

Project Information

Project Name: **Capitol Expressway LRT Extension**
Sponsor: **Santa Clara Valley Transportation Authority (VTA)** TIP ID: **SCL050009** RTP ID: **22956**
Agency: **Santa Clara Valley Transportation Authority (VTA)** Mode: **RAIL** Sub Mode:
Project Type: **OTHER** Trans. System: **TRANSIT** Purpose: **EXPANSION** County: **Santa Clara**
Proj. Desc.: **Construct LRT Line on Capitol Expressway from Alum Rock Avenue to Eastridge Transit Center, including associated pedestrian amenities, and bus transit access.**
RTP Title: **Extend the Capitol Avenue light-rail line from the Alum Rock Transit Center to a rebuilt Eastridge Transit Center**

Step 1: Project Identification

- 1: Does this project have any federal funding? **No**
- 2: Does this project (or any phases of the project) require any federal action (such as federal authorization or approval for funding or environmental review) after December 14, 2010? **Yes**
- 3: Is the project exempt from both regional and project-level air quality conformity under 40 CFR 93.126?
Project Type Selected: **None Applies** **No**
- 4: Is the project exempt from regional air quality conformity under 40 CFR 93.127?
Project Type Selected: **None Applies** **No**
- 5: Is the project exempt from regional air quality conformity under 40 CFR 93.128?
Project Type Selected: **None Applies** **No**
- 6: Does this project meet the definition of a "project of air quality concern" under 40 CFR 93.123(b)(1)?
Project Type Selected: **None Applies** **No**

Dates for Interagency Consultation

Requested Date of Interagency Consultation: **OCT- 2010**
Meeting Date of PM2.5 consultation via Air Quality Conformity Task Force to determine POAQC:
Action Date of PM2.5 consultation via Air Quality Conformity Task Force to determine POAQC:

Dates for PM2.5 Hot-Spot Analysis

Meeting Date of PM2.5 consultation via Air Quality Conformity Task Force to determine review hot-spot analysis:
Action Date of PM2.5 consultation via Air Quality Conformity Task Force to determine review hot-spot analysis:

PM Conformity Hot Spot Analysis Project Summary Form for Interagency Consultation

RTIP ID#					
Transportation 2035 Plan: #22956 Transportation Improvement Program: # SCL050009					
Project Description					
<p>The Santa Clara Valley Transportation Authority (VTA) proposes to extend the light rail along Capitol Expressway between the existing Alum Rock Light Rail Station and Eastridge Transit Center by a distance of approximately 2.3 miles. Two HOV lanes would be removed in order to minimize impacts to adjacent residences and businesses, as well as to fulfill the original mitigation proposed as part of the Environmental Impact Report (EIR) for the Evergreen Specific Plan (discussed further below). One build alternative is currently being considered in the environmental study phase.</p> <p>The Light Rail Alternative would include new light rail stations at Story Road (aerial), Ocala Avenue (at-grade), and Eastridge Transit Center (at-grade). An expanded park-and-ride facility would be constructed at the Eastridge Transit Center. The No Ocala Station option is identical to the Light Rail Alternative except for that the Ocala Avenue station would not be constructed.</p> <p>An Air Quality Study has been prepared for the proposed project and is provided in Appendix A.</p>					
Type of Project					
*This project does not meet any of the definitions included on the "Type of Project" list. The Capitol Expressway Light Rail Project is best described as a light rail extension and station construction project.					
County	Narrative Location/Route & Postmiles				
Santa Clara	The project is located east of San Jose along Capitol Expressway between the existing Alum Rock Light Rail Station and the Eastridge Transit Center. Please refer to Figure 1 for the project location. Caltrans Projects – N/A				
Lead Agency: VTA					
Contact Person	Phone#	Fax#	Email		
Christina Jaworski	408.321.5751	408.321.5787	Christina.Jaworski@VTA.Org		
Hot Spot Pollutant of Concern (check one or both) PM2.5X PM10					
Federal Action for which Project-Level PM Conformity is Needed					
Categorical Exclusion (NEPA)	X	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action: February 2011					
NEPA Delegation – Project Type					
Excluded	Section 6004 – NEPA Categorical Exclusions (CEs)		X	Section 6005 – All NEPA document types (i.e. CEs, EAs, EIS)	
Current Programming Dates					
	PE/Environmental	ENG	ROW	CON	
Start	9/16/09	Early 2012	Mid 2012	Early 2015	

End	11/30/11	Mid 2013	End 2014	Mid 2018
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Project Purpose and Need (Summary):

The overall purpose of the proposed project is to improve public transit service in the Capitol Expressway Corridor.

The specific goals are to:

- Improve public transit service in the Capitol Expressway Corridor by providing increased capacity and faster, more convenient access to downtown San Jose and major employment and activity centers;
- Make public transit an attractive alternative to the automobile for travel along the roadways;
- Enhance regional connectivity through expanded, interconnected transit services along some of the primary travel corridors in Santa Clara County, including U.S. 101 (Guadalupe Corridor) and I-680 (Tasman East, Capitol Avenue, and Capitol Expressway Corridors);
- Improve regional air quality by reducing the growth in automobile emissions;
- Improve mobility options to employment, education, medical, and retail centers for all corridor residents, in particular for low-income, transit-dependent, youth, elderly, disabled, and ethnic minority populations; and to
- Support local economic and land development goals.

The proposed project is needed to meet projected growth, associated development, and transit needs in the Capitol Expressway Corridor.

