CCTA)				
<b>Contact Person</b> Stephanie Hu	<b>Phone#</b> (925) 256-4740	<b>Fax#</b>	<b>Email</b> <a href="mailto:StephanieH@ccta.net">StephanieH@ccta.net</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>	<input type="checkbox"/> <b>FONSI or Final EIS</b>	<input type="checkbox"/> <b>PS&amp;E or Construction</b>	<input type="checkbox"/> <i>Other</i>
<b>Scheduled Date of Federal Action:</b> June 2024				
<b>NEPA Delegation – Project Type</b> ( <i>check appropriate box</i> )				
<input type="checkbox"/>	<input type="checkbox"/> <b>Section 326 – Categorical Exclusion</b>	<input checked="" type="checkbox"/>	<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>	June 2020	June 2024	June 2024	January 2026
<b>End</b>	June 2024	December 2026	December 2026	December 2027
<b>Project Purpose and Need (Summary):</b> ( <i>please be brief</i> )				
<p>The purpose of the proposed Project is to:</p> <ul style="list-style-type: none"> <li>• Reduce peak-period congestion and delay on northbound I-680.</li> <li>• Reduce travel time and improve travel time reliability for travelers in the corridor.</li> <li>• Encourage use of high occupancy vehicles and transit service.</li> <li>• Optimize use of the existing HOV lane capacity in the I-680 corridor.</li> <li>• Offer non-carpool eligible drivers a reliable travel time option.</li> </ul> <p>The need for the project to address existing transportation problems within the PSL are:</p> <ul style="list-style-type: none"> <li>• Congestion – Northbound I-680 general-purpose lanes within the area experience substantial congestion (over 30 minutes of delay) during peak hours.</li> <li>• System Continuity – There is a 7.5-mile gap in the existing northbound I-680 managed lane system between Livorna Road and SR-242; system continuity is lacking through this area, diminishing the effectiveness of the managed lane system, and increasing travel time for all users.</li> <li>• Operational Improvements – The weaving movement between Lawrence Way and Treat Boulevard creates a bottleneck on I-680 and a traffic queue as far back as Livorna Road during the peak traffic period. The situation is compounded by the gap in the managed lane system.</li> </ul>				



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

The Project is located primarily within the cities of Walnut Creek, Pleasant Hill, Concord, and Martinez in Contra Costa County, California (Figure 1). The Project is bounded from Fostoria Way to slightly north of Marina Vista Road by an urbanized area with residential and commercial development south of State Route 4 (SR-4), and industrial and residential areas north of SR-4 (Figure 2). The Waterbird Regional Preserve, a 198-acre regional park that primarily consists of the Al McNabney Marsh, lies east of I-680 at the northern end of the Project.

I-680 is a major north-south freeway connecting the Southern San Francisco Bay Area with Interstate 80 (I-80), which crosses the Central Valley including the Sacramento metropolitan area. I-680 passes through Santa Clara, Alameda, Contra Costa, and Solano counties. I-680 is part of the National Network under the Surface Transportation Assistance Act (STAA) and provides connections to other National Network routes (such as I-580). I-680 also provides connections to STAA Terminal Access Routes and California Legal Truck Routes such as SR 84.

Land uses adjacent to the project area consist of both urban/developed land and open space and include industrial, residential, public/semi-public development. The existing (i.e., 2020) average truck volumes and percentages for the project area are provided in the table below. The project would not result in changes to land use that would affect diesel truck traffic in the area. Truck AADTs range between 9,440 and 5,643 (5.46 to 3.23 percent) based on the land uses served by this segment of I-680.

Average Truck Volumes – 2020 (Source: Caltrans Traffic Census Program)

I-680 POSTMILE	DESCRIPTION	TRUCK AADT TOTAL	TRK PERCENT TOT	2 AXLE AADT	2 AXLE %	3 AXLE AADT	3 AXLE %	4 AXLE AADT	4 AXLE %	5 AXLE AADT	5 AXLE %
0.020	ALAMEDA/CONTRA COSTA COUNTY LINE	9,440	5.46	5,912	62.63	610	6.46	295	3.13	2,623	27.79
14.383	WALNUT CREEK, JCT. RTE. 24 WEST	9,073	5.25	4,264	47.00	922	10.18	400	4.41	3,487	38.42
15.606	WALNUT CREEK, NORTH MAIN STREET	7,286	3.23	3,693	50.51	731	9.92	366	5.03	2,496	34.55
18.707	CONCORD, JCT. RTE. 242 NORTH	7,220	4.41	3,699	51.36	721	9.98	292	4.02	2,508	34.65
21.191	JCT. RTE. 4	5,643	4.76	2,927	51.85	712	13.23	180	3.28	1,826	31.65



**Figure 1. Regional Location and Project Vicinity**

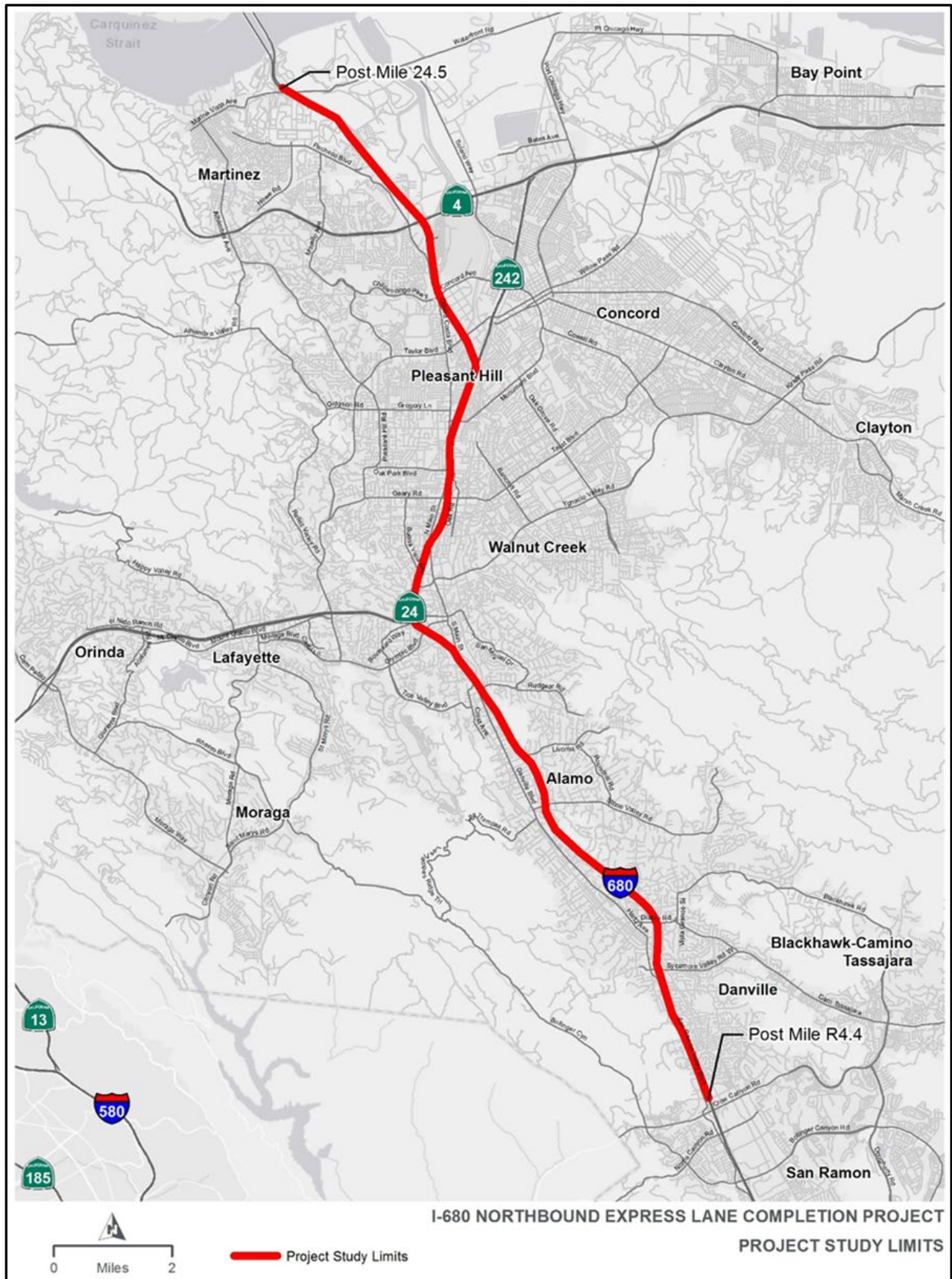


Figure 2. Project Study Limits

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

Kittelson & Associates, Inc. developed the traffic forecasts by using the Contra Costa travel demand model. The model did not forecast truck percentages, therefore existing condition truck percentages provided by Kittelson & Associates, Inc. are used to estimate truck AADT given traffic forecasts for the Build and No-Build conditions. The project would not cause any changes in truck volumes, as it will not change adjacent land uses nor increase capacity for truck traffic.

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

**Opening Year 2027**

	Total NB AADT				NB Truck AADT				% Trucks			
	No Build	Alt 1c	Alt 2	Alt 3	No Build	Alt 1c	Alt 2	Alt 3	No Build	Alt 1c	Alt 2	Alt 3
N. of Alcosta	91,516	93,007	92,745	93,024	4,850	4,929	4,915	4,930	5.30	5.30	5.30	5.30
N. of Crow Canyon	103,687	105,506	105,216	105,536	5,145	5,218	5,204	5,222	4.96	4.95	4.95	4.95
N. of Sycamore Valley	108,570	111,136	110,667	111,103	5,395	5,558	5,528	5,558	4.97	5.00	5.00	5.00
N. of El Cerro	108,000	110,502	110,070	110,468	5,361	5,517	5,490	5,518	4.96	4.99	4.99	4.99
N. of Stone Valley	108,685	115,066	114,532	115,011	5,406	5,793	5,754	5,786	4.97	5.03	5.02	5.03
N. of Livorna	112,630	119,186	118,685	119,176	7,208	6,066	6,035	6,059	6.40	5.09	5.08	5.08
N. of Rudgear	115,699	120,939	119,237	120,922	7,405	6,194	6,102	6,188	6.40	5.12	5.12	5.12
S. of Olympic	105,720	111,041	108,521	111,034	6,766	5,756	6,945	5,773	6.40	5.18	6.40	5.20
N. of Olympic	85,629	93,027	88,814	93,405	5,480	4,603	5,684	4,645	6.40	4.95	6.40	4.97
S. of Ygnacio Valley	143,147	151,725	146,855	151,606	5,869	5,355	6,021	5,362	4.10	3.53	4.10	3.54
S. of N. Main	143,147	151,725	146,855	151,606	5,440	4,963	4,709	4,969	3.80	3.27	3.21	3.28
S. of Treat	155,772	165,728	147,479	145,042	4,206	3,905	3,363	3,354	2.70	2.36	2.28	2.31
N. of Oak Park	156,623	167,534	167,679	168,146	6,108	5,594	5,645	5,611	3.90	3.34	3.37	3.34
N. of Monument	146,856	156,101	155,683	156,224	5,727	5,236	5,181	5,229	3.90	3.35	3.33	3.35
S. of Willow Pass	77,561	86,693	86,460	86,605	3,430	3,178	3,118	3,159	4.42	3.67	3.61	3.65
N. of Willow Pass	89,628	96,006	95,751	95,862	4,021	3,634	3,573	3,613	4.49	3.79	3.73	3.77
N. of Concord Ave.	98,156	104,065	103,928	104,024	2,376	2,230	2,197	2,218	2.42	2.14	2.11	2.13
N. of SR 4	90,884	94,943	94,850	94,964	5,571	5,146	5,125	5,134	6.13	5.42	5.40	5.41
S. of Waterfront	86,742	89,688	89,596	89,706	5,211	4,773	4,756	4,761	6.01	5.32	5.31	5.31
N. of Waterfront	91,196	93,371	93,256	93,383	6,201	6,349	6,341	6,350	6.80	6.80	6.80	6.80
Benecia Bridge	91,196	93,371	93,256	93,383	6,201	6,349	6,341	6,350	6.80	6.80	6.80	6.80

Source: Based on traffic forecasts provided by Kittelson & Associates, Inc. (Innovate680\_Segments\_20220216.xlsx)

**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**

**Design Year 2047**

I-680 NB Location	Total NB AADT				NB Truck AADT				% Trucks			
	No Build	Alt 1c	Alt 2	Alt 3	No Build	Alt 1c	Alt 2	Alt 3	No Build	Alt 1c	Alt 2	Alt 3
N. of Alcosta	106,838	108,417	108,067	108,393	4,376	4,462	4,444	4,460	4.10	4.12	4.11	4.11
N. of Crow Canyon	110,525	112,732	112,454	112,690	5,519	5,657	5,646	5,655	4.99	5.02	5.02	5.02
N. of Sycamore Valley	116,495	119,232	118,860	119,383	5,891	6,057	6,043	6,061	5.06	5.08	5.08	5.08
N. of El Cerro	115,010	117,789	117,418	117,792	5,793	5,964	5,951	5,959	5.04	5.06	5.07	5.06
N. of Stone Valley	116,607	123,264	122,835	123,248	5,890	6,285	6,281	6,282	5.05	5.10	5.11	5.10
N. of Livorna	119,352	127,460	126,936	127,661	7,639	6,571	6,560	6,581	6.40	5.16	5.17	5.15
N. of Rudgear	123,731	129,695	128,449	129,677	7,919	6,744	6,695	6,748	6.40	5.20	5.21	5.20
S. of Olympic	112,644	119,091	117,054	119,095	7,209	6,129	7,491	6,139	6.40	5.15	6.40	5.15
N. of Olympic	92,429	101,902	96,830	102,285	5,915	5,029	6,197	5,063	6.40	4.94	6.40	4.95
S. of Ygnacio Valley	149,828	161,563	154,059	161,256	6,143	5,668	6,316	5,662	4.10	3.51	4.10	3.51
S. of N. Main	149,828	161,563	154,059	161,256	5,693	5,253	4,926	5,247	3.80	3.25	3.20	3.25
S. of Treat	163,277	175,949	156,727	157,132	4,408	4,121	3,572	3,617	2.70	2.34	2.28	2.30
N. of Oak Park	164,653	177,607	177,447	178,456	6,421	5,971	5,968	6,010	3.90	3.36	3.36	3.37
N. of Monument	156,073	166,474	166,230	166,715	6,087	5,562	5,538	5,575	3.90	3.34	3.33	3.34
S. of Willow Pass	84,850	94,489	94,491	94,655	3,559	3,460	3,442	3,474	4.19	3.66	3.64	3.67
N. of Willow Pass	98,457	105,012	104,766	105,051	4,226	3,976	3,946	3,983	4.29	3.79	3.77	3.79
N. of Concord Ave.	108,394	114,349	114,202	114,473	2,511	2,445	2,427	2,451	2.32	2.14	2.13	2.14
N. of SR 4	102,234	106,246	106,031	106,294	6,012	5,678	5,678	5,682	5.88	5.34	5.36	5.35
S. of Waterfront	98,899	101,492	101,234	101,484	5,689	5,328	5,315	5,337	5.75	5.25	5.25	5.26
N. of Waterfront	106,809	109,013	108,843	108,987	7,263	7,413	7,401	7,411	6.80	6.80	6.80	6.80
Benecia Bridge	106,809	109,013	108,843	108,987	6,531	6,643	6,636	6,640	6.11	6.09	6.10	6.09

Source: Based on traffic forecasts provided by Kittelson & Associates, Inc. (Innovate680\_Segments\_20220216.xlsx)

### RTP Horizon Year 2050

I-680 NB Location	Total NB AADT				NB Truck AADT				% Trucks			
	No Build	Alt 1c	Alt 2	Alt 3	No Build	Alt 1c	Alt 2	Alt 3	No Build	Alt 1c	Alt 2	Alt 3
N. of Alcosta	109,137	110,728	110,365	110,699	4,305	4,392	4,373	4,390	3.94	3.97	3.96	3.97
N. of Crow Canyon	111,550	113,816	113,540	113,763	5,575	5,723	5,712	5,720	5.00	5.03	5.03	5.03
N. of Sycamore Valley	117,684	120,446	120,089	120,625	5,966	6,132	6,120	6,136	5.07	5.09	5.10	5.09
N. of El Cerro	116,061	118,882	118,521	118,891	5,858	6,031	6,020	6,025	5.05	5.07	5.08	5.07
N. of Stone Valley	117,795	124,493	124,081	124,484	5,963	6,359	6,360	6,356	5.06	5.11	5.13	5.11
N. of Livorna	120,360	128,701	128,174	128,933	7,703	6,647	6,639	6,659	6.40	5.16	5.18	5.16
N. of Rudgear	124,936	131,009	129,831	130,990	7,996	6,827	6,784	6,832	6.40	5.21	5.23	5.22
S. of Olympic	113,683	120,298	118,334	120,305	7,276	6,185	7,573	6,194	6.40	5.14	6.40	5.15
N. of Olympic	93,450	103,233	98,033	103,617	5,981	5,093	6,274	5,126	6.40	4.93	6.40	4.95
S. of Ygnacio Valley	150,830	163,039	155,139	162,703	6,184	5,715	6,361	5,707	4.10	3.51	4.10	3.51
S. of N. Main	150,830	163,039	155,139	162,703	5,732	5,297	4,959	5,289	3.80	3.25	3.20	3.25
S. of Treat	164,403	177,482	158,114	158,946	4,439	4,153	3,604	3,657	2.70	2.34	2.28	2.30
N. of Oak Park	165,858	179,118	178,912	180,002	6,468	6,027	6,017	6,070	3.90	3.36	3.36	3.37
N. of Monument	157,456	168,030	167,812	168,289	6,141	5,610	5,591	5,627	3.90	3.34	3.33	3.34
S. of Willow Pass	85,944	95,659	95,696	95,862	3,579	3,503	3,491	3,521	4.16	3.66	3.65	3.67
N. of Willow Pass	99,782	106,363	106,119	106,430	4,257	4,027	4,002	4,039	4.27	3.79	3.77	3.79
N. of Concord Ave.	109,929	115,891	115,743	116,040	2,532	2,477	2,462	2,486	2.30	2.14	2.13	2.14
N. of SR 4	103,936	107,942	107,708	107,993	6,078	5,758	5,761	5,764	5.85	5.33	5.35	5.34
S. of Waterfront	100,723	103,262	102,980	103,251	5,760	5,411	5,399	5,423	5.72	5.24	5.24	5.25
N. of Waterfront	109,151	111,359	111,181	111,328	7,422	7,572	7,560	7,570	6.80	6.80	6.80	6.80
Benecia Bridge	109,151	111,359	111,181	111,328	6,580	6,687	6,680	6,684	6.03	6.01	6.01	6.00
N. of Alcosta	109,137	110,728	110,365	110,699	4,305	4,392	4,373	4,390	3.94	3.97	3.96	3.97
N. of Crow Canyon	111,550	113,816	113,540	113,763	5,575	5,723	5,712	5,720	5.00	5.03	5.03	5.03

Source: Based on traffic forecasts provided by Kittelson & Associates, Inc. (Innovate680\_Segments\_20220216.xlsx)

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

Not Applicable – facility is an Interstate corridor.

