System Determined POAQC: Non-Exempt

Project Information

Project Name: **Novato Boulevard Improvements, Diablo to Grant**

Sponsor: **Novato** TIP ID: **MRN070006** RTP ID: **230694**

Agency: **Novato** Mode: **LOCAL ROAD** Sub Mode:

Project Type: **WIDENING** Trans. System: **LOCAL RD** Purpose: **EXPANSION** County: **Marin**

Proj. Desc.: **Navato: Navato Blvd between Diablo and Grant St.: Improvements to roadway including including widening existing two/three lanes to four lanes and adding turn lanes, curbs, and sidewalks.**

RTP Tittle: **Local streets and roads maintenance**

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: **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)* 230694

TIP ID# *(required)* MRN07006

Air Quality Conformity Task Force Consideration Date

Project Description *(clearly describe project)*

The proposed project, located in the City of Novato, Marin County, California, includes widening of the existing two or three lanes to four through-travel lanes and other improvements, on a 0.7-mile section of the existing Novato Boulevard, from Diablo Avenue northerly to Grant Avenue. The project includes a landscaped raised median divider with left-turn pockets, continuous sidewalks and bike lanes, and the reconfiguration of the Pine Avenue and Cypress Avenue intersections with Novato Boulevard.

Type of Project: Change to existing regionally significant street

Pick one project type: 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	**Narrative Location/Route & Postmiles**
MRN	**Novato Boulevard between Grant Avenue and Diablo Avenue** **Caltrans Projects – EA#**

Lead Agency: City of Novato

Contact Person	**Phone#**	**Fax#**	**Email**
Julian Skinner	415-899-8961	415-899-8251	jskinner@no

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

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

Scheduled Date of Federal Action:

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

Exempt	**Section 6004 – Categorical Exemption**	**Section 6005 – Non-Categorical Exemption**

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	12/07	05/11	05/11	05/13
End	04/11	03/13	03/13	10/14

$PM_{2.5}$ Project Assessment Form for Interagency Consultation

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

The purpose of the project is to address multiple deficiencies including current needs forecast to persist in view of growth during 2010-2030. Not the least among these needs are the need to maintain a certain level of safety and the need to maintain a certain level of traffic flow. Current deficiencies include; long morning peak hour queues (southbound), long evening peak hour queues with stacking north from the Diablo Avenue/Novato Boulevard intersection and south from the Seventh Street-Tamalpais/Novato Boulevard intersection, lack of continuous Class II bike lanes, missing curbs, gutters, and sidewalks in portions, and non-ADA compliant sidewalks or crossings, outdated traffic signals, offset intersections, and closely spaced intersections.

In addition to providing for vehicle travel by buses and autos, an additional purpose of the project is to provide for a better environment for walking and bicycling in the final segment of Novato Boulevard to be addressed by the City. Over the years the City of Novato has undertaken similar construction projects to improve all other segments of Novato Boulevard-South Novato Boulevard.

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

The land in the Project Corridor is developed with residential, office, and other commercial uses, and public or quasi-public uses (*e.g*., library, Church) in Novato's Central Neighborhood. There are no developable vacant parcels.

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

2010 – Build LOS A; No Build LOS D; AADT 22,000 vpd; <3% trucks; <660 trucks

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

2030 – Build LOS A; No Build LOS E; AADT 28,000 vpd; <3% trucks; <840 trucks

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

n/a

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

n/a

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

n/a

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

n/a

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

The proposed additional capacity of Novato Boulevard may relieve traffic on parallel Center Road and Redwood Boulevard, although these are not stated project purposes. Center Road is a two lane collector with an ADT of 7,000 vpd; Redwood Boulevard is a four lane arterial with an ADT of 14,000 vpd.

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

The Novato Boulevard project area could convey by year 2030 or 2035 approximately 28,000 vpd, of which approximately 1.5 percent could be diesel trucks.

The Novato Boulevard Improvement project would tend to improve intersection operations and average route speeds; therefore, the project would have a beneficial effect of maintaining intersection operations at a level of Service (LOS) D, or better, and reducing PM emissions from motor vehicles.

The project site is not a local area that could be identified as a hot-spot site of possible $PM_{2.5}$ or PM_{10} violation, owing to presence of stationary or mobile sources of PM, diesel trucks, or area sources such as agricultural areas. A review of the specific monitoring record for Santa Rosa, the $PM_{2.5}$ monitoring station closest to Novato, did not indicate a standard violation during 2007-2009.

System Determined POAQC: Non-Exempt

Project Information

Project Name: **US 101 / Broadway Interchange Improvement**

Sponsor: **Caltrans** TIP ID: **SM-050028** RTP ID: **21602**

Agency: **Caltrans** Mode: **STATE HIGHWAY** Sub Mode:

Project Type: **FREEWAY I/C** Trans. System: **STATE HWY** Purpose: **EXPANSION** County: **San Mateo**

Proj. Desc.: **City of Burlingame: US 101/Broadway Interchange; Reconstruct and reconfigure interchange. Replace existing bridge with a wider bridge structure.**

RTP Tittle: **Reconstruct U.S. 101/Broadway 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)* 21602

TIP ID# *(required)* SM-050028

Air Quality Conformity Task Force Consideration Date
January 2011

Project Description *(clearly describe project)*
The California Department of Transportation (Caltrans), in cooperation with the San Mateo County Transportation Authority (SMCTA), proposes to reconstruct the existing U.S. Highway 101 (US 101)/Broadway interchange in the City of Burlingame in San Mateo County, California. The project will replace the existing Broadway overcrossing with a wider structure, reconfigure all ramp connections to US 101, and install ramp meters on the northbound and southbound on-ramps (see Figure 1-1). The total length of the project is 0.76 mile (from Post Mile 16.30 to 17.06).

The project will construct a new seven-lane Broadway overcrossing approximately 170 feet to the north of the existing four-lane structure. Broadway will be realigned to extend straight across US 101 from the Broadway/Rollins Road intersection on the west to the Bayshore Highway/Airport Boulevard intersection on the east, eliminating the existing curvilinear alignment. The northern terminus of Airport Boulevard will be moved approximately 100 feet to the north to meet the new eastern landing of the overcrossing and maintain a four-leg intersection with Broadway, Bayshore Highway, and the access road for the Crowne Plaza Hotel. New traffic signals and streetlights will be installed as part of the project. The project is anticipated to take 2 to 2.5 years to construct.

Type of Project: Reconfigure existing interchange
Pick one project type: 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	**Narrative Location/Route & Postmiles** 04-SM-101 (PM 16.30-17.06) **Caltrans Projects – EA#** 235840
San Mateo County	

Lead Agency: California Department of Transportation (Caltrans)

Contact Person	**Phone#**	**Fax#**	**Email**
Jim McKim, SMCTA (agency)	650.508.7944	650.508.7938	mckimj@samtrans.com
Lynn McIntyre (URS, consultant)	510.874.3149	510.874.3268	lynn_mcintyre@urscorp.com

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

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 *(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	October 2008	April 2011	September 2011	December 2013
End	March 2011	July 2013	May 2013	January 2016

$PM_{2.5}$ Project Assessment Form for Interagency Consultation

Project Purpose and Need (Summary): *(please be brief)*
The purpose of the project is to:

- Improve traffic movements and access around the US 101/Broadway interchange;
- Accommodate future increases in traffic at intersections in and adjacent to the interchange;
- Improve operations for vehicles entering and exiting southbound US 101 at the Broadway interchange; and
- Increase bicyclist and pedestrian access across US 101 and around the interchange.

The project is needed because the configuration of the existing interchange causes poor system performance. In addition to having geometric features such as tight loop ramps that do not comply with modern design standards, the interchange lacks direct, intuitive connections among some of the areas it serves.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
The study area contains industrial, commercial, parks, and residential land uses.

In general, office and industrial uses are concentrated in the northwestern quadrant of the US 101/Broadway interchange (Rollins Road, Nerli Lane, and Marsten Road); service, retail, and commercial uses are primarily in the southwestern interchange quadrant (Broadway and Rollins Road); and waterfront commercial uses such as hotels, restaurants, and offices are east of the interchange (see Figure 2.1-1).

Truck traffic at intersections adjacent to the interchange averages 2 percent. The project would not change land uses in any way that would result in additional diesel truck traffic to or from the study area.

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

Not applicable; see below for interchange 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

Not applicable; see below for interchange 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

Opening year: 2015

Scenario	AADT	% and # trucks	Truck AADT
Build	33,950	2% heavy vehicles/trucks to 98% passenger vehicles	679
No Build	23,900	2% heavy vehicles/trucks to 98% passenger vehicles	478

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

Horizon year: 2035

Scenario	AADT	% and # trucks	Truck AADT
Build	42,440	2% heavy vehicles/trucks to 98% passenger vehicles	849
No Build	29,870	2% heavy vehicles/trucks to 98% passenger vehicles	597

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; see above for interchange facility

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

Not applicable; see above for interchange facility

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
In the horizon year (2035), traffic demand will increase by 28% on the US 101 mainline and by 30% on the US 101/Broadway interchange ramps, compared to existing conditions (URS 2010a). The mainline US 101 segments studied (Millbrae Avenue to the north and Peninsula Avenue/East Third Avenue to the south) are projected to have unacceptable levels of service (LOS E and F) under both 2035 Build and No Build conditions (URS 2010a). Heavy traffic on the US 101 mainline is expected to increase congestion at intersections adjacent to the US 101/Broadway interchange, as drivers use surface roadways to avoid freeway congestion.

In 2035 under the No Build condition, six of the seven study intersections adjacent to the interchange are projected to operate at unacceptable levels of service, defined by City of Burlingame planning criteria as LOS E and LOS F (URS 2010b). With the Build Alternative, all intersections are projected to operate at acceptable levels of service, as shown in the table below (URS 2010b). In addition, intersection delays are projected to decrease by one minute or more at three intersections and two minutes or more at two intersections, compared with the No Build condition.

Future (2035) Intersection Levels of Service, No Build and Build Alternatives

No.	Intersection Name (under Build Conditions)	Type of Control	2035 No Build Conditions				2035 Build Conditions			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	US 101 NB ramps/Bayshore Highway	Signal	71.3	**E**	46.0	D	27.6	C	36.3	D
2	Broadway/Airport Boulevard/Crowne Plaza Hotel access road/Bayshore Highway	Signal	49.2	D	45.9	D	27.7	C	25.9	C
3	Broadway/Rollins Road	Signal	89.3	**F**	91.4	**F**	22.4	C	30.3	C
4	Cadillac Way/Rollins Road	Signal	81.2	**F**	152.0	**F**	12.1	B	10.3	B
5	Broadway/Carolan Avenue	Signal	101.8	**F**	27.5	C	32.9	C	29.0	C
6	Broadway/California Drive	Signal	55.4	**E**	73.1	**E**	28.5	C	37.5	D
7	Cadillac Way/Carolan Avenue	One-way stop	43.4	**E**	176.6	**F**	17.9	C	21.3	C
8	Broadway/US 101 SB Ramps	Signal	Only exists with project				15.5	B	21.9	C

Source: URS 2010a, b

Notes: Delay represented is average delay at signalized intersections and average delay on controlled approaches at unsignalized intersections. Delay is in seconds per vehicle. Shading indicates unacceptable levels of service (LOS E or F).

The project would not add capacity to US 101 or provide access to areas that it does not already serve. The realignment of the Broadway overcrossing and the consolidation of all three existing southbound US 101 ramps (two off-ramps and one on-ramp) to a new four-way intersection with Broadway would reduce out-of-direction travel currently associated with the interchange. As mainline operations are projected to remain the same and congestion would improve at all study intersections, the proposed project is not expected to result in adverse traffic redistribution effects. The project would provide congestion relief by improving traffic flow and reducing intersection delays.

References cited

URS. 2010a. Traffic Operations Analysis Report. US 101/Broadway Interchange Reconstruction Project. Project Approval/Environmental Document Phase. Prepared for Caltrans, San Mateo Transportation Authority, and City of Burlingame by URS Corporation, San Jose, CA. June 4, 2010.

URS. 2010b. Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment. US 101/Broadway Interchange Reconstruction Project. Project Approval/Environmental Document Phase. Prepared for Caltrans, San Mateo Transportation Authority, and City of Burlingame by URS Corporation. URL: http://www.dot.ca.gov/dist4/envdocs.htm#101broadway. August 2010.

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 PM2.5 standards. Therefore, according to 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 40 CFR Section 93.123(b)(1) as a project of air quality concern (POAQC). Five types or categories of projects qualify as a POAQC. The following discussion evaluates whether the proposed project falls into any of these five POAQC categories.

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

1. It 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 an interchange replacement and does not include additional lanes on US 101. The project would not increase the volume of traffic on US 101 or the percentage of diesel vehicle traffic on US 101 compared to No Build conditions (URS 2010a).[1]

2. The percentage of diesel vehicles at project area intersections is 2 percent and would not increase as a result of the project (40 CFR Section 93.123(b)(1)(ii)). The project would improve operations and substantially reduce vehicle delays at study area intersections, as discussed in "**Describe potential traffic redistribution effects of congestion relief**," above.

3. It is not a new bus or rail terminal or transfer point (40 CFR Section 93.123(b)(1)(iii)).

4. It is not an expansion of an existing bus or rail terminal or transfer point (40 CFR Section 93.123(b)(1)(iv)).

5. There is no state implementation plan for PM2.5, and the project area is therefore not identified in an implementation plan as an area of potential violation (40 CFR Section 93.123(b)(1)(v)). Pursuant to federal air quality guidelines, a plan will be prepared by December 2012. The nearest known violations of the PM2.5 and PM10 standards were recorded in 2007 in Redwood City, which is about 10 miles southeast of the US 101/Broadway interchange (URS 2010c).

In addition, interchange reconfiguration projects are among the project types identified as being exempt from regional emissions analyses in 40 CFR Section 93.127.

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, PM2.5 violation.

References cited

Caltrans. 2010. Annual Average Daily Truck Traffic on the California State Highway System. URL: http://traffic-counts.dot.ca.gov/2009all/docs/2009truckpublication.pdf. December 2010.

URS. 2010a. Traffic Operations Analysis Report. US 101/Broadway Interchange Reconstruction Project. Project Approval/Environmental Document Phase. Prepared for Caltrans, San Mateo Transportation Authority, and City of Burlingame by URS Corporation, San Jose, CA. June 4, 2010.

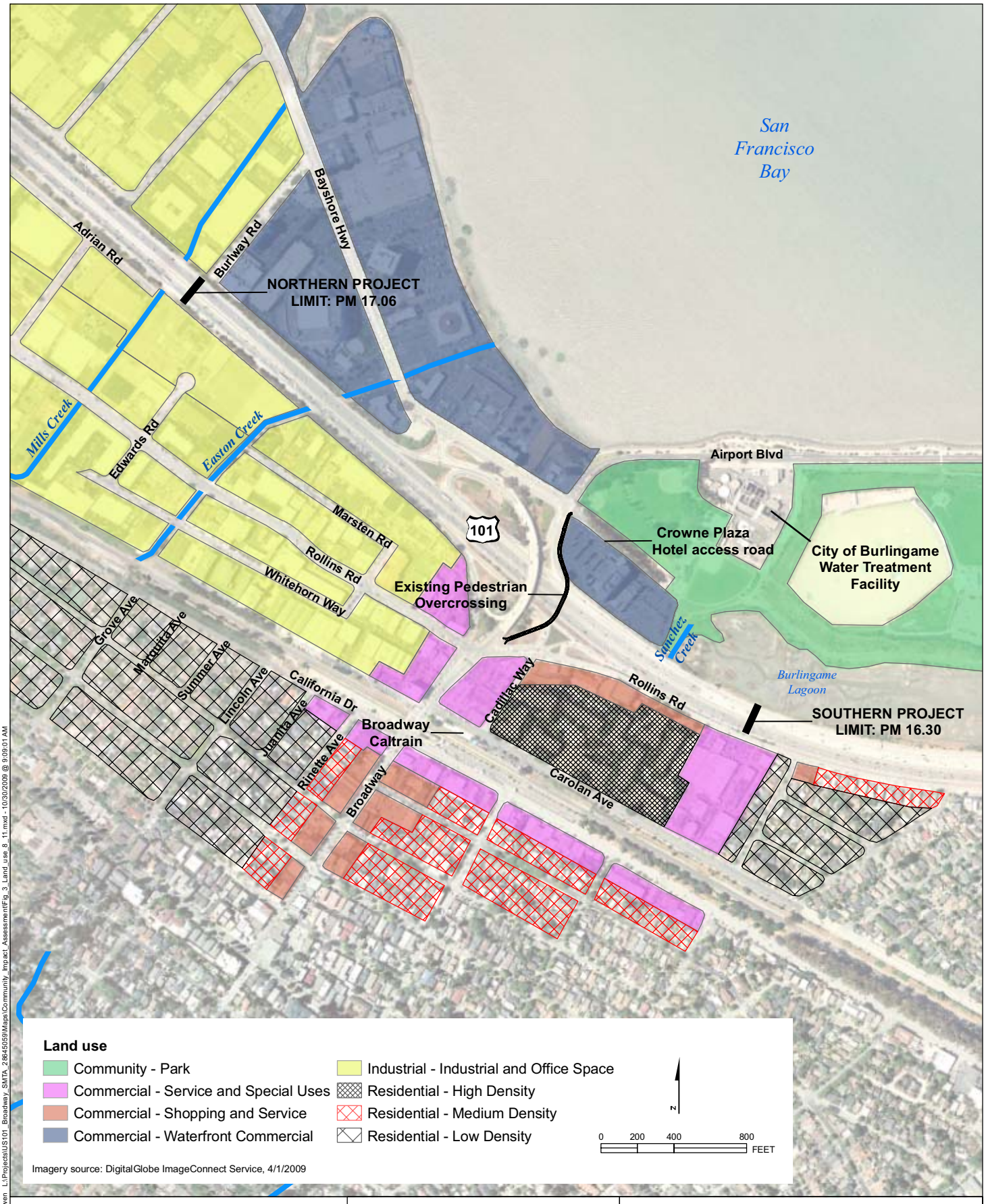
URS. 2010c. Air Quality Impact Assessment. US 101/Broadway Interchange Reconstruction Project. Project Approval/Environmental Document Phase. Prepared for Caltrans, San Mateo Transportation Authority, and City of Burlingame by URS Corporation. December 2009. Revised December 2010.

[1] Transportation conformity guidance coauthored by the EPA and FHWA define a significant volume of diesel truck traffic as facilities with greater than 125,000 annual average daily traffic (AADT) and 8 percent or more of such AADT as diesel truck traffic. Caltrans' most recent (2009) truck counts for US 101 in the interchange vicinity show that truck traffic constitutes 4.4 percent of total facility traffic volume (Caltrans 2010). Therefore, the segment of US 101 in the project area does not have a significant number of diesel vehicles.

URS Corp - Oakland CA - J:\Oakland\Projects\US101 Broadway SMTA 28045959\Maps\Community Impact Assessment\Fig 1-1 Project location.mxd 5/12/2010 @ 1:53:35 PM

US 101/BROADWAY INTERCHANGE
RECONSTRUCTION PROJECT
BURLINGAME, CA
EA 235840

FIGURE 1-1
PROJECT LOCATION AND PROPOSED PROJECT



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US 101/BROADWAY INTERCHANGE
RECONSTRUCTION PROJECT
BURLINGAME, CA
EA 235840

FIGURE 2.1-1
LAND USE

System Determined POAQC: Non-Exempt

Project Information

Project Name:	**I-880/I-280/Stevens Creek I/C Improvements**						
Sponsor:	**Santa Clara Valley Transportation Authority (VTA)**			TIP ID:	**SCL070002**	RTP ID:	**21719**
Agency:	**Santa Clara Valley Transportation Authority (VTA)**			Mode:	**STATE HIGHWAY**	Sub Mode:	
Project Type:	**FREEWAY I/C**	Trans. System:	**STATE HWY**	Purpose:	**EXPANSION**	County:	**Santa Clara**
Proj. Desc.:	**San Jose: At the I-280/I-880/Stevens Creek Boulevard Interchange; interchange improvements including a braided ramp to separate the merge & weave movements.**						
RTP Tittle:	**Improve I-880/I-280/Stevens Creek Boulevard interchange (includes eliminating eastbound off-ramp loop, reconfiguring the off-ramp to eastbound Stevens Creek Boulevard and improving Winchester Boulevard at I-280)**						

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:

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:

$PM_{2.5}$ Project Assessment Form for Interagency Consultation

RTIP ID# *(required)* 21719

TIP ID# *(required)* SCL070002

Air Quality Conformity Task Force Consideration Date
January 15, 2011

Project Description *(clearly describe project)*
Construct improvements to the SR-17/I-280/I-880*, I-280/Winchester Boulevard, and I-880/Stevens Creek Boulevard interchanges as follows (See attached Exhibit A):

- Reconfigure the I-880/Stevens Creek Blvd. Interchange by removing loop off-ramps, realigning and widening existing off- and on-ramps, widening the overcrossing structure, separating traffic for NB CD ramp, improving NB I-880 diagonal on-ramp, improving SB I-880 ramp to Stevens Creek Blvd., improving the intersection of the NB I-280/I-880 ramp termini at Stevens Creek Blvd.
- Construct a new NB I-280 to NB I-880 direct connector ramp; and
- Construct an off-ramp from NB I-280 to Winchester Blvd. There are two design options under consideration for the terminus of the new off-ramp: the 5-Legged Intersection Design Option and the Hook-Ramp Design Option.

Project will be constructed in multiple phases.
*SR-17 and I-880 are the same highway. North of I-280 the freeway is designated as I-880 and south of I-280 the freeway is designated as SR-17.