Surrounding Land Use/Traffic Generators

The primary land use in the Capitol Expressway Corridor is residential. Single-family residential developments are located within 50 feet of the Capitol Expressway but are separated from traffic on the Capitol Expressway Corridor by soundwalls and/or frontage roads. There are schools within one mile of the project area, the closest of which include Ocala Middle School and Ryan Thomas Elementary School, which are approximately 0.05 and 0.10 miles away from the project site, respectively. Various public uses are also found within the project area. The nearest other public land uses include the Eastridge Mall, Reid-Hillview County Airport, Crossroad Calvary Chapel, Lake Cunningham Park, and Raging Waters Theme Park.

Opening Year (2018): If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Table 1 presents the open-to-traffic year (2018) AADT and truck volumes on Capitol Expressway. Based on information from the traffic engineers, AECOM, truck percentages were assumed to represent 5 percent of traffic under all project conditions (Struecker pers. comm. [A]).

Table 1. Mainline AADT and Truck Volumes on Capitol Expressway, Open-to-Traffic Year (2018)

Segment	2018 No Build		2018 LRT Alternative		2018 No Ocala Option	
	AADT	Truck Volumes ^a	AADT	Truck Volumes ^a	AADT	Truck Volumes ^a
North of Capitol Ave	75,990	3,800	68,440	3,422	67,810	3,391
Btwn Capitol Ave and Story Rd	78,220	3,911	69,080	3,454	68,410	3,421
Btwn Story Rd and Ocala Ave	80,280	4,014	70,650	3,533	70,680	3,534
Btwn Ocala Ave and Cunningham Ave	72,490	3,625	64,340	3,217	64,020	3,201
Btwn Cunningham Ave and Tully Rd	84,710	4,236	75,270	3,764	74,850	3,743
Btwn Tully Rd and Eastridge Loop	72,800	3,640	65,800	3,290	65,290	3,265
Btwn Eastridge Loop and Quimby Rd	68,060	3,403	61,740	3,087	61,220	3,061

Btwn Quimby and Nieman Blvd	76,960	3,848	75,530	3,777	74,970	3,749
South of Nieman Blvd	84,950	4,248	80,910	4,046	80,460	4,023
Notes						
^a Truck volumes were assumed to represent 5 percent of total ADT.						
Source: Struecker pers. comm A and B						

As shown in Table 3, implementation of the proposed project will result in slight decreases in truck volumes and AADT relative to the No-Build Alternative. This is primarily due to the removal of two travel lanes on Capitol Expressway. The proposed project will neither affect the percentage of trucks (5 percent) traveling on the project corridor nor result in ADT volumes that exceed 125,000.

In the *Capitol Expressway Light Rail Transportation Study for the Environmental Impact Statement* (Appendix B), AECOM conducted an analysis of peak level of service (LOS) at the eight intersections. Table 2 presents the result of their analysis.

Table 2. LOS and Vehicle Delay at Study Intersections, Open-to-Traffic Year (2018)^a

Intersection with Capitol Expressway	No Build		LRT Alternative		No Ocala Option	
	AM	PM	AM	PM	AM	PM
South Capitol Avenue	D/47.5	D-/52.9	F/91.1	D/46.3	F/87.0	D/45.7
Story Road	F/100.7	E/68.4	F/95.5	E/60.7	F/94.1	E/60.4
Ocala Avenue	E+/58.1	E+/58.6	E/62.5	E/74.4	F/63.8	E/73.8
Cunningham Avenue	B+/11.6	A/9.0	B+/11.6	A/8.7	B+/11.6	A/8.6
Tully Road	D-/51.4	D-/54.5	D/46	D-/53.7	D/46.0	D-/53.5
Eastridge Access	A/5.3	B/13.5	A/5.8	B/13.9	A/5.9	B/13.9
Quimby Road	F/88.1	F/112.0	E/72.8	F/111.3	E/72.5	F/109.2
Nieman Boulevard	D/40.2	C/28.2	C-/33.4	C/27.7	C-/32.1	C/27.5

^a Level of service and average delay (in seconds) are reported. Bold font highlights intersections with LOS/delay worse than that of the No Build. Italics indicate unacceptable LOS or delay at those intersections affected by the project (i.e. LOS E or F).
Source: AECOM 2010

A comparison of the study intersections between the No-Build and Build Alternative indicates that implementation of the proposed project would result in a worsening of LOS or delay at three study intersections. Of these, the project would have an adverse effect at Ocala Avenue and South Capitol Avenue because these intersections would operate at unacceptable levels during the peak hours. Implementation of the proposed project at all other study intersections would have either no discernable effect or improve operations.

While the proposed project would result in an increase in delay at two study area intersections, the project will reduce system wide AADT and truck volumes (see Table 1). Moreover, the project will reduce the number of vehicles traveling to the project area by expanding light rail service in the Capitol Expressway Corridor. As a result, the slight increase in LOS and delay at study intersections is offset by the overall system wide reductions in the AADT and truck volumes.

RTP Horizon Year / Design Year (2035): If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Table 3 presents design year AADT and truck volumes on Capitol Expressway. Peak hour truck percentages are assumed to remain the same as the open-to-traffic year (Struecker pers. comm. [A]).