**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 – facility is an Interstate corridor.

**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 – facility is an Interstate corridor.

**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 – facility is an Interstate corridor.



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

The proposed Project would implement congestion priced tolling in the proposed express lane to provide a more reliable travel time option to travelers. It would encourage use of high occupancy vehicles and transit service by offering free access to the express lane. The proposed Project would also shift SOV drivers choosing to pay a toll from the general-purpose lanes to the Express Lane. It would also reduce recurring peak-period traffic congestion and delay on northbound I-680, which would reduce travel times for all travelers. In addition, the Project would optimize the use of the existing HOV lane capacity north of SR-242 by converting the HOV lane to an express lane. It should be noted that only two-axle vehicles are permitted in Express Lanes.

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

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

- The Project will not result in a significant number or significant increase in diesel vehicles in the area.
- The Build Alternatives do not change the number of diesel vehicles using the corridor nor do they degrade the LOS of the interchanges in in the corridor. The primary purpose of the project is to provide a reliable travel time option, encourage use of high occupancy vehicles and transit service while, at the same time, optimizing the use of the existing HOV lane capacity in the I-680 corridor to better meet current and future traffic demands for personal vehicles and transit (i.e., gasoline and electric powered vehicles).
- The Project does not involve a bus terminal, rail terminal, or transfer points involving a significant number of diesel vehicles congregating at a single location.
- The I-680 corridor is not an area identified by the SIP as a location where the NAAQS for PM<sub>2.5</sub> could be violated or possibly violated.

# CCTA Northbound 680 Express Lane Completion Project

**Prepared for the Bay Area Air Quality Conformity Task Force**

March 24, 2022

Presented by: Sheena Patel, HDR





# PROJECT OVERVIEW



# Project Limits

**LEGEND/KEY**

-  Project limits
-  SB & NB Express Lanes



# Project Purpose

- **The purpose of the I-680 Express Lane Completion Project is to:**



Reduce peak-period congestion and delay



Optimize use of existing HOV lane capacity



Improve travel time reliability



Provide efficient travel options for all vehicles

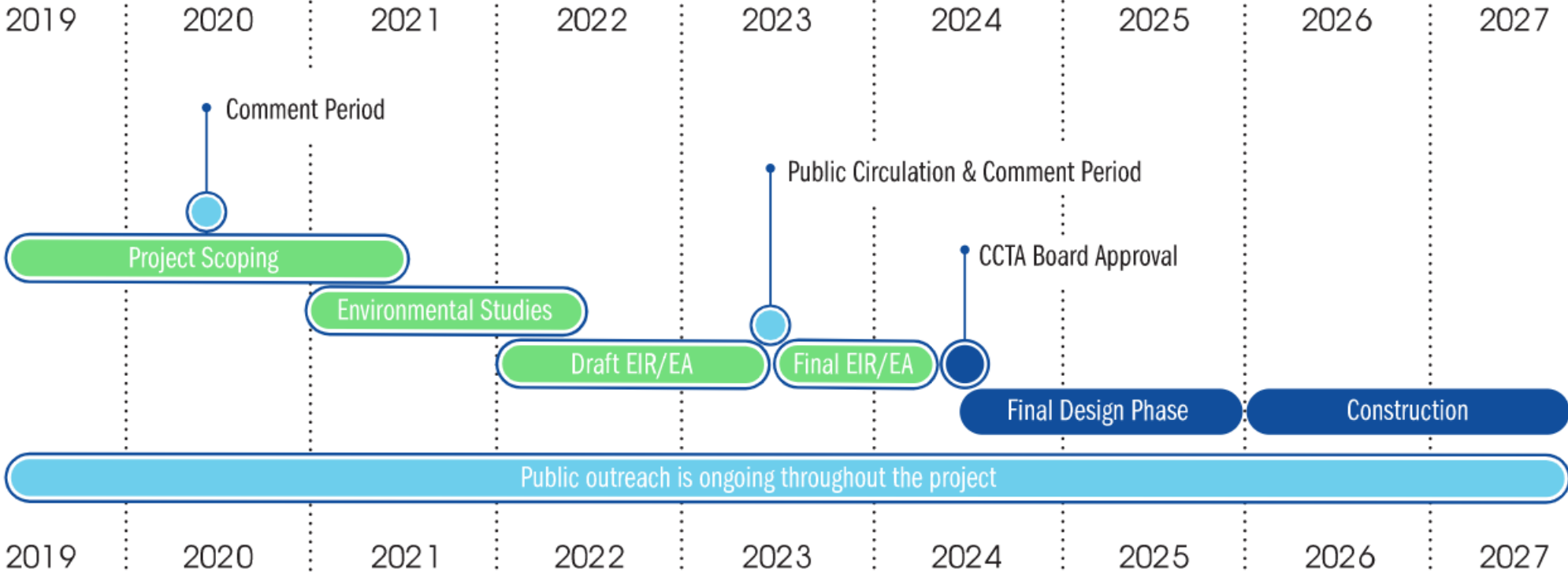
# Project Need

**The project is needed to address existing transportation problems within the project study limits:**

- **Congestion** – Northbound I-680 general-purpose lanes within the area experience substantial congestion (over 30 minutes of delay) during peak hours.
- **System Continuity** – There is a 7.5-mile gap in the existing northbound I-680 managed lane system between Livorna Road and SR-242; system continuity is lacking through this area, diminishing the effectiveness of the managed lane system, and increasing travel time for all users.
- **Operational Improvements** – The weaving movement between Lawrence Way and Treat Boulevard creates a bottleneck on I-680 and a traffic queue as far back as Livorna Road during the peak traffic period. The situation is compounded by the gap in the managed lane system.



# Project Schedule



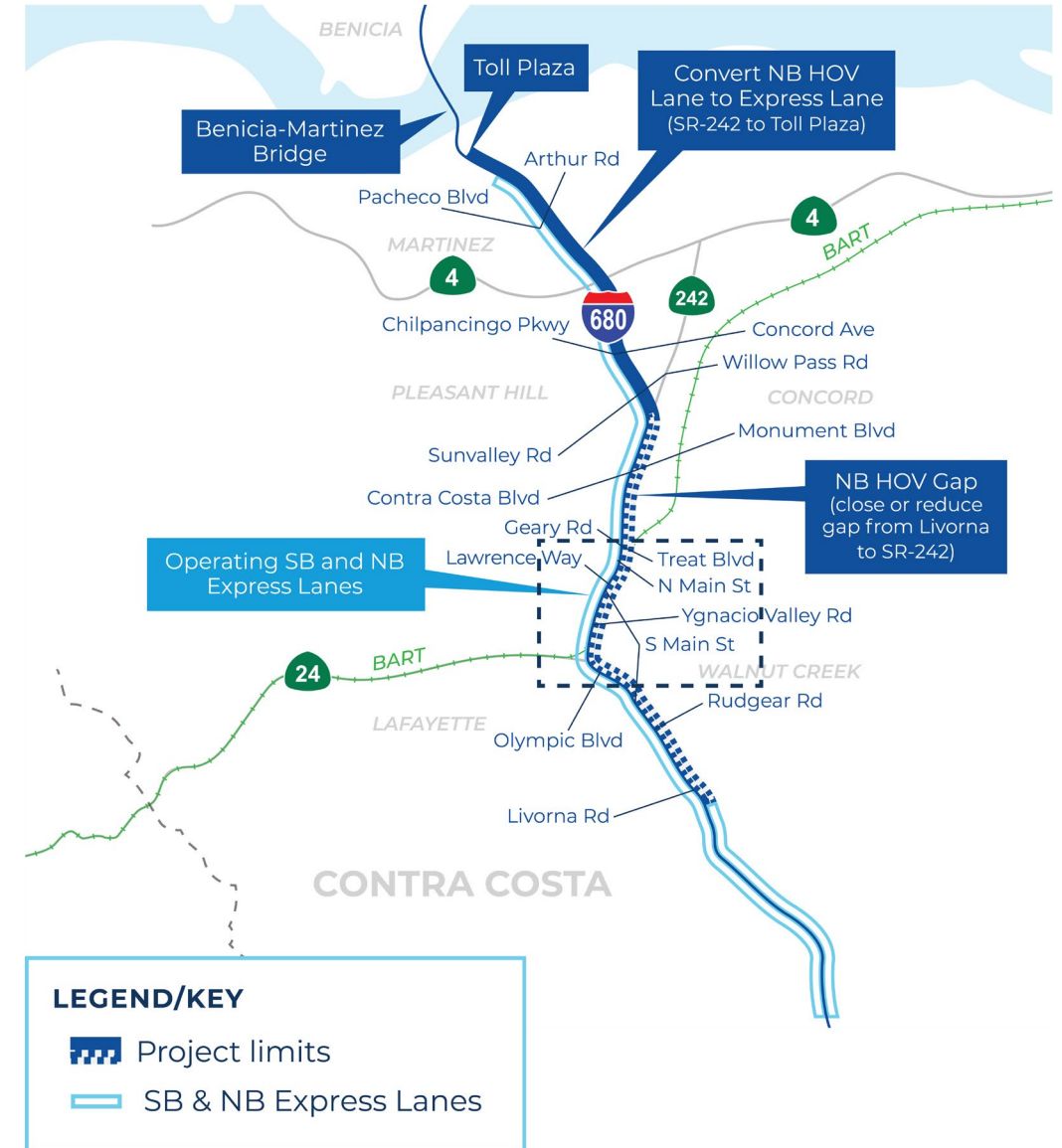
# PROJECT ALTERNATIVES

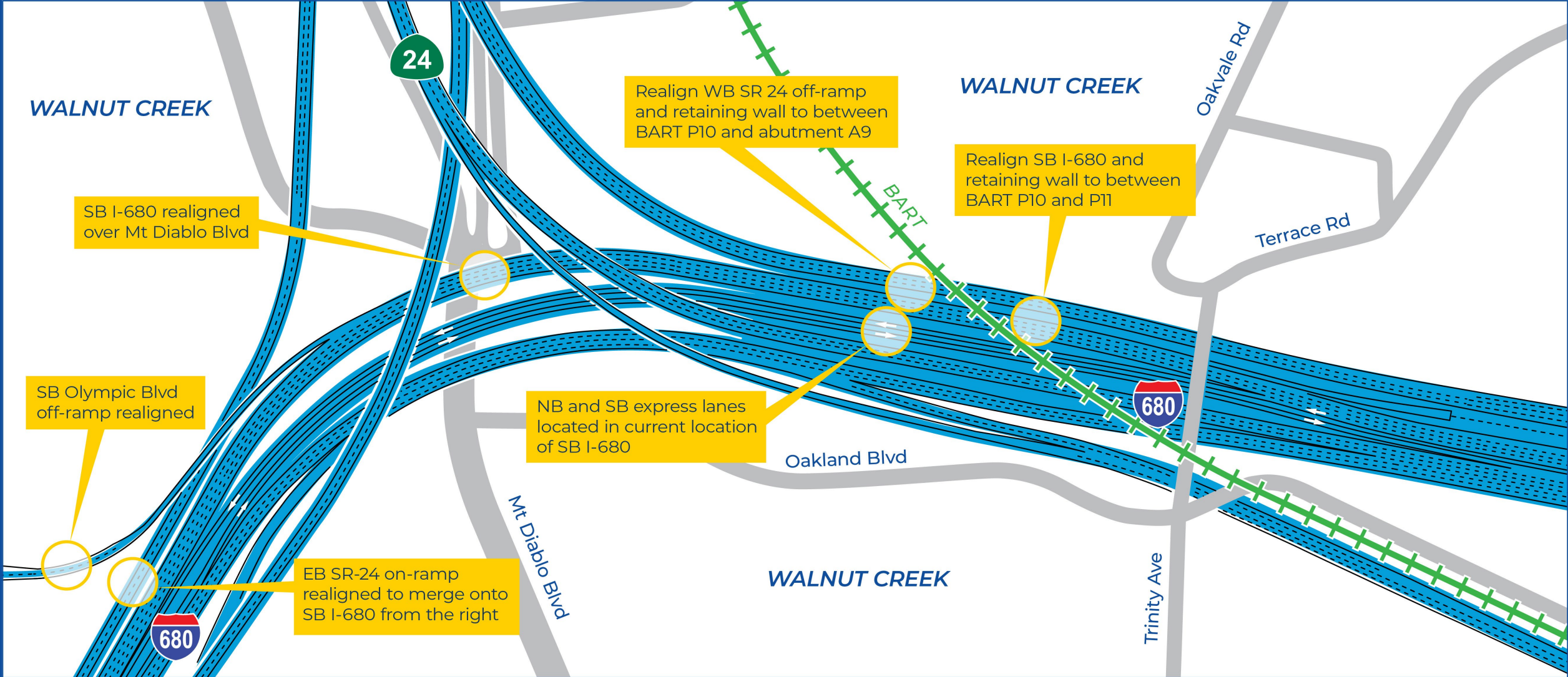




# Build Alternatives

- Three Build Alternatives
  - **Alternative 1C**
    - Close the Gap with Realignment
  - **Alternative 2**
    - Reduce the Gap plus Braided Ramps
  - **Alternative 3**
    - Close the Gap with Realignment plus Braided Ramps
- Received comments through the environmental scoping process on alternatives. Recommendations are being investigated.





# Innovate 680 | Express Lane Completion Project

## Alternative 1C — Close the Gap with Realignment





**NB 680**

**EB 24 to NB 680**

**SB 680**

**WB SR 24**

**P12**

**P11**

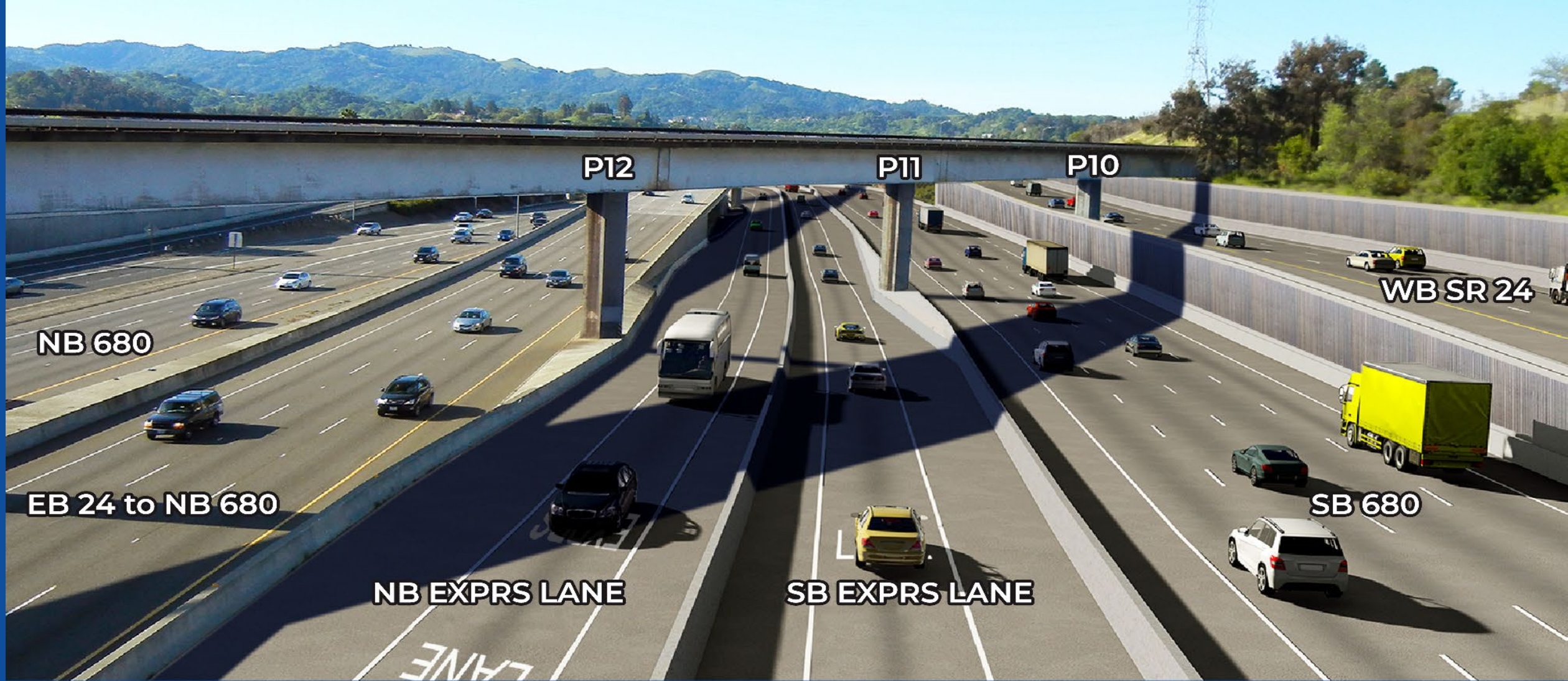
**P10**

Olympic Blvd  
NEXT EXIT

680

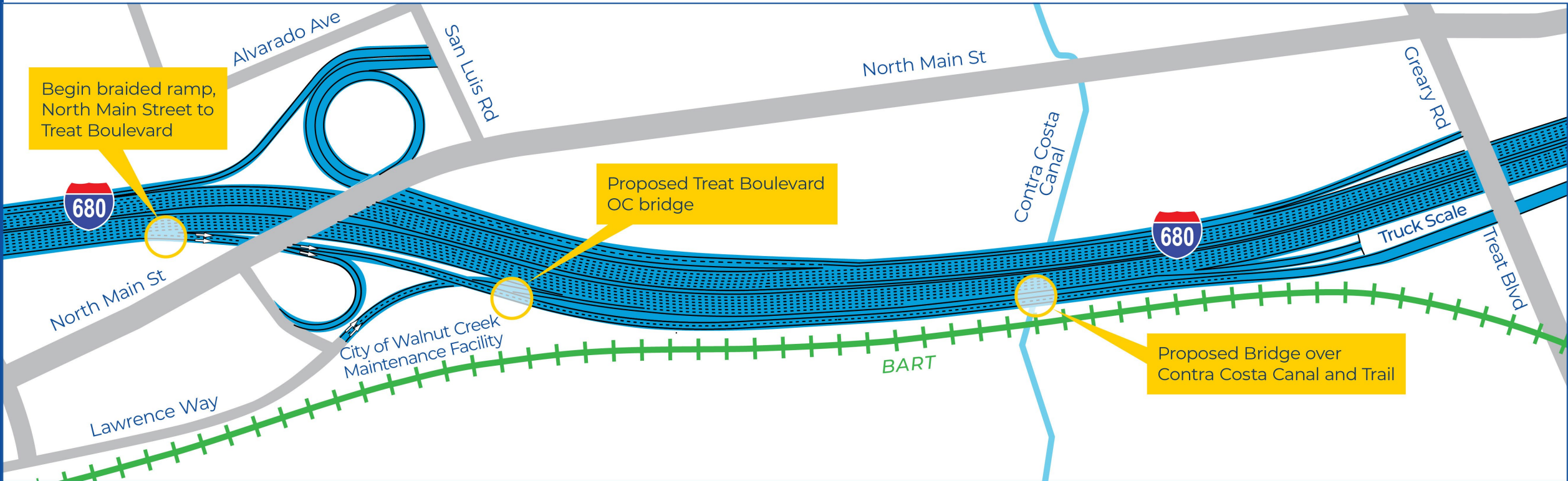
# Innovate 680 | Express Lane Completion Project **Existing Condition**