Type of Project: Reconfigure existing interchanges

County	**Narrative Location/Route & Postmiles --**
Santa Clara	Project is located at the connection of SR-17, I-880, and I-280 in the City of San Jose, Santa Clara County, California. The project limits along I-880 extend from I-280 on the south to approximately Forest Ave. on the north. The project limits along I-280 extend from just west of Winchester Blvd. to approximately MacArthur Ave. on the east. SCL-17 (PM 13.80-13.94), SCL-280 (PM 4.50-6.00), SCL-880 (PM 0.00–1.00) **Caltrans Projects – EA#** 445600

Lead Agency: California Department of Transportation c/o Santa Clara Valley Transportation Authority (VTA)

Contact Person	**Phone#**	**Fax#**	**Email**
Lauren Bobadilla	408-321-5776	408-321-5787	Lauren.bobadilla@vta.org

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

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

Scheduled Date of Federal Action: Spring 2011

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	2006	2006	2011	2012
End	2011	2012	2012	2014

$PM_{2.5}$ Project Assessment Form for Interagency Consultation

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

Purposes*:*

- Improve operations and safety on the freeways and local roadways in the vicinity of the closely-spaced I-880/Stevens Creek Blvd., SR-17/I-280/I-880, and I-280/Winchester Blvd. interchanges.
- Improve access between the I-280/I-880 freeway corridors and the land uses in the vicinity.
- Reduce the operational and safety problems that result from very high traffic demand at the I-880/Stevens Creek Blvd. interchange and on Stevens Creek Blvd.
- Reduce traffic congestion and delay in the project area and on the freeways and local roadways.

Needs: There are several factors which, both individually and cumulatively, contribute to the congestion and delay on the freeways and local streets in the project area:

- Substantial regional and local residential and commercial growth has occurred along the SR-17/I-880, and I-280 corridors resulting in substantial peak period congestion.
- Proximity of the SR-17/I-880/I-280 freeway-to-freeway interchange to two adjacent interchanges, each of which connects to a major arterial street.
- No direct access to the immediate area from northbound I-280.
- Deficiencies of cloverleaf interchange design at I-880/Stevens Creek Blvd**.**

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

The project is located in an urban area in the westerly part of the City of San Jose. The existing land uses along I-280 and SR-17/I-880 within the project limits primarily fall into one of two categories: commercial or residential.

General Commercial uses are primarily located along Stevens Creek Blvd. and Winchester Blvd., the two main arterial streets in the area and along the western end of Tisch Way. Regional Commercial uses, the Westfield Valley Fair shopping mall and Santana Row, are located on north and south sides of Stevens Creek Blvd, west of I-880 and east of Winchester Blvd. Residential uses are located on the east and west sides of I-880/SR-17 and on the north and south sides of I-280. Office Uses are located on the east side of I-880, along Forest and Monroe avenues south of Stevens Creek Blvd and on the south side of I-280 along Moorpark Ave. Other land uses in the area include mobile home park, church and elementary school, hospital, and the Winchester Mystery House. See attached Exhibit B.

$PM_{2.5}$ Project Assessment Form for Interagency Consultation

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

Not applicable.

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

Not applicable.

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

Opening Year: 2015 (See Table 1 below)
I-880: No-Build: AADT = 227,900, Truck AADT = 6,381 (2.8%)
Build: AADT = 227,900, Truck AADT = 6,381 (2.8%)
I-280: No-Build: AADT = 241,152, Truck AADT = 7,476 (3.1%)
Build: AADT = 241,152, Truck AADT = 7,476 (3.1%)
Stevens Creek Boulevard:
No Build AADT = 93,000, Truck AADT = 2,790 (3%)
Build, AADT = 93,500, Truck AADT = 2,805 (3%)
Winchester Boulevard:
No Build AADT = 59,100, Truck AADT = 1,773 (3%)
Build, AADT = 60,500, Truck AADT = 1,815 (3%)
Truck percentages are based on Caltrans' Traffic Volumes and Truck Traffic data.

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

RTP Horizon Year: 2035 (See Table 1 below)
I-880: No-Build: AADT = 231,500, Truck AADT = 6,482 (2.8%)
Build: AADT = 231,500, Truck AADT = 6,482 (2.8%)
I-280: No-Build: AADT = 244,124, Truck AADT = 7,568 (3.1%)
Build: AADT = 244,324, Truck AADT = 7,574 (3.1%)
Stevens Creek Boulevard:
No Build AADT = 96,400, Truck AADT =2,892 (3%)
Build AADT = 96,400, Truck AADT = 2,892 (3%)
Winchester Boulevard:
No Build AADT = 61,700, Truck AADT =1,851 (3%)
Build, AADT = 61,700, Truck AADT =1,851 (3%)
Truck percentages are based on Caltrans' Traffic Volumes and Truck Traffic data.

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)*

Based on the *Traffic Operations Analysis Report* (June 2010), the project would:

- Remove a number of existing merge/weave constraints and separate regional (NB I-280 to NB I-880) and local traffic (NB I-280 to Stevens Creek Blvd.).
- Improve flow through the I-880/Stevens Creek Blvd. interchange and increase the capacity of Stevens Creek Blvd. through the interchange.
- Provide significant reduction in congestion on NB I-280 and eliminate existing bottlenecks and queue spillback from I-880/Stevens Creek Blvd. exit.
- Cause back-up, during AM, on the connector from SB I-880 to NB I-280 due to the continuation of the fourth lane on NB I-280 which would affect the merge.
- Produce overall significant reductions in freeway vehicle hours of delay in all time periods.
- Increase volumes and delays on Winchester Blvd. but lower delays on Stevens Creek Blvd.
- Under the Hook Ramp Design Option, result in LOS F at the new ramp terminal intersection (ramp/Tisch) and LOS D at the Winchester/Tisch intersection during the PM peak hour. Under AM and Saturday peak conditions, these intersections would operate at LOS D or better.
- Under the 5-Legged Design Option, result in LOS E at the ramp terminal/Winchester/Tisch intersection during both the PM and Saturday peaks.
- Under the 5-Legged Design Option, convert Tisch Way to one-way, westbound, at the Winchester/Tisch intersection.

Traffic Operations Analysis Report, June 2010

$PM_{2.5}$ Project Assessment Form for Interagency Consultation

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

The project is not considered a POAQC, as defined in 40 CFR 93.123(b)(1), for the following reasons:

- The project is not a new or expanded highway project with a significant number of or increase in diesel vehicles.
- The project does not affect intersections that are or will be at LOS D, E, or F with a significant number of diesel vehicles.
- 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.
- 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.
- The project is not in or affecting locations, areas, or categories of sites that are identified in the PM2.5 and PM10 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The project is an interchange reconstruction project that does not increase the capacity of the surrounding freeways or highways (I-880, I-280 and SR 17) or generate more traffic. This type of project improves freeway interchange operations by reducing traffic congestion and improving merge operations.

Based on the *Traffic Operations Analysis Report* (June 2010), the project would slightly increase the capacity of Stevens Creek Boulevard through the interchange. However, the traffic volumes along Stevens Creek and Winchester boulevards would not exceed the 125,000 average daily trips threshold for a POAQC. In addition, the total truck percentages along the freeways and local roads would not exceed the 8 percent threshold, and the total truck average annual daily traffic would not exceed the 10,000 vehicle threshold for a POAQC. The future traffic volumes along I-880, I-280, Stevens Creek Boulevard and Winchester Boulevard are shown in Table 1 below. SR-17 traffic volumes are not shown because the only changes are to some ramps that connect to SR-17 and there are no changes to the mainline traffic on SR-17.

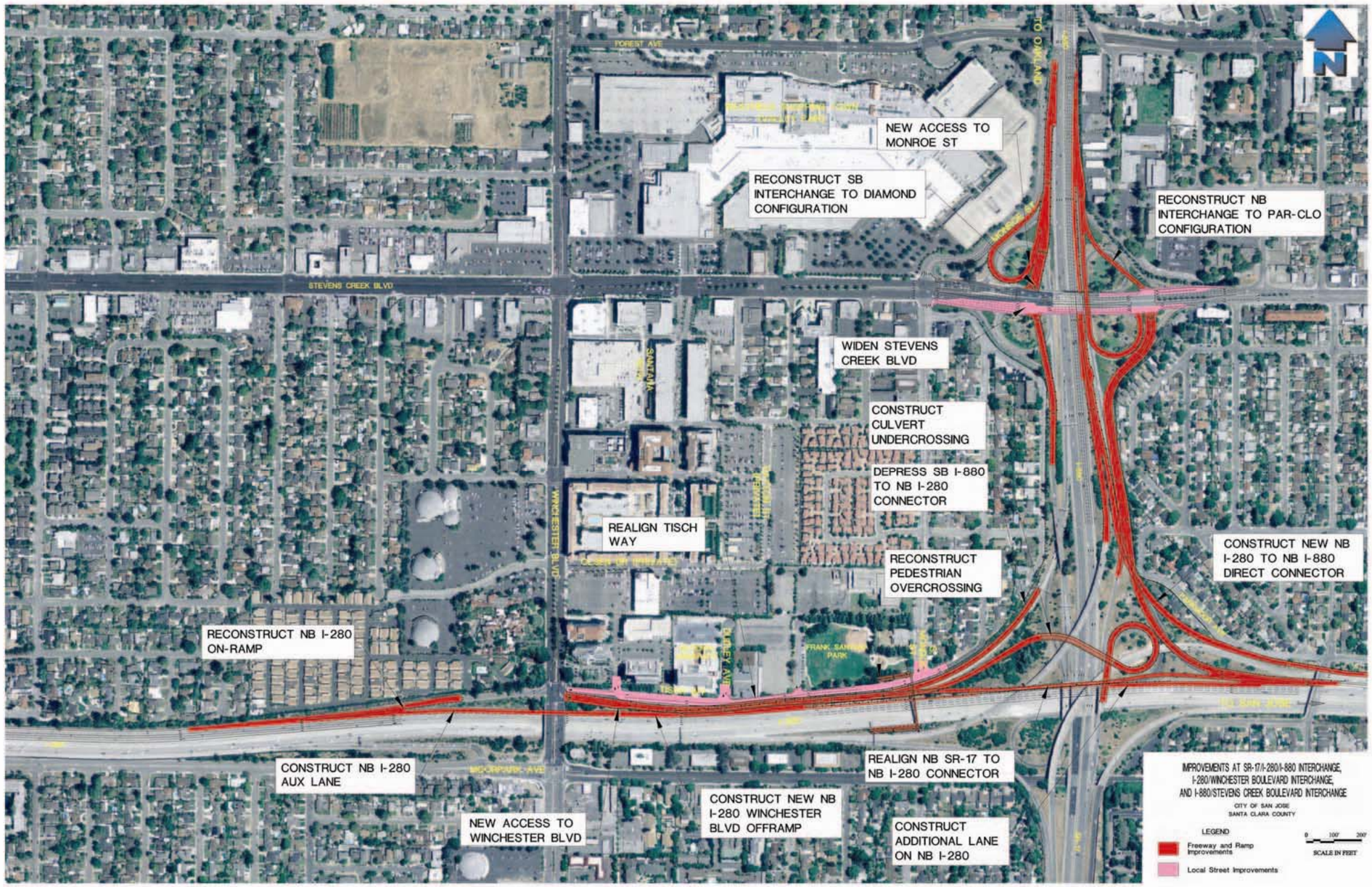
Therefore, the project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The project will not create a new or worsen an existing PM10 or PM2.5 violation.

Table 1 – AADT

Location		Estimated AADT Existing	Estimated AADT – 2015 No-Build	Estimated AADT – 2015 Build	Estimated AADT – 2035 No-Build	Estimated AADT – 2035 Build
Freeways						
I-880 Southbound	Trucks (2.8%)	2,803	3,346	3,346	3,382	3,382
	Autos	100,100	119,500	119,500	120,800	120,800
I-880 Northbound	Trucks (2.8%)	2,755	3,035	3,035	3,100	3,100
	Autos	98,400	108,400	108,400	110,700	110,700
I-280 Southbound	Trucks (3.1%)	3,410	4,255	4,255	4,245	4,245
	Autos	110,000	137,252	137,252	136,924	136,924
I-280 Northbound	Trucks (3.1%)	2,579	3,221	3,221	3,323	3,329
	Autos	83,200	103,900	103,900	107,200	107,400
Local Roads						
Stevens Creek Blvd.	Trucks (3%)	2,050	2,790	2,805	2892	2892
	Autos	68,400	93,000	93,500	96,400	96,400
Winchester Blvd.	Trucks (3%)	1,525	1773	1,815	1,851	1,851
	Autos	50,800	59,100	60,500	61,700	61,700

DKS Associates, *Traffic Operations Analysis Report* (June 2010)

Exhibit A



BUILD ALTERNATIVE WITH 5-LEGGED INTERSECTION DESIGN OPTION

FIGURE 3A

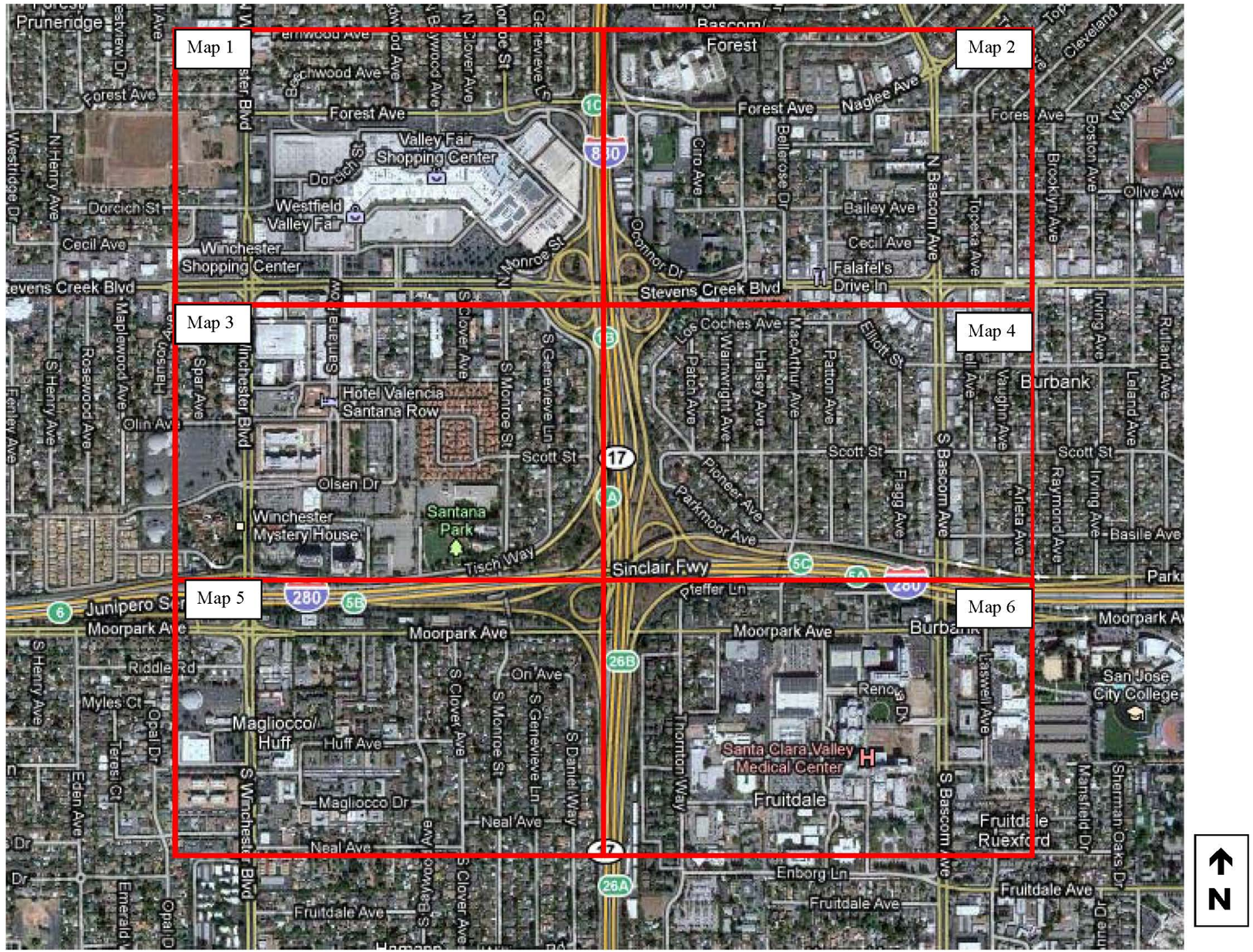
Exhibit A

BUILD ALTERNATIVE WITH HOOK-RAMP DESIGN OPTION

FIGURE 3B

EXHIBIT B

Improvements at SR-17/I-280/I-880 Interchange, I-280/Winchester Boulevard Interchange, and I-880/Stevens Creek Boulevard Interchange Project



Surrounding Land Use/Traffic Generators – Key Map

EXHIBIT B

Improvements at SR-17/I-280/I-880 Interchange, I-280/Winchester Boulevard Interchange, and I-880/Stevens Creek Boulevard Interchange Project

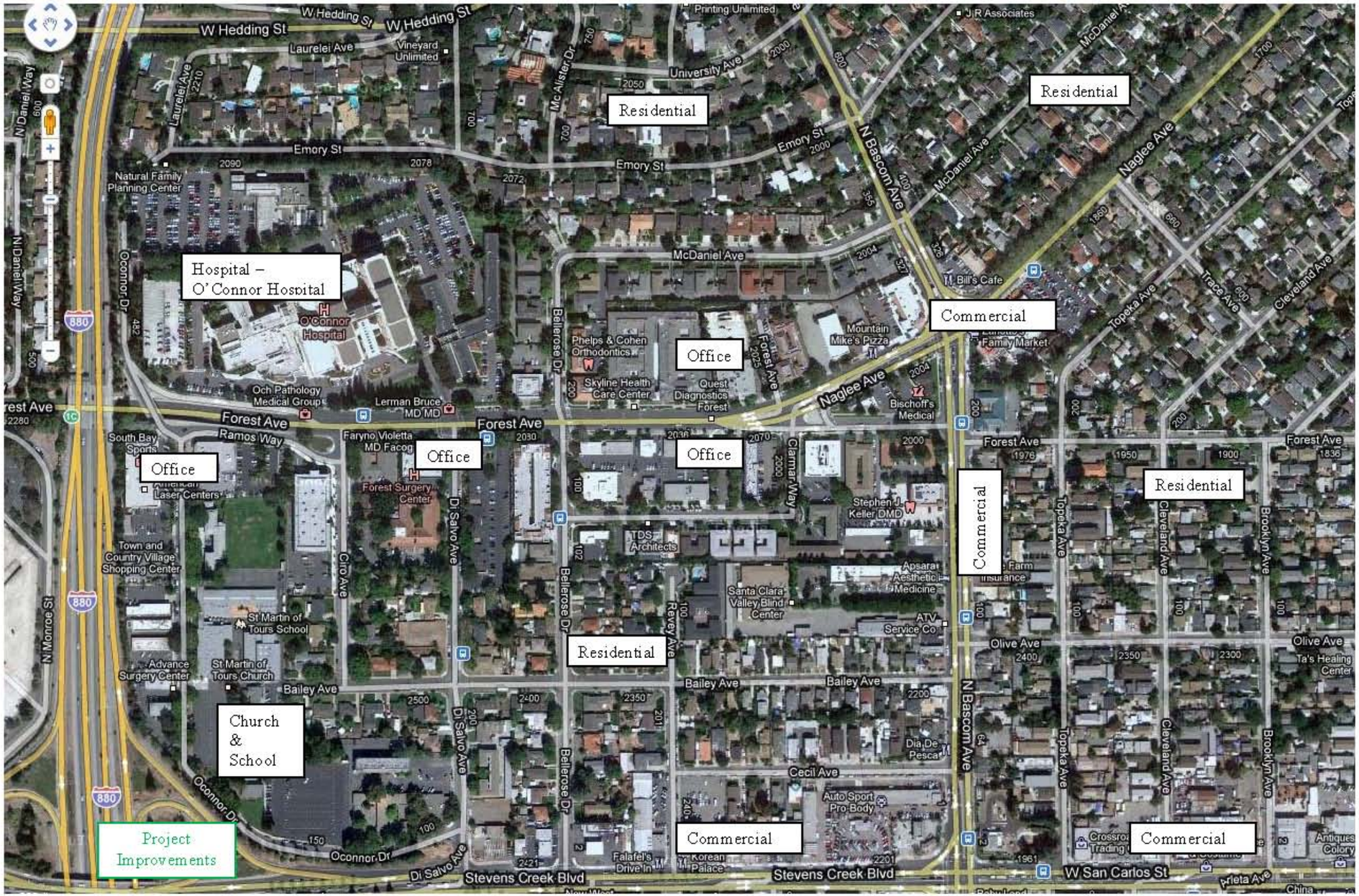
Map 1

Surrounding Land Use/Traffic Generators

EXHIBIT B

Improvements at SR-17/I-280/I-880 Interchange, I-280/Winchester Boulevard Interchange, and I-880/Stevens Creek Boulevard Interchange Project

Map 2



Surrounding Land Use/Traffic Generators

EXHIBIT B

Improvements at SR-17/I-280/I-880 Interchange, I-280/Winchester Boulevard Interchange, and I-880/Stevens Creek Boulevard Interchange Project

Map 3

Surrounding Land Use/Traffic Generators

EXHIBIT B

Improvements at SR-17/I-280/I-880 Interchange, I-280/Winchester Boulevard Interchange, and I-880/Stevens Creek Boulevard Interchange Project