Table 3. Mainline AADT and Truck Volumes on Capitol Expressway, Design Year (2035)

Segment	2035 No Build		2035 LRT Alternative		2035 No Ocala Option	
	ADT	Truck Volumes ^a	ADT	Truck Volumes ^a	ADT	Truck Volumes ^a
North of Capitol Ave	94,830	4,742	87,260	4,363	86,630	4,332
Btwn Capitol Ave and Story Rd	100,110	5,006	90,970	4,549	90,290	4,515
Btwn Story Rd and Ocala Ave	103,540	5,177	93,900	4,695	93,940	4,697
Btwn Ocala Ave and Cunningham Ave	94,160	4,708	86,030	4,302	85,690	4,285
Btwn Cunningham Ave and Tully Rd	110,640	5,532	101,210	5,061	100,790	5,040
Btwn Tully Rd and Eastridge Loop	96,660	4,833	89,680	4,484	89,160	4,458
Btwn Eastridge Loop and Quimby Rd	90,690	4,535	84,380	4,219	83,870	4,194
Btwn Quimby and Nieman Blvd	99,560	4,978	95,240	4,762	94,620	4,731
South of Nieman Blvd	106,590	5,330	102,560	5,128	102,110	5,106

Notes
^a Truck volumes were assumed to represent 5 percent of total ADT.
 Source: Struecker pers. comm A and B

As shown in Table 3, implementation of the proposed project will result in slight decreases in truck volumes and AADT relative to the No-Build Alternative. Moreover, the proposed project will neither affect the percentage of trucks (5 percent) traveling on the project corridor nor result in ADT volumes that exceed 125,000.

LOS at eight study intersections (above) was analyzed for design year conditions by the traffic engineers (AECOM 2010). Table 4 presents the results of their analysis.

Table 4. LOS and Vehicle Delay at Study Intersections, Design Year (2035)^a

Intersection with Capitol Expressway	No Project		LRT Alternative		No Ocala Option	
	AM	PM	AM	PM	AM	PM
South Capitol Avenue	F/106.1	F/116.6	F/172.5	F/86.9	F/167.6	F/85.6
Story Road	F/161.8	F/137.8	F/156.2	F/121.9	F/154.4	F/119.6
Ocala Avenue	F/102.9	F/105.4	F/118.1	F/126.6	F/116.9	F/126.3
Cunningham Avenue	B/12.5	A/10.0	B/12.1	B+/10.4	B/12.2	A/9.8
Tully Road	E/72.6	F/87.1	E+/56.3	E-/78.2	E+/55.8	E-/77.3
Eastridge Access	A/5.4	B/15.7	A/5.8	B/15.8	A/5.7	B/15.8
Quimby Road	F/129.1	F/199.4	F/106.1	F/195.6	F/105.7	F/192.1
Nieman Boulevard	E/61.9	E-/78.6	D/41.1	E/76.8	D/39.2	E/71.0

^a Level of service and average delay (in seconds) are reported. Bold font highlights intersections with LOS/delay worse than that of the No Build. Italics indicate unacceptable LOS or delay at those intersections affected by the project (i.e. LOS E or F).
 Source: AECOM 2010

Based on Table 4, implementation of the proposed project would result in a slight worsening of LOS and delay at four study intersections. Of these, the project would have an adverse effect at South Capitol

Avenue and Ocala Avenue because these intersections would operate at unacceptable levels during the peak hours. Implementation of the proposed project at all other study intersections would have either no discernable effect or improve operations.

As discussed above, implementation of the project will reduce system wide AADT and truck volumes (see Table 3). Moreover, the project will reduce the number of vehicles traveling to the project area by expanding light rail service in the Capitol Expressway Corridor. As a result, the slight increase in LOS and delay at study intersections is offset by the overall system wide reductions in the AADT and truck volumes.

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

Implementation of the proposed project would result in decreases in VMT relative to the No-Build Alternative under design year conditions (Table 5). These decreases are attributable to the removal of single-occupant-vehicle trips as result of expanded light rail service. VMT would slightly increase under interim year conditions with implementation of the No Ocala Option. However, this increase would be less than 0.5 percent relative to the No-Build Alternative.

Table 5. Daily Vehicles Miles Traveled (VMT) for Existing, Open-to-Traffic, and Design Year Conditions

Speed Bin	2009 Existing	2018 No Build	2018 LRT Alternative	2018 No Ocala Option	2035 No Build	2035 LRT Alternative	2035 No Ocala Option
5	108,565	135,606	137,328	132,566	186,683	188,406	186,697
10	21,732	39,833	44,885	14,655	74,025	79,077	68,872
15	94,912	155,788	180,686	265,967	270,776	295,675	314,932
20	271,031	419,649	364,166	384,851	700,373	644,890	651,262
25	1,601,116	2,030,921	2,043,646	1,967,371	2,842,777	2,855,501	2,831,487
30	1,482,641	1,954,996	1,938,531	1,936,705	2,847,223	2,830,757	2,830,201
35	1,880,794	2,499,460	2,529,271	2,464,163	3,668,052	3,697,862	3,671,588
40	653,169	921,837	853,263	1,065,334	1,429,321	1,360,747	1,433,245
45	736,457	904,231	937,967	857,925	1,221,139	1,254,874	1,215,516
50	697,896	851,343	890,403	901,323	1,141,188	1,180,247	1,185,777
55	743,450	1,093,504	1,086,170	1,092,257	1,754,718	1,747,384	1,751,171
60	3,736,894	3,708,458	3,693,745	3,693,784	3,654,746	3,640,033	3,640,127
65	1,612,503	1,589,357	1,589,322	1,589,532	1,545,637	1,545,602	1,545,745
70	0	0	0	0	0	0	0
70+	0	0	0	0	0	0	0
70+	0	0	0	0	0	0	0
Total	13,641,157	16,304,984	16,289,382	16,366,431	21,336,658	21,321,056	21,326,621

Source: VTA Forecasting and Modeling 2010 (Jaworski pers. comm.)