# Innovate 680 | Express Lane Completion Project Alternative 1C





# Innovate 680 | Express Lane Completion Project

## Alternative 2 — Reduce the Gap plus Braided Ramps





# Innovate 680 | Express Lane Completion Project

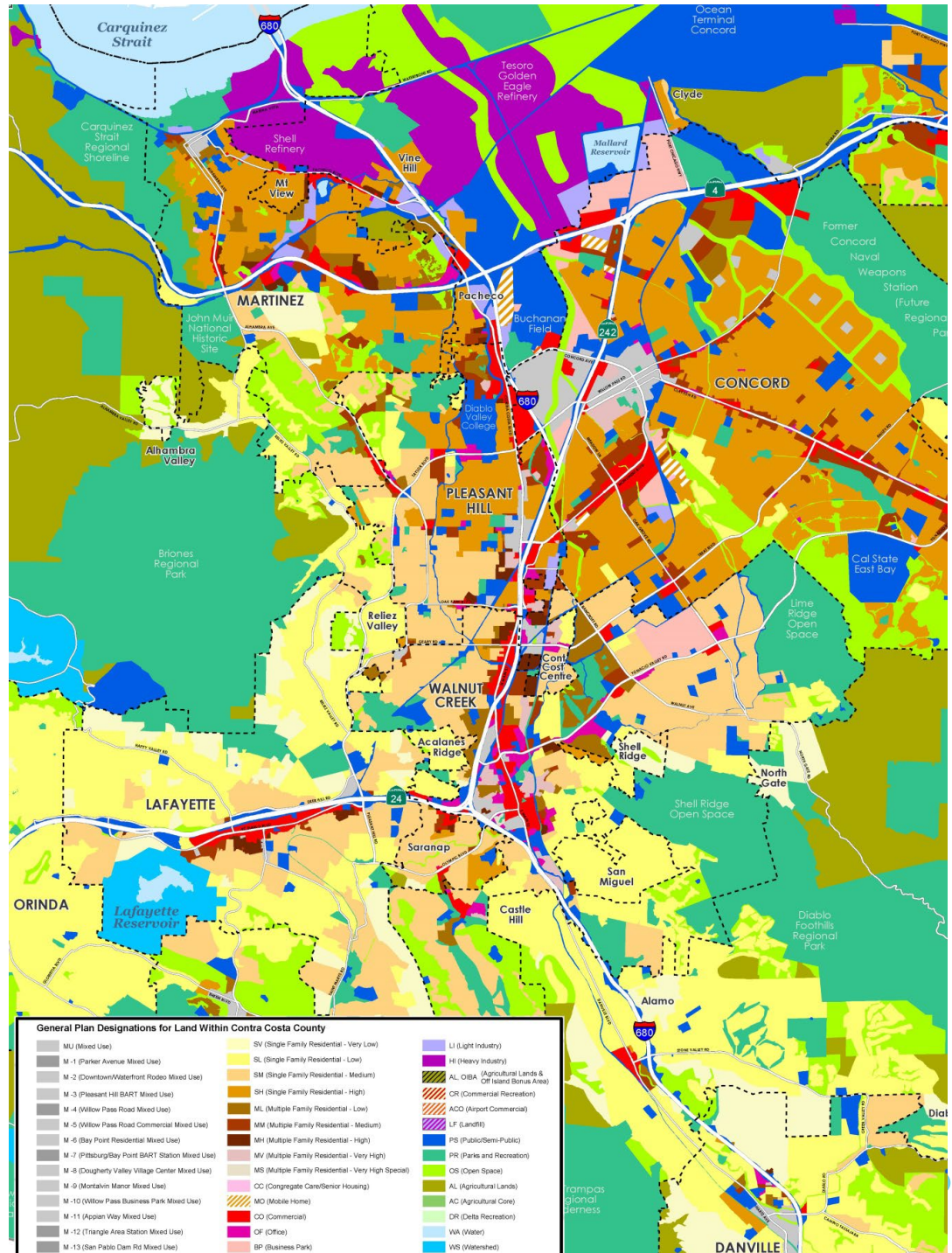
## **Alternative 3** — Close the Gap with Realignment plus Braided Ramps



# Land Uses

The project location and adjacent study area land uses are predominately:

- Commercial and Retail
- Residential
- Industrial
- Research and Development
- Open Space/Recreation



**General Plan Designations for Land Within Contra Costa County**

MU (Mixed Use)	SV (Single Family Residential - Very Low)	LI (Light Industry)
M-1 (Parker Avenue Mixed Use)	SL (Single Family Residential - Low)	HI (Heavy Industry)
M-2 (Downtown/Waterfront Road Mixed Use)	SM (Single Family Residential - Medium)	AL OIBA (Agricultural Lands & Off-Inland Bona Area)
M-3 (Pleasant Hill BART Mixed Use)	SH (Single Family Residential - High)	CR (Commercial Recreation)
M-4 (Willow Pass Road Mixed Use)	ML (Multiple Family Residential - Low)	ACO (Airport Commercial)
M-5 (Willow Pass Road Commercial Mixed Use)	MM (Multiple Family Residential - Medium)	LF (Landfill)
M-6 (Bay Point Residential Mixed Use)	MH (Multiple Family Residential - High)	PS (Public/Semi-Public)
M-7 (Pittsburg/Bart Part BART Station Mixed Use)	MV (Multiple Family Residential - Very High)	PR (Parks and Recreation)
M-8 (Dougherty Valley Village Center Mixed Use)	MS (Multiple Family Residential - Very High Special)	OS (Open Space)
M-9 (Montalvin Manor Mixed Use)	CC (Congregate Care/Senior Housing)	AL (Agricultural Lands)
M-10 (Willow Pass Business Park Mixed Use)	MH (Mobile Home)	AC (Agricultural Core)
M-11 (Appian Way Mixed Use)	CO (Commercial)	DR (Delta Recreation)
M-12 (Triangle Area Station Mixed Use)	CF (Office)	WA (Water)
M-13 (San Pablo Dam Rd Mixed Use)	BP (Business Park)	WS (Watershed)

# Opening Year 2027 AADT Summary @ I-680 North of Oak Park

Alternative	Total AADT	Truck AADT*	% Truck AADT Change**
No Build	156,623	6,108	
Alternative 1c	167,534	5,594	-9.2
Alternative 2	167,679	5,645	-8.2
Alternative 3	168,146	5,611	-8.8

Source: Kittleson & Associates Traffic Forecast, 2022  
\*Based on GP lanes forecast  
\*\*Based on Total AADT volumes (GP and EL volumes)





# Design Year 2047 AADT Summary

## @ I-680 North of Oak Park

Alternative	Total AADT	Truck AADT*	% Truck AADT Change**
No Build	164,653	6,421	
Alternative 1c	177,607	5,971	-7.5
Alternative 2	177,447	5,968	-7.6
Alternative 3	178,456	6,010	-6.8

Source: Kittleson & Associates Traffic Forecast, 2022  
\*Based on GP lanes forecast  
\*\*Based on Total AADT volumes (GP and EL volumes)



# Design Year 2047 Vehicle Hours of Delay

	No Build	Alt 1C	Alt 2	Alt 3
VHT (hr.)	45,738	44,280	41,329	45,296
Total delay (hr.)	27,324	25,390	22,226	26,136
Avg delay (sec/veh)	502	468	407	484

Source: DKS Associates I-680 NB Express Lanes VISSIM Operations Analysis, 2022



# Not a Project of Air Quality Concern

- Diesel vehicles (trucks) currently represent between 5.5% and 3.2% of the AADT on I-680, based on Caltrans 2020 Traffic Census Data. Truck percentages on NB I-680 are anticipated to be between 6.4% and 4% in the future years (2027, 2047, and 2050).
- Interchanges and/or intersections will not be significantly altered by the project, nor do they serve a significant number of diesel trucks.
- The project would not change land uses along the corridor. Thus, the project would not increase diesel traffic.



# Questions





THANK YOU



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

**Project Title: US 101 / Tamalpais Drive Overcrossing Project**

**Project Summary for Air Quality Conformity Task Force Meeting: March 24, 2022**

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### **Description**

The project proposes to construct ADA compliant infrastructure for pedestrians and bicyclists, new sidewalks, and intersections, roadside safety improvements and bus bypass improvements at Tamalpais Drive Overcrossing (OC) and US 101 in MRN county. The project will also construct a cable restrainer with concrete seat extensions at Abutment 1, Bent 2 and Abutment 10; replace access doors at closure wall; repair spalled surface areas on the bridge deck soffit; clean the deck drains, and remove all ivy growing on the concrete surface of the structure.

### **Background**

- The project is currently listed in the Group TIP (VAR170010).
- This project is processed under NEPA as a Categorical Exclusion Section 326, and NEPA document CE.
- Seeking air quality conformity determination on or before March 24, 2022.

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

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

- Not a new or expanded highway project
- Proposed project would have no effect on mainline AADT or truck traffic volumes

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

- The proposed project will not cause an increase in the percentage of diesel vehicles at the intersections in the project area.

*(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 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).

RTIP ID# 17-10-0025

TIP ID# VAR170010

**Air Quality Conformity Task Force Consideration Date**

March 24, 2022

**Project Description**

The project proposes to construct ADA compliant infrastructure for pedestrians and bicyclists, new sidewalks, and intersections, roadside safety improvements and bus bypass improvements at Tamalpais Drive Overcrossing (OC) and US 101 in City of Corte Madera, MRN county at PM 7.4. The project will also replace the existing bridge cable restrainers with concrete seat extensions at Abutment 1, Bent 2 and Abutment 10; replace access doors at closure wall; repair spalled surface areas on the bridge deck soffit; clean the deck drains, and remove all ivy growing on the concrete surface of the structure.

**No Build Alternative**

This alternative maintains the existing conditions.

**Build Alternatives**

There are 6 Build Alternatives.

Alternative 2A:

- Remove the two existing pedestrian spiral walkway ramps and construct two new pedestrian loop ramps with stairways.
- Construct a new pedestrian sidewalk along SB US 101 off-ramp from the intersection at the Tamalpais OC to the existing bus station at the bus bypass.
- At the NB US 101 on-ramp intersection this option will include intersection modification, ramp widening, and an addition of a sign-controlled bus only ramp.
- The existing bus bypass on NB 101 off-ramp will be removed.

Alternative 2B:

- Remove the two existing pedestrian spiral walkway ramps and construct two new pedestrian loop ramps with stairways.
- Construct a new pedestrian sidewalk along SB US 101 off-ramp from the intersection at the Tamalpais Drive OC to the existing bus station at the bus bypass.
- The existing NB US 101 diagonal on-ramp will be realigned to be controlled at a new signalized intersection at Tamalpais Drive OC. The realigned NB on-ramp will include a new bus stop and bus pullout.
- The existing bus bypass at the NB US 101 off-ramp will be removed.

Alternative 3A:

- Remove the two existing pedestrian spiral walkway ramps and construct two new pedestrian ramps.
- Bridge widening and a new pedestrian/bike sidewalk at the SW intersection on Tamalpais Drive to Casa Buena Drive.
- Work at the SB US 101 off-ramp intersection includes ramp widening for a new bus stop and bus pullout.
- Reconfigure the NB and SB US 101 on-ramps to include signalized intersections.
- The NB on-ramp will be widened for a new bus bypass/stop.
- The SB US 101 loop on-ramp and connected bus bypass/stop will be removed
- The NB US 101 off-ramp bus bypass will also be removed.

Alternative 3B:

- Remove the two existing pedestrian spiral walkway ramps and construct a new pedestrian overcrossing for bicyclists and pedestrians.
- Bridge widening and a new pedestrian/bike sidewalk at the SW quadrant of the intersection on Tamalpais Drive to Casa Buena Drive.
- Work at the SB US 101 off-ramp intersection includes ramp widening for a new bus stop and bus pullout.
- Reconfigure the NB and SB US 101 on-ramps to include signalized intersections.
- The NB on-ramp will be widened for a new bus bypass/stop.
- Also, the SB 101 loop on-ramp and connected bus bypass/stop will be removed.
- The NB US 101 off-ramp bus bypass/stop will also be removed.

Alternative 4A:

- Remove the two existing pedestrian spiral walkway ramps and construct two new pedestrian ramps.
- Bridge widening and a new pedestrian/bike sidewalk at the SW intersection on Tamalpais Drive to Casa Buena Drive.
- Work at the SB US 101 off-ramp intersection includes ramp widening for a new bus stop and bus pullout. This option will reconfigure the NB and SB US 101 on-ramps to include signalized intersections.
- The NB on-ramp will be widened for a new bus bypass/stop.
- The NB and SB US 101 loop on-ramps and associated bus bypasses/stops will be removed.

Alternative 4B:

- Remove the two existing pedestrian spiral walkway ramps and construct two new pedestrian ramps.
- Bridge widening and a new pedestrian/bike sidewalk at the SW intersection on Tamalpais Drive to Casa Buena Drive.
- Work at the SB US 101 off-ramp intersection includes ramp widening for a new bus stop and bus pullout. This option will reconfigure the NB and SB 101 on-ramps, and NB and SB 101 loop ramps to signalized intersections.
- All existing bus bypasses/stops will be removed with this option.

**Type of Project:**

Interchange Reconfiguration project.

**County:**  
MRN

**Caltrans Projects – EA#** 0K530  
04-MRN-101-PM 7.4

**Lead Agency:** Caltrans

**Contact Person**  
Shilpa Mareddy

**Phone#**  
510-418-1794

**Fax#**

**Email**  
Shilpa.Mareddy@dot.ca.gov

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

<b>X</b>	<i>Categorical Exclusion (NEPA)</i>	<b>EA or Draft EIS</b>	<b>FONSI or Final EI</b>	<b>PS&amp;E or Construction</b>	<i>Other</i>
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**Scheduled Date of Federal Action:**



<b>NEPA Delegation – Project Type</b> (check appropriate box)		
	X	<b>Section 326 – Categorical Exclusion</b>
		<b>Section 327 – Non- Categorical Exclusion</b>

<b>Current Programming Dates</b> (as appropriate)				
	<b>PE/ENVIRONMENTAL</b>	<b>ENGINEERING</b>	<b>ROW</b>	<b>CONSTRUCTION</b>
<b>Start</b>	June 2021	January 2023	January 2023	July 2024
<b>End</b>	December 2022	June 2024	June 2024	July 2026

**Project Purpose and Need (Summary):**

The purpose of this project is:

1. To address current seismic structural deficiencies, improve the structure’s resistance to seismic events and reduce the potential for failure of Tamalpais Drive OC.
2. To upgrade pedestrian infrastructure within the state right of way, bring the State pedestrian infrastructure to current Americans with Disabilities Act standards, and improve safety, access, and connectivity across Tamalpais Drive OC.

The Project is needed because current pedestrian infrastructure within the Project limits, including sidewalks and curb ramps, is not ADA compliant for pedestrian access across Tamalpais Drive OC, requiring upgrade or reconstruction as mandated by the ADA. Additionally, the Project is needed because Tamalpais Drive OC is at an unknown risk for failure because the existing system cannot be fully inspected, noted in the Bridge Inspection Report for bridge No. 27-0072 (Tamalpais Drive OC), dated May 2016. The Bridge Inspection Report recommended that the restrainer cables in the slab portion of the bridge should be reconstructed with a new system that can be fully inspected during routine investigations.

**Surrounding Land Use/Traffic Generators**

The project is located in heavily developed commercial area. The Tamalpais interchange connects the freeway to 2 large shopping centers, The Village of Corte Madera and Town Center Corte Madera, numerous other businesses and hundreds of residences in surrounding neighborhoods.

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

The Average Annual Daily Traffic (AADT) were provided by Caltrans Traffic Forecasting for year 2022, 2027, 2047 and 2050. Four analysis years were evaluated:

- Year 2022 represents the existing conditions
- Year 2026 represents the possible opening year of the project.
- Year 2046 represents the design year for the project.
- Year 2050 represents the planning horizon 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 / Baseline Year (2022)		
	AADT	TRUCKS	
		%	#
US 101	134,001	2.4%	3,216
Tamalpais OC	33,007	2.0%	661

Roadway Segment	Opening Year Build/No-Build (2026)		
	AADT	TRUCKS	
		%	#
US 101	136,701	2.4%	3,281
Tamalpais OC	33,673	2.0%	674

**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	Design Year Build/No-Build (2046)		
	AADT	TRUCKS	
		%	#
US 101	151,041	2.4%	3,625
Tamalpais OC	37,204	2.0%	745

Roadway Segment	Horizon Year Build/No-Build (2050)		
	AADT	TRUCKS	
		%	#
US 101	154,085	2.4%	3,698
Tamalpais OC	37,954	2.0%	760

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

Roadway Segment	Existing / Baseline Year (2022)		
	AADT	TRUCKS	
		%	#
NB Off to Tamalpais Dr.	5704	2.0%	114
SB On from Tamalpais Dr.	13165	2.0%	263
NB On from Tamalpais Dr.	5163	2.0%	103
SB On from WB Tamalpais Dr.	8149	2.0%	163
SB Off to Tamalpais Dr.	12854	2.0%	257
NB On from WB Tamalpais Dr.	7401	2.0%	148

Roadway Segment	Opening Year (2026)												
	AADT							Truck %	Truck AADT				
	No-Build	Alt. 2A	Alt. 2B	Alt. 3A/3B	Alt. 4A	Alt. 4B	No-Build		Alt. 2A	Alt. 2B	Alt. 3A/3B	Alt. 4A	Alt. 4B
SB ON FR TAMALPAIS DR.	5819	5819	5819	10631	10631	5939	2.0%	116	116	116	213	213	119
SB OFF TO TAMALPAIS DR.	13430	13430	13430	13566	13566	13566	2.0%	269	269	269	271	271	271
SB ON FR WB TAMALPAIS DR.	5267	5267	5267	-	-	5186	2.0%	105	105	105	-	-	104
NB ON FR TAMALPAIS DR.	8313	8313	8313	8313	-	8723	2.0%	166	166	166	166	-	174
NB OFF TO TAMALPAIS DR.	13113	13247	13247	13247	13247	13247	2.0%	262	265	265	265	265	265
NB ON FR WB TAMALPAIS DR.	7550	7687	7793	7793	14708	7793	2.0%	151	154	156	156	294	156

Note:  
- In Alternative 3A/3B and 4A, SB on ramp from WB Tamalpais Dr. is removed and the traffic diverted to the other SB on ramp which is being widened. In Alternative 4A, NB on ramp from WB Tamalpais Dr. is removed and the traffic diverted to the other NB on ramp which is being widened.