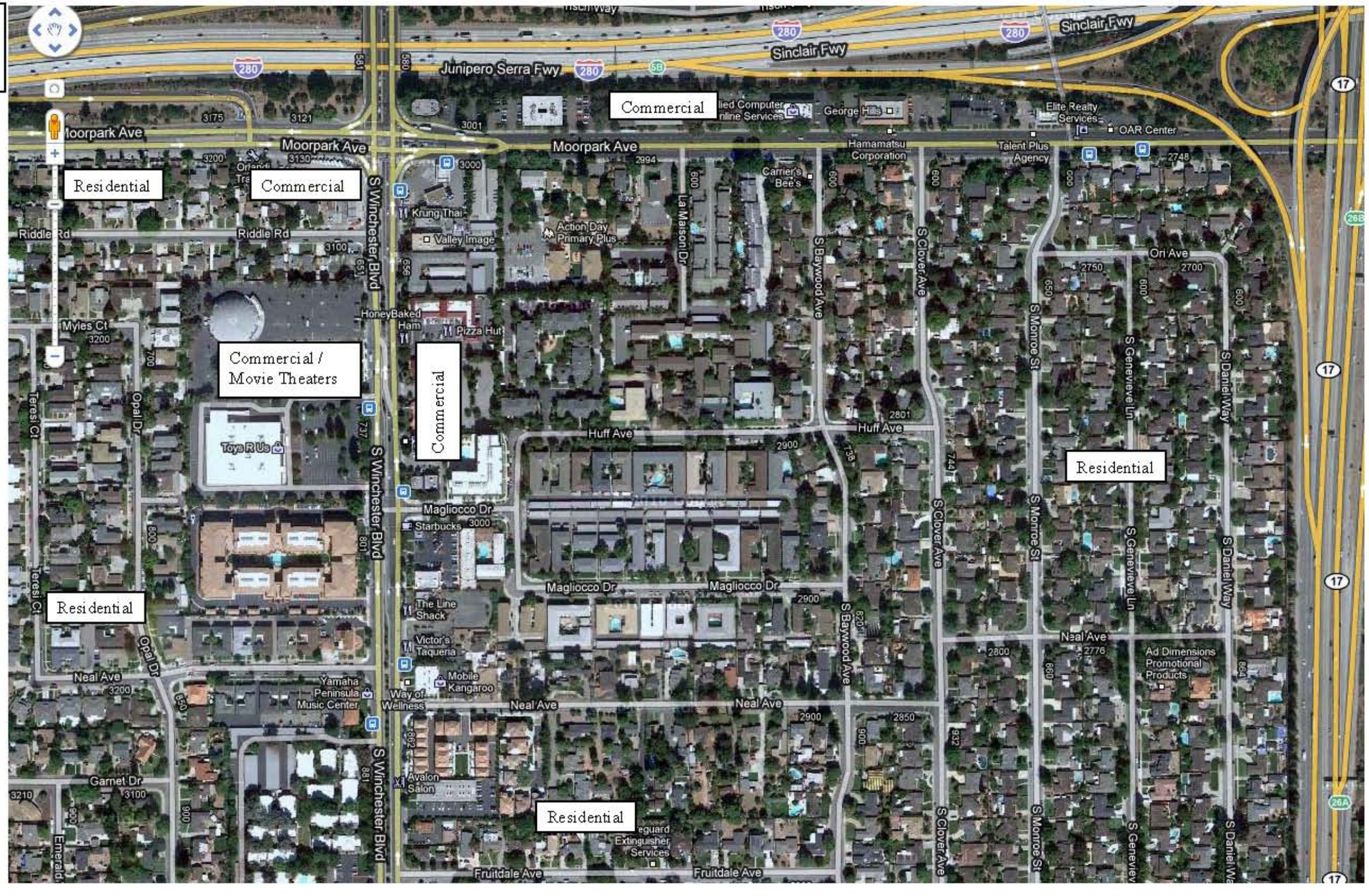
Map 4

Surrounding Land Use/Traffic Generators

EXHIBIT B

Improvements at SR-17/I-280/I-880 Interchange, I-280/Winchester Boulevard Interchange, and I-880/Stevens Creek Boulevard Interchange Project

Map 5

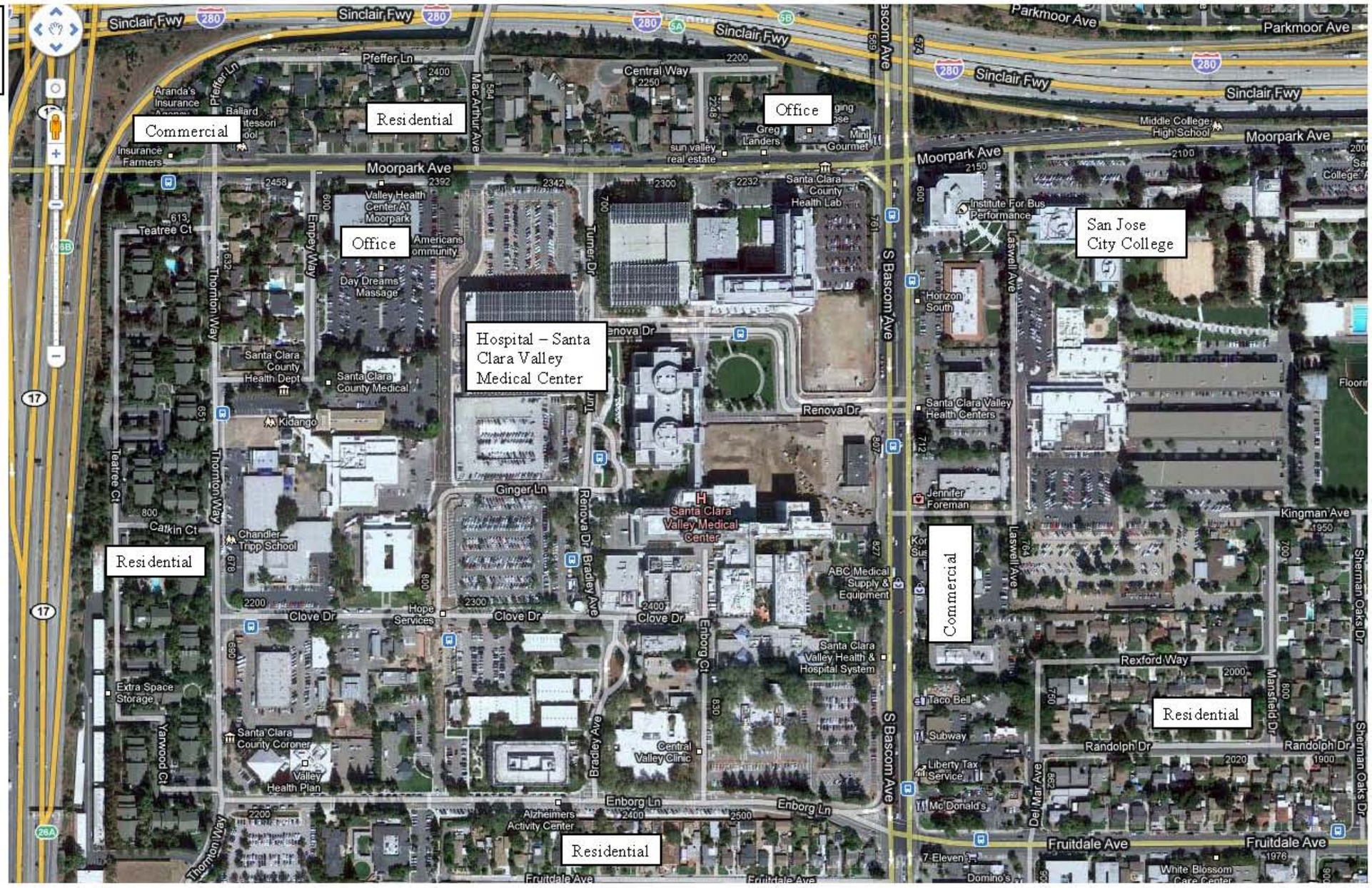


Surrounding Land Use/Traffic Generators

EXHIBIT B

Improvements at SR-17/I-280/I-880 Interchange, I-280/Winchester Boulevard Interchange, and I-880/Stevens Creek Boulevard Interchange Project

Map 6



Surrounding Land Use/Traffic Generators

System Determined POAQC: Non-Exempt

Project Information

Project Name: **US 101 Aux/HOV Lanes - SR 85 to SM County Line**

Sponsor: **Santa Clara Valley Transportation Authority (VTA)** TIP ID: **SCL070024** RTP ID: **230531**

Agency: **Santa Clara Valley Transportation Authority (VTA)** Mode: **STATE HIGHWAY** Sub Mode:

Project Type: **FREEWAY** Trans. System: **STATE HWY** Purpose: **EXPANSION** County: **Santa Clara**

Proj. Desc.: **Santa Clara County: US 101 from north of State Route 85 to south of Embarcadero Road (County line); Construct HOV/auxiliary lanes.**

RTP Tittle: **Construct auxiliary lanes on U.S. 101 in Mountain View and Palo Alto, from Route 85 to Embarcadero Road**

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: **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:

RTIP ID# *(required)* 21608

TIP ID# *(required)* SCL070024

Air Quality Conformity Task Force Consideration Date

January 18, 2011

Project Description *(clearly describe project)*

This project is proposing to improve traffic operations on a 3.2 mile segment of U.S. 101 between State Route (SR) 85 in Mountain View and Embarcadero Road in Palo Alto by providing the following improvements:

- Add auxiliary lanes between various interchanges to provide more room for vehicles to enter or exit the freeway.
- Lengthen the second High Occupancy Vehicle (HOV) lanes on U.S. 101 in both directions that connect directly to the HOV lanes on Route 85 to allow more room for merging and for the projected increases in HOV volumes.
- Modify ramps at various locations to increase storage capacity.
- Install ramp metering at various locations to help traffic on U.S. 101 flow more freely during peak commute times.

For your information, the trigger for the PM2.5 consultation is a Section 404 permit that is required from the U.S. Army Corps of Engineers for the widening of bridges at three creeks in the project area.

Type of Project: Change to existing State highway
Pick one project type: 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	**Narrative Location/Route & Postmiles**
SCL	U.S. 101 from S.R. 85 to Embarcadero Rd/ SCL-101 (PM52.7 – 48.97) **Caltrans Projects – EA#** 4A3300

Lead Agency: Caltrans

Contact Person	**Phone#**	**Fax#**	**Email**
Christina Jaworski	408.321.5751	408.321.5787	Christina.Jaworski@vta.org

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

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

Scheduled Date of Federal Action: February 2011

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

X	**Exempt**	**Section 6004 – Categorical Exemption**	**Section 6005 – Non-Categorical Exemption**

$PM_{2.5}$ Project Assessment Form for Interagency Consultation

Current Programming Dates *(as appropriate)*

	PE/Environmental	ENG	ROW	CON
Start	07/07	07/09	07/09	06/11
End	07/09	02/11	11/10	08/13

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

The purpose of this project is to improve traffic operations on the freeway, decrease congestion and delay, and improve peak period travel times.

The project is needed to address the substantial merging movements that occur at ramps and result in congestion, queuing, and delays. It also results in a higher than average accident rate in the corridor.

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

The project area is developed with a mix of commercial, industrial, and residential uses. In addition, there are two public parks located adjacent to U.S. 101 between the Embarcadero Road and San Antonio Road interchanges. The Santa Clara Valley Transportation Authority (VTA) operates a Bus Operations and Maintenance Facility that dispatches and services diesel buses near the Shoreline Boulevard interchange.

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

See Table 1, F-3, and F-4.

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 Table 3, F-5 and F-6.

$PM_{2.5}$ Project Assessment Form for Interagency Consultation

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

Not applicable.

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

Not applicable.

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

Not applicable.

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

Not applicable.

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

Because the project will improve traffic operations, it is anticipated that this project will redistribute traffic from local streets onto U.S. 101.

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

VTA in coordination with Caltrans does not believe this project qualifies as a POAQC because of the following reasons:

- The project is not a new or expanded highway project. The project improves operations on U.S. 101 through the addition of auxiliary lanes, ramp modifications, and the extension of the second HOV lane leading to and from SR 85/U.S. 101 HOV Direct Connector. While ADT on U.S. 101 is over 125,000 vehicles, truck traffic would not exceed the 10,000 vehicle threshold for a POAQC.
- While the project affects intersections that are or will be at LOS D, E, or F, the truck traffic in the corridor would not exceed the 10,000 vehicle threshold for a POAQC.
- The project does not include the construction of a new bus or rail terminal.
- The project does not expand an existing bus or rail terminal.
- Currently there is no state implementation plan for PM2.5. Therefore, the project area is 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, it is believed that the project meets the Clean Air Act requirements and 40 CFR 93.116 without the need for a hotspot analysis. The project would not create a new, or worsen an existing, PM2.5 violation.

$PM_{2.5}$ Project Assessment Form for Interagency Consultation

Link to Initial Study/Mitigated Negative Declaration

http://www.dot.ca.gov/dist4/documents/us101_aux_lanes_signed_is_mnd090225.pdf

Table 1
US 101 Auxiliary Lanes - Embarcadero Road to SR 85
Mainline ADT and Truck Volumes on US 101
No-Build and Build Scenarios (2015)

Freeway Segment	ADT*	Truck Volumes**
North of University Avenue On and Off Ramp	191,380	7,655
Oregon Expressway to San Antonio Road	218,046	8,722
Rengstroff Avenue to Old Middlefield Road - Shoreline Boulevard	204,368	8,175
South of Ellis Street	164,943	6,598

* According to the Traffic Operations Analysis Report (02/23/09), the volumes for the No-Build and Build are similar

** Truck percentages = 4% from 2006 Caltrans Annual Average Daily Truck Traffic Report

TABLE F-3
2015 AM PEAK HOUR US 101 FREEWAY MAINLINE MIXED-FLOW LANE OPERATIONS

Location	Number of Lanes[1]	No Project		Project		Improvement Option 1	
		Density[2]	LOS[3]	Density[2]	LOS[3]	Density[2]	LOS[3]
Northbound							
Ellis Street On-Ramp to Moffett Boulevard Off-Ramp	3/1 (3/1) [3/1]	>45	F	>45	F	>45	F
Moffett Boulevard On-Ramp to Shoreline Boulevard Off-Ramp	4/1 (4/1) [4/1]	>45	F	>45	F	>45	F
SR 85 On-Ramp to Old Middlefield Road Off-Ramp	4/1 (4/1) [4/1]	>45	F	>45	F	>45	F
Old Middlefield Off-Ramp to Shoreline Boulevard On-Ramp	4/1 (4/1) [4/1]	>45	F	>45	F	>45	F
Shoreline Boulevard On-Ramp to Rengstorff Avenue Off- Ramp	3/1 (4/1) [4/1]	>45	F	31.4[4]	E[4]	31.4[4]	E[4]
Rengstorff Avenue On-Ramp to San Antonio Road Off-Ramp	3/1 (4/1) [4/1]	>45	F	29.7	D	>45[5]	F[5]
San Antonio Rd On-Ramp to Oregon Ex/ Embarcadero Rd Off-Ramp	3/1 (4/1) [3/1]	38.3[4]	E[4]	29.8	D	39.6[4]	E[4]
Oregon Ex/Embarcadero Rd On-Ramp to University Ave Off-Ramp	4/1 (4/1) [4/1]	22.2	C	25.3	C	23.8	C
Southbound							
University Ave On-Ramp to Oregon Ex/ Embarcadero Rd Off-Ramp	4/1 (4/1) [4/1]	>45[5]	F[5]	>45[5]	F[5]	>45[5]	F[5]
Oregon Ex/Embarcadero Rd On-Ramp to San Antonio Rd SB Off-Ramp	3/1 (4/1) [4/1]	>45[5]	F[5]	>45[5]	F[5]	>45	F
Charleston Road On-Ramp to Rengstorff Avenue Off-Ramp	4/1 (4/1) [4/1]	21.9[4,6]	E[4,6]	21.9[4,6]	E[4,6]	21.9[4,6]	E[4,6]
Rengstorff Avenue On-Ramp to Old Middlefield On-Ramp	3/1 (3/1) [4/1]	29.3	D	29.2	D	20.4	C
Old Middlefield On-Ramp to Shoreline Boulevard Off-Ramp	4/1 (4/1) [4/1]	21.9	C	21.9	C	21.9	C
Shoreline Boulevard Off-Ramp to SR 85 Off-Ramp	4/1 (4/1) [4/1]	20.5	C	20.5	C	20.5	C
SR 85 Off-Ramp to Shoreline Boulevard On-Ramp	3/1 (3/1) [3/1]	21.3	C	21.3	C	21.3	C
Shoreline Boulevard On-Ramp to Moffett Boulevard Off-Ramp	4/1 (4/1) [4/1]	17.9	B	17.9	B	17.9	B
Moffett Boulevard On-Ramp to Ellis Street Off-Ramp	3/1 (3/1) [3/1]	24.3	C	24.3	C	24.3	C

Notes: **Bold** denotes locations that operate overall at unacceptable service levels. Source: Fehr & Peers, 2008.

1. Number of mixed flow/HOV lanes with No Project (with Project) [with Improvement Option 1].
2. Density in passenger cars per mile per lane (pcpmpl) for mixed-flow lanes.
3. Level of services based density in passenger cars per mile per lane. *Highway Capacity Manual* (Transportation Research Board, 2000).
4. Bottleneck location. Density and level of service presented for the isolated bottleneck segment.
5. Section in queue. Density assumed >45 and LOS F.
6. The density calculated for the segment between Charleston Road-Rengstorff Avenue in the southbound direction is based on four (4) travel lanes, which includes the 330 foot auxiliary lane.

TABLE F-4
2015 PM PEAK HOUR US 101 FREEWAY MAINLINE MIXED-FLOW LANE OPERATIONS

Location	Number of Lanes[1]	No Project		Project		Improvement Option 1	
		Density[2]	LOS[3]	Density[2]	LOS[3]	Density[2]	LOS[3]
Northbound							
Ellis Street On-Ramp to Moffett Boulevard Off-Ramp	3/1 (3/1) [3/1]	>45	F	>45	F	>45	F
Moffett Boulevard On-Ramp to Shoreline Boulevard Off-Ramp	4/1 (4/1) [4/1]	>45	F	>45	F	>45	F
SR 85 On-Ramp to Old Middlefield Road Off-Ramp	4/1 (4/1) [4/1]	>45	F	>45	F	>45	F
Old Middlefield Off-Ramp to Shoreline Boulevard On-Ramp	4/1 (4/1) [4/1]	>45	F	>45	F	>45	F
Shoreline Boulevard On-Ramp to Rengstorff Avenue Off- Ramp	3/1 (4/1) [4/1]	>45	F	>45	F	>45	F
Rengstorff Avenue On-Ramp to San Antonio Road Off-Ramp	3/1 (4/1) [4/1]	>45	F	>45	F	>45	F
San Antonio Road On-Ramp to Oregon Exp/ Embarcadero Rd Off-Ramp	3/1 (4/1) [3/1]	38.6[4]	E[4]	33.4[4]	E[4]	39.6[4]	E[4]
Oregon Exp/Embarcadero Rd On-Ramp to University Avenue Off-Ramp	4/1 (4/1) [4/1]	28.4	D	32.5	D	29.4	D
Southbound							
University Ave On-Ramp to Oregon Exp/Embarcadero Rd Off-Ramp	4/1 (4/1) [4/1]	>45	F	>45	F	>45	F
Oregon Ex/Embarcadero Rd On-Ramp to San Antonio Rd SB Off-Ramp	3/1 (4/1) [4/1]	>45	F	>45	F	>45	F
Charleston Road On-Ramp to Rengstorff Avenue Off-Ramp	4/1 (4/1) [4/1]	>45[5]	F[5]	>45[5]	F[5]	22.1[4]	E[4]
Rengstorff Avenue On-Ramp to Old Middlefield On-Ramp	3/1 (3/1) [4/1]	38.1[4]	E[4]	36.9[4]	E[4]	>45[5]	F[5]
Old Middlefield On-Ramp to Shoreline Boulevard Off-Ramp	4/1 (4/1) [4/1]	30.0	D	34.7	D	25.3	C
Shoreline Boulevard Off-Ramp to SR 85 Off-Ramp	4/1 (4/1) [4/1]	25.2	C	27.6	D	21.9	C
SR 85 Off-Ramp to Shoreline Boulevard On-Ramp	3/1 (3/1) [3/1]	22.4	C	23.8	C	19.8	C
Shoreline Boulevard On-Ramp to Moffett Boulevard Off-Ramp	4/1 (4/1) [4/1]	20.1	C	21.2	C	18.2	C
Moffett Boulevard On-Ramp to Ellis Street Off-Ramp	3/1 (3/1) [3/1]	27.4	D	29.4	D	24.5	C

Notes: **Bold** denotes locations that operate overall at unacceptable service levels. Source: Fehr & Peers, 2008.

1. Number of mixed flow/HOV lanes with No Project (with Project) [with Improvement Option 1].
2. Density in passenger cars per mile per lane (pcpmpl) for mixed-flow lanes.
3. Level of services based density in passenger cars per mile per lane. *Highway Capacity Manual* (Transportation Research Board, 2000).
4. Bottleneck location. Density and level of service presented for the isolated bottleneck segment.
5. Section in queue. Density assumed >45 and LOS F.

Table 3
US 101 Auxiliary Lanes - Embarcadero Road to SR 85
Mainline ADT and Truck Volumes on US 101
No-Build and Build Scenarios (2035)

Freeway Segment	ADT*	Truck Volumes**	Truck %
North of University Avenue On and Off Ramp	211,495	7,765	4%
Oregon Expressway to San Antonio Road	228,736	8,847	4%
Rengstroff Avenue to Old Middlefield Road - Shoreline Boulevard	219,426	8,292	4%
South of Ellis Street	193,628	6,692	3%

* According to the Traffic Operations Analysis Report (02/23/09), the volumes for the No-Build and Build are similar

** Per VTA Travel Demand Model, truck volumes are expected to growth by 1.43% between 2005 and 2035. Since 2005 ADT was not available, growth of 1.43% was assumed between 2015 and 2035.