Removal of the high occupancy vehicle (HOV) lanes on Capitol Expressway from Highway 101 to Interstate 680 will slightly worsen traffic congestion on the roadway. Consequently, vehicle travel times and delay will slightly increase relative to the No Build condition at the at the South Capitol Avenue and Ocala Avenue intersections, while other intersections will see little observable degradation or will experience an improvement in delay and congestion. Construction of these HOV lanes was required to

mitigate transportation impacts identified in the EIR for the Evergreen Specific Plan. The EIR specified that the HOV lanes would serve as interim mitigation until light rail transit could be feasibly implemented on Capitol Expressway. Removal of the HOV lanes is therefore required to avoid redundant and unnecessary mitigation as part of the Evergreen Specific Plan and to fulfill the mitigation requirements of the Evergreen Specific Plan to implement light rail transit service on Capitol Expressway. While removal of these lanes may slightly increase traffic congestion, expansion of LRT on Capitol Expressway will fulfill the original mitigation intent of the Evergreen Specific Plan by providing additional transportation capacity and reducing daily VMT in the project vicinity (Table 5). The slight worsening of traffic congestion at the at the South Capitol Avenue and Ocala Avenue intersections is therefore offset by the overall system wide transportation improvements achieved by the implementation of the proposed project.

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

The proposed project is not considered a POAQC for the following reasons:

1. Capitol Expressway is anticipated to primarily service gasoline vehicle traffic (i.e., it does not involve a significant number (5 percent) number of diesel vehicles);
2. Capitol Expressway is not anticipated to effect the existing number of diesel buses at the LRT stations, and will therefore not result in a greater than 50 percent or more increase in diesel buses;
3. Capitol Expressway would not serve a significant volume of diesel truck traffic; such as a facility with greater than 125,000 AADT and 8 percent truck traffic (see Tables 1 and 3); and
4. Implementation of the proposed project would result in slight decreases in AADT volumes relative to no project conditions.

References

AECOM Transportation. 2010. Capitol Expressway Light Rail: Transportation Study for the Supplemental Environmental Impact Report. August.

Jaworski, Christina. Senior Environmental Planner. Santa Clara Valley Transportation Authority, San Jose, CA. August 11, 2010—Email to Christine Fukasawa of ICF International about CELR: AQ Traffic Data Needs.

Struecker, Dennis [A]. Associate Vice President. AECOM, San Jose, California. July 29, 2009—Email message to Christina Jaworski of VTA about Existing ADT.

Struecker, Dennis [B]. Associate Vice President. AECOM, San Jose, California. July 29, 2010—Email message to Christina Jaworski of VTA about 2018 AQ Data.

Dfc^{YW}Figureg



01277.01.007 (9-2010) JD

Source: Korve Engineering 2003.

Figure 2-6c
Light Rail Alternative (2010 Current)

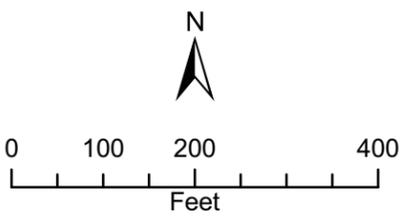


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Capitol Expressway Light Rail Project

- Project Limits
- Parcel Boundary

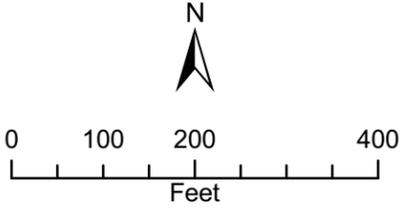
Project Limits





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Capitol Expressway Light Rail Project



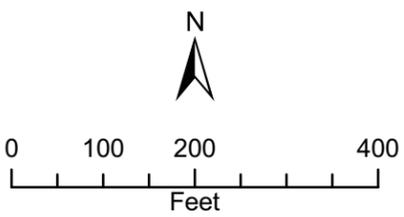
- Project Limits
- Parcel Boundary

Project Limits



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Capitol Expressway Light Rail Project



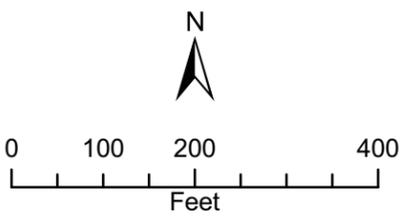
- Project Limits
- Parcel Boundary

Project Limits



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Capitol Expressway Light Rail Project



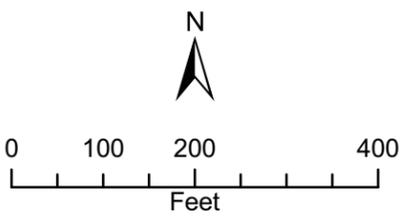
- Project Limits
- Parcel Boundary

Project Limits



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Capitol Expressway Light Rail Project



- Project Limits
- Parcel Boundary

Project Limits

Appendix A Air Quality Information

http://www.vta.org/cma/environmental_public/CELR_IAC_Documentation/Appendix_A.Capitol_AQ_Climate_FORIAC.pdf

Appendix B Traffic Study

http://www.vta.org/cma/environmental_public/CELR_IAC_Documentation/Appendix_B.Capitol_Traffic_w-app_8-27-10.FINAL.pdf