**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**

Roadway Segment	Design Year (2046)													
	AADT							Truck %	Truck AADT					
	No-Build	Alt. 2A	Alt. 2B	Alt. 3A/3B	Alt. 4A	Alt. 4B	No-Build		Alt. 2A	Alt. 2B	Alt. 3A/3B	Alt. 4A	Alt. 4B	
SB ON FR TAMALPAIS DR.	6430	6430	6430	11746	11746	6561	2.0%	129	129	129	235	235	131	
SB OFF TO TAMALPAIS DR.	14839	14839	14839	14989	14989	14989	2.0%	297	297	297	300	300	300	
SB ON FR WB TAMALPAIS DR.	5819	5819	5819	-	-	5730	2.0%	116	116	116	-	-	115	
NB ON FR TAMALPAIS DR.	9185	9185	9185	9185	-	9638	2.0%	184	184	184	184	-	193	
NB OFF TO TAMALPAIS DR.	14488	14637	14637	14637	14637	14637	2.0%	290	293	293	293	293	293	
NB ON FR WB TAMALPAIS DR.	8342	8494	8611	8611	16250	8611	2.0%	167	170	172	172	325	172	

Roadway Segment	Horizon Year (2050)													
	AADT							Truck %	Truck AADT					
	No-Build	Alt. 2A	Alt. 2B	Alt. 3A/3B	Alt. 4A	Alt. 4B	No-Build		Alt. 2A	Alt. 2B	Alt. 3A/3B	Alt. 4A	Alt. 4B	
SB ON FR TAMALPAIS DR.	6559	6559	6559	11983	11983	6694	2.0%	131	131	131	240	240	134	
SB OFF TO TAMALPAIS DR.	15138	15138	15138	15291	15291	15291	2.0%	303	303	303	306	306	306	
SB ON FR WB TAMALPAIS DR.	5936	5936	5936	-	-	5846	2.0%	119	119	119	-	-	117	
NB ON FR TAMALPAIS DR.	9370	9370	9370	9370	-	9832	2.0%	187	187	187	187	-	197	
NB OFF TO TAMALPAIS DR.	14780	14932	14932	14932	14932	14932	2.0%	296	299	299	299	299	299	
NB ON FR WB TAMALPAIS DR.	8510	8665	8784	8784	16578	8784	2.0%	170	173	176	176	332	176	

**Note:**

- In Alternative 3A/3B and 4A, SB on ramp from WB Tamalpais Dr. is removed and the traffic diverted to the other SB on ramp which is being widened. In Alternative 4A, NB on ramp from WB Tamalpais Dr. is removed and the traffic diverted to the other NB on ramp which is being widened.

**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. There is no change in traffic volumes along freeway mainline and Tamalpais Drive OC between the No-Build and Build Alternatives and there are no major changes in traffic volumes along the ramps between the No-Build and Build Alternatives.

The project is proposed to address current seismic deficiencies, upgrade pedestrian infrastructure to current ADA standards and improve safety, access and connectivity across Tamalpais Drive OC.

**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 is not a new or expanded highway project and it will not add additional lanes to the mainline nor change the percentages of trucks in the project study area. 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. Therefore, the proposed project would not result in 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)).

*The traffic data for the project shows the percentage of diesel vehicles at the intersection will remain same with or without 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 – Alternatives

# ATTACHMENT A

## Project Location



## ATTACHMENT B

### Alternative 2A



SHEET NO.	COUNTY	ROUTE	POST MILE TOTAL	SHEET TOTAL
04	SN	101	1.37	2

REVISIONS	DATE	BY

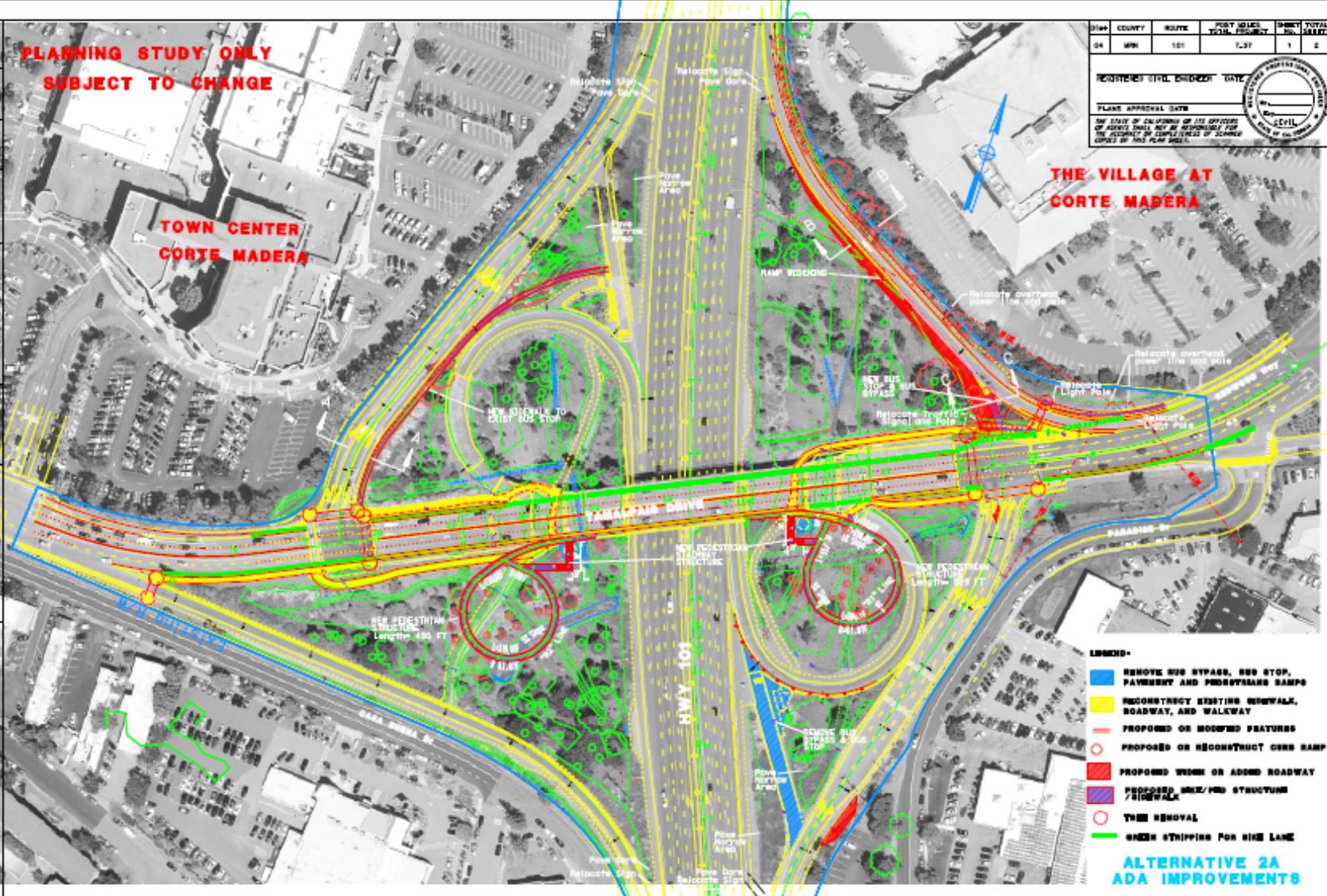
  

PLANNING STUDY ONLY	DATE
SUBJECT TO CHANGE	

**PLANNING STUDY ONLY  
SUBJECT TO CHANGE**

**TOWN CENTER  
CORTE MADERA**

**THE VILLAGE AT  
CORTE MADERA**



- LEGEND-**
- REMOVE BUS BYPASS, BUS STOP, PAVEMENT AND PROTRUSING RAMPS
  - RECONSTRUCT EXISTING SIDEWALK, ROADWAY, AND WALKWAY
  - PROPOSED OR MODIFIED FEATURES
  - PROPOSED OR RECONSTRUCT CURB RAMP
  - PROPOSED WALK OR ADDED ROADWAY
  - PROPOSED WALK/PSD STRUCTURE /SIDEWALK
  - TREE REMOVAL
  - GREEN STRIPING FOR BIKE LANE

**ALTERNATIVE 2A  
ADA IMPROVEMENTS**

SOURCE: LAST REVISION 7/2/2010

UPGRADE: 04/11/2010  
JOB FILE: 04/altern21advr.dgn

RELATIVE HORIZONTAL SCALE: 1" = 30' HORIZ

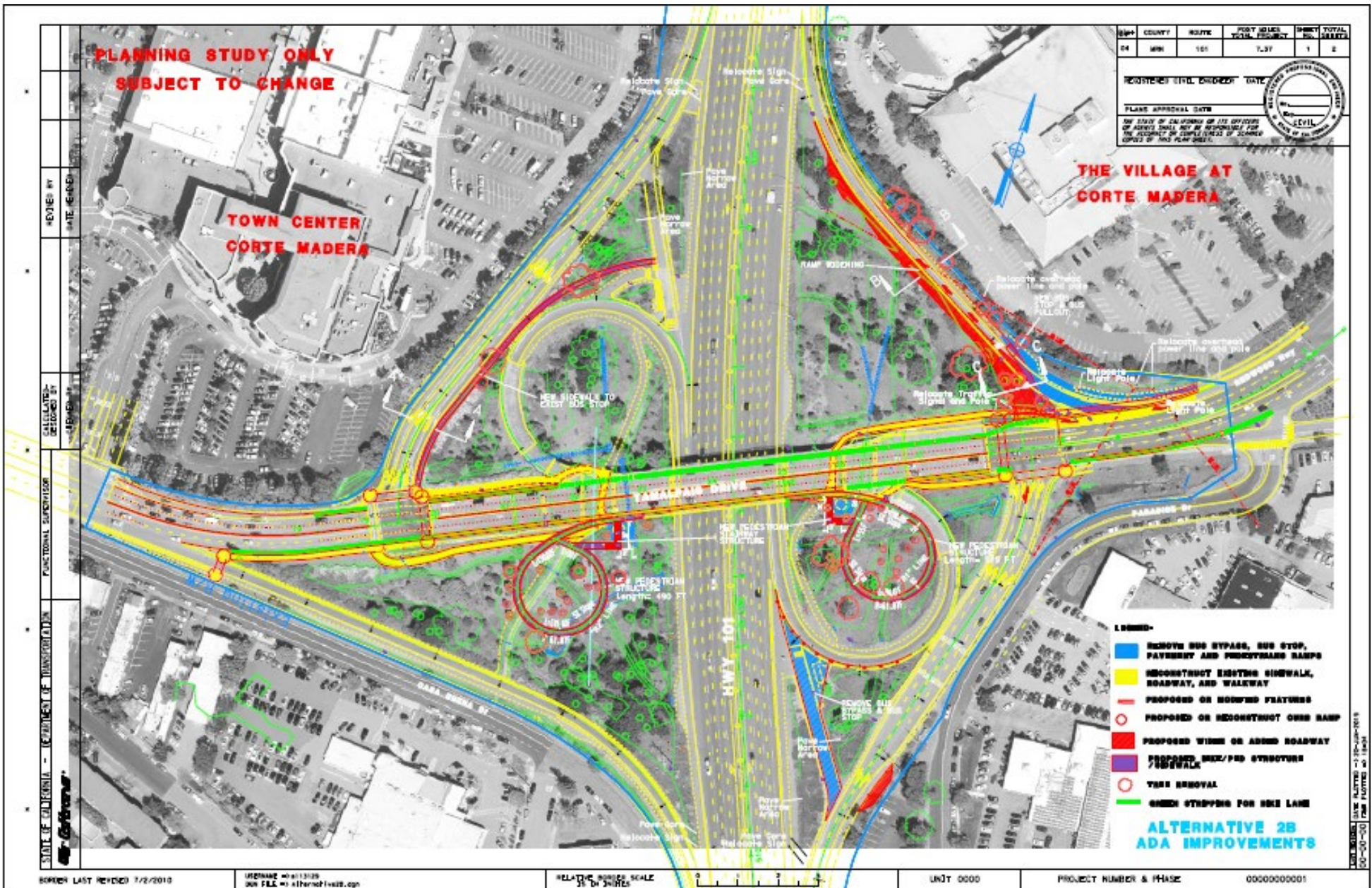
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PROJECT NUMBER & PHASE

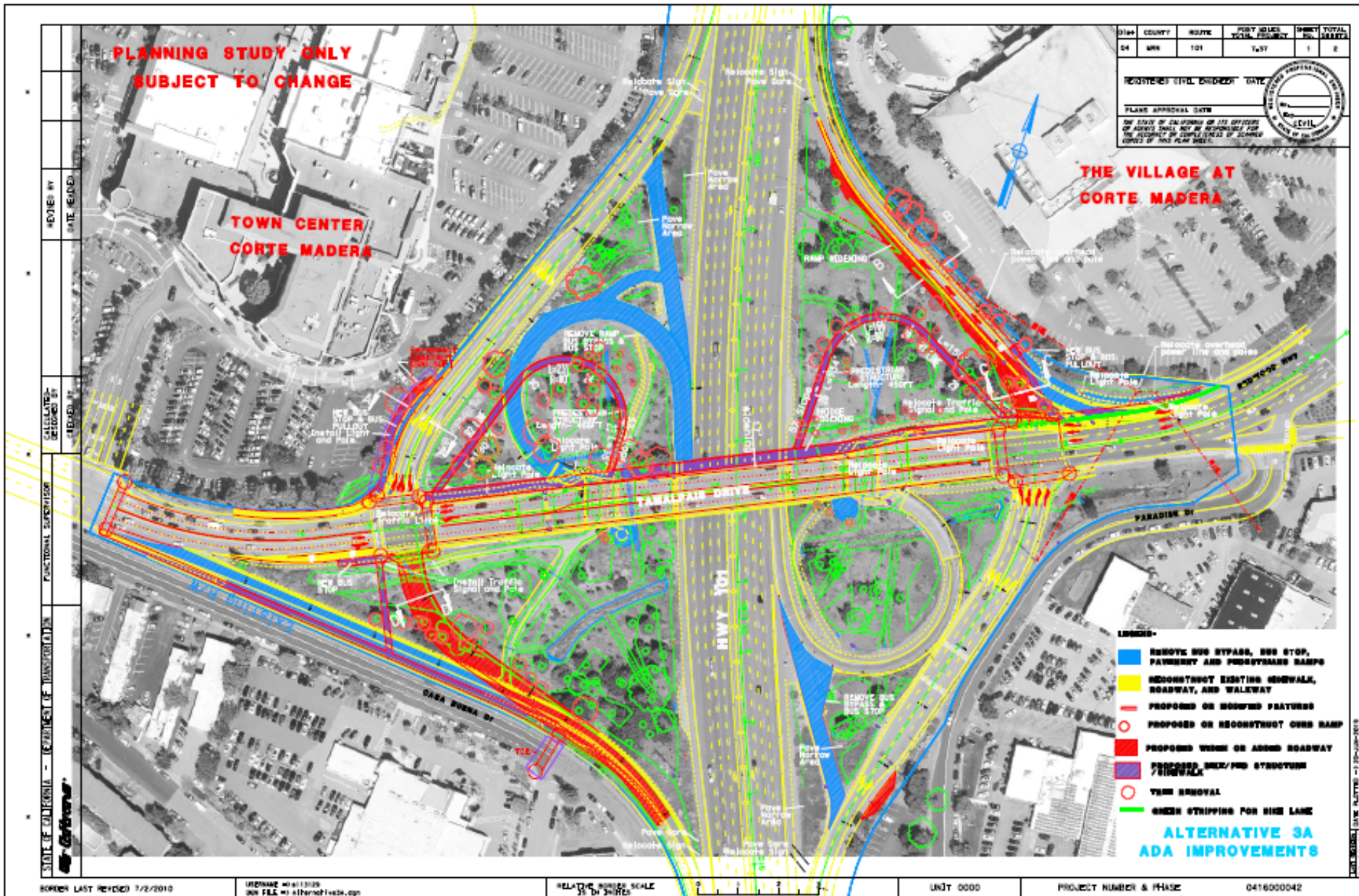
00000000001

**Alternative 2B**





Alternative 3A



Alternative 3B



**PLANNING STUDY ONLY  
SUBJECT TO CHANGE**

DIST.	COUNTY	ROUTE	POST MILE TOTAL LENGTH	SHEET NO.	TOTAL SHEETS
04	MEN	101	7.27	1	2

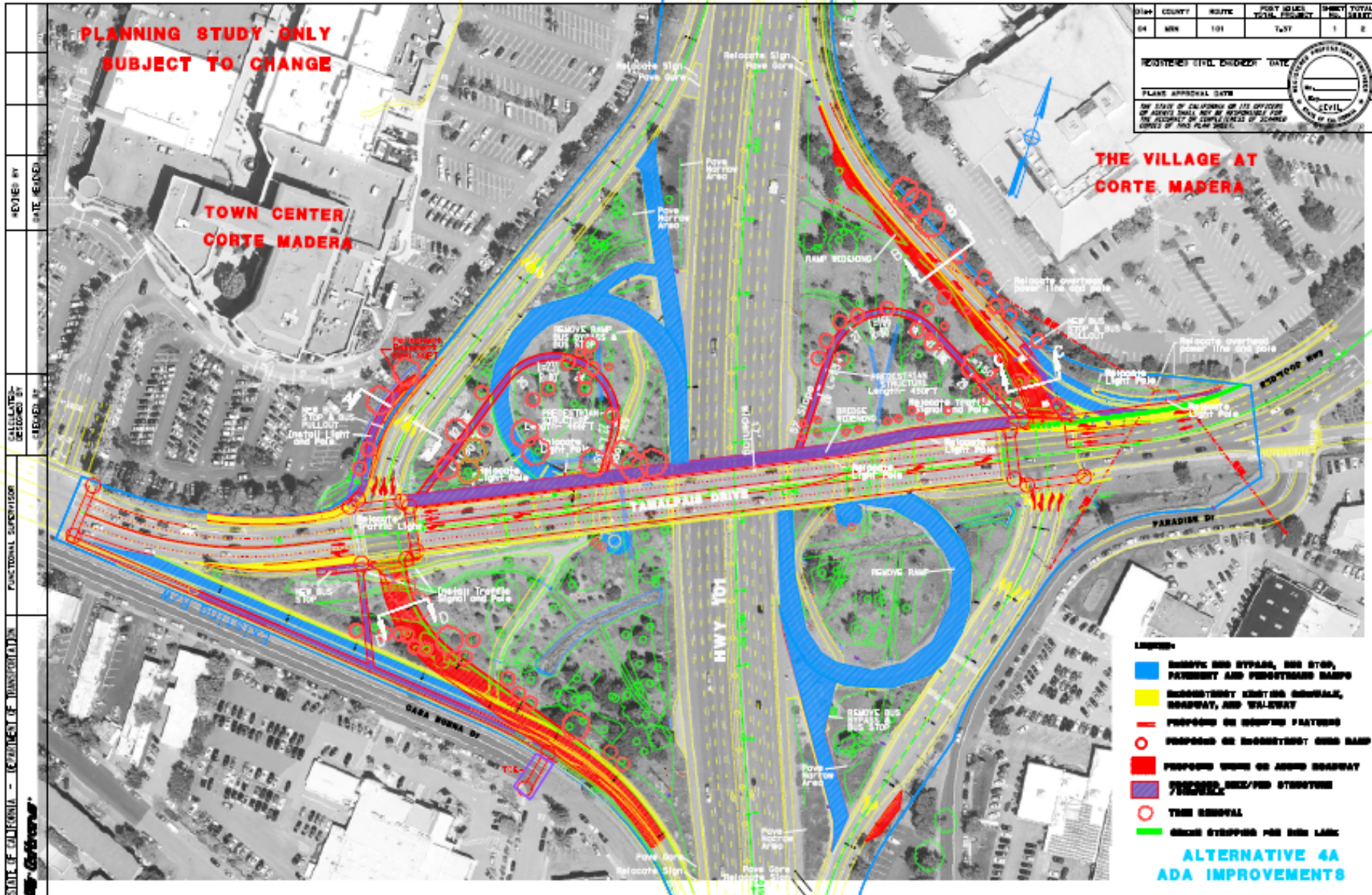
DESIGNED BY	DATE REVISION
CHECKED BY	DATE REVISION
APPROVED BY	DATE REVISION

PLANS APPROVAL DATE	BY
BY STUDY OF CALIFORNIA OF ITS OFFICES OF PUBLIC WORKS, MAY BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SOME PORTIONS OF THIS PLAN SHEET.	SEAL