TABLE F-5
2035 AM PEAK HOUR US 101 FREEWAY MAINLINE MIXED-FLOW LANE OPERATIONS

Location	Number of Lanes[1]	No Project		Project		Improvement Option 1	
		Density[2]	LOS[3]	Density[2]	LOS[3]	Density[2]	LOS[3]
Northbound							
Ellis Street On-Ramp to Moffett Boulevard Off-Ramp	3/1 (3/1) [3/1]	>45	F	32.2	D	32.2	D
Moffett Boulevard On-Ramp to Shoreline Boulevard Off-Ramp	4/1 (4/1) [4/1]	>45	F	26.0	C	26.0	D
SR 85 On-Ramp to Old Middlefield Road Off-Ramp	4/1 (4/1) [4/1]	>45	F	>45	F	>45[5]	F[5]
Old Middlefield Off-Ramp to Shoreline Boulevard On-Ramp	4/1 (4/1) [4/1]	>45	F	>45	F	33.6[4]	E[4]
Shoreline Boulevard On-Ramp to Rengstorff Avenue Off- Ramp	3/1 (4/1) [4/1]	40.3[4]	E[4]	33.6[4]	E[4]	>45	F
Rengstorff Avenue On-Ramp to San Antonio Road Off-Ramp	3/1 (4/1) [4/1]	31.0	D	28.6	D	>45	F
San Antonio Rd On-Ramp to Oregon Ex/ Embarcadero Rd Off-Ramp	3/1 (4/1) [3/1]	35.8	E	29.7	D	39.6[4]	E[4]
Oregon Exp/Embarcadero Rd On-Ramp to University Ave Off-Ramp	4/1 (4/1) [4/1]	23.9	C	29.8	D	25.8	C
Southbound							
University Ave On-Ramp to Oregon Exp/ Embarcadero Rd Off-Ramp	4/1 (4/1) [4/1]	>45[5]	F[5]	>45[5]	F[5]	>45[5]	F[5]
Oregon Ex/Embarcadero Rd On-Ramp to San Antonio Rd SB Off-Ramp	3/1 (4/1) [4/1]	>45[5]	F[5]	>45	F	>45	F
Charleston Road On-Ramp to Rengstorff Avenue Off-Ramp	4/1 (4/1) [4/1]	21.8[4,6]	E[4,6]	21.8[4]	E[4]	21.8[4]	E[4]
Rengstorff Avenue On-Ramp to Old Middlefield On-Ramp	3/1 (3/1) [4/1]	29.3	D	29.1	D	20.4	C
Old Middlefield On-Ramp to Shoreline Boulevard Off-Ramp	4/1 (4/1) [4/1]	25.8	C	25.8	C	22.1	C
Shoreline Boulevard Off-Ramp to SR 85 Off-Ramp	4/1 (4/1) [4/1]	21.6	C	21.6	C	20.3	C
SR 85 Off-Ramp to Shoreline Boulevard On-Ramp	3/1 (3/1) [3/1]	22.8	C	22.8	C	21.4	C
Shoreline Boulevard On-Ramp to Moffett Boulevard Off-Ramp	4/1 (4/1) [4/1]	19.7	C	19.7	C	18.7	C
Moffett Boulevard On-Ramp to Ellis Street Off-Ramp	3/1 (3/1) [3/1]	27.5	D	27.5	D	25.8	C

Notes: **Bold** denotes locations that operate overall at unacceptable service levels. Source: Fehr & Peers, 2008.

1. Number of mixed flow/HOV lanes with No Project (with Project) [with Improvement Option 1].
2. Density in passenger cars per mile per lane (pcpmpl) for mixed-flow lanes.
3. Level of services based density in passenger cars per mile per lane. *Highway Capacity Manual* (Transportation Research Board, 2000).
4. Bottleneck location. Density and level of service presented for the isolated bottleneck segment.
5. Section in queue. Density assumed >45 and LOS F.
6. The density calculated for the segment between Charleston Road-Rengstorff Avenue in the southbound direction is based on four (4) travel lanes, which includes the 330 foot auxiliary lane.

TABLE F-6
2035 PM PEAK HOUR US 101 FREEWAY MAINLINE MIXED-FLOW LANE OPERATIONS

Location	Number of Lanes[1]	No Project		Project		Improvement Option 1	
		Density[2]	LOS[3]	Density[2]	LOS[3]	Density[2]	LOS[3]
Northbound							
Ellis Street On-Ramp to Moffett Boulevard Off-Ramp	3/1 (3/1) [3/1]	>45	F	>45	F	>45	F
Moffett Boulevard On-Ramp to Shoreline Boulevard Off-Ramp	4/1 (4/1) [4/1]	>45	F	>45	F	>45	F
SR 85 On-Ramp to Old Middlefield Road Off-Ramp	4/1 (4/1) [4/1]	>45	F	>45	F	>45	F
Old Middlefield Off-Ramp to Shoreline Boulevard On-Ramp	4/1 (4/1) [4/1]	>45	F	>45	F	>45	F
Shoreline Boulevard On-Ramp to Rengstorff Avenue Off- Ramp	3/1 (4/1) [4/1]	>45	F	>45	F	>45	F
Rengstorff Avenue On-Ramp to San Antonio Road Off-Ramp	3/1 (4/1) [4/1]	>45	F	>45	F	>45	F
San Antonio Rd On-Ramp to Oregon Exp/ Embarcadero Rd Off-Ramp	3/1 (4/1) [3/1]	38.3[4]	E[4]	34.5[4]	E[4]	39.6[4]	E[4]
Oregon Exp/Embarcadero Rd On-Ramp to University Ave Off-Ramp	4/1 (4/1) [4/1]	27.6	D	36.6	E	29.1	D
Southbound							
University Ave On-Ramp to Oregon Exp/ Embarcadero Rd Off-Ramp	4/1 (4/1) [4/1]	>45	F	>45	F	>45	F
Oregon Ex/Embarcadero Rd On-Ramp to San Antonio Rd SB Off-Ramp	3/1 (4/1) [4/1]	>45	F	>45	F	>45	F
Charleston Road On-Ramp to Rengstorff Avenue Off-Ramp	4/1 (4/1) [4/1]	>45[5]	F[5]	>45[5]	F[5]	21.7[4]	E[4]
Rengstorff Avenue On-Ramp to Old Middlefield On-Ramp	3/1 (3/1) [4/1]	27.4	E[4]	35.6[4]	E[4]	26.5	D
Old Middlefield On-Ramp to Shoreline Boulevard Off-Ramp	4/1 (4/1) [4/1]	28.1	D	27.9	D	21.1	C
Shoreline Boulevard Off-Ramp to SR 85 Off-Ramp	4/1 (4/1) [4/1]	24.9	C	24.8	C	19.8	C
SR 85 Off-Ramp to Shoreline Boulevard On-Ramp	3/1 (3/1) [3/1]	22.2	C	>45[5]	F	17.8	B
Shoreline Boulevard On-Ramp to Moffett Boulevard Off-Ramp	4/1 (4/1) [4/1]	21.3	C	>45[5]	F	18.0	B
Moffett Boulevard On-Ramp to Ellis Street Off-Ramp	3/1 (3/1) [3/1]	29.9	D	>45	F	24.4	C

Notes: **Bold** denotes locations that operate overall at unacceptable service levels. Source: Fehr & Peers, 2008.

1. Number of mixed flow/HOV lanes with No Project (with Project) [with Improvement Option 1].
2. Density in passenger cars per mile per lane (pcpmpl) for mixed-flow lanes. Density is a weighted average of the indicated segments, except for bottleneck locations (Note 4).
3. Level of services based density in passenger cars per mile per lane. *Highway Capacity Manual* (Transportation Research Board, 2000).
4. Bottleneck location. Density and level of service presented for the isolated bottleneck segment.
5. Section in queue. Density assumed >45 and LOS F.

PROJECT LIMIT

CONSTRUCT AUXILIARY LANES

Match Line

EMBARCADERO ROAD

OREGON EXPWY.

MATADERO CREEK

EAST BAYSHORE ROAD

HIGHWAY 101

WEST BAYSHORE ROAD

WIDEN RAMP

1" = ± 460'

Match Line

ADOBE CREEK

INSTALL RAMP METER

SAN ANTONIO ROAD

CONSTRUCT NORTHBOUND AUXILIARY LANES

INSTALL RAMP METER

AMPHITHEATRE PKWY.

Match Line

1" = ± 460'

HIGHWAY 101

RENGSTORFF AVE.

LENGTHEN HOV DIRECT CONNECTOR LANES

Match Line

CONSTRUCT AUXILIARY LANES

PERMANENTE CREEK

OLD MIDDLEFIELD WAY

HIGHWAY 101

RECONFIGURE RAMP

SHORELINE BLVD.

PROJECT LIMIT

1" = ± 460'

SR 85

Aerial Source: Google Maps, 2008.

PROJECT IMPROVEMENTS

FIGURE 2

2a

EMBARCADERO ROAD

OREGON EXPRESSWAY

OREGON EXPRESSWAY CLOVERLEAF

EAST BAYSHORE ROAD

PALO ALTO FLOOD BASIN

MATADERO CREEK

U.S. 101

WEST BAYSHORE ROAD

Matchline Figure 2b

2b

Matchline Figure 2a

ADOBE CREEK

SAN ANTONIO RD

SAN ANTONIO RD CLOVERLEAF

U.S. 101

EAST BAYSHORE ROAD

RENGSTORFF AVE

U.S. 101

Matchline Figure 2c

PLYMOUTH STREET

WEST BAYSHORE ROAD

ADOBE CREEK

BARON CREEK

EAST CHARLESTON ROAD

2c

PERMANENTE CREEK

U.S. 101

Matchline Figure 2b

PLYMOUTH STREET

OLD MIDDLEFIELD WAY

Legend

Biological Study Area

Biotic Habitats

Other Waters (0.90 ac)

Uplands (138.50 ac)

N

200 100 0 200

Feet

US 101 Auxiliary Lanes Project
Aerial of Project Area

System Determined POAQC: Non-Exempt

Project Information

Project Name: **Design of SR 12/29 Grade Separation**

Sponsor: **Caltrans** TIP ID: **NAP010002** RTP ID: **94075**

Agency: **Caltrans** Mode: **STATE HIGHWAY** Sub Mode:

Project Type: **FREEWAY I/C** Trans. System: **STATE HWY** Purpose: **OTHER** County: **Napa**

Proj. Desc.: **Napa: SR 12/29 (Airport Blvd) Intersection; Grade Separation. (Environmental Only)**

RTP Tittle: **Construct grade separation improvements at Route 12/Route 29 intersection (environmental phase)**

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: **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:

System Determined POAQC: Non-Exempt

Project Information

Project Name: **SR 12 (Jamieson Canyon Road) Widening**

Sponsor: **Caltrans** TIP ID: **NAP010008** RTP ID: **94152**

Agency: **Caltrans** Mode: **STATE HIGHWAY** Sub Mode:

Project Type: **WIDENING** Trans. System: **STATE HWY** Purpose: **EXPANSION** County: **Napa**

Proj. Desc.: **In Napa and Solano Counties: SR 12 between SR 29 and I-80 (Jamieson Canyon): Rehab roadway and expand from two to four lanes.**

RTP Tittle: **Widen Route 12 (Jamieson Canyon) from 2 lanes to 4 lanes from I-80 in Solano County to Route 29 in Napa County (Phase 1)**

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: **JAN- 2013**

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:

$PM_{2.5}$ Project Assessment Form for Interagency Consultation

RTP ID# 94075 & 94152 (Transportation 2035)

TIP ID#s NAP010002 & NAP010008 (2011 TIP)

Air Quality Conformity Task Force Consideration Date
1/18/11

Project Description
The California Department of Transportation (Caltrans) proposes to widen the two-lane conventional highway State Route 12 (Jameson Canyon Road) to a four-lane conventional highway from Kelly Road in Napa County to Red Top Road in Solano County. This project will reduce the existing traffic congestion by adding two more traffic lanes, thus solving existing operational problems along State Route 12. Caltrans also proposes to upgrade the intersection at State Routes 29 and 12 to an interchange with a tight diamond configuration.

(For additional project information in the Draft Project Report and the Environmental Document, go to http://www.solanolinks.com/projects-hwy-sr.html)

Type of Project: Change to an existing State highway and reconfiguration of an existing interchange

County	Narrative Location/Route & Postmiles:
Napa & Solano	NAP-12, KP 0.4/5.3 (PM 0.2/3.3) SOL-12, KP 0.0/R4.2 (PM 0.0/R2.6) Caltrans Project EA# 264100 NAP-29, KP 6.7/8.7 (PM 4.2/5.4) NAP-12, KP 0.0/0.4 (PM 0.0/0.2) Caltrans Project EA# 287900

Lead Agency: Caltrans

Contact Person	**Phone#**	
Kelly Hirschberg	510-286-4925	kelly_hirschberg@dot.ca.gov

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

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

Scheduled Date of Federal Action:

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	Apr 2001	Feb 2008	Feb 2008	Aug 2011
End	Jan 2008	May 2014	May 2014	Sept 2017

Project Assessment Form for $PM_{2.5}$ Interagency Consultation

Project Purpose and Need (Summary):

The purposes of the SR 12 widening and the SR 12/29 Interchange projects are to relieve traffic congestion along SR 12 by increasing its capacity and to reduce conflicts and delays at the junction of SRs 29 and 12. Travel demand is diverse and includes not only weekday commuting, but weekend tourism, truck traffic from agricultural operations, and traffic generated by major events. Traffic congestion on this portion of SR 12 is heavy during peak hours with demand exceeding the capacity of the facility. Routine rehabilitation improvements do not address the changes in traffic volume. The junction at SRs 29 and 12 is currently a signalized intersection. In the AM and PM peak hours, the heavy volume of vehicles converging at that junction results in queues and delays. Without any capacity improvements, traffic congestions on SR 12 and at the SRs 29/12/Airport Boulevard intersection are projected to become even worse by the year 2035. The proposed projects will provide operational improvement and relieve congestion for SR 12 and for the intersection at SR 29 and SR 12 by upgrading it to an interchange.

(For additional project information in the Draft Project Report and the Environmental Document, go to http://www.solanolinks.com/projects-hwy-sr.html)

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

The rolling terrain on either side of SR 12 is either open space or being used for agricultural purposes. There are a few scattered residences along SR 12 that are part of large ranches. An equestrian/horseback riding facility and two golf courses are adjacent to SR 12. The junction of SRs 29/12/Airport Boulevard is generally flat and surrounded by industrial parks. The Napa County Airport is approximately 4,500 feet away from the junction of SRs 29/12.

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

Roadway Segments	Year	Alternatives	LOS*	AADT	% Trucks	Truck AADT
SR 12	2015	No Build	E	41000	7.7%	3160
SR 12	2015	Build	C	41000	7.7%	3160

* The LOS during PM Peak Hours

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

Roadway Segments	Year	Alternatives	LOS*	AADT	% Trucks	Truck AADT
SR 12	2035	No Build	F	59000	7.7%	4580
SR 12	2035	Build	D	59000	7.7%	4580

* The LOS during PM Peak Hours

$PM_{2.5}$ Project Assessment Form for Interagency Consultation

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

The projected mainline traffic for the opening year of 2015 at the SRs 29/12 junction are listed below.

Roadway Segments	Year	Alternatives	AADT	% Trucks	Truck AADT
SR 12	2015	No Build	41000	7.7%	3160
SR 12	2015	Build	41000	7.7%	3160
SR 29	2015	No Build	54000	6.95%	3750
SR 29	2015	Build	54000	6.95%	3750

The Levels-of-Service at major intersections along SR 12 for year 2015 are listed below:

Intersections	Year	Alternatives	LOS*
SR 12/SR 29 SB Ramps	2015	No Build	D
SR 12/SR 29 SB Ramps	2015	Build	C
SR 12/SR 29 NB Ramps	2015	No Build	D
SR 12/SR 29 NB Ramps	2015	Build	A
SR 12/North Kelly Rd.	2015	No Build	B
SR 12/North Kelly Rd.	2015	Build	B
SR 12/Kirkland Range Rd.	2015	No Build	B
SR 12/Kirkland Range Rd.	2015	Build	A
SR 12 EB Ramp/Red Top Rd.	2015	No Build	F
SR 12 EB Ramp/Red Top Rd.	2015	Build	A**
SR 12 EB Ramp/Red Top Rd.	2015	No Build	F
SR 12 EB Ramp/Red Top Rd.	2015	Build	B**

* The LOS during PM Peak Hours

** Assuming the intersection will be upgraded to an interchange by a separate project.

Project Assessment Form for $PM_{2.5}$ Interagency Consultation

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 projected mainline traffic for the horizon year of 2035 at the SRs 29/12 junction are listed below.

Roadway Segments	Year	Alternatives	AADT	% Trucks	Truck AADT
SR 12	2035	No Build	59000	7.7%	4580
SR 12	2035	Build	59000	7.7%	4580
SR 29	2035	No Build	75000	6.95%	5230
SR 29	2035	Build	75000	6.95%	5230

The Levels-of-Service at major intersections along SR 12 for year 2035 are listed below:

Intersections	Year	Alternatives	LOS*
SR 12/SR 29 SB Ramps	2035	No Build	F
SR 12/SR 29 SB Ramps	2035	Build	D
SR 12/SR 29 NB Ramps	2035	No Build	F
SR 12/SR 29 NB Ramps	2035	Build	A
SR 12/North Kelly Rd.	2035	No Build	B
SR 12/North Kelly Rd.	2035	Build	B
SR 12/Kirkland Range Rd.	2035	No Build	B
SR 12/Kirkland Range Rd.	2035	Build	B
SR 12 EB Ramp/Red Top Rd.	2035	No Build	B
SR 12 EB Ramp/Red Top Rd.	2035	Build	B**
SR 12 EB Ramp/Red Top Rd.	2035	No Build	B
SR 12 EB Ramp/Red Top Rd.	2035	Build	B**

* The LOS during PM Peak Hours

** Assuming the intersection will be upgraded to an interchange by a separate project.

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

N/A

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

N/A

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

The proposed projects are in a rural area and would not impact other facilities in the region.

$PM_{2.5}$ Project Assessment Form for Interagency Consultation

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

The proposed projects are not projects of air quality concern (POAQC) as defined in 40 CFR 93.123(b)(1), because:

(i). The volumes of diesel vehicles on SRs 12 and 29 are low and the proposed projects would not cause an increase in diesel vehicles using the facilities. The EPA's March 2006 guidance document "Transportation Guidance for Qualitative Hot-spot Analysis in PM2.5 and PM10 Nonattainment and Maintenance Areas" references a two step criteria to identify "a significant volume of diesel truck traffic." The first criterion is facilities with greater than 125,000 AADT volumes. The second criterion is facilities with either higher than 8 percent, or more than 10,000, of diesel truck traffic volumes. With respect to traffic volumes along the SR 12 widening project, both opening year and horizon year AADT volumes are forecasted to be below the criteria of 125,000 total AADT. Furthermore, the proposed project would have no effect on SRs 12 and 29 mainline AADT or truck traffic volumes. As such, the projects do not have potential to result in a substantial increase in the number of diesel vehicles within the project area.

(ii). The volumes of diesel vehicles at all intersections within the project area are low and the proposed projects would not cause an increase in diesel vehicles at these intersections. As shown in the above tables, major intersections within the projects are projected to operate at LOS B through F under the No Build Alternative in the Opening Year of 2015. They would be improved to LOS A through C at 2015 with the completion of the Build Alternative and the SR 12/Red Top Road Interchange (a separate project). At the Horizon Year of 2035, LOSs at all intersections are projected to either improve or remain at the same levels under the Build Alternative. The proposed projects are projected to have no effect on cross-street AADT's or truck traffic volumes.

(iii). These two projects are not new bus and rail terminals and transfer points.

(iv). These two projects are not expansions of existing bus or rail terminals or transfer points.

(v). There is currently no implementation plan for PM2.5 for this region. These two projects are not in and do not affect areas that will potentially be identified in the PM2.5 implementation plan as sites of violation or possible violation.

According to the Transportation Conformity Guidance for Qualitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas, this project is not a project of air quality concern under 40 CFR 93.123(b)(1).

List of Attachments

1. **Attachment A – Aerial Maps**
2. **Attachment B – Land Use Plans**
3. **Attachment C – Project Layout Sheets**