Project Information

Project Name: **I-580 / Foothill Road interchange improvements**
Sponsor: **Pleasanton** TIP ID: **ALA090013** RTP ID: **21489**
Agency: **Pleasanton** Mode: **LOCAL ROAD** Sub Mode:
Project Type: **LOCAL I/C** Trans. System: **STATE HWY** Purpose: **MAINT/REHAB** County: **Alameda**
Proj. Desc.: **Pleasanton: I-580/ Foothill Road. Reconfiguration of EB ramps including bike/pedestrian-related improvements and move out project phases one year**
RTP Title: **Improve I-580/San Ramon Road/Foothill Road interchange**

Step 1: Project Identification

1: Does this project have any federal funding?	Yes
2: Does this project (or any phases of the project) require any federal action (such as federal authorization or approval for funding or environmental review) after December 14, 2010?	Yes
3: Is the project exempt from both regional and project-level air quality conformity under 40 CFR 93.126? Project Type Selected: None Applies	No
4: Is the project exempt from regional air quality conformity under 40 CFR 93.127? Project Type Selected: Interchange reconfiguration projects.	Yes
5: Is the project exempt from regional air quality conformity under 40 CFR 93.128? Project Type Selected: None Applies	No
6: Does this project meet the definition of a "project of air quality concern" under 40 CFR 93.123(b)(1)? Project Type Selected: None Applies	No

Dates for Interagency Consultation

Requested Date of Interagency Consultation: **JAN- 2011**
Meeting Date of PM2.5 consultation via Air Quality Conformity Task Force to determine POAQC:
Action Date of PM2.5 consultation via Air Quality Conformity Task Force to determine POAQC:

Dates for PM2.5 Hot-Spot Analysis

Meeting Date of PM2.5 consultation via Air Quality Conformity Task Force to determine review hot-spot analysis:
Action Date of PM2.5 consultation via Air Quality Conformity Task Force to determine review hot-spot analysis:

Project Assessment Form for PM_{2.5} Interagency Consultation

RTIP ID# (required)				
TIP ID# (required) ALA090013				
Air Quality Conformity Task Force Consideration Date				
<p>Project Description (clearly describe project) This project will construct improvements at the I-580 intersection at Foothill Road to improve intersection operations and safety. The project will modify the intersection to remove the direct EB to SB connection and EB to NB "loop" connection so that it terminates into a "T" style intersection at Foothill Road just south of the Foothill Road Bridge. The intersection would be signalized. This project would significantly improve the safety at the intersection, removing three weaving locations at the intersection. The offramp would terminate at Foothill and would include EB left and right turns off the freeway. In addition to intersection operations and safety improvements, the improvements are also being designed to improve bicycle and pedestrian circulation at the intersection and through the corridor. This project is identified in the ACBP (Corridor 60, Project 28, Segment E).</p>				
<p>Type of Project: Reconfigure existing interchange <i>Pick one project type:</i> New State highway, Change to existing State highway, New regionally significant street, Change to existing regionally significant street, New interchange, Reconfigure existing interchange, Intersection Channelization, Intersection signalization, Roadway realignment, Bus, rail or intermodal facility/terminal/transfer point, Truck weight/inspection station</p>				
County ALA	Narrative Location/Route & Postmiles I-580/Foothill (PM 21.43) Caltrans Projects – EA# 04-284800			
Lead Agency: City of Pleasanton				
Contact Person Joshua Pack	Phone# 925-931-5667	Fax# 925-931-5479	Email jpack@ci.pleasanton.ca.us	
Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)				
<input type="checkbox"/> Categorical Exclusion (NEPA)	<input type="checkbox"/> EA or Draft EIS	<input type="checkbox"/> FONSI or Final EIS	<input checked="" type="checkbox"/> PS&E or Construction	<input type="checkbox"/> Other
Scheduled Date of Federal Action:				
NEPA Delegation – Project Type (check appropriate box)				
<input type="checkbox"/> Exempt	<input checked="" type="checkbox"/> Section 6004 – Categorical Exemption	Section 6005 – Non-Categorical Exemption		
Current Programming Dates (as appropriate)				
	PE/Environmental	ENG	ROW	CON
Start	2002	11/2010	n/a	8/2011
End	11/2010	6/2011	n/a	8/2010

PM_{2.5} Project Assessment Form for Interagency Consultation

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

This project would significantly improve the safety and operations by removing three weaving locations at the intersection. The project will also provide much needed pedestrian and bicycle improvements at the interchange, linking non motorized traffic with popular nearby destinations, including a regional shopping mall (Stoneridge), large employment centers, regional bicycle and hiking facilities, and the West Dublin BART station.

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

Commercial / retail, office, transit facilities.

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

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

Project Assessment Form for PM_{2.5} Interagency Consultation

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

34,000 AADT, 2% trucks, 680 trucks

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

42,450, 2% trucks, 849 trucks

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

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

Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)
No perceivable impacts to other facilities.

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

The project is nearly identical to a project previously approved by Caltrans in 2002. Half of the interchange improvements were constructed in 2004. The remaining improvements will be constructed by this project. Minor modifications to the existing project will significantly improve bicycle and pedestrian circulation through the corridor without significantly impacting traffic operations. The project will bring congestion relief to the interchange and result in LOS B conditions at the new intersection during the AM and PM peak hour under buildout conditions. The improvements will also improve safety south of the interchange by removing small segments of Foothill Road with a significant number of weaving movements. These weaving movements have resulted in a higher than average collision rate history through this portion of Foothill Road.