**THE VILLAGE AT  
CORTE MADERA**

**TOWN CENTER  
CORTE MADERA**



- LEGEND**
- █ PROPOSED BUS STOP, BUS STOP, PARKING AND PICKUP/DROPOFF RAMP
  - █ PROPOSED EXISTING SIDEWALK, ROADWAY, AND WALKWAY
  - █ PROPOSED OR LOCATED FEATURES
  - PROPOSED OR EXISTING CURB RAMP
  - █ PROPOSED BIKES/PED STRUCTURE FEATURES
  - TREE REMOVAL
  - █ GREEN STOPPER FOR BUS LANE
- ALTERNATIVE 4A  
ADA IMPROVEMENTS**

**Alternative 4B**





# US 101 / Tamalpais Drive Overcrossing Project

**Air Quality Conformity Task Force Meeting on March 24, 2022**

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

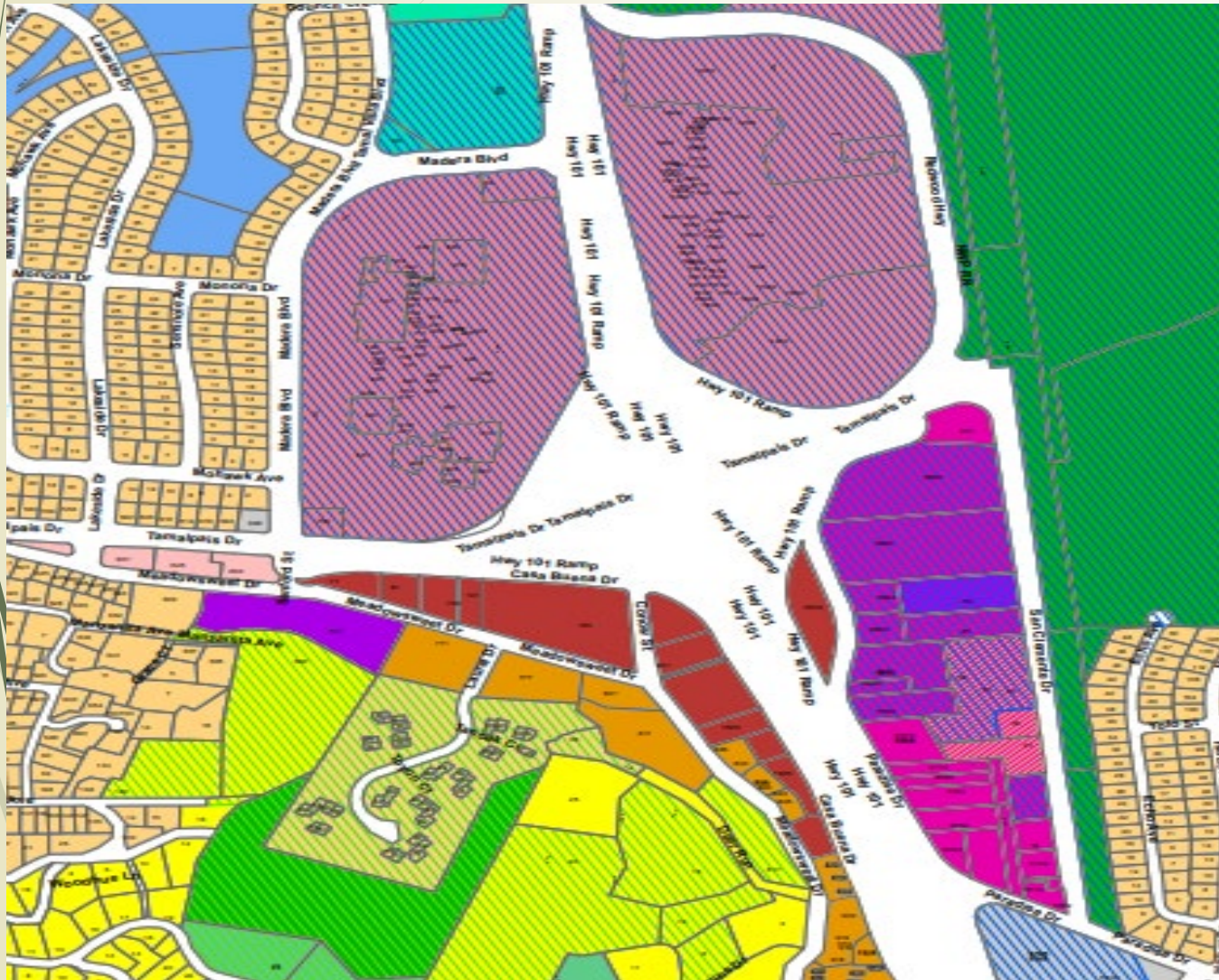
**CALIFORNIA DEPARTMENT OF TRANSPORTATION, DISTRICT 4**

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

# PROJECT LOCATION



# LAND USE



R-3	High-Density Residential
MX-1	Tamal Vista Mixed Use Corridor
R-1-A	Low-Density Residential
R-1-B	Very-Low-Density Residential
R-1-C	Open Residential
R-1	Medium-Density Residential
R-2	Low-Density Multiple-Dwelling
O	Professional and Administrative Office
C-1	Local Shopping
C-2	Regional Shopping
C-3	Highway Commercial
C-4	Commercial Service
P/SP	Public and Semi-Public Facilities
POS	Parks, Open Space, and Natural Habitat
FC	Flood Control and Drainage Facilities

Surrounding land use is mostly commercial establishments and residential.





# BACKGROUND

- ▶ The project is currently listed in the Group TIP (VAR170010).
- ▶ This project is processed under NEPA as a Categorical Exclusion Section 326, and NEPA document CE.

# PURPOSE AND NEED

**Purpose:** The purpose of this project is:

1. To address current seismic structural deficiencies, improve the structure's resistance to seismic events and reduce the potential for failure of Tamalpais Drive OC.
2. To upgrade pedestrian infrastructure within the state right of way, bring the State pedestrian infrastructure to current Americans with Disabilities Act standards, and improve safety, access, and connectivity across Tamalpais Drive OC.

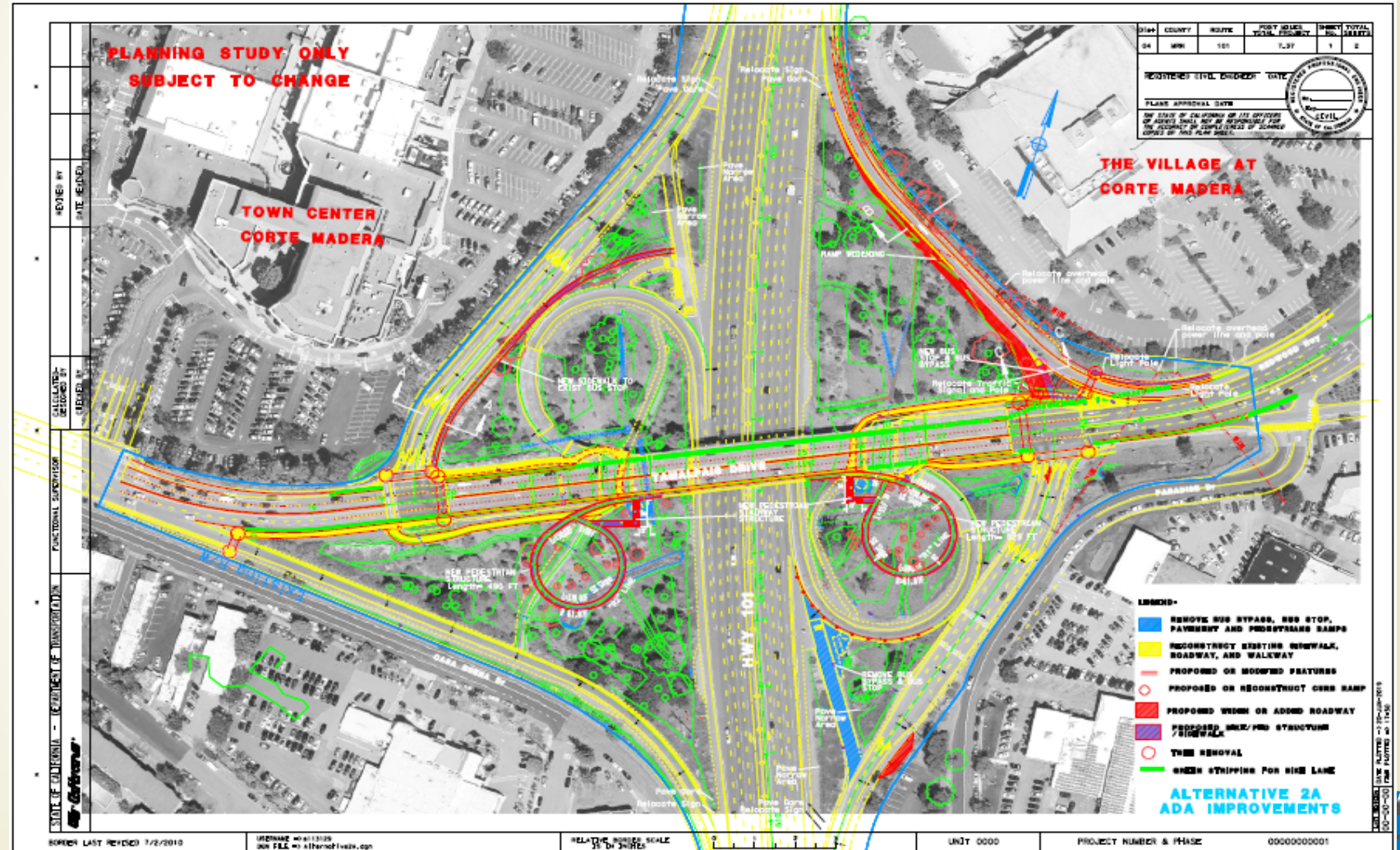
**Need:** The Project is needed because current pedestrian infrastructure within the Project limits, including sidewalks and curb ramps, is not ADA compliant for pedestrian access across Tamalpais Drive OC, requiring upgrade or reconstruction as mandated by the ADA. Additionally, the Project is needed because Tamalpais Drive OC is at an unknown risk for failure because the existing system cannot be fully inspected. The Bridge Inspection Report recommended that the restrainer cables in the slab portion of the bridge should be reconstructed with a new system that can be fully inspected during routine investigations.

# PROJECT DESCRIPTION

- ▶ The project proposes to:
  - ❖ Construct ADA compliant infrastructure for pedestrians and bicyclists, new sidewalks, and intersections, roadside safety improvements and bus bypass improvements.
  - ❖ The project will also replace the existing bridge cable restrainers with concrete seat extensions at Abutment 1, Bent 2 and Abutment 10; replace access doors at closure wall; repair spalled surface areas on the bridge deck soffit; clean the deck drains, and remove all ivy growing on the concrete surface of the structure.
  - ❖ There are six Build Alternatives.

# PROPOSED BUILD ALTERNATIVE 2A

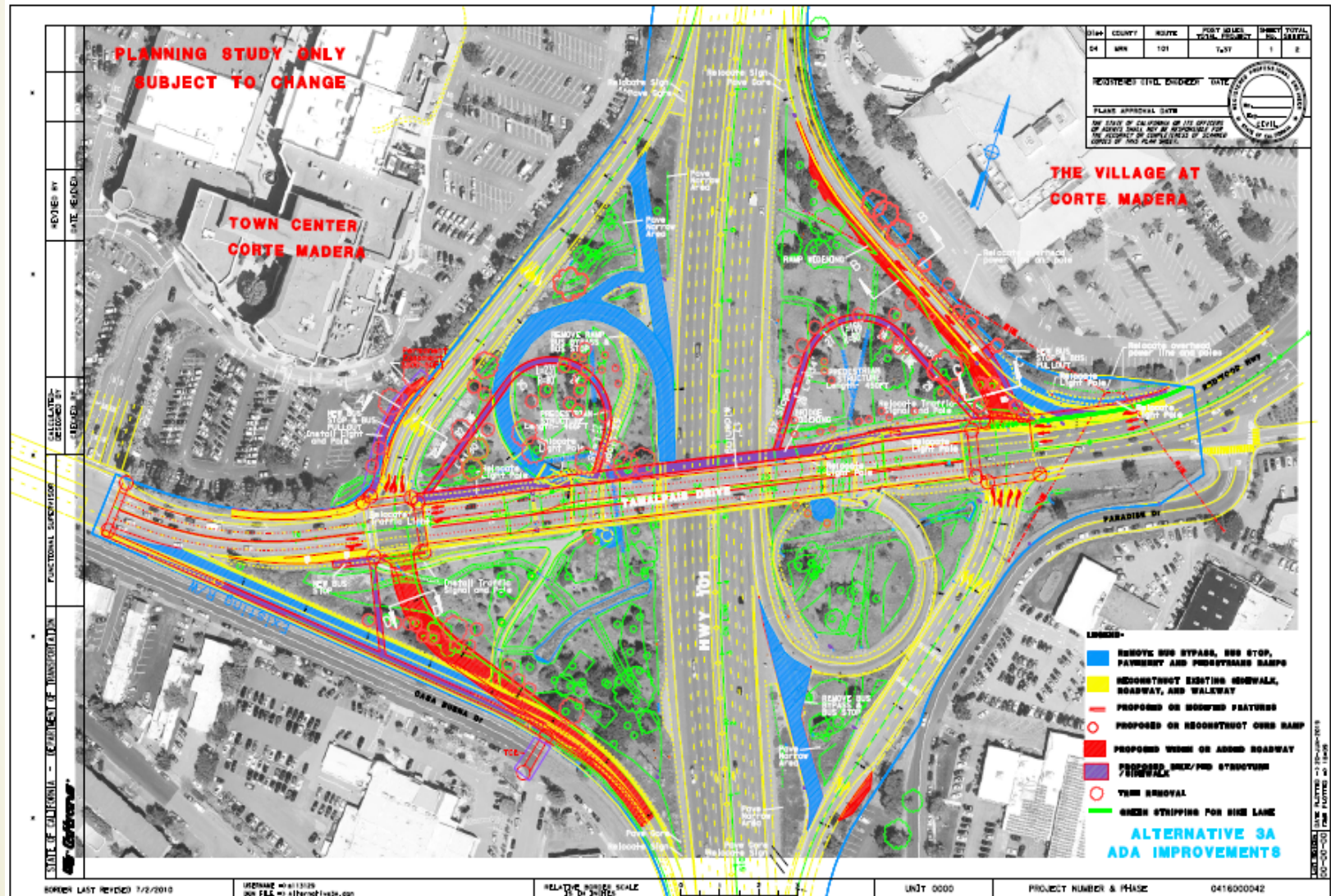
- ❖ Remove the 2 existing pedestrian spiral walkway ramps and construct 2 new pedestrian loop ramps with stairways.
- ❖ Construct a new pedestrian sidewalk along SB US 101 off-ramp from the intersection at the Tamalpais OC to the existing bus station at the bus bypass.
- ❖ At the NB US 101 on-ramp intersection this option will include intersection modification, ramp widening, and an addition of a sign-controlled bus only ramp.
- ❖ The existing bus bypass on NB 101 off-ramp will be removed.





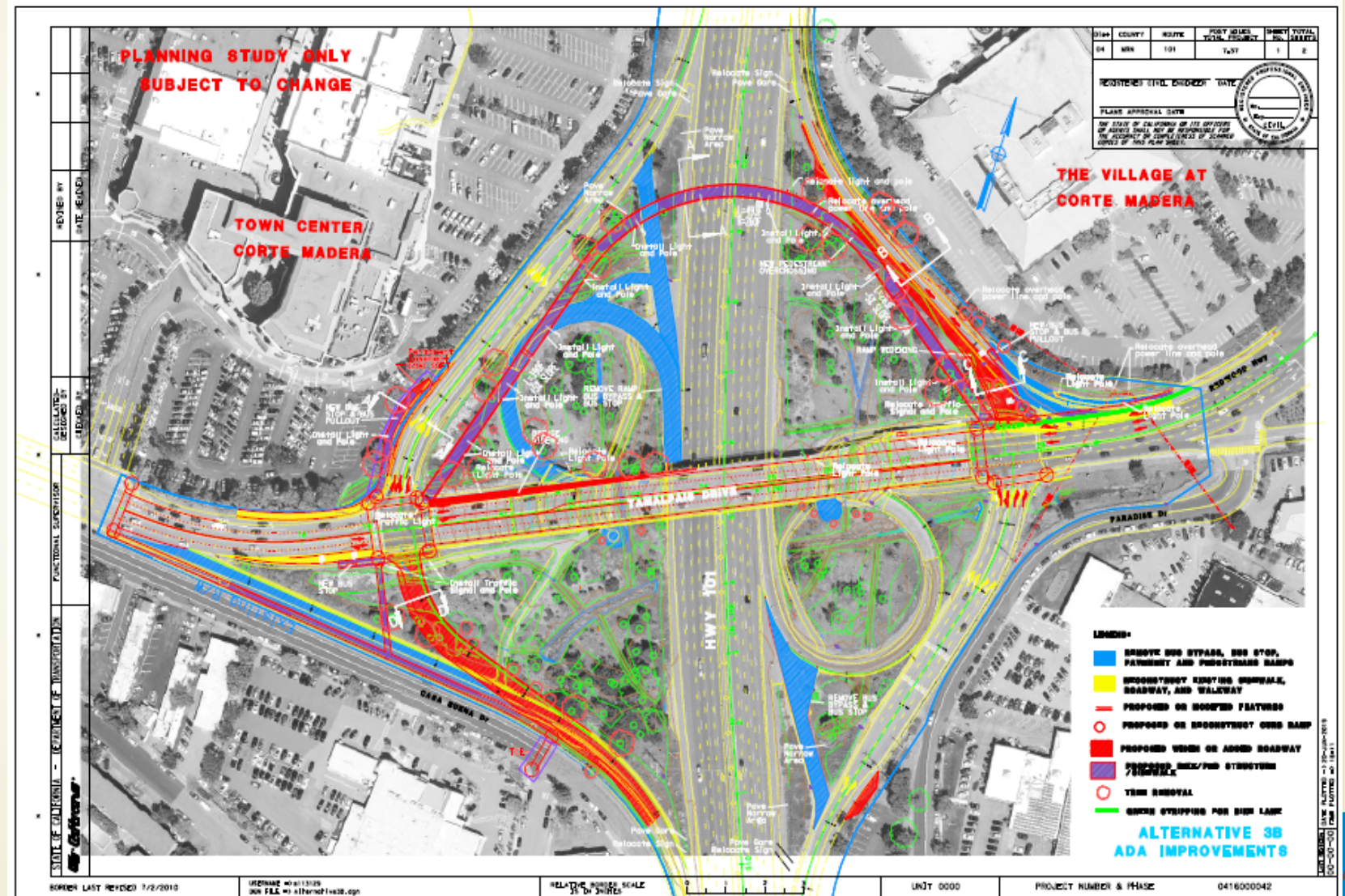
# PROPOSED BUILD ALTERNATIVE 3A

- ❖ Remove the two existing pedestrian spiral walkway ramps and construct two new pedestrian ramps.
- ❖ Bridge widening and a new pedestrian/bike sidewalk at the SW intersection on Tamalpais Drive to Casa Buena Drive.
- ❖ Work at the SB US 101 off-ramp intersection includes ramp widening for a new bus stop and bus pullout.
- ❖ Reconfigure the NB and SB US 101 on-ramps to include signalized intersections.
- ❖ The NB on-ramp will be widened for a new bus bypass/stop.
- ❖ The SB US 101 loop on-ramp and connected bus bypass/stop will be removed
- ❖ The NB US 101 off-ramp bus bypass will also be removed.