See Sheet 2/4

Attachment A

Aerial Map

SR 12 Jameson Canyon Road Widening Project

SRs 29/12 Interchange Project

Sheet 1 of 4

See Sheet 1/4

See Sheet 3/4

Attachment A

Aerial Map

SR 12 Jameson Canyon Road Widening Project

SRs 29/12 Interchange Project

Attachment A

Aerial Map

SR 12 Jameson Canyon Road Widening Project

SRs 29/12 Interchange Project

See Sheet 3/4

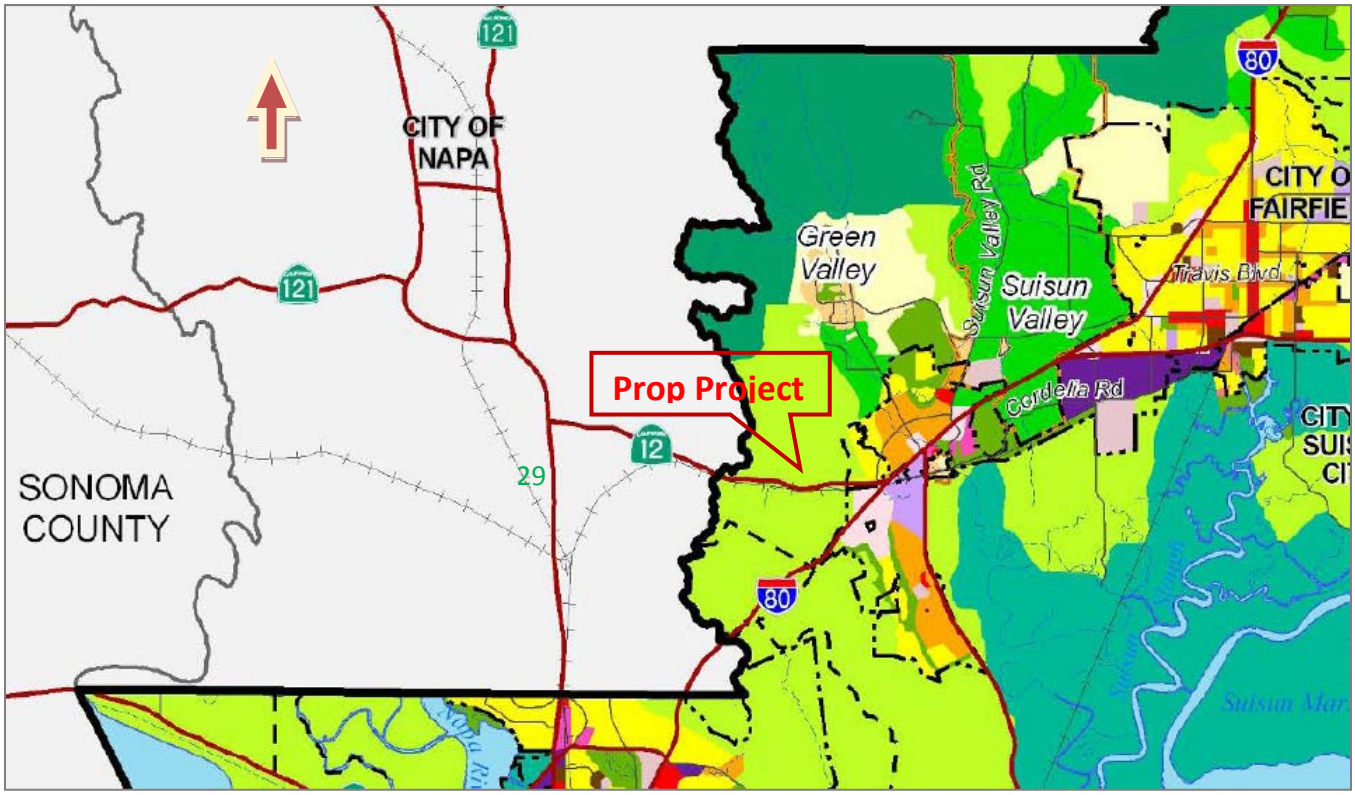
Attachment A

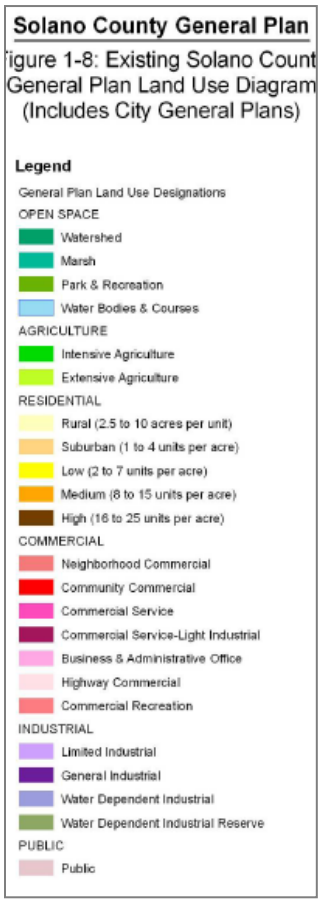
Aerial Map

SR 12 Jameson Canyon Road Widening Project

SRs 29/12 Interchange Project

Sheet 4 of 4





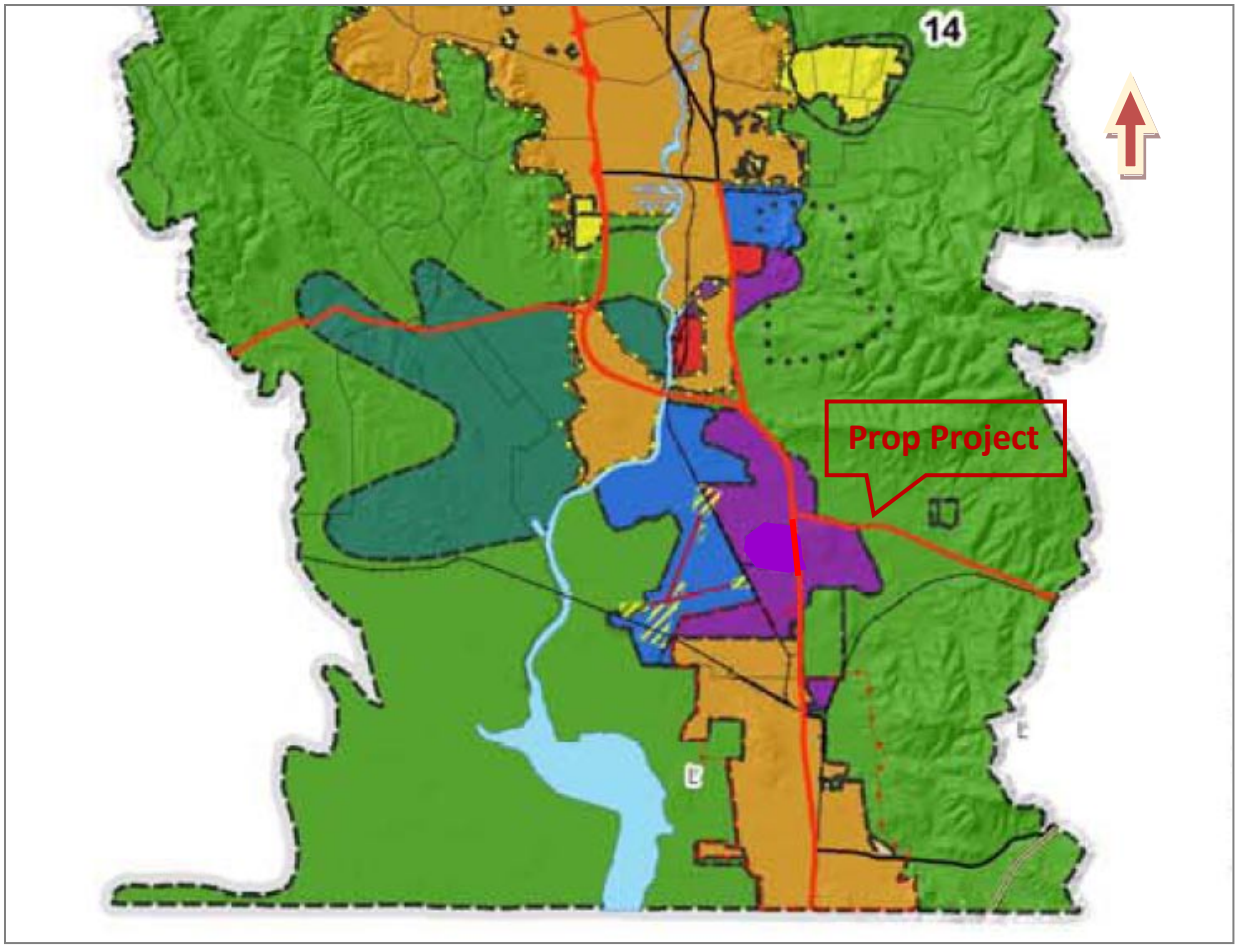
Attachment B

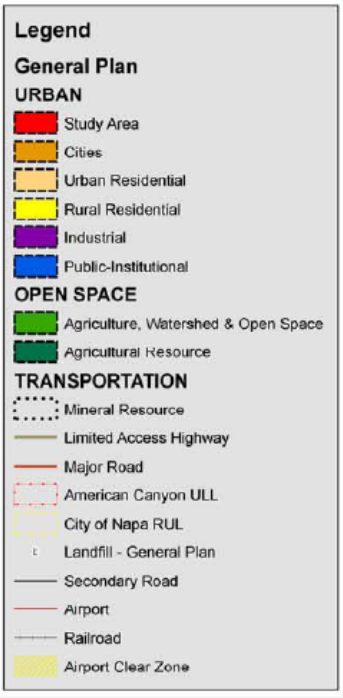
Land Use in Solano County

SR 12 Jameson Canyon Road Widening Project

SRs 29/12 Interchange Project

(Taken from Solano County General Plan)





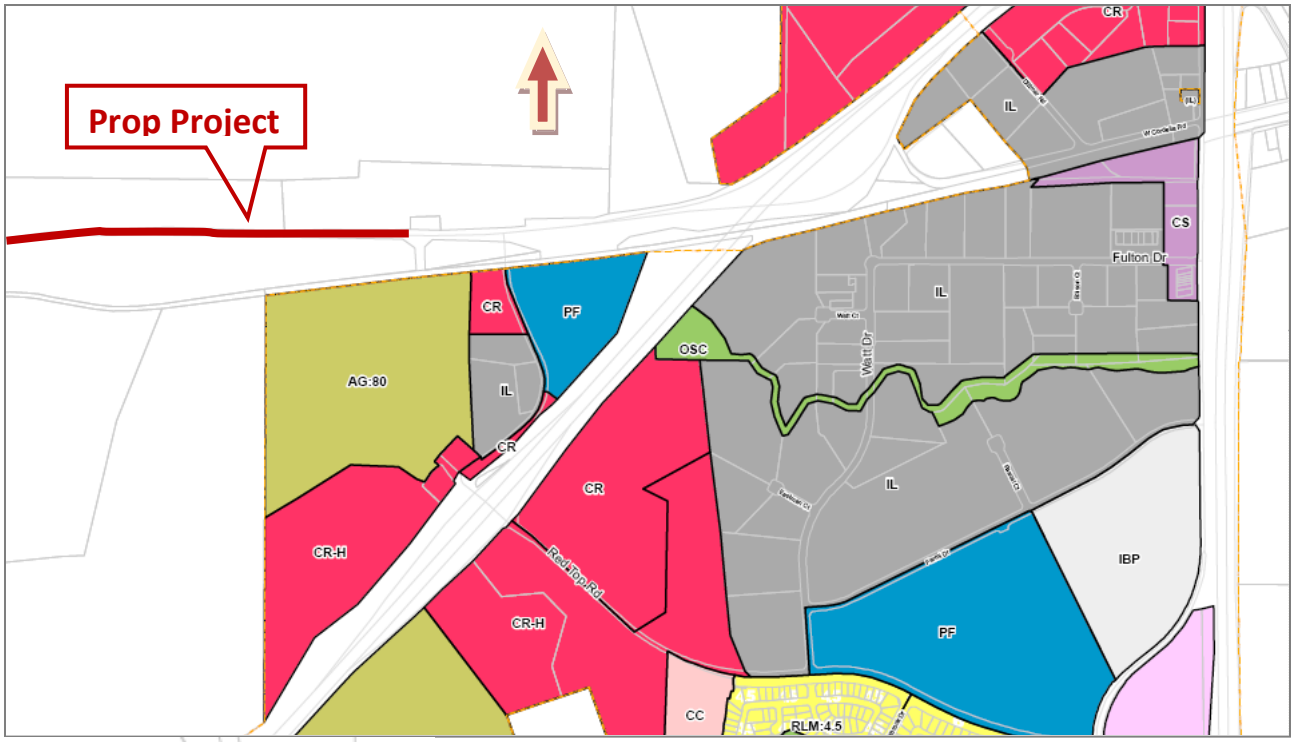
Attachment B

Land Use in Napa County

SR 12 Jameson Canyon Road Widening Project

SRs 29/12 Interchange Project

(Taken from Napa County General Plan)



Zone Designations

AG	Agriculture
CC	Community Commercial
CD	Downtown Commercial
CDC	Downtown Commercial Core
CM	Mixed Commercial
CN	Neighborhood Commercial
CO	Office Commercial
CR	Regional Commercial
CS	Service Commercial
CT	Thoroughfare Commercial
IBP	Industrial Business Park
IG	General Industrial
IL	Limited Industrial
ITP	Industrial Technology Park
OSC	Open Space Conservation
PF	Public Facilities
REC	Recreation
RVL	Very Low Density Residential
RL	Low Density Residential
RLM	Low-Medium Density Residential
RM	Medium Density Residential
RH	High Density Residential
RVH	Very High Density Residential
None	Not In City / No Pre-Zoning
	City Limits

Overlay Designations

H	Hillside
PD	Planned Development
NC	North Cordelia
P1	Downtown Parking

Attachment B

Land Use near Red Top Road in City of Fairfield

SR 12 Jameson Canyon Road Widening Project

SRs 29/12 Interchange Project

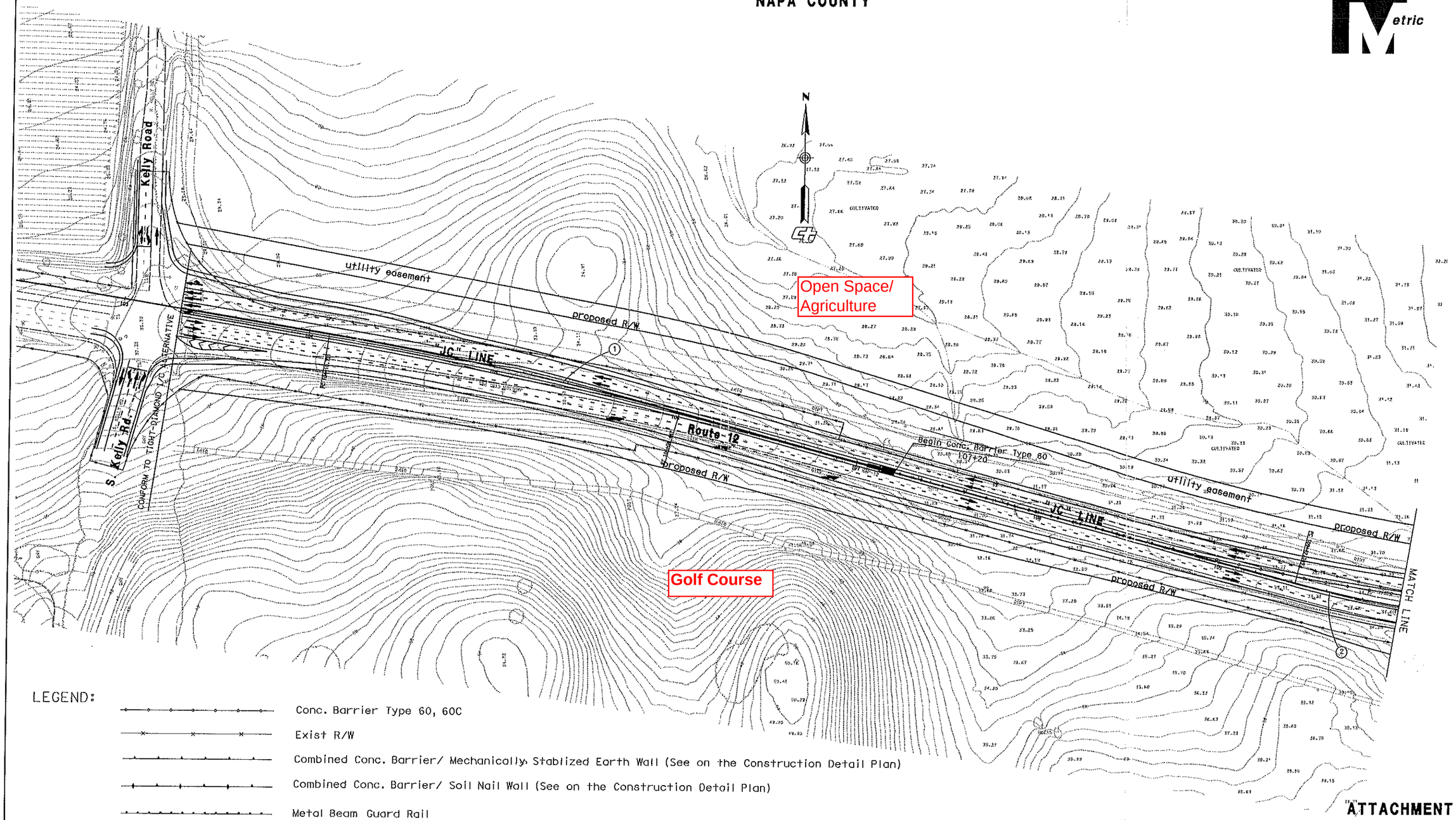
(Taken from City of Fairfield zoning map)

CURVE DATA

No.	R	Δ	T	L	N	E
(1)	1950.01	5°36'13"	95.43	190.72	559815.38	1977606.55
(2)	611.40	15°38'13"	83.95	166.86	562203.45	1978593.54

NAPA COUNTY

Caltrans Metric



LEGEND:

- Conc. Barrier Type 60, 60C
- Exist R/W
- Combined Conc. Barrier/ Mechanically Stablized Earth Wall (See on the Construction Detail Plan)
- Combined Conc. Barrier/ Soil Nail Wall (See on the Construction Detail Plan)
- Metal Beam Guard Rail
- Crash Cushion

ATTACHMENT C

NAPA-12 KP 0.39-5.3
PM 0.24-3.3
SOL-12 KP 0.0-R4.2
PM 0.0-R2.6

Scale Ratio: 1:2000 Horiz

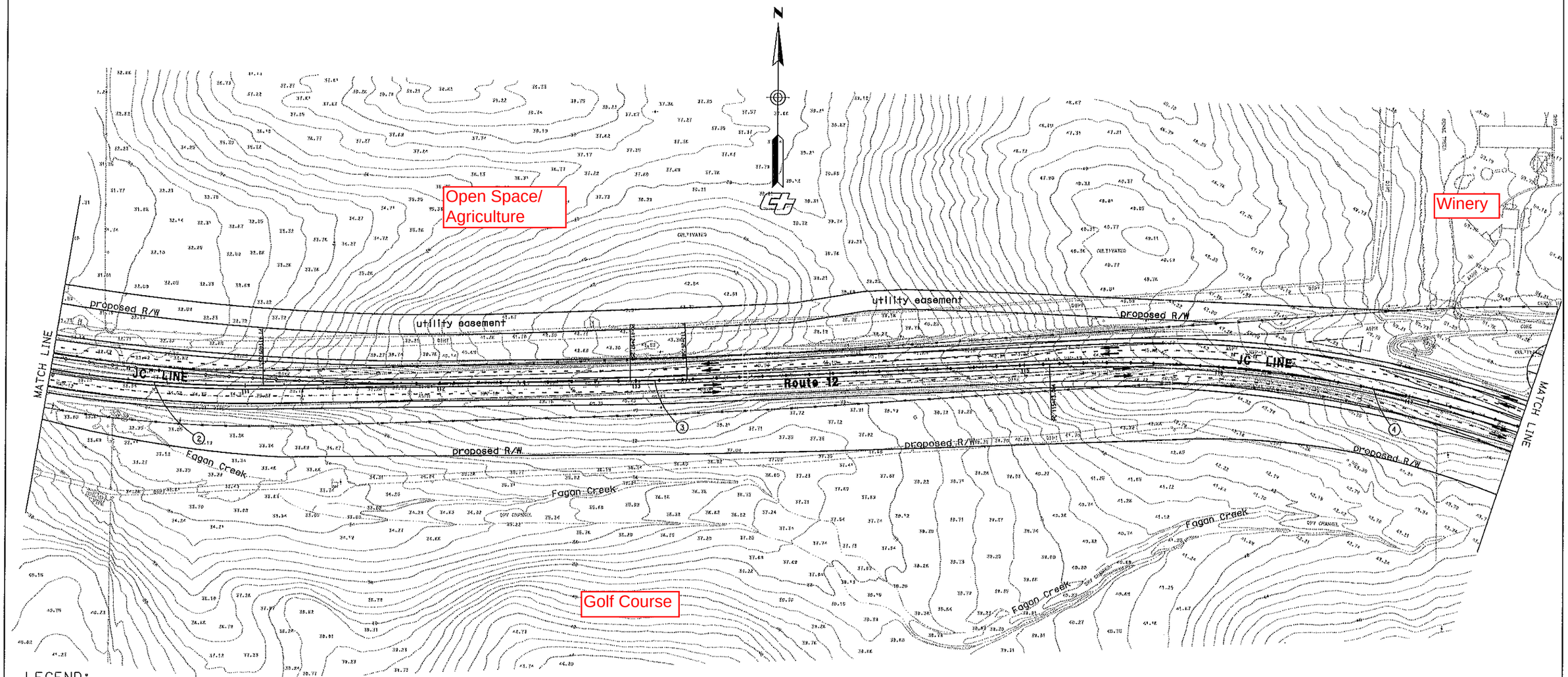
JAMESON CANYON PROJECT
LAYOUT SHEET
SHEET 1 OF 12 EA: 264100

CURVE DATA

No.	R	Δ	T	L	N	E
(2)	611.40	15°38'13"	83.95	166.86	562203.45	1978593.54
(3)	1000.01	1°40'49"	14.67	29.33	562594.54	1978776.35
(4)	700.00	27°47'33"	173.18	339.55	560904.02	1979035.17

NAPA COUNTY

Caltrans Metric



LEGEND:

- Conc. Barrier Type 60, 60C
- Exist R/W
- Combined Conc. Barrier/ Mechanically Stablized Earth Wall (See on the Construction Detail Plan)
- Combined Conc. Barrier/ Soil Nail Wall (See on the Construction Detail Plan)
- Metal Beam Guard Rail
- Crash Cushion

ATTACHMENT C

NAPA-12 KP 0.39-5.3
PM 0.24-3.3
SOL-12 KP 0.0-R4.2
PM 0.0-R2.6

Scale Ratio: 1:2000 Horiz

JAMESON CANYON PROJECT
LAYOUT SHEET

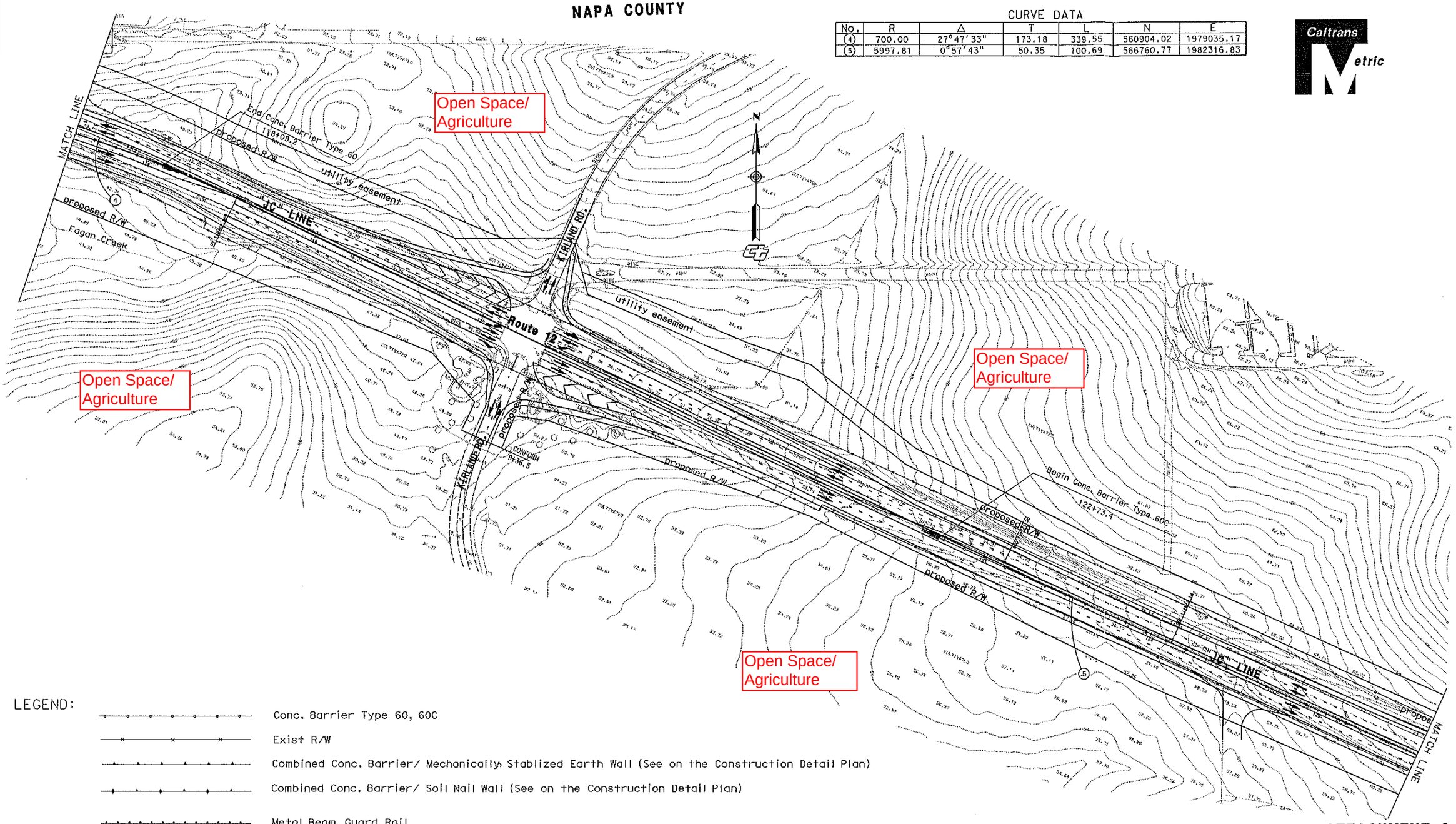
SHEET 2 OF 12 EA: 264100

NAPA COUNTY

CURVE DATA

No.	R	Δ	T	L	N	E
(4)	700.00	27°47'33"	173.18	339.55	560904.02	1979035.17
(5)	5997.81	0°57'43"	50.35	100.69	566760.77	1982316.83