Project Information

Project Name: **Richmond Prkwy Transit Center Parking**
 Sponsor: **Alameda Contra Costa Transit District (AC Transit)** TIP ID: **CC-030001** RTP ID: **21208**
 Agency: **Alameda Contra Costa Transit District (AC Transit)** Mode: **OTHER TRANSIT** Sub Mode:
 Project Type: **STRUCTURE/BLDG** Trans. System: **TRANSIT** Purpose: **EXPANSION** County: **Contra Costa**
 Proj. Desc.: **Richmond: Adjacent to I-80 at the Richmond Parkway Transit Center; Provide up to 800 parking spaces, improve transit facilities and improve bicycle/ped. access. (OLD TIP ID - CC-010028).**
 RTP Tittle: **Construct Richmond Parkway Transit Center, including signal timing and reconfiguration, parking facility and security improvements**

Step 1: Project Identification

- 1: Does this project have any federal funding? **No**
- 2: Does this project (or any phases of the project) require any federal action (such as federal authorization or approval for funding or environmental review) after December 14, 2010? **Yes**
- 3: Is the project exempt from both regional and project-level air quality conformity under 40 CFR 93.126?
 Project Type Selected: **None Applies** **No**
- 4: Is the project exempt from regional air quality conformity under 40 CFR 93.127?
 Project Type Selected: **Bus terminals and transfer points.** **Yes**
- 5: Is the project exempt from regional air quality conformity under 40 CFR 93.128?
 Project Type Selected: **None Applies** **No**
- 6: Does this project meet the definition of a "project of air quality concern" under 40 CFR 93.123(b)(1)? **Yes**
 Project Type Selected: **New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;**

Dates for Interagency Consultation

Requested Date of Interagency Consultation:
 Meeting Date of PM2.5 consultation via Air Quality Conformity Task Force to determine POAQC:
 Action Date of PM2.5 consultation via Air Quality Conformity Task Force to determine POAQC:

Dates for PM2.5 Hot-Spot Analysis

Meeting Date of PM2.5 consultation via Air Quality Conformity Task Force to determine review hot-spot analysis:
 Action Date of PM2.5 consultation via Air Quality Conformity Task Force to determine review hot-spot analysis:

Project Assessment Form for PM_{2.5} Interagency Consultation

RTIP ID# (required) 21208				
TIP ID# (required) CC-030001				
Air Quality Conformity Task Force Consideration Date				
Project Description (clearly describe project) This is a rebuilt/expanded Bus Transit P&R lot located in Richmond.				
Type of Project: Bus transfer (P&R) <i>Pick one project type:</i> New State highway, Change to existing State highway, New regionally significant street, Change to existing regionally significant street, New interchange, Reconfigure existing interchange, Intersection Channelization, Intersection signalization, Roadway realignment, Bus, rail or intermodal facility/terminal/transfer point, Truck weight/inspection station				
County Contra Costa	Narrative Location/Route & Postmiles tbd Caltrans Projects – EA# tbd			
Lead Agency: AC Transit				
Contact Person Kate Miller	Phone# (510) 891-4859	Fax# (510) 891-7139	Email kmiller@actr	
Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)				
Categorical Exclusion (NEPA)	x EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action: November 2010				
NEPA Delegation – Project Type (check appropriate box)				
Exempt	Section 6004 – Categorical Exemption	x	Section 6005 – Non-Categorical Exemption	
Current Programming Dates (as appropriate)				
	PE/Environmental	ENG	ROW	CON
Start	2005	2010	2008	2012
End	2010	2011	2010	2013

PM_{2.5} Project Assessment Form for Interagency Consultation

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

Expand park and ride and transit capacity along I-80 corridor. Improve bus passenger amenities.
Reduce congestion along I-80 corridor.

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

Minimal – little to no impact on diesel emissions; possibly increased diesel bus traffic but nominal

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

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

Project Assessment Form for PM_{2.5} Interagency Consultation

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

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

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
2013

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
2013-2030

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
Reduce auto traffic on I-80 and San Pablo Avenue from Richmond Parkway to San Francisco/Downtown Oakland.

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

Project Information

Project Name: **Jepson: Vanden Road from Peabody to Leisure Town**
Sponsor: **Solano Transportation Authority** TIP ID: **SOL110003** RTP ID: **94151**
Agency: **Solano Transportation Authority** Mode: **LOCAL ROAD** Sub Mode:
Project Type: **MAJOR ARTERIAL** Trans. System: **LOCAL RD** Purpose: **EXPANSION** County: **Solano**
Proj. Desc.: **Jepson Parkway segment: Vanden Road project from Peabody Road to Leisure Town Road.**
RTP Title: **Construct 4-lane Jepson Parkway from Route 12 to Leisure Town Road**

Step 1: Project Identification

- | | |
|---|------------|
| 1: Does this project have any federal funding? | Yes |
| 2: Does this project (or any phases of the project) require any federal action (such as federal authorization or approval for funding or environmental review) after December 14, 2010? | Yes |
| 3: Is the project exempt from both regional and project-level air quality conformity under 40 CFR 93.126?
Project Type Selected: None Applies | No |
| 4: Is the project exempt from regional air quality conformity under 40 CFR 93.127?
Project Type Selected: None Applies | No |
| 5: Is the project exempt from regional air quality conformity under 40 CFR 93.128?
Project Type Selected: None Applies | No |
| 6: Does this project meet the definition of a "project of air quality concern" under 40 CFR 93.123(b)(1)?
Project Type Selected: None Applies | No |

Dates for Interagency Consultation

Requested Date of Interagency Consultation: **OCT- 2010**
Meeting Date of PM2.5 consultation via Air Quality Conformity Task Force to determine POAQC:
Action Date of PM2.5 consultation via Air Quality Conformity Task Force to determine POAQC:

Dates for PM2.5 Hot-Spot Analysis

Meeting Date of PM2.5 consultation via Air Quality Conformity Task Force to determine review hot-spot analysis:
Action Date of PM2.5 consultation via Air Quality Conformity Task Force to determine review hot-spot analysis:

Project Assessment Form for PM_{2.5} Interagency Consultation

RTIP ID# <i>(required)</i> 94151				
TIP ID# <i>(required)</i> SOL110003, SOL110004, SOL110005, SOL110006				
Air Quality Conformity Task Force Consideration Date				
Project Description <i>(clearly describe project)</i> The Jepson Parkway Project (project) would upgrade and link a series of existing local two- and four-lane roadways (as well as construct an extension of an existing roadway) to provide a four-lane north-south travel route for motorists who face increasing congestion when traveling between jurisdictions in central Solano County. Roadways proposed for improvements in the corridor could include Leisure Town Road, Vanden Road, Cement Hill Road, and Walters Road, including an extension of Walters Road north of its existing terminus.				
Type of Project: Change to existing regionally significant street				
County Solano	Narrative Location/Route & Postmiles The proposed project would include a 12-mile corridor in mid-Solano County between Interstate 80 (I-80) in Vacaville to the north and State Route (SR) 12 in Suisun City to the south. Roadways proposed for improvements in the corridor could include Leisure Town Road, Vanden Road, Cement Hill Road, and Walters Road, including an extension of Walters Road north of its existing terminus. Caltrans Projects – EA#			
Lead Agency: Solano Transportation Authority				
Contact Person Janet Adams	Phone# 707-424-6010	Fax#	Email jadams@sta-snci.com	
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
Categorical Exclusion (NEPA)	EA or Draft EIS	X FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action: 2011				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
Exempt	Section 6004 – Categorical Exemption	X	Section 6005 – Non-Categorical Exemption	
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	2000	2011	2012	2014
End	2011	2012	2013	2015

PM_{2.5} Project Assessment Form for Interagency Consultation

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

The project is needed to:

- Address existing and future traffic congestion for north-south mobility in central Solano County.
- Improve existing and future roadway safety along the corridor.
- Accommodate traffic associated with future planned growth, as identified in the following adopted local and regional plans:
 - California Transportation Plan 2030;
 - MTC Regional Transportation Plan (RTP);
 - City of Vacaville General Plan;
 - City of Fairfield General Plan;
 - City of Suisun City General Plan; and
 - Solano County General Plan.
- Relieve existing and future (2030) traffic congestion on I-80.
- Support future multimodal transit options and bicycle and pedestrian use.

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

Residential, commercial, industrial, and agricultural uses existing within the corridor. Truck traffic along Leisure Town Road in the City of Vacaville is restricted to local deliveries only. The average diesel truck traffic within the corridor is approximately 4 percent. The proposed project would not significantly change the number of trucks or the characteristics of trucks within the project area.

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

See Attached Table 1 for Build and No Build LOS and Table 2 for AADT and vehicle miles traveled (VMT) under Build and No Build conditions. The average diesel truck traffic within the corridor is approximately 4 percent. The proposed project would not significantly change the number of trucks or the characteristics of trucks within the project area.

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

See Attached Table 1 for Build and No Build LOS and Table 2 for AADT and vehicle miles traveled (VMT) under Build and No Build conditions. The average diesel truck traffic within the corridor is approximately 4 percent. The proposed project would not significantly change the number of trucks or the characteristics of trucks within the project area.

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

The proposed project would add capacity within the corridor by building redundancy in the local network. This redundancy would reduce trips on other local roadways.

Project Assessment Form for PM_{2.5} Interagency Consultation

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

The proposed project is within a nonattainment area for federal PM_{2.5} standards. Therefore, per 40 CFR Part 93 a hotspot analysis is required for conformity purposes. However, the EPA does not require hotspot analyses, qualitative or quantitative, for projects that are not listed in Section 93.123(b)(1) as a project of air quality concern (POAQC).

The project does not qualify as a POAQC because of the following reasons:

- i. The proposed project is not a new or expanded highway project. The proposed project is a local roadway project. Based on the traffic analysis for the environmental document, none of the traffic volumes along the roadways within the project area would exceed the 125,000 average daily trips (ADT) threshold for a POAQC. In addition, the truck traffic would not exceed eight percent truck volume or the 10,000 truck ADT threshold for POAQC.
- ii. The proposed project does not affect intersections that are at level of service (LOS) D, E, or F with a significant number of diesel vehicles. The proposed project would reduce congestion within the corridor, and would improve the level of service at all intersections within the corridor to LOS D or better in year 2030. In addition, the average truck traffic within the corridor would not exceed eight percent of the traffic volume.
- iii. The proposed project does not include the construction of a new bus or rail terminal.
- iv. The proposed project does not expand an existing bus or rail terminal.
- v. Currently there is no state implementation plan for PM_{2.5} and is therefore not identified within an implementation plan as an area of potential violation. Pursuant to federal air quality guidelines a plan will be prepared by December 2012.

Therefore, the proposed project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hotspot analysis. The proposed project would not create a new, or worsen an existing, PM_{2.5} violation.