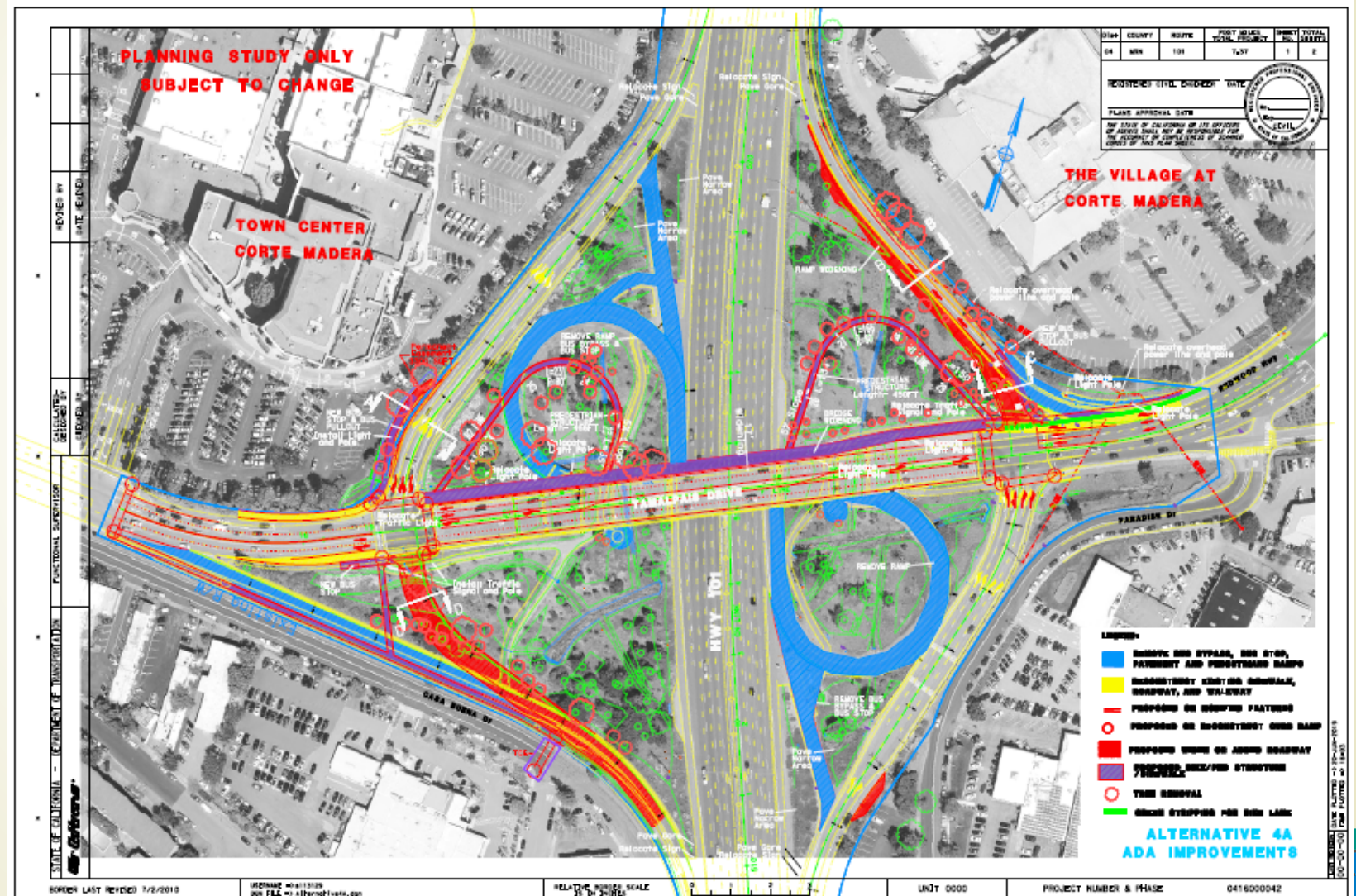
# PROPOSED BUILD ALTERNATIVE 3B

- ❖ Same as Alternative 3A except after removing the two existing pedestrian spiral walkway ramps a single new pedestrian overcrossing will be constructed for bicyclists and pedestrians.



# PROPOSED BUILD ALTERNATIVE 4A

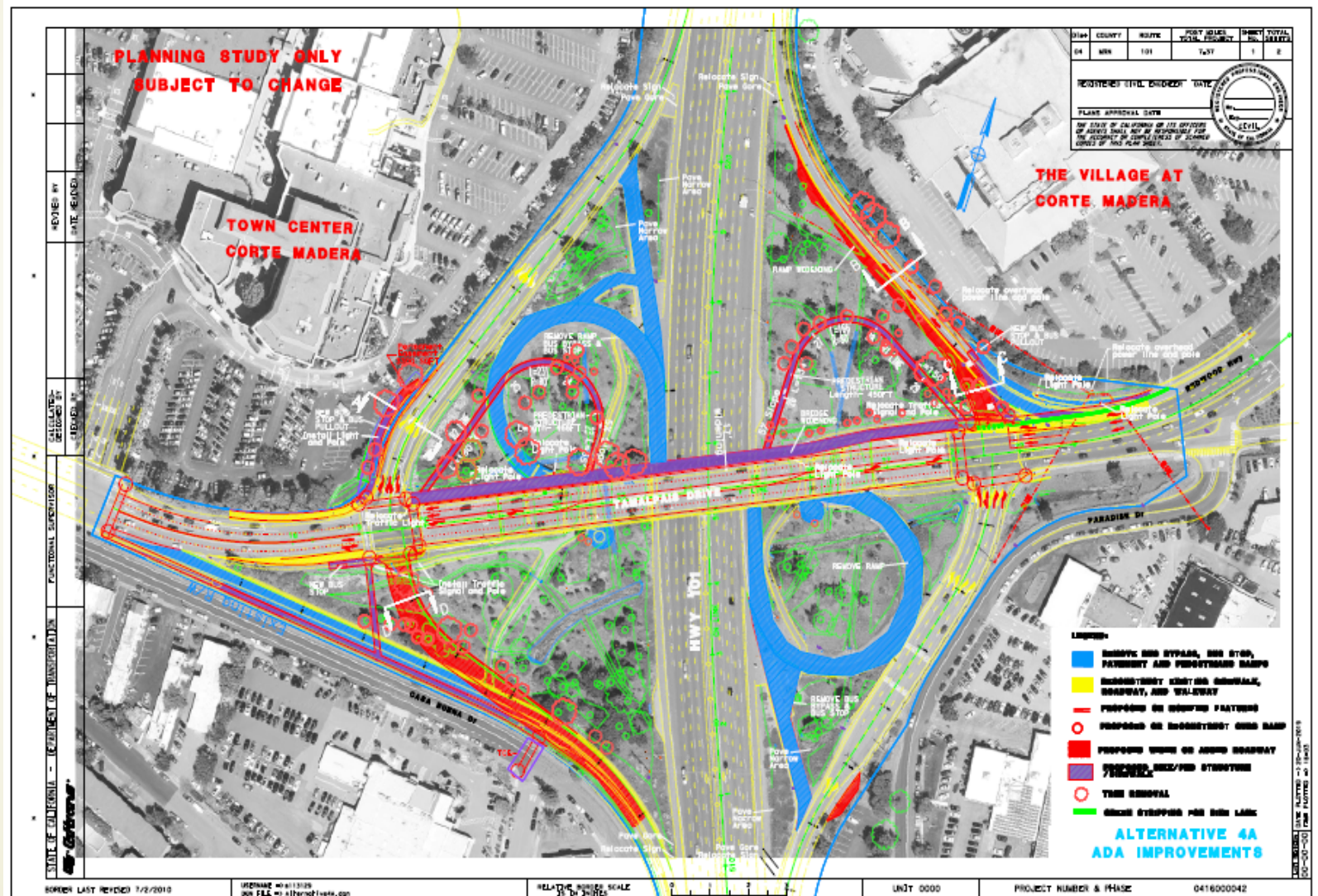
- ❖ Remove the 2 existing pedestrian spiral walkway ramps and construct two new pedestrian ramps.
- ❖ Bridge widening and a new pedestrian/bike sidewalk at the SW intersection on Tamalpais Drive to Casa Buena Drive.
- ❖ Work at the SB US 101 off-ramp intersection includes ramp widening for a new bus stop and bus pullout. This option will reconfigure the NB and SB US 101 on-ramps to include signalized intersections.
- ❖ The NB on-ramp will be widened for a new bus bypass/stop.
- ❖ The NB and SB US 101 loop on-ramps and associated bus bypasses/stops will be removed.





# PROPOSED BUILD ALTERNATIVE 4B

- ❖ Same as Alternative 4A except this option will reconfigure the NB and SB 101 on-ramps, and NB and SB 101 loop ramps to signalized intersections and all existing bus bypasses/stops will be removed with this option.



# SUMMARY OF FORECASTED AADT

Roadway Segment	Existing / Baseline Year (2022)			Opening Year Build/No-Build (2026)			Design Year Build/No-Build (2046)			Horizon Year Build/No-Build (2050)		
	AADT	TRUCKS		AADT	TRUCKS		AADT	TRUCKS		AADT	TRUCKS	
		%	#		%	#		%	#		%	#
US 101	134,001	2.40%	3,216	136,701	2.40%	3,281	151,041	2.40%	3,625	154,085	2.40%	3,698
Tamalpais Drive OC	33,007	2.00%	661	33,673	2.00%	674	37,204	2.00%	745	37,954	2.00%	760

# SUMMARY OF FORECASTED AADT (RAMPS)

Roadway Segment	Existing / Baseline Year (2022)			Opening Year (2026)												
	AADT	Truck %	Truck AADT	AADT						Truck %	Truck AADT					
				No-Build	Alt. 2A	Alt. 2B	Alt. 3A/3B	Alt. 4A	Alt. 4B		No-Build	Alt. 2A	Alt. 2B	Alt. 3A/3B	Alt. 4A	Alt. 4B
SB ON FR TAMALPAIS DR.	5704	2.0%	114	5819	5819	5819	10631	10631	5939	2.0%	116	116	116	213	213	119
SB OFF TO TAMALPAIS DR.	13165	2.0%	263	13430	13430	13430	13566	13566	13566	2.0%	269	269	269	271	271	271
SB ON FR WB TAMALPAIS DR.	5163	2.0%	103	5267	5267	5267	-	-	5186	2.0%	105	105	105	-	-	104
NB ON FR TAMALPAIS DR.	8149	2.0%	163	8313	8313	8313	8313	-	8723	2.0%	166	166	166	166	-	174
NB OFF TO TAMALPAIS DR.	12854	2.0%	257	13113	13247	13247	13247	13247	13247	2.0%	262	265	265	265	265	265
NB ON FR WB TAMALPAIS DR.	7401	2.0%	148	7550	7687	7793	7793	14708	7793	2.0%	151	154	156	156	294	156

# SUMMARY OF FORECASTED AADT (RAMPS)

Roadway Segment	Design Year (2046)												
	AADT							Truck %	Truck AADT				
	No-Build	Alt. 2A	Alt. 2B	Alt. 3A/3B	Alt. 4A	Alt. 4B	No-Build		Alt. 2A	Alt. 2B	Alt. 3A/3B	Alt. 4A	Alt. 4B
SB ON FR TAMALPAIS DR.	6430	6430	6430	11746	11746	6561	2.0%	129	129	129	235	235	131
SB OFF TO TAMALPAIS DR.	14839	14839	14839	14989	14989	14989	2.0%	297	297	297	300	300	300
SB ON FR WB TAMALPAIS DR.	5819	5819	5819	-	-	5730	2.0%	116	116	116	-	-	115
NB ON FR TAMALPAIS DR.	9185	9185	9185	9185	-	9638	2.0%	184	184	184	184	-	193
NB OFF TO TAMALPAIS DR.	14488	14637	14637	14637	14637	14637	2.0%	290	293	293	293	293	293
NB ON FR WB TAMALPAIS DR.	8342	8494	8611	8611	16250	8611	2.0%	167	170	172	172	325	172

Roadway Segment	Horizon Year (2050)												
	AADT							Truck %	Truck AADT				
	No-Build	Alt. 2A	Alt. 2B	Alt. 3A/3B	Alt. 4A	Alt. 4B	No-Build		Alt. 2A	Alt. 2B	Alt. 3A/3B	Alt. 4A	Alt. 4B
SB ON FR TAMALPAIS DR.	6559	6559	6559	11983	11983	6694	2.0%	131	131	131	240	240	134
SB OFF TO TAMALPAIS DR.	15138	15138	15138	15291	15291	15291	2.0%	303	303	303	306	306	306
SB ON FR WB TAMALPAIS DR.	5936	5936	5936	-	-	5846	2.0%	119	119	119	-	-	117
NB ON FR TAMALPAIS DR.	9370	9370	9370	9370	-	9832	2.0%	187	187	187	187	-	197
NB OFF TO TAMALPAIS DR.	14780	14932	14932	14932	14932	14932	2.0%	296	299	299	299	299	299
NB ON FR WB TAMALPAIS DR.	8510	8665	8784	8784	16578	8784	2.0%	170	173	176	176	332	176

# PROJECT SCHEDULE

Current Programming Dates	Preliminary Engineering/ Environmental	Engineering	Right of Way	Construction
<b>Start</b>	June 2021	January 2023	January 2023	July 2024
<b>End</b>	December 2022	June 2024	June 2024	July 2026

# CONCLUSIONS

- ▶ The project is proposed to address current seismic deficiencies, upgrade pedestrian infrastructure to current ADA standards and improve safety, access and connectivity across Tamalpais Drive OC.
- ▶ The project would not increase capacity or percentage of trucks in the area.
- ▶ This project should not be considered a project of air quality concern and, therefore, a PM2.5 hot-spot analysis for project-level conformity determination is not required.

## QUESTIONS?

RTIP ID# *(required)* 17-07-003

TIP ID# *(required)* SCL170017

**Air Quality Conformity Task Force Consideration Date:** March 24, 2022

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

After engaging with the community and performing various studies, the City decided to prioritize providing active transportation improvements closer to the schools. In March 2020 and January 2021, the City submitted a Request of Scope Change to the Metropolitan Transportation Commission (MTC), Caltrans and CTC to revise the scope to include improvements in the immediate vicinity of the two schools. The request was approved by CTC at its December 2020 and January 2021 meetings. The revised project will at various locations add bulbouts, create new bicycle lanes and bicycle boulevards. The project will enhance new bike lanes, add green bike lanes, create new bicycle lanes, routes, and boulevards. The project will also add high visibility crosswalks and install crosswalk warning systems at selected locations within the Sunnyvale Neighbors of Arbor Including La Linda (SNAIL) and San Miguel neighborhoods. Safe Routes to Schools (SRTS) improvements will be constructed for Columbia and San Miguel Elementary Schools. Please see attached Figure 1: Regional Map and Figure 2: Project Improvements Map.

The project locations and the proposed improvements include (the numbers below correspond with the improvements shown in Figure 2: Project Improvements Map):

1. At the intersection of Mathilda Avenue and San Aleso Avenue, construct curb extensions on the northeast and southeast corners facing San Aleso Avenue only.
2. At the intersection of Fair Oaks Avenue and Ahwanee Avenue, construct curb extension on the northeast corner.
3. At the intersection of Fair Oaks Drive and Caliente Drive, construct curb extensions on the northeast and southeast corners facing Caliente Drive only.
4. On Borregas Avenue between Maude Avenue and Ahwanee Avenue, upgrade the existing Class II Bicycle Lane on both sides of the road to Class IIB Buffered Bicycle Lane.
5. On Ahwanee Avenue between Fair Oaks Avenue and San Junipero Drive, implement Class III Bicycle Route improvements, including installation of sharrows and signage.
6. On San Junipero Drive between Ahwanee Avenue and Alvarado Avenue, implement Class IIIB Bicycle Boulevard improvements, including installation of curb extensions on the northeast and northwest corners of San Junipero Drive and Altamont Court, and install a speed feedback sign for southbound San Junipero Avenue, midblock between Alvarado Avenue and Ahwanee Avenue.
7. On Morse Avenue between Ahwanee Avenue and Maude Avenue, implement Class III Bicycle Route improvements, including installation of sharrows and signage.
8. At the intersection of Borregas Avenue and Ahwanee Avenue, install curb extensions at the southwest and southeast corners.
9. At the intersection of Borregas Avenue and Del Norte Avenue, install curb extensions on all four corners of the intersection and realign the existing crosswalks to meet the new curb extensions.
10. At the intersection of San Diego Avenue and Del Norte Avenue, install a curb ramp on the northwest

11. At the intersection of Morse Avenue and Glendale Avenue, install curb extensions at the northwest, northeast and southeast corners.
12. On Morse Avenue north of East Ferndale Avenue, install a speed feedback sign for northbound travelers.
13. At the intersection of Morse Avenue and East Ferndale Avenue, install a high visibility crosswalk on the east leg and advance yield markings on the north and south legs, and replace the existing crosswalk with a raised crosswalk on the north leg.
14. At the intersection of San Junipero Drive and Alvarado Avenue, replace the existing crosswalks with high visibility crosswalks on the north and east legs, install advance yield markings on east and west legs, install a stop or yield sign for southbound traffic based on warrant study findings performed during the design phase and install curb extensions on the northeast and northwest corners.
15. At the intersection of San Juan Drive and Blythe Avenue, install curb extensions at the southwest and southeast corners for the San Juan Drive crossing and the northwest and southwest corners for the Blythe Avenue crossing. Upgrade the existing school entrance path to comply with American Disability Act (ADA) standard and realign the gate entrance to maintain a minimum of four-foot-wide clearance.
16. At the intersection of Johanna Avenue and Blythe Avenue, install curb extensions on the southwest and southeast corners.
17. At the intersection of Caliente Drive and Johanna Avenue, install curb extensions on the northwest and southwest corners.
18. At the intersection of N. Britton Avenue and E. Duane Avenue, install curb extensions at the northwest, northeast, and southwest corners.
19. At the intersection of San Miguel Avenue and Alvarado Avenue, install a high visibility crosswalk on the west and south legs, curb extensions at the northwest, southeast, and southwest corners. Conduct a warrant study for stop sign during the design phase to determine if stop sign(s) is needed. If stop sign is warranted, install a curb ramp with curb extension on the northeast corner of the intersection, install high visibility crosswalk on the east leg, and install advance stop pavement markings on all legs. If stop sign is not warranted, install advance yield markings on all legs.
20. At the intersection of San Pablo Avenue and Alvarado Avenue, conduct a warrant study during the design phase to determine if a new crosswalk and stop sign is needed.
21. On San Miguel Avenue north of Amador Avenue, install a speed feedback sign for southbound traffic.
22. At the intersection of San Miguel Avenue and Amador Avenue, replace existing crosswalks with a high visibility crosswalk on the east leg and a raised crosswalk on the north leg, and install advance yield markings on the north and south legs.
23. At the intersection of San Miguel Avenue and Duane Avenue, install two (2) High-Intensity Activated Crosswalk (HAWK) beacons, one on the west leg and one on the east leg.