Caltrans Metric



LEGEND:

- Conc. Barrier Type 60, 60C
- Exist R/W
- Combined Conc. Barrier/ Mechanically Stablized Earth Wall (See on the Construction Detail Plan)
- Combined Conc. Barrier/ Soil Nail Wall (See on the Construction Detail Plan)
- Metal Beam Guard Rail
- Crash Cushion

ATTACHMENT C

NAPA-12 KP 0.39-5.3
PM 0.24-3.3
SOL-12 KP 0.0-R4.2
PM 0.0-R2.6

Scale Ratio: 1:2000 Horiz

JAMESON CANYON PROJECT
LAYOUT SHEET

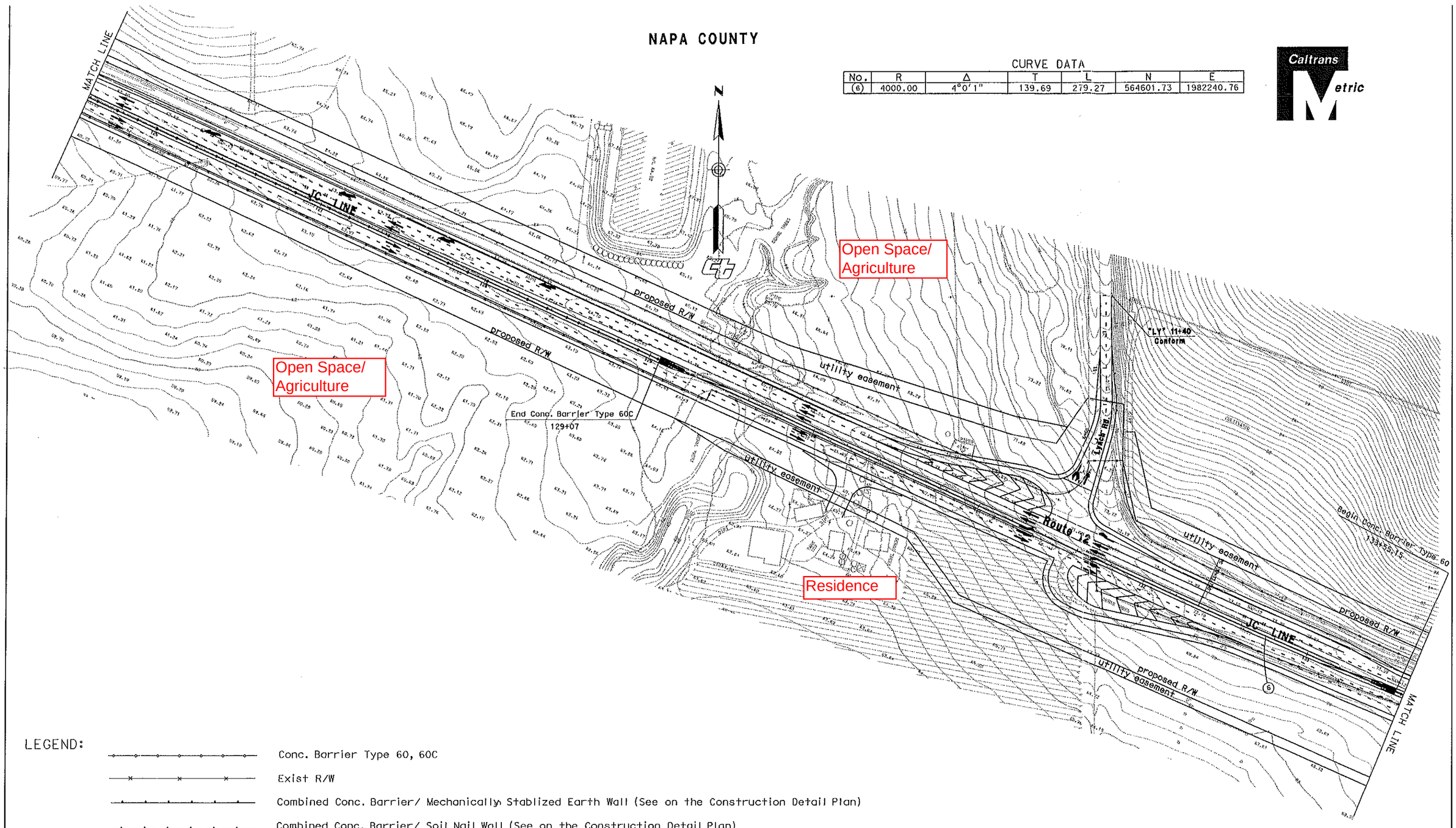
SHEET 3 OF 12 EA: 264100

NAPA COUNTY

CURVE DATA

No.	R	Δ	T	L	N	E
(6)	4000.00	4°0'1"	139.69	279.27	564601.73	1982240.76

Caltrans Metric



LEGEND:

- Conc. Barrier Type 60, 60C
- Exist R/W
- Combined Conc. Barrier/ Mechanically Stablized Earth Wall (See on the Construction Detail Plan)
- Combined Conc. Barrier/ Soil Nail Wall (See on the Construction Detail Plan)
- Metal Beam Guard Rail
- Crash Cushion

ATTACHMENT C

NAPA-12 KP 0.39-5.3
PM 0.24-3.3
SOL-12 KP 0.0-R4.2
PM 0.0-R2.6

Scale Ratio: 1:2000 Horiz

JAMESON CANYON PROJECT
LAYOUT SHEET

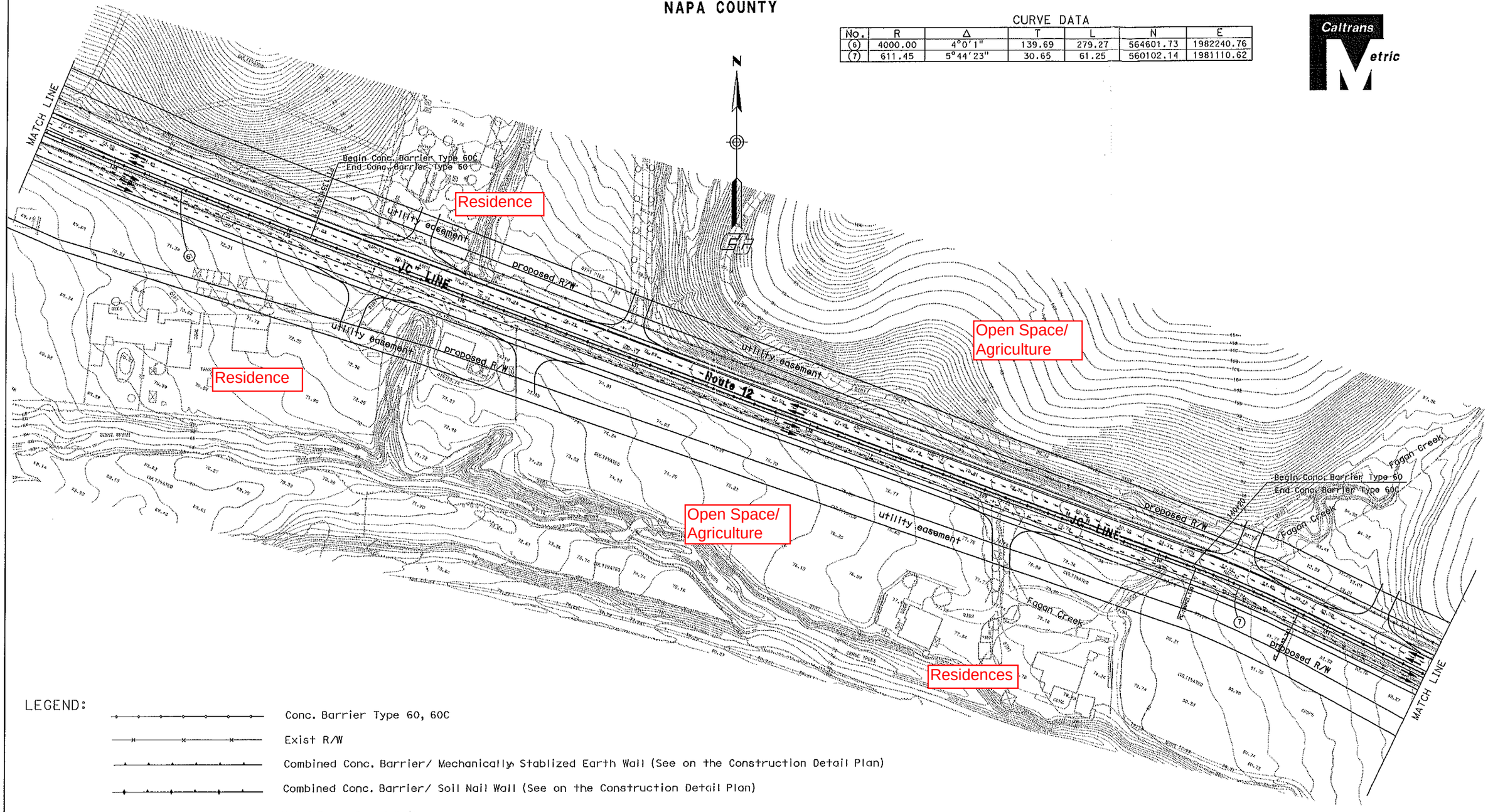
SHEET 4 OF 12 EA: 264100

NAPA COUNTY

CURVE DATA

No.	R	Δ	T	L	N	E
(6)	4000.00	4°0'1"	139.69	279.27	564601.73	1982240.76
(7)	611.45	5°44'23"	30.65	61.25	560102.14	1981110.62

Caltrans Metric



LEGEND:

- Conc. Barrier Type 60, 60C
- Exist R/W
- Combined Conc. Barrier/ Mechanically Stablized Earth Wall (See on the Construction Detail Plan)
- Combined Conc. Barrier/ Soil Nail Wall (See on the Construction Detail Plan)
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- Crash Cushion

ATTACHMENT C

NAPA-12 KP 0.39-5.3
PM 0.24-3.3
SOL-12 KP 0.0-R4.2
PM 0.0-R2.6

Scale Ratio: 1:2000 Horiz

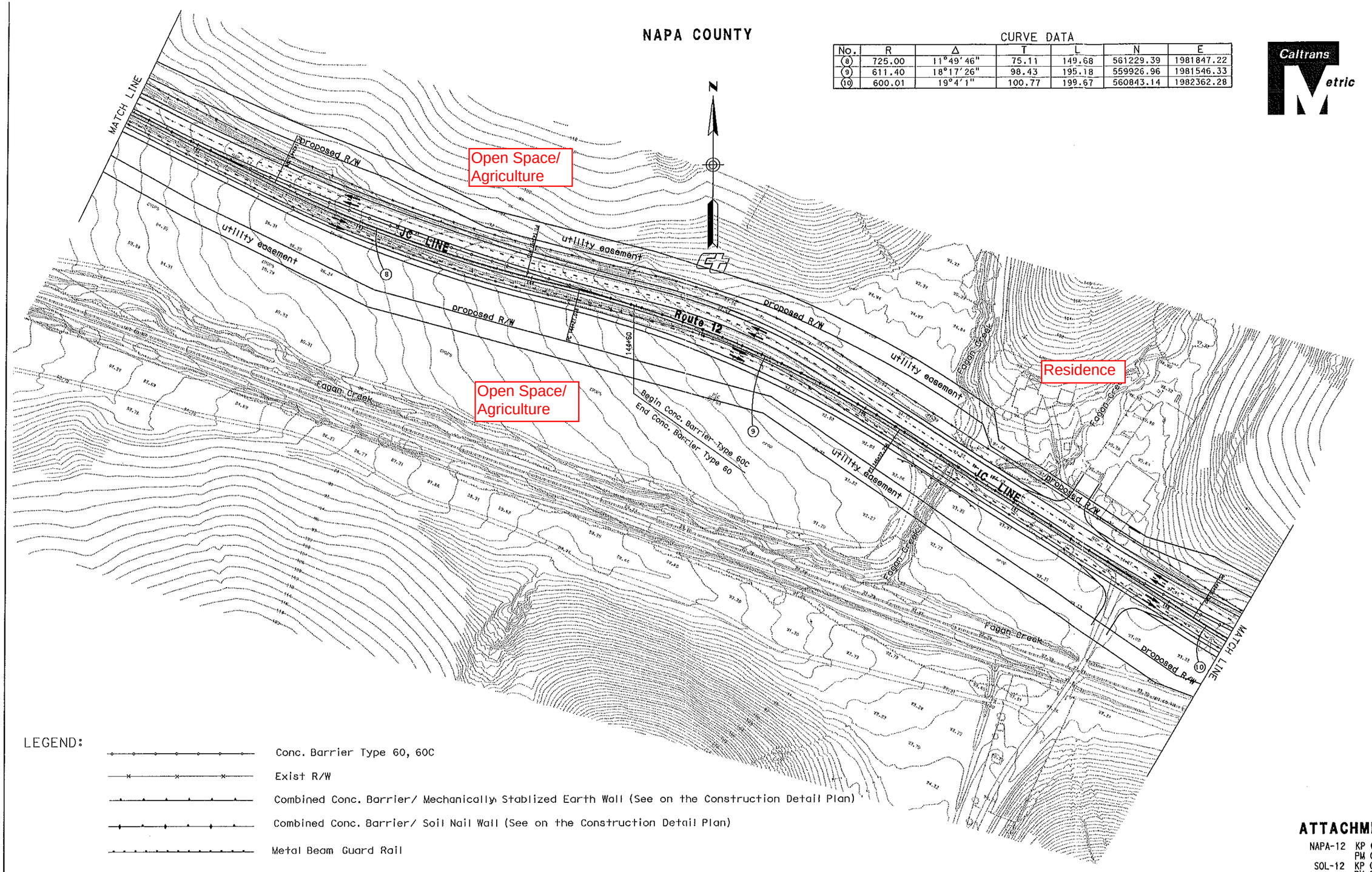
JAMESON CANYON PROJECT
LAYOUT SHEET
SHEET 5 OF 12 EA: 264100

NAPA COUNTY

CURVE DATA

No.	R	Δ	T	L	N	E
⑧	725.00	11°49'46"	75.11	149.68	561229.39	1981847.22
⑨	611.40	18°17'26"	98.43	195.18	559926.96	1981546.33
⑩	600.01	19°4'1"	100.77	199.67	560843.14	1982362.28

Caltrans Metric



LEGEND:

- Conc. Barrier Type 60, 60C
- Exist R/W
- Combined Conc. Barrier/ Mechanically Stablized Earth Wall (See on the Construction Detail Plan)
- Combined Conc. Barrier/ Soil Nail Wall (See on the Construction Detail Plan)
- Metal Beam Guard Rail
- Crash Cushion

ATTACHMENT C

NAPA-12 KP 0.39-5.3
PM 0.24-3.3
SOL-12 KP 0.0-R4.2
PM 0.0-R2.6

Scale Ratio: 1:2000 Horiz

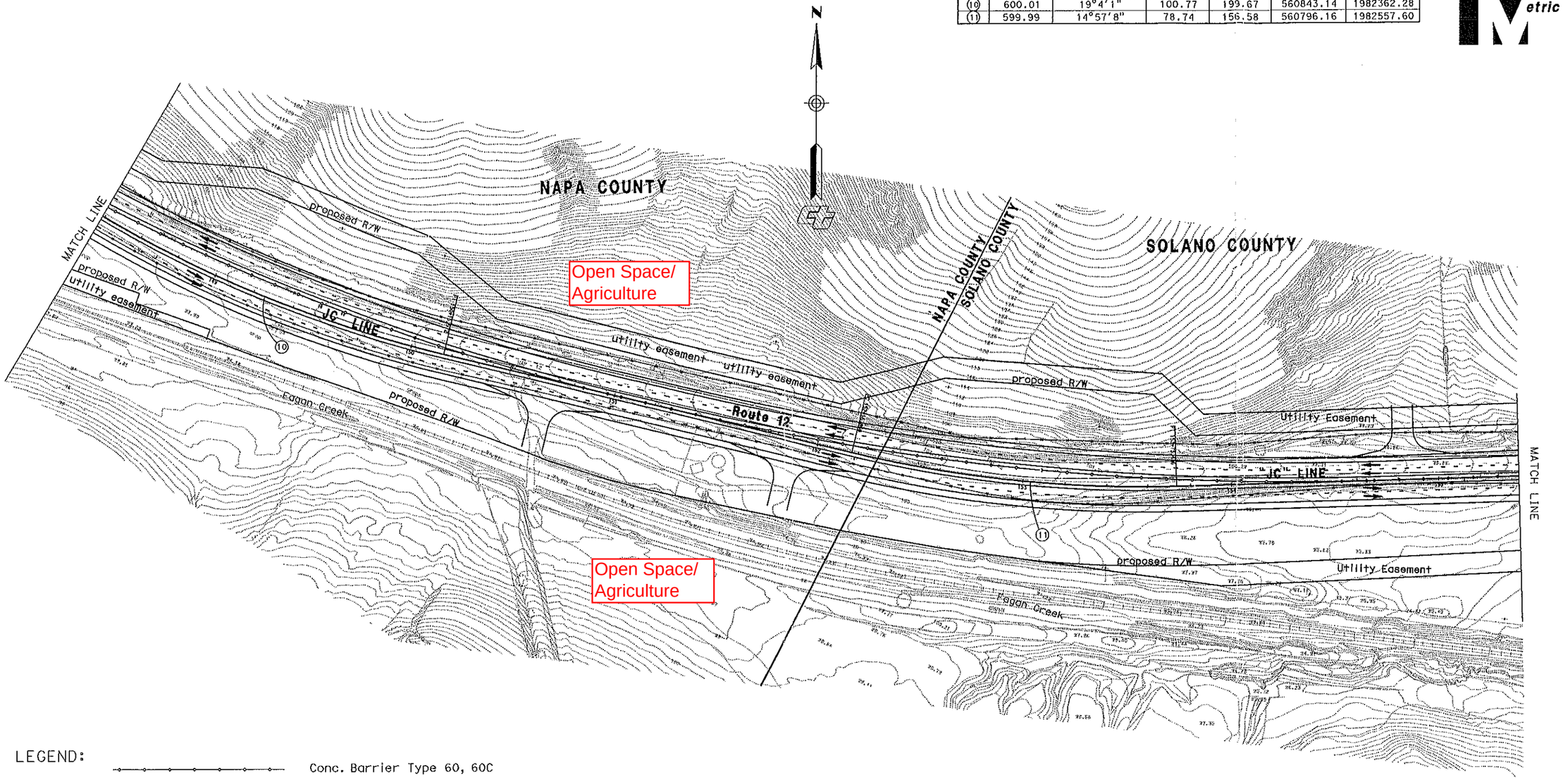
JAMESON CANYON PROJECT
LAYOUT SHEET

SHEET 6 OF 12 EA: 264100

CURVE DATA

No.	R	Δ	T	L	N	E
(10)	600.01	19°4'1"	100.77	199.67	560843.14	1982362.28
(11)	599.99	14°57'8"	78.74	156.58	560796.16	1982557.60

Caltrans Metric



LEGEND:

- Conc. Barrier Type 60, 60C
- Exist R/W
- Combined Conc. Barrier/ Mechanically Stablized Earth Wall (See on the Construction Detail Plan)
- Combined Conc. Barrier/ Soil Nail Wall (See on the Construction Detail Plan)
- Meatal Beam Guard Rail
- Crash Cushion