PM_{2.5} Project Assessment Form for Interagency Consultation

**Table 1
Intersection Delay (Seconds per Vehicle) and LOS Summary^a with Proposed Intersection Lane Configurations**

Intersection	Standard LOS ^b	Year 2010				Year 2030			
		No Build		Build		No Build		Build	
		AM	PM	AM	PM	AM	PM	AM	PM
1. Leisure Town Road/I-80 WB Ramps	D	10.3/B	9.3/A	8.1/A	9.1/A	4.5/A	8.8/A	4.5/A	8.8/A
2. Leisure Town Road/I-80 EB Ramps	D	6.3/A	8.3/A	5.8/A	7.4/A	10.8/B	27.6/C	10.8/B	27.6/C
3. Leisure Town Road/Orange Drive	C	7.5/A	13.8/B	7.9/A	13.7/B	16.6/B	19.8/B	16.6/B	19.8/B
4. Leisure Town Road/Sequoia Drive/White Pine Street	C	9.1/A	27.9/C	8.3/A	11.7/B	13.9/B	>100/F	13.9/B	>100/F
5. Leisure Town Road/Stonegate Drive	C	59.8/F ^c	>100/F ^c	25.6/D ^c	56.9/F ^c	>100/F ^c	>100/F ^c	>100/F ^c	>100/F ^c
6. Leisure Town Road/Ulatis Drive	C	76.8/F ^c	>100/F ^c	33.9/D ^c	>100/F ^c				
7. Leisure Town Road/Elmira Road	C	28.9/C	43.3/D	20.3/C	26.1/C	84.5/F	>100/F	84.5/F	>100/F
8. Leisure Town Road/Marshall Road	C	48.4/E ^c	80.9/F ^c	31.2/D ^c	48.8/E ^c	>100/F ^c	>100/F ^c	>100/F ^c	>100/F ^c
9. Leisure Town Road/Alamo Drive	C	19.4/B	23.2/C	16.7/B	19.7/B	40.5/D	>100/F	40.5/D	>100/F
10. Leisure Town Road/Vanden Road	C	14.8/B	12.2/B	18.3/B	7.4/A	73.5/E	>100/F	73.5/E	>100/F
10A. Leisure Town Road/Vanden Road/Foxboro Parkway ^d	C	--	--	--	--	45.9/D	17.1/B	45.9/D	17.1/B
11. Vanden Road/Canon Road	C	>100/F ^c	31.2/D ^c	7.8/A	14.0/B	>100/F ^c	42.0/E ^c	>100/F ^c	42.0/E ^c
12. Cement Hill Road/Peabody Road	D	54.7/D	25.1/C	31.4/C	23.5/C	>100/F	>100/F	>100/F	>100/F
13. Walters Road Ext/Cement Hill Road	D	6.3/A	4.7/A	8.8/A	9.4/A	7.4/A	48.2/D	7.4/A	48.2/D
14. Walters Road/Air Base Pkwy	D	34.2/C	34.2/C	41.7/D	35.8/D	74.7/E	81.2/F	74.7/E	81.2/F
15. Walters Road/East Tabor Ave	D	10.3/B	11.7/B	19.4/B	18.5/B	21.9/C	28.0/C	21.9/C	28.0/C
16. Walters Road/Bella Vista Road	C	19.3/B	12.4/B	24.1/C	19.7/B	21.3/C	13.3/B	21.3/C	13.3/B
17. Walters Road/Peterson Road	C	2.5/A	2.9/A	5.1/A	6.5/A	2.8/A	3.9/A	2.8/A	3.9/A
18. Walters Road/SR 12	C	20.2/C	16.0/B	21.4/C	20.9/C	55.0/D	44.8/D	55.0/D	44.8/D
19. Peabody Road/Alamo Drive	C	40.5/D	40.2/D	23.8/C	29.3/C	28.3/C	34.9/C	28.3/C	34.9/C
20. Peabody Road/Air Base Pkwy	D	18.0/B	27.6/C	14.9/B	32.7/C	20.5/C	54.0/D	20.5/C	54.0/D
21. Peabody Road/Huntington Drive	D	23.5/C	22.9/C	21.3/C	21.8/C	19.5/B	47.6/D	19.5/B	47.6/D

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22. Peabody Road/California Drive	C	15.5/B	18.4/B	13.8/B	16.4/B	37.5/D	27.6/C	37.5/D	27.6/C
23. Peabody Road/Elmira Road	C	31.7/C	63.2/E	23.1/C	30.4/C	21.4/C	77.1/E	21.4/C	77.1/E
24. Peabody Road/Cliffside Drive	D	49.8/D	46.5/D	20.5/C	36.9/D	20.8/C	36.6/D	20.8/C	36.6/D
25. Elmira Road/Depot Street	D	25.7/C	47.9/D	25.9/C	40.7/D	26.7/C	36.9/D	26.7/C	36.9/D

Notes: Shaded cells indicate intersections expected to exceed local LOS performance thresholds.

- a. LOS based on 2000 HCM methodology.
- b. LOS standard as reported in the Transportation Report.
- c. Unsignalized control - installation of traffic signals would allow intersections to meet LOS standard in 2010.
- d. The future extension of Foxboro Parkway to Leisure Town Road/Vanden Road is not part of the Jepson Parkway Project.

**Table 2
Projected Average Annual Daily Traffic and Vehicle Miles Traveled Year 2030**

Alternative	Maximum Average Annual Daily Traffic¹	Vehicle Miles Traveled (1,000 miles)²	Percent Increase in Vehicle Miles Traveled over No Build Conditions
No Build	42,300	462.9	–
Build	35,600	533.1	15%

Notes:

- 1. Based on the segment within the corridor with the highest 24-hour volume.
- 2. Based on average annual daily traffic and length of the segments within the corridor.