The project will incorporate the following mitigation measures into the project design and construction implementation procedures. This table is the Standard Mitigation Commitments Table utilized by Caltrans District 4 for Local Assistance projects that qualify for Categorical Exclusions. The mitigation measures shown in the table below with an "x" in left-hand column are the measures that have been identified by Caltrans staff as applicable to the project.



## Caltrans Standard Mitigation Commitments Table

Check	Number	Mitigation
<b>Traffic</b>		
x	T1.a	During construction, at least one lane in each direction will be kept open at all times.
	T1.b	During construction, through traffic will be maintained at all times (e.g through temporary signals, flaggers).
x	T2	Bicycle and pedestrian access will be maintained at all times, using short signed detours if necessary.
x	T3.a	Access to properties will be maintained at all times.
	T3.b	Access to properties will be maintained at all times, apart from extremely brief periods while construction work is passing through. These exceptions will be minimized as far as reasonably practicable.
x	T4	There will be advance notification of construction work to the community and stakeholders in accordance with Local Agency procedures.
x	T5	A traffic control plan will be prepared for Local Agency review and approval prior to construction.
x	T6	All traffic control devices will comply with the California Manual on Uniform Traffic Control Devices.
x	T7	Construction work will occur outside of peak travel hours.
	T8	All lane configurations will be restored to pre-project conditions.
<b>Noise</b>		
x	N1	Construction activity will only occur during the Local Agency's allowable daytime construction hours.
	N2	Construction activity will comply with Section 14-8 of the Caltrans Standard Specifications (Noise Control).
x	N3	Construction activity will comply with all applicable local noise ordinances and regulations.
<b>Hazardous Waste</b>		
	H1.a	Yellow paint or thermoplastic is present in the project area and will be removed by the project. Since the date of installation is either unknown, or prior to 1997 (paint) or 2006 (thermoplastic), there will be sampling followed by a lead compliance plan.
	H1.b	Yellow paint or thermoplastic is present in the project area and will be removed by the project. Since the date of installation is either unknown, or prior to 1997 (paint) or 2006 (thermoplastic), construction activity will comply with Section 14-11.12 of the Caltrans standard specifications.
	H2 <sup>1</sup>	The project area may contain Aerially Deposited Lead (ADL). ADL sampling followed by a lead compliance plan will be prepared and implemented.
	H3	Asbestos-containing materials (ACM) may be present in the project area which could be disturbed by the project. Samples of suspect materials will be collected and tested. If ACM is present, an asbestos compliance plan and asbestos removal work plan will be prepared.
<b>Water Quality</b>		
x	W1	Best Management Practices will be used to prevent construction-related debris entering drainage inlets or indirectly into any other water resources.
x	W2	A Stormwater Pollution Prevention Plan or Water Pollution Control Plan will be prepared for Local Agency review and approval prior to construction.

<sup>1</sup> Local Agencies are not eligible to use the 2016 Aerially Deposited Lead Agreement between Caltrans, California Environmental Protection Agency and California Department of Toxic Substances

<b>Biology</b>		
	B1	Tree removal will take place outside of nesting bird season (15 <sup>th</sup> February to 31 <sup>st</sup> August). If tree removal takes place during nesting bird season, a biologist will conduct a nesting bird survey in the 7 days prior to removal. If active nests are found, a no-work buffer surrounding the nest will be determined in consultation with CDFW. The no-work buffer will remain in place until the biologist has confirmed the young are foraging independently or the nest has failed.
	B2	Tree protection fencing will be used to protect the trees that are not to be removed during construction
x	B3	There will be no trimming or removal of trees or vegetation.
	B4	Landscaping will not include any invasive species.
x	B5	All work will be contained within the existing paved area
<b>Section 4(f)</b>		
	4f1	During construction, access may be temporarily affected to the 4(f) resource. The Local Agency will consult with the 4(f) officials with jurisdiction prior to construction to minimize disruption.
<b>Visual Resources</b>		
	V1	Trees replacement and any materials used in landscaping will comply with all applicable local ordinances
	V2	Landscaping removed by the project will be replaced similar to pre-project conditions
<b>Community</b>		
x	C1	Community outreach will be undertaken during final design, and the results taken into consideration in finalizing the PS&E package
<b>Archaeology</b>		
x	A1 <sup>2</sup>	If cultural materials are discovered during construction, work shall be halted in that area until a qualified archaeologist has assessed the potential discovery and determined the need for further action.
<b>Equipment Staging</b>		
x	E1	Equipment staging will be left to the contractor. The specifications will require the following: <ul style="list-style-type: none"> <li>• The staging area will be located on an existing asphalt or concrete surface area. Excavation below the asphalt or concrete will not be permitted.</li> <li>• The staging area will be included in any SWPPP or WPCP prepared for the project.</li> <li>• The staging area will not be located adjacent to environmentally or culturally sensitive areas (eg wildlife sites, wetlands, archaeological sites).</li> <li>• The staging area will not be located in a regulatory floodway or within the base floodplain (100-year).</li> <li>• The staging area will not affect access to properties or roadways.</li> </ul>
<b>Type of Project:</b> Safe Routes to Schools (SRTS) improvements will be constructed for Columbia and San Miguel Elementary Schools.		
<b>County</b> Santa Clara	<i>Narrative Location/Route &amp; Postmiles:</i> Various locations within the Sunnyvale Neighbors of Arbor Including La Linda (SNAIL) and San Miguel neighborhoods in the City of Sunnyvale, Santa Clara County	
<b>Caltrans Projects – EA# 0419000245L</b>		

<sup>2</sup> The use of this standard mitigation measure does not eliminate the need for Cultural Resources studies if such studies are required by Caltrans Professionally Qualified Staff (PQS).

<b>Lead Agency:</b> The City of Sunnyvale					
<b>Contact Person:</b> Richard Chen		<b>Phone#:</b> 408-730-7414	<b>Fax#:</b> N/A	<b>Email:</b> rchen@sunnyvale.ca.gov	
<b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>					
X	<i>Categorical Exclusion (NEPA)</i>	<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> Approximately March 21, 2022					
<b>NEPA Delegation – Project Type</b> <i>(check appropriate box)</i>					
	X		<b>Section 326 – Categorical Exclusion</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>	November 2021	May 2022	N/A	February 2023	
<b>End</b>	May 2022	January 2023	N/A	September 2023	
<b>Project Purpose and Need (Summary):</b> <i>(please be brief)</i>					
<p>The purpose of the project is to close slip lanes, add bulbouts, install detection systems, ADA compliant pedestrian signals, enhance existing bike lanes to include green bike lanes, create new bicycle lanes and bicycle boulevards. The need for this project is to provide increased safety to pedestrians and bicyclists. Many of the proposed intersections have been challenging to navigate for pedestrians and cyclists. There is also a need to provide bike and pedestrian enhancements around Columbia and San Miguel Elementary Schools.</p>					
<b>Surrounding Land Use/Traffic Generators</b> <i>(especially effect on diesel traffic)</i>					
<p>Surrounding Land Use include mostly residential uses in the SNAIL and San Miguel neighborhoods. There are also elementary school uses around Columbia and San Miguel Elementary Schools. The project proposes only pedestrian and bicycle enhancements and improvements and would not generate any additional traffic, including diesel traffic.</p>					
<b>Brief summary of assumptions and methodology used for conducting analysis</b>					
No air quality analysis is required					
<b>Opening Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</b>					
<p>The project is not a highway or street project. The project proposes bicycle and pedestrian improvements only. No traffic is generated by the project. There is no increase in Average Daily Trips.</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>					
<p>The project proposes bicycle and pedestrian improvements only. No traffic is generated by the project. There is no increase in Average Daily Trips and no change to AADT or truck traffic.</p>					

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

The project is not an interchange or intersection improvement project. The project proposes bicycle and pedestrian improvements only. No traffic is generated by the project. There is no increase in Average Daily Trips and no change to AADT or truck traffic.

**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**

The project proposes bicycle and pedestrian improvements only. No traffic is generated by the project. There is no increase in Average Daily Trips and no change to AADT or truck traffic.

**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**

The project is not a bus rail or intermodal facility or terminal project. The project proposes bicycle and pedestrian improvements only. No traffic is generated by the project. There is no increase in Average Daily Trips and no change to AADT or truck traffic.

**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**

The project is not a bus rail or intermodal facility or terminal project. The project proposes bicycle and pedestrian improvements only. No traffic is generated by the project. There is no increase in Average Daily Trips and no change to AADT or truck traffic.

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

No traffic redistribution effects are anticipated with the project. The project is not intended for congestion relief. The project proposes bicycle and pedestrian improvements only. No traffic is generated by the project. The project intends to make bike and pedestrians activities safer and to encourage residents to walk or ride bikes in the area or to and from school resulting in a decrease in automobile traffic in the study area.

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

As previously discussed, the project proposes pedestrian and bicycle enhancements and improvements at 23 intersections and road segments within the SNAIL and San Miguel neighborhoods in Sunnyvale, CA. The proposed improvements are related to the Safe Routes to Schools program and do not generate any new or additional traffic trips. The project is intended to reduce and minimize automobile trips in the area. As such, the project will not result in any new or increased PM2.5 emissions.

**Average Daily Trips for Project Roadways**

<b>Roadway</b>	<b>Average Daily Trips (ADT)</b>
Ahwanee Avenue	N/A <sup>1</sup>
Borregas Avenue	3,000
Fair Oaks Avenue	14,493
Johanna Avenue	N/A
Mathilda Avenue	23,711
Morse Avenue	2,511
N. Britton Avenue	N/A
San Diego Avenue	339
San Juan Drive	N/A
San Junipero Drive	N/A
San Miguel Avenue	340
San Pablo Avenue	N/A

Notes: 1. No City of Sunnyvale traffic counts for these roadways.



SOURCE: ESRI, 2021

**Figure 1: Regional Map**

Sunnyvale SNAIL Neighborhood Active Transportation Connectivity Improvements



Not to scale





SOURCE:City of Sunnyvale Request for Proposal No. F21-147, 2021

**Figure 2: Project Improvements Map**

Sunnyvale SNAIL Neighborhood Active Transportation Connectivity Improvements



Not to scale



# SNAIL NEIGHBORHOOD Safe Routes to Schools Project

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AQCTF Meeting March 24, 2022

\*SNAIL = Sunnyvale Neighbors of Arbor Including La Linda



# Introductions

## City of Sunnyvale

Richard Chen, Senior Engineer

## Project Team Consultants

Alex Jewell, Kimley-Horn – Environmental Manager





# Regional Location Map





# Project Improvements Map



**Legend**

- Proposed Class IIB Buffered Bicycle Lane
- Proposed Class IIIIB Bicycle Boulevard
- Proposed Class III Bicycle Route
- Intersection Improvements
- X Project Location - See Project Description in PES Form for Further Improvement Details
- SNAIL Neighborhood



## Project Purpose

- The purpose of the project is to close slip lanes, add bulbouts, install detection systems, ADA compliant pedestrian signals, enhance existing bike lanes to include green bike lanes, create new bicycle lanes and bicycle boulevards.



## Project Need

- The need for this project is to provide increased safety to pedestrians and bicyclists. Many of the proposed intersections have been challenging to navigate for pedestrians and cyclists. There is also a need to provide bike and pedestrian enhancements around Columbia and San Miguel Elementary Schools.



# Project Background

- After engaging with the community and performing various studies, the City decided to prioritize providing active transportation improvements closer to the schools.
- In March 2020 and January 2021, the City submitted a Request of Scope Change to MTC, Caltrans and CTC to revise the scope to include improvements in the immediate vicinity of the two schools.
- The request was approved by CTC at its December 2020 and January 2021 meetings.



# Project Description

The project will provide various improvements at 23 intersections, including:

- New bulbouts,
- Create new bicycle lanes and bicycle boulevards, enhance existing bike lanes, add green bike lanes,
- Add high visibility crosswalks and install crosswalk warning systems at selected locations
- Safe Routes to Schools (SRTS) improvements will be constructed for Columbia and San Miguel Elementary Schools.



# Project Adds No New Traffic Trips

- The project proposes bicycle and pedestrian improvements only. No traffic is generated by the project.
- There is no increase in Average Daily Trips and no change to AADT or truck traffic.

Average Daily Trips for Project Roadways	
Roadway	Average Daily Trips (ADT)
Ahwanee Avenue	N/A <sup>1</sup>
Borregas Avenue	3,000
Fair Oaks Avenue	14,493
Johanna Avenue	N/A
Mathilda Avenue	23,711
Morse Avenue	2,511
N. Britton Avenue	N/A
San Diego Avenue	339
San Juan Drive	N/A
San Junipero Drive	N/A
San Miguel Avenue	340
San Pablo Avenue	N/A

Notes: 1. No City of Sunnyvale traffic counts for these roadways.



# Thank You!

Questions or Comments?

Contact: Richard Chen

Email: [rchen@sunnyvale.ca.gov](mailto:rchen@sunnyvale.ca.gov)



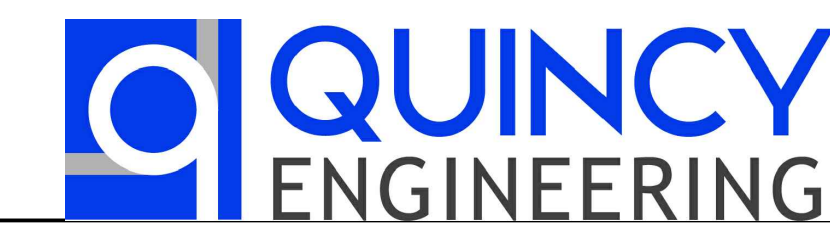
40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Expanded Description	Project Type under 40 CFR 93.126
CC	CC-170054	Pinole	Replace San Pablo Avenue OH Bridge No 28C0062	In Pinole: on San Pablo Avenue over BNSF RR just west of Hercules City Limit; Replace structurally deficient 4 lane bridge with a new 4 lane bridge with additional width for Pedestrians and Bicycles.	In Pinole: on San Pablo Avenue over BNSF RR just west of Hercules City Limit; Replace structurally deficient 4 lane bridge with a new 4 lane bridge to include a class II bike lane in each direction and sidewalk for Pedestrian travel on the southern side on the structure. Limits are expected to extend through the intersection of San Pablo Avenue and John Street. There are several existing private property access points that will need to be replaced/restored. The project shall be completed in conformance with the City Green Infrastructure Plan currently in development.	Air Quality - Bicycle and pedestrian facilities
MRN	MRN170011	TAM	North-South Greenway Gap Closure	Marin County: Northern Segment: US101 off-ramp over Corte Madera Creek and along Old Redwood Highway to US101 overcrossing: widen to add bike/ped path. Southern Segment: From Northern Segment to SMART right-of-way: close gaps in path	Marin County: Northern Segment: US101 off-ramp over Corte Madera Creek and along Old Redwood Highway to US101 overcrossing: widen to add bike/ped path. Southern Segment: From Northern Segment to SMART right-of-way then continue south to Wornum Drive: close gaps in path	Air Quality - Bicycle and pedestrian facilities
MRN	MRN190019	Caltrans	Bridge seismic restoration and upgrade to ADA	The purpose of this Project is Bridge Seismic Restoration and upgrade facilities to ADA standards.	The proposed work at Tamalpais Drive Overcrossing (OC), bridge No. 27-0072 consists of constructing American with Disabilities Act (ADA) compliant infrastructure for pedestrians and bicyclists, new sidewalk, and intersections, roadside safety improvements and bus bypass improvements. This project also constructs cable restrainer with concrete seat extensions at Abutment 1, Bent 2 and Abutment 10; replaces access doors at closure wall; repairs spalled surface area on the bridge deck soffit; cleans the deck drains, and removes all ivy growing on the concrete surface of the structure.	Air Quality - Bicycle and pedestrian facilities
SCL	SCL210012	Mountain View	Mountain View - Stierlin Rd Bike-Ped Improvements	Mountain View: Various streets and roads in central Mountain View: Implement bicycle and pedestrian improvements	Mountain View: Along Stierlin Road from Central Expressway (opposite Mountain View Transit Center), Central Avenue and Shoreline Boulevard: Implement bicycle and pedestrian improvements including a) Class IV protected bike lanes on Shoreline Boulevard south of Middlefield Road to Montecito Avenue, b) traffic calming and pedestrian improvements on Central Avenue and Stierlin Road, including bulbouts, high-visibility crosswalks, pedestrian and street lighting improvements, midblock raised crossing and speed hump, c) green-backed sharrows on Stierlin Road between Windmill Park Lane/Wright Avenue and Washington Street and Class II bike lanes on Stierlin Road slip ramp, d) protected intersection at Shoreline Boulevard/Montecito Avenue-Stierlin Road, and e) Pedestrian activated midblock crossing on Shoreline Boulevard adjacent to the Safeway Shopping Center.	Air Quality - Bicycle and pedestrian facilities
SCL	SCL210023	Sunnyvale	Sunnyvale Bicycle, Pedestrian and SRTS Safety Imps	Sunnyvale: Near schools throughout the City: Construct quick-build bicycle, pedestrian and Safe Routes to School improvements with low-cost measures to improve multi-modal connectivity through the city, including in the City's Community of Concern.	Sunnyvale: Near schools throughout the City: Construct quick-build bicycle, pedestrian and Safe Routes to School improvements with low-cost measures to improve multi-modal connectivity through the city, including in the City's Community of Concern. The project will construct quick build safe routes to school (SRTS) improvements at 9 elementary schools and 3 middle schools in Sunnyvale: Bishop Elementary, Cherry Chase Elementary, Cumberland Elementary, Ellis Elementary, Fairwood Elementary, Lakewood Elementary, Nimitz Elementary, Stockmeir Elementary, Vargas Elementary, Cupertino Middle, Peterson Middle, and Sunnyvale Middle School. It will also construct pedestrian and bicycle safety improvements at 6 locations in Sunnyvale where they were either identified from the development of the Sunnyvale Vision Zero Plan, Roadway Safety Plan, or requests from residents. These improvements are located at Dartshire Way (b/w Flicker Way and Wolfe Rd), Kingfisher Way (b/w Carlisle way and Dartshire Way), Eleanor Way (b/w Wolfe Rd and Bryant Way), Hampton Drive (b/w Eleanor Way and Elizabeth Way), Ramon Drive (b/w Eleanor Way and Alice Way), Pastoria Avenue (b/w Maude Ave and Central Expressway), Hermosa Avenue (b/w west end and Pastoria Ave), Potrero Avenue (b/w Hermosa Ave and Central Expressway), Evelyn Avenue at Murphy Ave and Fremont Avenue (b/w Sunnyvale Saratoga Rd and Bobwhite Ave). SRTS improvements include: filling in short sidewalk gap and creating a pedestrian/bicycle path, narrowing travel lanes, installing shoulder strips, high visibility crosswalks, advance limit lines, double yellow centerline, and installing corner curb extension with channelizing curbs; pedestrian and bicycle safety improvements include: consolidating medians or extending median nose with delineators, installing of green bike lanes and protected intersection with channelizing curbs.	Air Quality - Bicycle and pedestrian facilities