ATTACHMENT C

NAPA-12 KP 0.39-5.3
PM 0.24-3.3
SOL-12 KP 0.0-R4.2
PM 0.0-R2.6

Scale Ratio: 1:2000 Horiz

JAMESON CANYON PROJECT
LAYOUT SHEET

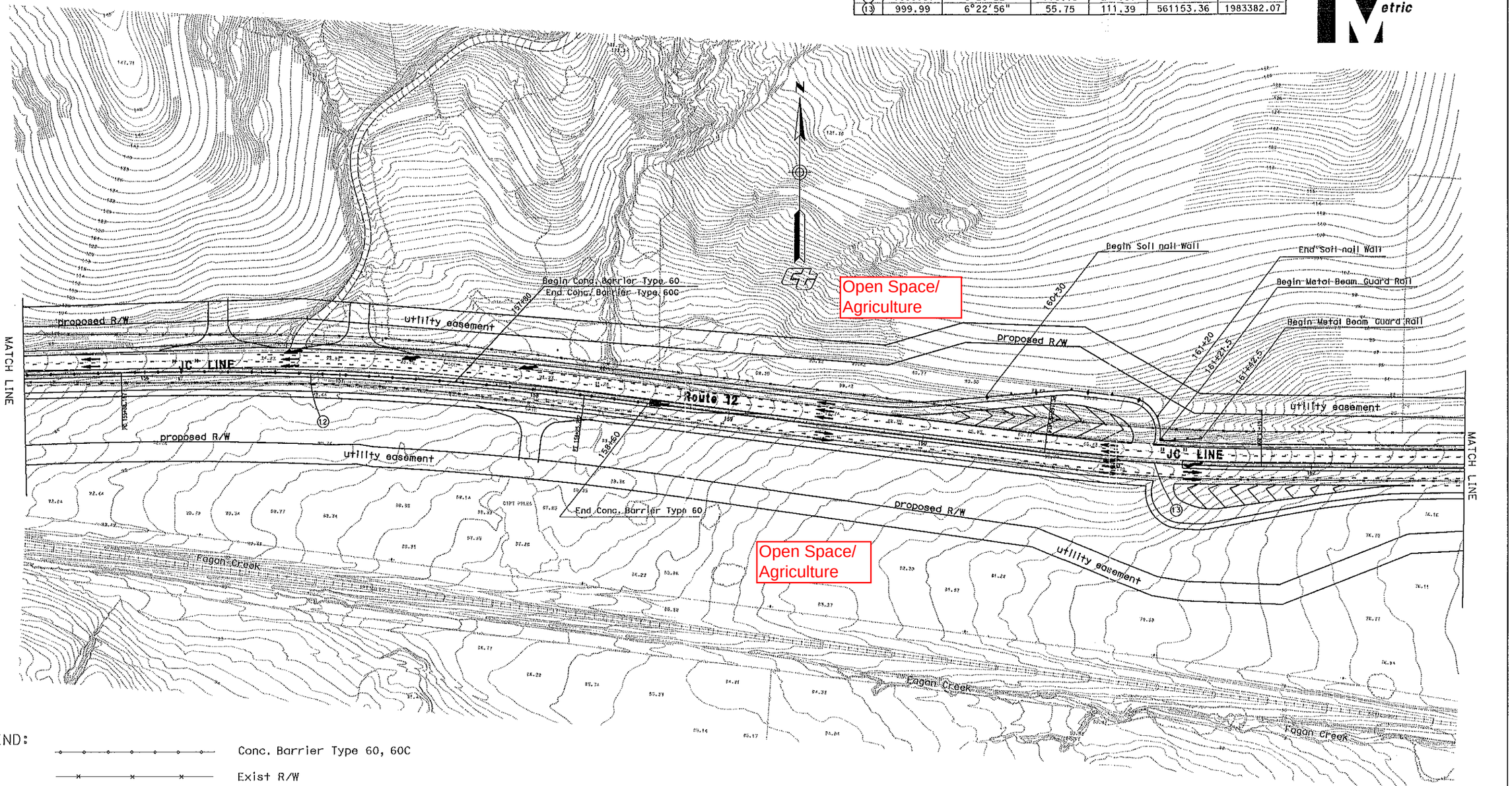
SHEET 7 OF 12 EA: 264100

SOLANO COUNTY

CURVE DATA

No.	R	Δ	T	L	N	E
(12)	1600.01	8°29'22"	118.75	237.07	558602.20	1982827.22
(13)	999.99	6°22'56"	55.75	111.39	561153.36	1983382.07

Caltrans Metric



LEGEND:

- Conc. Barrier Type 60, 60C
- Exist R/W
- Combined Conc. Barrier/ Mechanically Stablized Earth Wall (See on the Construction Detail Plan)
- Combined Conc. Barrier/ Soil Nail Wall (See on the Construction Detail Plan)
- Metal Beam Guard Rail
- Crash Cushion

ATTACHMENT C

NAPA-12 KP 0.39-5.3
PM 0.24-3.3
SOL-12 KP 0.0-R4.2
PM 0.0-R2.6

Scale Ratio: 1:2000 Horiz

JAMESON CANYON PROJECT
LAYOUT SHEET

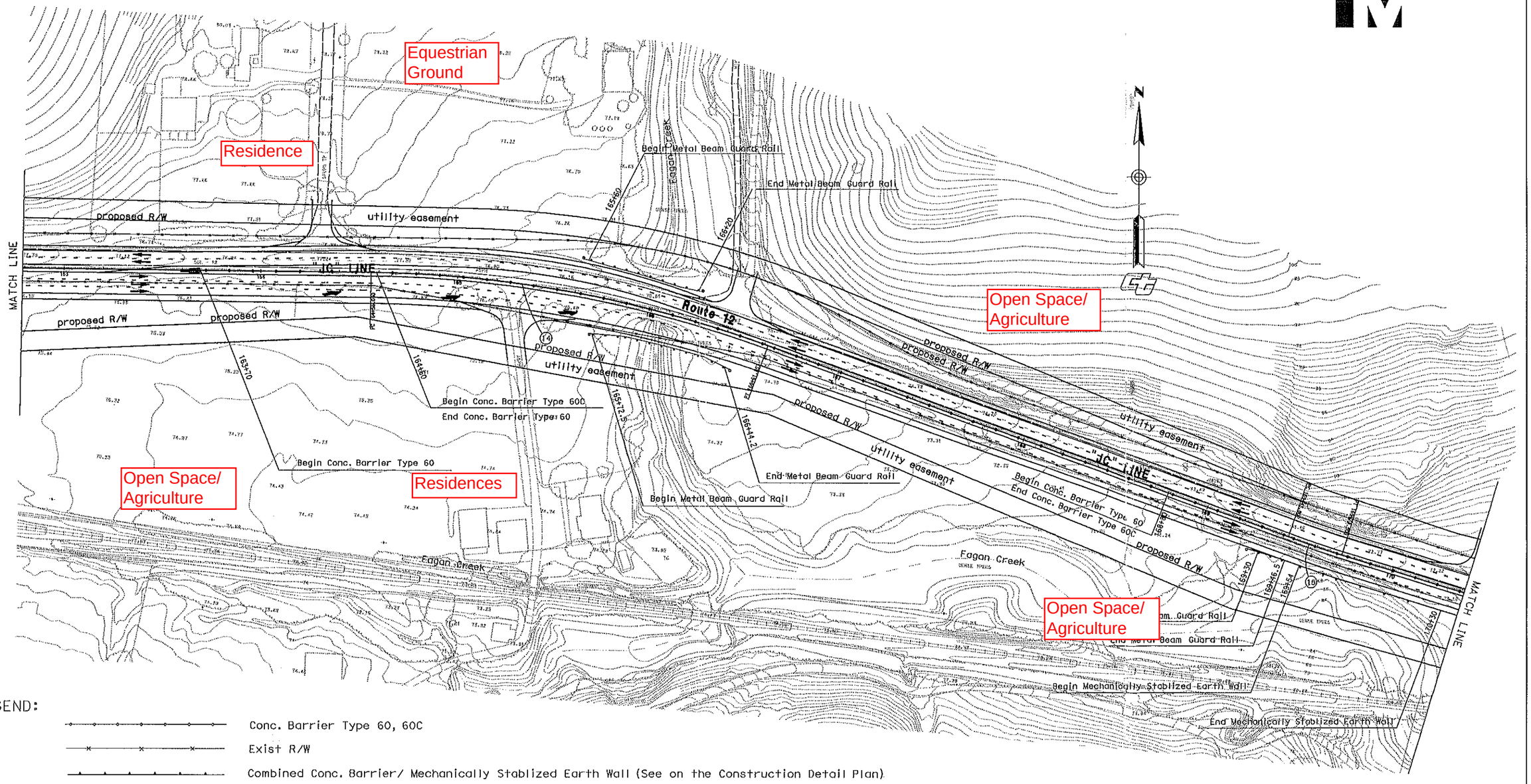
SHEET 8 OF 12 EA: 264100

SOLANO COUNTY

CURVE DATA

No.	R	Δ	T	L	N	E
(14)	611.40	19°17'17"	103.89	205.82	559538.75	1983645.26
(15)	611.40	2°47'2"	14.86	29.71	560591.79	1984327.78

Caltrans Metric



LEGEND:

- Conc. Barrier Type 60, 60C
- Exist R/W
- Combined Conc. Barrier/ Mechanically Stablized Earth Wall (See on the Construction Detail Plan)
- Combined Conc. Barrier/ Soil Nail Wall (See on the Construction Detail Plan)
- Metal Beam Guard Rail
- Crash Cushion

ATTACHMENT C

NAPA-12 KP 0.39-5.3
PM 0.24-3.3
SOL-12 KP 0.0-R4.2
PM 0.0-R2.6

Scale Ratio: 1:2000 Horiz

JAMESON CANYON PROJECT
LAYOUT SHEET

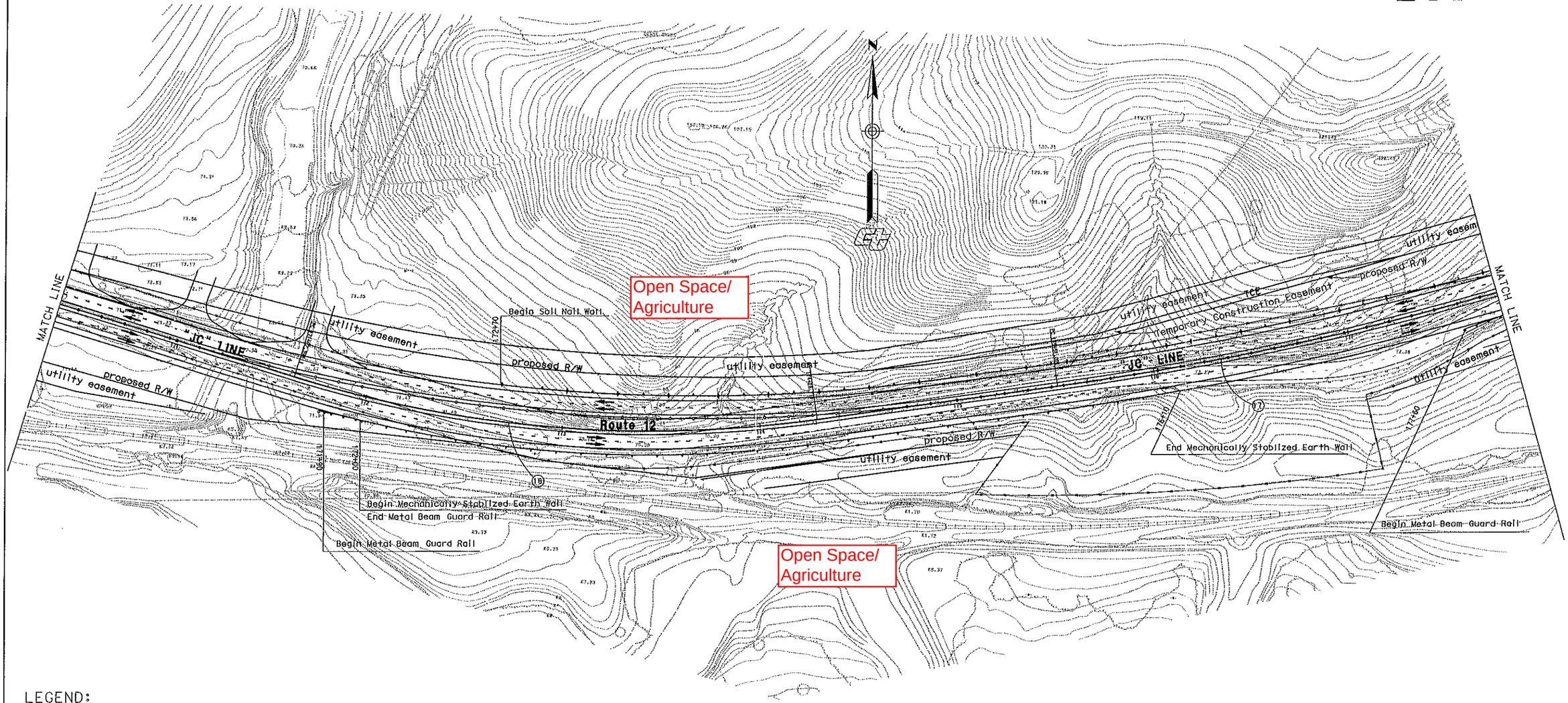
SHEET 9 OF 12 EA: 264100

SOLANO COUNTY

CURVE DATA

No.	R	Δ	T	L	N	E
(16)	610.00	25°0′52"	135.31	266.32	560534.66	1984507.82
(17)	1700.04	8°29′11"	126.13	251.80	561631.20	1984480.41

Caltrans Metric



LEGEND:

- Conc. Barrier Type 60, 60C
- Exist R/W
- Combined Conc. Barrier/ Mechanically Stablized Earth Wall (See on the Construction Detail Plan)
- Combined Conc. Barrier/ Soil Nail Wall (See on the Construction Detail Plan)
- Metal Beam Guard Rail
- Crash Cushion

ATTACHMENT C

NAPA-12 KP 0.39-5.3
PM 0.24-3.3
SOL-12 KP 0.0-R4.2
PM 0.0-R2.6

Scale Ratio: 1:2000 Horiz

JAMESON CANYON PROJECT
LAYOUT SHEET

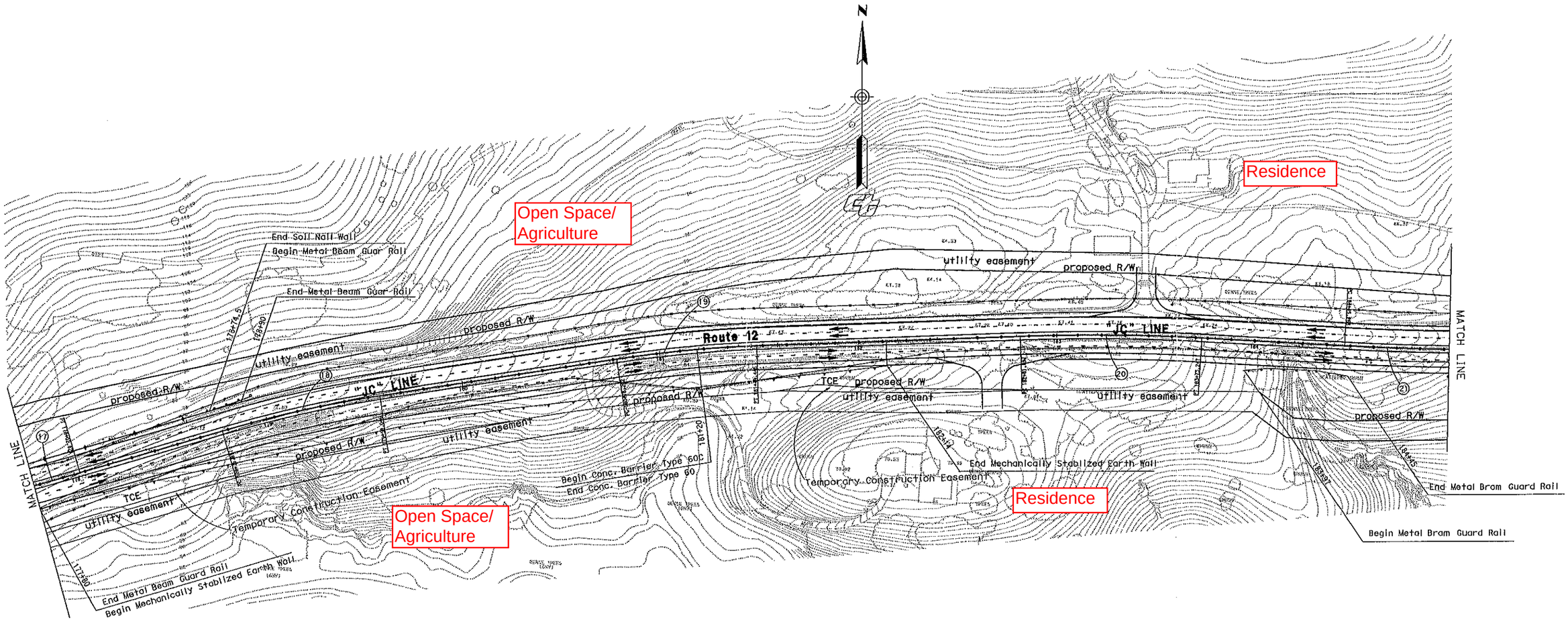
SHEET 10 OF 12 EA: 264100

SOLANO COUNTY

CURVE DATA

No.	R	Δ	T	L	N	E
(17)	1700.04	8°29'11"	126.13	251.80	561631.20	1984480.41
(18)	611.41	7°36'10"	40.62	81.13	559433.71	1985201.05
(19)	611.45	6°40'13"	35.63	71.18	559451.88	1985319.88
(20)	1000.02	5°14'2"	45.71	91.35	559068.30	1985466.12
(21)	1499.96	3°0'19"	39.35	78.68	561560.41	1985677.02

Caltrans Metric



LEGEND:

- Conc. Barrier Type 60, 60C
- Exist R/W
- Combined Conc. Barrier/ Mechanically Stablized Earth Wall (See on the Construction Detail Plan)
- Combined Conc. Barrier/ Soil Nail Wall (See on the Construction Detail Plan)
- Metal Beam Guard Rail
- Crash Cushion

ATTACHMENT C

NAPA-12 KP 0.39-5.3
PM 0.24-3.3
SOL-12 KP 0.0-R4.2
PM 0.0-R2.6

Scale Ratio: 1:2000 Horiz

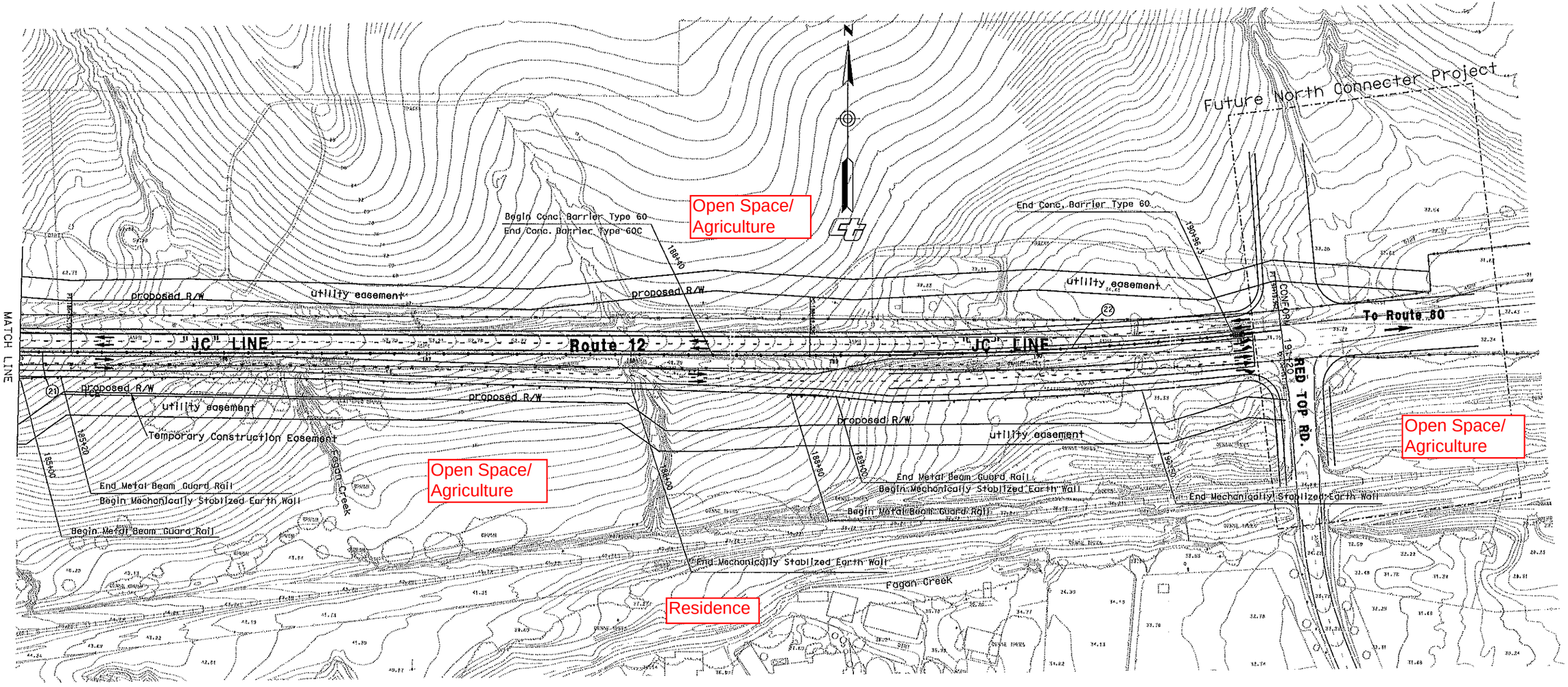
JAMESON CANYON PROJECT
LAYOUT SHEET
SHEET 11 OF 12 EA: 264100

SOLANO COUNTY

CURVE DATA

No.	R	Δ	T	L	N	E
(21)	1500.10	3°0'18"	39.35	78.68	561560.54	1985677.03
(22)	2000.05	6°38'9"	115.95	231.64	562059.34	1986041.73

Caltrans Metric



LEGEND:

- Conc. Barrier Type 60, 60C
- Exist R/W
- Combined Conc. Barrier/ Mechanically Stabilized Earth Wall (See on the Construction Detail Plan)
- Combined Conc. Barrier/ Soil Nail Wall (See on the Construction Detail Plan)
- Metal Beam Guard Rail
- Crash Cushion