# SAN PABLO AVENUE-ALTERNATIVE 1 2-LANE TEMPORARY BRIDGE

SCALE: 1" = 40'



**Air Quality Conformity Task Force  
Summary Meeting Notes  
February 24, 2022**

Participants:

Dick Fahey – Caltrans  
Shilpa Mareddy – Caltrans  
Abhijit Bagde – Caltrans  
Lucas Sanchez – Caltrans  
Lexie Arellano – Caltrans  
Kevin Krewson – Caltrans  
Gez Tizazu – Caltrans  
Jacqueline Kahrs – Caltrans

Erika Espinosa Araiza – Caltrans  
Andrea Gordon – BAAQMD  
Patrick Pittenger – FHWA  
Dominique Kraft – FTA  
John Saelee – MTC  
Adam Crenshaw – MTC  
Harold Brazil – MTC

**1. Welcome and Self Introductions:** Harold Brazil (MTC) called the meeting to order at 9:35 am.

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

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

**i. I-580/680/780 Traffic Management Systems Project**

Shilpa Mareddy (Caltrans) began her discussion on the I-580/680/780 Traffic Management Systems project by identifying some of the land uses in the project area:

- Interstate 680 (I-680)
  - Within Solano County project limits, I-680 is the Benicia-Martinez Bridge, which is comprised of two structures (north and south bound) of 5 and 4 lanes. The route connects the suburban communities of Solano County with Central Contra Costa County via the Bridge and with I- 80 and SR 12 further north at the Cordelia Junction.
  - Within Alameda County project limits, I-680 is a six-lane freeway, interchanging with I-580 in the City of Dublin.
  - Within Contra Costa County project limits, I-680 is an eight-lane freeway.
- Interstate 580 (I-580)
  - Within Alameda County project limits, I-580 is a ten-lane divided freeway, interchanging with I-680 in the City of Dublin. The Corridor serves local traffic within the Tri-Valley, links commuters to economic and employment centers, and supports interregional travel through direct access to I-80, I-880 (via 1-238), and I-5 in San Joaquin County.
- Interstate 780 (I-780)

- I-780 is a seven-mile four-lane freeway which closely follows the Carquinez Strait, linking I-680 in Benicia to 1-80 in Vallejo. The route traverses' dense suburban communities and is entirely located within Solano County.

Ms. Mareddy also pointed out the purpose and need of the I-580/680/780 Traffic Management Systems project being –

- Purpose:  
The purpose of this project is to provide a high-capacity fiber-optic communication backbone (trunk) that will link Caltrans-owned facility to the TOS field components. This project also closes gaps in TOS and RM elements to maximize throughput of the freeway and better inform the traveling public of freeway incidents and activities within the project limits.
- Need:  
With the lack of Caltrans-owned fiber optic cables throughout the system, most of the existing communication is routed through the slower GPRS modems or leased lines. As a result of the deficiencies, information concerning incidents and freeway conditions are inadequately and inefficiently collected and transferred, reducing the effectiveness of the TOS to manage and analyze the throughput of the freeway system.

Not all ramps have ramp metering and HOV bypass systems, and according to Caltrans policy, when ramp volume exceeds the threshold or adversely affects adjacent freeway flow, ramp meter and HOV bypass lane need to be installed. Hence various ramps need ramp meters and HOV bypass lanes.

Ms. Mareddy went into the specific proposed description of the I-580/680/780 Traffic Management Systems project by listing the following:

- Install fiber optic communication trunk line to close fiber trunk gaps within project limits along I-580, I-680, and I-780.
- Install distribution line connecting TOS elements, field hubs, and cable trunk line.
- Install/upgrade Traffic Operation Systems (TOS)
- Install missing over ground equipment and traffic controller cabinets.
- Install/upgrade Ramp Metering (RM) Element at 66 ramps.
- Widen ramp to provide HOV bypass lanes at 27 locations
- Restripe ramp to add HOV bypass lane or convert existing GP lane to HOV bypass lane at 8 locations.
- Widen EB I-780 to SB I-680 connector to add HOV bypass lane for a length of 700 feet.
- Re-stripe EB I-780 to I-680 NB connector to convert existing GP lane to HOV bypass lane for a length of approximately 3000 feet.
- Construct CHP enforcement area at all ramps that add/convert HOV lane.

**Final Determination:** The determination on the I-580/680/780 Traffic Management Systems project was deferred to a follow-up meeting to include input from EPA. The follow-up meeting occurred on March 8<sup>th</sup> and the meeting discussion points are included below.

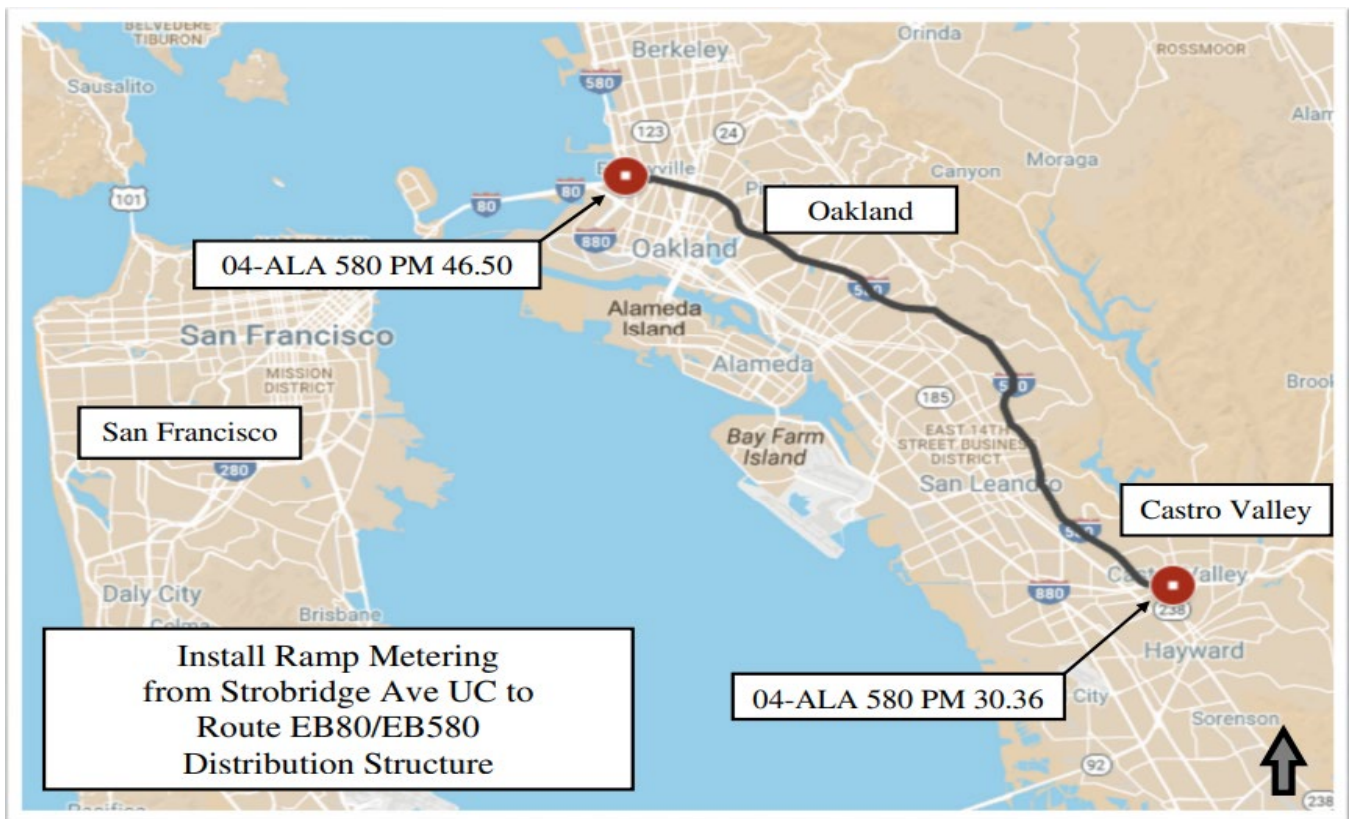
## ii. I-580 Ramp Metering Installation Project

Note: the following information was available at the meeting and discussion on this item was deferred to a follow-up meeting with EPA

Land uses in the I-580 Ramp Metering Installation project area included the following:

- The I-580 corridor provides direct connections to three major north-south freeways, I-5, I-680 and I-880.
- I-580 is a major gateway for goods movement into and out of the San Francisco Bay Area's five seaports, three commercial airports, and four rail freight terminals, and is the primary route for eastbound travelers destined for the Sierra Nevada Mountains and Southern California.
- I-580 serves inter-regional and inter-county commute trips in Alameda County.
- The segment of I-580 within the project limits is a six to ten-lane freeway with no high-occupancy vehicle (HOV) lanes. Truck traffic is prohibited on I-580 from Foothill Boulevard in San Leandro (postmile 34.9) to Grand Avenue in Oakland (postmile 43.6), except during emergencies. This portion of I-580 is officially designated as a State Scenic Route.

### PROJECT LOCATION



Purpose of Project:

The purpose of the I-580 Ramp Metering Installation project is to install or upgrade ramp metering systems and widen ramp entrances to provide HOV bypass lanes, where applicable. The proposed improvements will:

- Manage congestion and control traffic flow entering freeway
- Minimize off-ramp to on-ramp cut through traffic during peak hours
- Enhance safety by reducing congestion-related accidents

Need of Project:

The current and anticipated future transportation demand contributes to the need for this project. According to recent Performance Measurement System (PeMS) data, there are approximately 265,000 hours of annual vehicle delay along this segment of the I-580 corridor. The accumulation of vehicular delay combined with regional economic growth are causing extended queuing on westbound direction during AM peak commute hours, and eastbound direction during PM peak commute hours.

The main design features of the Build Alternatives for the I-580 Ramp Metering Installation project are as follows:

- Install/upgrade Ramp Metering (RM) Systems at 43 entrance ramp locations.
- Widen ramp to add a HOV bypass lane or a GP lane.
- Construct Maintenance Vehicle pullouts (MVP) where applicable.
- Construct CHP enforcement areas on the ramps.
- Cold plane and overlay of existing ramp pavement from mainline to the ramp intersection.

**Final Determination:** The determination on the I-580 Ramp Metering Installation project was deferred to a follow-up meeting to include input from EPA. The follow-up meeting occurred on March 8<sup>th</sup> and the meeting discussion points are included below.

**iii. SON 116/Lakeville Road and State Gulch Road Intersection Improvement Project**

Note: the following information was available at the meeting and discussion on this item was deferred to a follow-up meeting with EPA

The project proposes to improve safety on State Rote (SR) 116 and State Gulch Road intersection at Post Mile 39.27 in the City of Lakeville in Sonoma County. The following 4 alternatives are under considerations:

- Alternative 1A: Signalized Intersection at Existing Location
  - Install traffic signals at all 3 legs of the existing intersection.
  - Traffic Signals will meter traffic through the intersection and enhance movement from Lakeville Highway with proposed right-turn channelization lane.
- Alternative 1B: Signalized Intersection realigned to East
  - Realign intersection east and install traffic signals at all 3 legs of the intersection.

- Traffic Signals will meter traffic through the intersection and enhance movement from Lakeville Highway with proposed right-turn channelization lane.
- Alternative 2A: Roundabout at Existing Location
  - Construct roundabout at existing intersection.
- Alternative 2B: Roundabout realigned to East
  - Realign intersection east and construct roundabout at intersection.

Purpose of Project:

The purpose of the Project is to improve safety on SR 116 at the intersection of SR 116 (Stage Gulch Road) and Lakeville Highway by reducing the potential for broadside collisions and decreasing the severity of accidents.

Need of Project:

The Project is needed due to an established pattern of broadside collisions involving northbound through vehicles on Lakeville Highway with left turning vehicles going eastbound on SR 116. Based on the 3-year Traffic Accident Surveillance and Analysis System from 01/01/2015 to 12/31/2017 there were 16 collisions at the intersection of which 1 was fatal and 6 involved injuries.

**Table 1: 3-Year Traffic Accident Data between 1/1/2015 to 12/31/2017**

Highway Intersection	Number of Accidents					Actual Accident Rates <sup>1</sup>			Average Accident Rates <sup>1</sup>		
	Total	FAT	INJ	F+I	PDO	FAT	F+I	Total	FAT	F+I	Total
SON 116 PM 39.27	16	1	6	0	16	0.08	0.53	1.210.69	0.02	0.17	0.33

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

Conclusions drawn from evaluation:

- The SON 116/Lakeville Road and State Gulch Road Intersection Project would improve Operational Improvement Project would resolve the broadside collision and reduce the number and severity of accidents.
- The project will construct a signalized intersection or a roundabout.
- Therefore, this project should be considered as a safety project, and it is an exempt project.

**Final Determination:** The determination on the SON 116/Lakeville Road and State Gulch Road Intersection project was deferred to a follow-up meeting to include input from EPA. The follow-up meeting occurred on March 8<sup>th</sup> and the meeting discussion points are included below.







Harold

---

Harold Brazil  
Senior Planner  
[hbrazil@bayareametro.gov](mailto:hbrazil@bayareametro.gov)

BAY AREA METRO | BayAreaMetro.gov  
Metropolitan Transportation Commission  
Association of Bay Area Governments

Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105  
Phone: 415-778-6747  
Gen. 415-778-6700  
<http://www.mtc.ca.gov/>

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40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Expanded Description	Project Type under 40 CFR 93.126
CC	CC-190023	Walnut Creek	Walnut Creek-5 Main St - Las Trampas CrBridge Rep	Walnut Creek: S. Main St over Las Trampas Creek (28C0075): Replace existing 5-lane bridge with a new 5-lane bridge	Walnut Creek: S. Main St over Las Trampas Creek (28C0075): Replace existing 5-lane bridge with a new 5-lane bridge	Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
SCL	SCL210026	San Jose	Julian and St. James Couplet Conversion	San Jose: Along Julian St from Coleman Ave to 3rd St and St James from Market St to 4th St: Convert 1-way to 2-way traffic	San Jose: Along Julian St from Coleman Ave to 3rd St and St James from Market St to 4th St: Convert 1-way to 2-way traffic to improve roadway functionality and safety for all roadway users and to improve neighborhood livability. Project would include, but not limited to: 1. Restriping the street for two-way traffic (one lane in each direction), 2. New and modified signals to accommodate two-way traffic and improve signal responsiveness for people walking and bicycling, 3. Streetlights (new pedestrian-scale lighting and conversion of existing lights to smart, energy efficient lighting) 4. Amenities for livability, traffic calming and complete streets, including street trees, wayfinding information, refurbishing non-functional fountains as planters, green backed bicycle sharrows, bike racks, accessible ramps, and high-visibility/decorative crosswalks	Safety - Hazard elimination program
SCL	SCL210027	Mountain View	Mountain View Shoreline Blvd Pathway Improvements	Mountain View: Adjacent to Shoreline Blvd from Wright Ave to Villa St: Reconstruct a pathway connection to connect neighborhoods and the Transit Center and Downtown.	Mountain View: Adjacent to Shoreline Blvd from Wright Ave to Villa St: Reconstruct a pathway connection to connect neighborhoods and the Transit Center and Downtown. Project scope includes removal of the existing pathway, installation of a new ADA-compliant bicycle and pedestrian pathway, curb, gutter, curb ramps, stairs, pathway lighting, landscaping, irrigation, storm drains, and retaining wall.	Air Quality - Bicycle and pedestrian facilities
SF	SF-210005	SFMTA	Transbay Terminal Mobility Hub - East Cut	San Francisco: At former temporary Transbay Terminal, block bound by Folsom, Main, Howard and Beale streets, one block east of Salesforce Transit Center: Implement Mobility Hub Pilot improvements.	San Francisco: At the former temporary Transbay Terminal block bound by Folsom, Main, Howard and Beale streets, one block east of Salesforce Transit Center (The Transbay Terminal Mobility Hub at the Crossing at East Cut): Develop a mobility hub with East Cut Community Benefit District (CBD), where the CBD is implementing temporary uses including food service, recreational facilities, and programming. The Crossing at East Cut opened in summer 2021, and is expected to remain open until redevelopment occurs in 2025. Grant funds will be used for a quick-build project that includes long-term bicycle parking, seating, wayfinding and other amenities. These facilities will be complemented by the East Cut CBD's Crossing at East Cut programming and public space improvements at the project site.	Air Quality - Bicycle and pedestrian facilities
SOL	SOL210010	Vallejo	Vallejo Springs Rd Pavement Preservation	Vallejo: On Springs Rd from Humboldt St. to Maywood Dr: Pavement preservation including pavement rehabilitation, curb ramps imp., curb and gutter, and pavement striping	Vallejo: On Springs Rd from Humboldt St. to Maywood Dr: Pavement preservation including developing and implementing a water pollution program, traffic control for street closures and detours, surveying and staking for proposed grades, remove and replace curb, gutter, sidewalk, and curb ramps, cold-milling removal of asphalt concrete, hot-mix asphalt paving, lowering and raising of existing utilities, recycling disposed materials, pavement striping, signage, relocating utilities, Capital Improvements shall include demolition, and all ancillary work associated with the work, completed in place as shown on the drawings and specifications. This project is part of an exchange of federal funds (OBAG2-SSM) from SOL170008.	Safety - Pavement resurfacing or rehabilitation