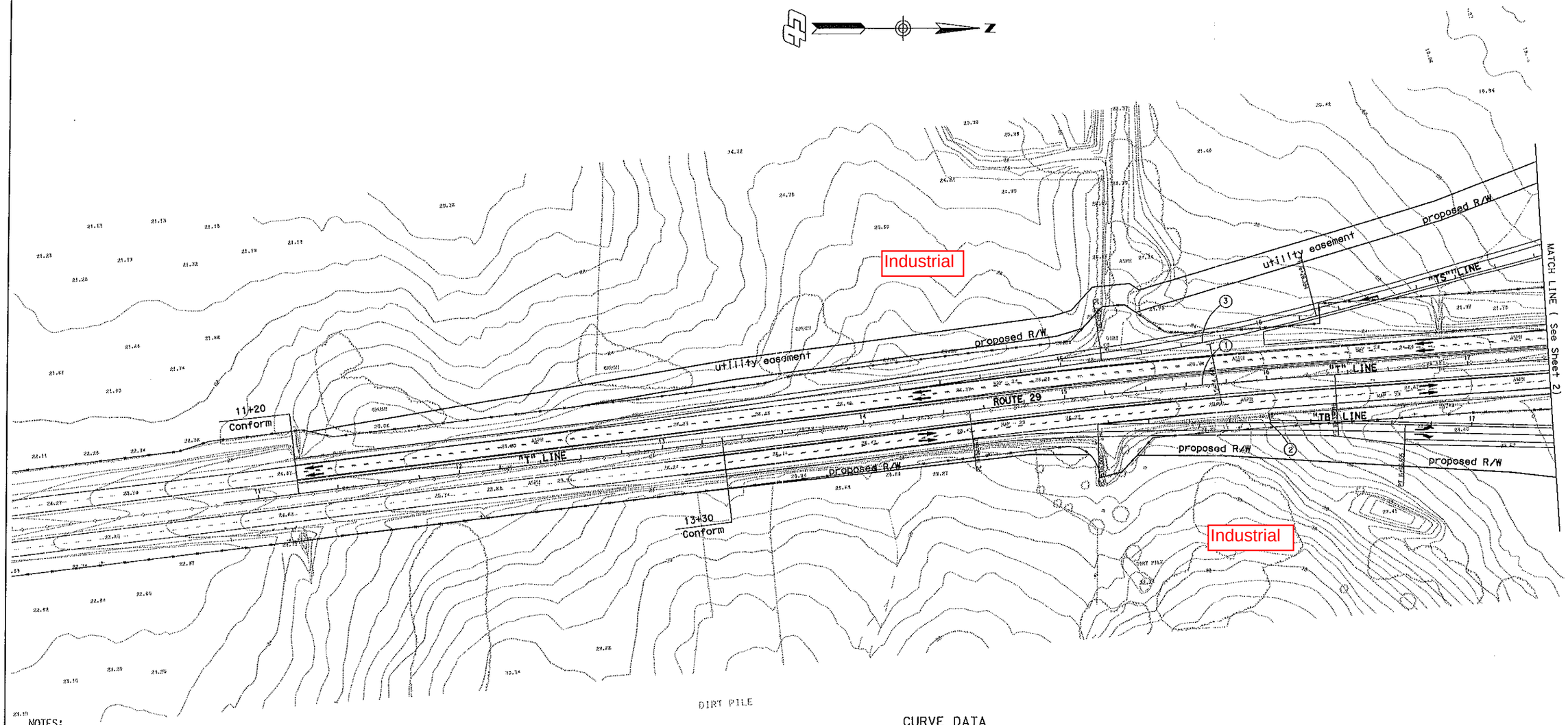
ATTACHMENT C

NAPA-12 KP 0.39-5.3
PM 0.24-3.3
SOL-12 KP 0.0-R4.2
PM 0.0-R2.6

Scale Ratio: 1:2000 Horiz

JAMESON CANYON PROJECT
LAYOUT SHEET
SHEET 12 OF 12 EA: 264100

Caltrans Metric



NOTES:

- Exist R/W
- Metal Beam Guard Rail
- Combined Conc. Barrier / Retaining Wall
- Concrete Barrier
- Crash Cushion (type ADIEM)

CURVE DATA

No.	R	Δ	T	L	N	E
(1)	3000.02	3°27'20"	90.49	180.93	561722.62	1980429.96
(2)	2985.91	2°54'36"	75.84	151.65	561476.56	1980445.30
(3)	1000.00	6°11'15"	54.05	107.99	561271.72	1976439.14

ATTACHMENT C

NAPA-29 KP 6.7-8.7
PM 4.2-5.38

NAPA-12 KP 0.0-0.39
PM 0.0-0.24

Scale Ratio: 1:2000 Horiz

ROUTE12/ROUTE29 TIGHT-DIAMOND INTERCHANGE LAYOUT SHEET

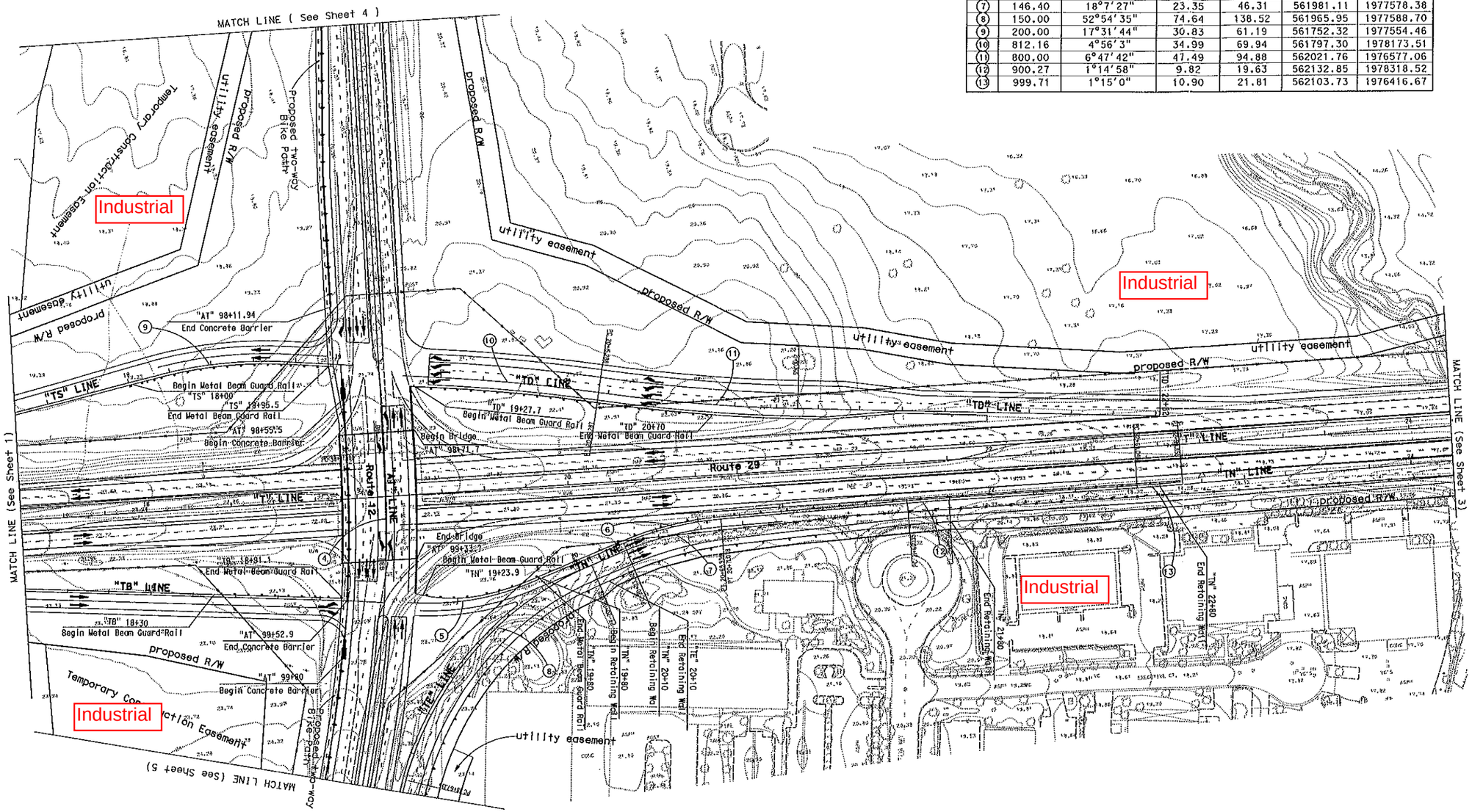
SHEET 1 OF 5

EA 287900

Caltrans Metric

CURVE DATA

No.	R	Δ	T	L	N	E
(4)	620.00	13°1'15"	70.75	140.90	561190.49	1977438.00
(5)	124.63	24°38'50"	27.23	53.61	561830.48	1977343.92
(6)	150.00	18°7'28"	23.92	47.45	561981.10	1977578.38
(7)	146.40	18°7'27"	23.35	46.31	561981.11	1977578.38
(8)	150.00	52°54'35"	74.64	138.52	561965.95	1977588.70
(9)	200.00	17°31'44"	30.83	61.19	561752.32	1977554.46
(10)	812.16	4°56'3"	34.99	69.94	561797.30	1978173.51
(11)	800.00	6°47'42"	47.49	94.88	562021.76	1976577.06
(12)	900.27	1°14'58"	9.82	19.63	562132.85	1978318.52
(13)	999.71	1°15'0"	10.90	21.81	562103.73	1976416.67



NOTES:

- Exist R/W
- Metal Beam Guard Rail
- Combined Conc. Barrier / Retaining Wall
- Concrete Barrier
- Crash Cushion (type ADIEM)

ATTACHMENT C

NAPA-29 KP 6.7-8.7
PM 4.2-5.38

NAPA-12 KP 0.0-0.39
PM 0.0-0.24

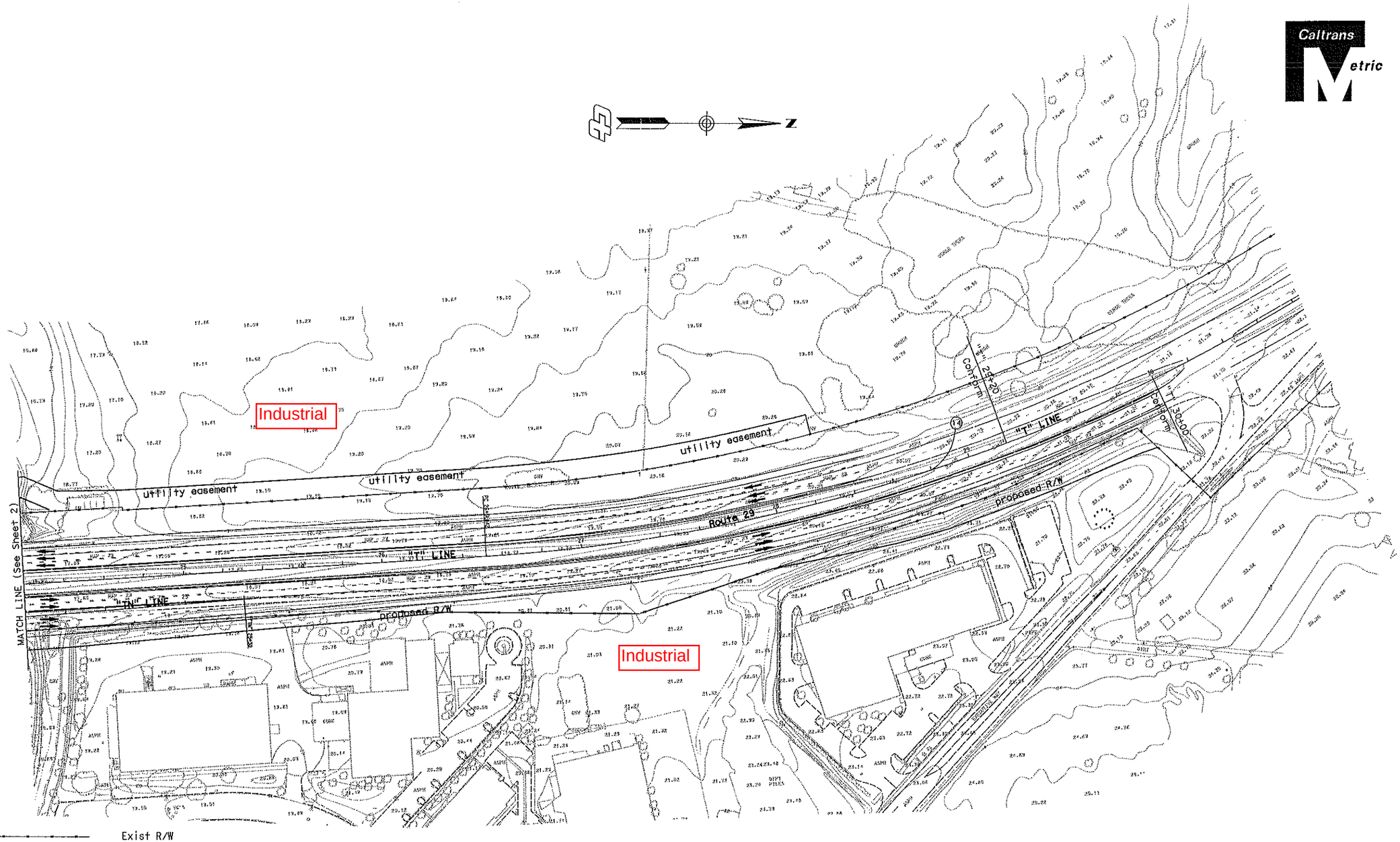
Scale Ratio: 1:2000 Horiz

ROUTE12/ROUTE29 TIGHT-DIAMOND INTERCHANGE LAYOUT SHEET

SHEET 2 OF 5

EA 287900

Caltrans Metric



NOTES:

Exist R/W

Metal Beam Guard Rail

Combined Conc. Barrier / Retaining Wall

Concrete Barrier

Crash Cushion (type ADIEM)

CURVE DATA

No.	R	Δ	T	L	N	E
(14)	897.00	38°41'20"	314.91	605.70	562489.24	1976475.73

ATTACHMENT C

NAPA-29 KP 6.7-8.7
PM 4.2-5.38

NAPA-12 KP 0.0-0.39
PM 0.0-0.24

Scale Ratio: 1:2000 Horiz

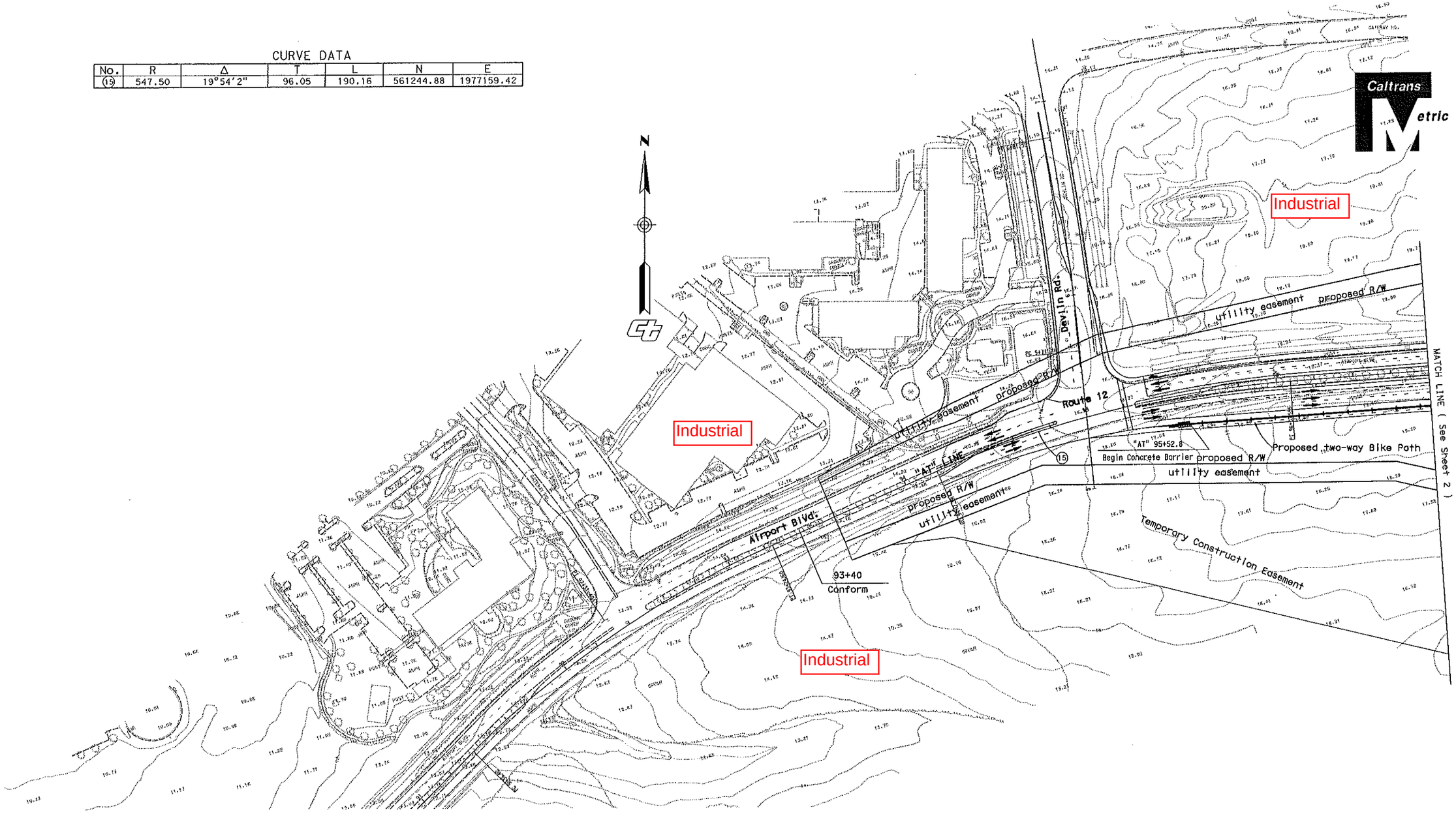
ROUTE12/ROUTE29 TIGHT-DIAMOND INTERCHANGE LAYOUT SHEET

SHEET 3 OF 5

EA 287900

CURVE DATA

No.	R	Δ	T	L	N	E
(15)	547.50	19°54'2"	96.05	190.16	561244.88	1977159.42



NOTES:

- Exist R/W
- Metal Beam Guard Rail
- Combined Conc. Barrier / Retaining Wall
- Concrete Barrier
- Crash Cushion (type ADIEM)

ATTACHMENT C

NAPA-29 KP 6.7-8.7
PM 4.2-5.38

NAPA-12 KP 0.0-0.39
PM 0.0-0.24

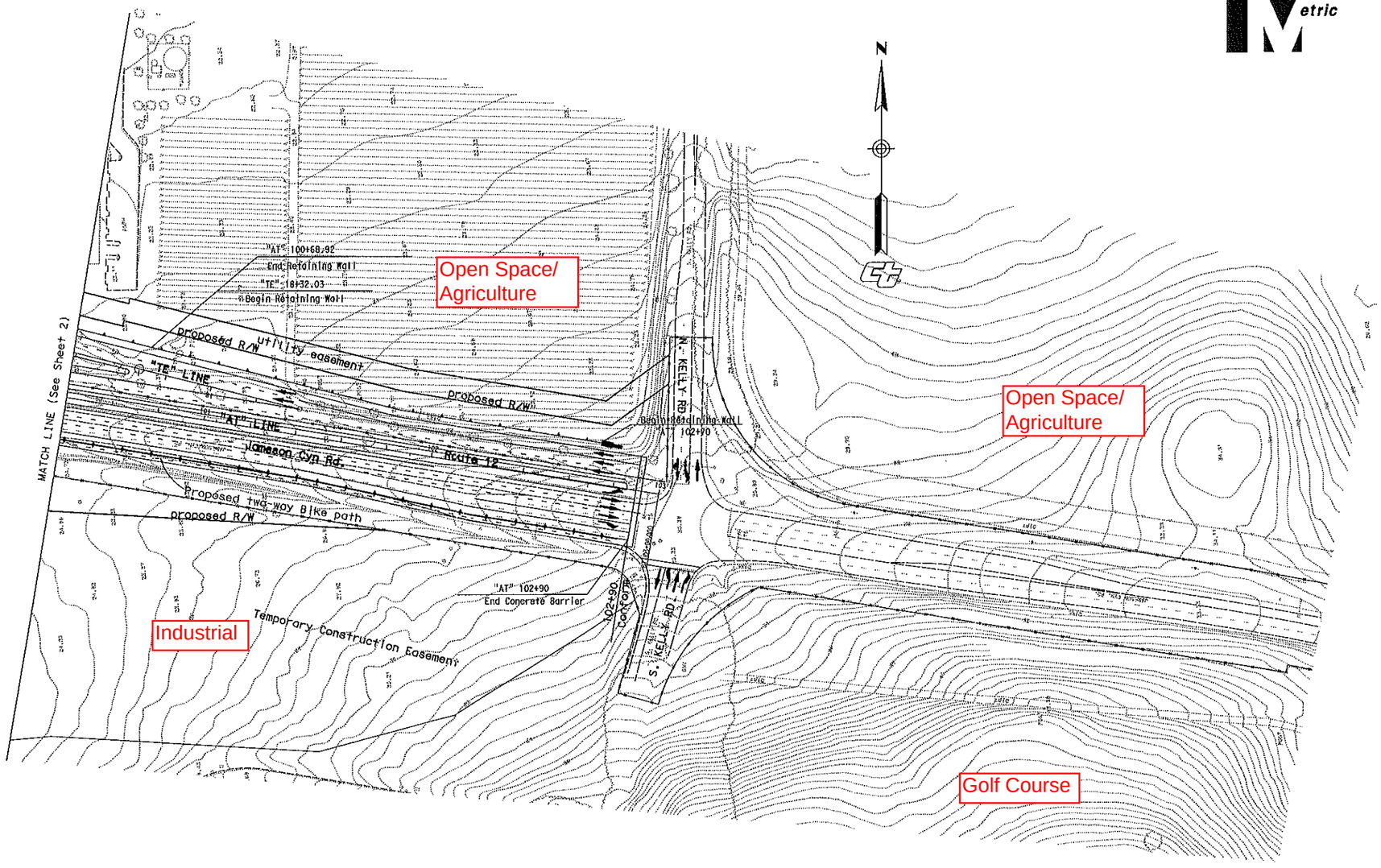
Scale Ratio: 1:2000 Horiz

ROUTE12/ROUTE29 TIGHT-DIAMOND INTERCHANGE LAYOUT SHEET

SHEET 4 OF 5

EA 287900

Caltrans Metric



NOTES:

- Exist R/W
- Metal Beam Guard Rail
- Combined Conc. Barrier / Retaining Wall
- Concrete Barrier
- Crash Cushion (type ADIEM)

ATTACHMENT C

NAPA-29 KP 6.7-8.7
PM 4.2-5.38

NAPA-12 KP 0.0-0.39
PM 0.0-0.24

Scale Ratio: 1:2000 Horiz

ROUTE12/ROUTE29 TIGHT-DIAMOND INTERCHANGE LAYOUT SHEET

SHEET 5 OF 5

EA 287900