

**Project Information**

Project Name: **SR 1 - Fassler to West Port Drive Widening**  
Sponsor: **Pacifica** TIP ID: **SM-050001** RTP ID: **98204**  
Agency: **Pacifica** Mode: **STATE HIGHWAY** Sub Mode:  
Project Type: **WIDENING** Trans. System: **STATE HWY** Purpose: **EXPANSION** County: **San Mateo**  
Proj. Desc.: **Pacifica: Rte 1 between Fassler Ave. & West Port Dr.; Add an additional lane in each direction.**  
RTP Title: **Add travel lane (one in each direction) on Route 1 (Calera Parkway) between Fassler Avenue and Westport Drive in Pacifica (includes traffic signal coordination on Fassler Avenue and Reina Del Mar Avenue)**

**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: **APR-JUN, 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:

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

<b>RTIP ID#</b> <i>(required)</i> 98204				
<b>TIP ID#</b> <i>(required)</i> SM-050001				
<b>Air Quality Conformity Task Force Consideration Date</b> April 28, 2011				
<b>Project Description</b> <i>(clearly describe project)</i> The California Department of Transportation (“Department” or “Caltrans”), in conjunction with the San Mateo County Transportation Authority (SMCTA) and the City of Pacifica, proposes to widen Highway 1/State Route 1/Calera Parkway (hereinafter referred to as “SR 1”) in the City of Pacifica from four lanes to six lanes through the project limits. The portion of SR 1 proposed for widening is located between 400 feet and 3,200 feet east of the Pacific Ocean within the City of Pacifica and extends from approximately 1,500 feet south of Fassler Avenue to approximately 2,300 feet north of Reina Del Mar Avenue, a distance of approximately 1.3 miles.  The proposed SR 1 roadway would include three 12-foot-wide through-lanes in each direction, with standard 10-foot outside shoulders. Improvements would also be made at the two intersections located within the project area, one near the south end of the site (SR 1/Fassler Avenue/Rockaway Beach Avenue), and one near the north end of the site (SR 1/Reina Del Mar Avenue).				
<b>Type of Project:</b> Change to existing State highway <i>Pick one project type:</i> New State highway, Change to existing State highway, New regionally significant street, Change to existing regionally significant street, New interchange, Reconfigure existing interchange, Intersection Channelization, Intersection signalization, Roadway realignment, Bus, rail or intermodal facility/terminal/transfer point, Truck weight/inspection station				
<b>County</b> San Mateo County	<b>Narrative Location/Route &amp; Postmiles</b> 04-SM-1 (PM 41.7/43.0)  <b>Caltrans Projects – EA#</b> 04-254600			
<b>Lead Agency:</b> California Department of Transportation (“Department” or “Caltrans”)				
<b>Contact Person</b> Joseph Hurley, SMCTA (agency)	<b>Phone#</b> (650) 508-7942	<b>Fax#</b> (650) 508-7938	<b>Email</b> hurleyj@samtrans.com	
<b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>				
Categorical Exclusion (NEPA)	EA or Draft EIS	X FONSI or Final EIS	PS&E or Construction	Other
<b>Scheduled Date of Federal Action:</b> 2012				
<b>NEPA Delegation – Project Type</b> <i>(check appropriate box)</i>				
Exempt	Section 6004 – Categorical Exemption	X	Section 6005 – Non- Categorical Exemption	
<b>Current Programming Dates</b> <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	March 2007	Nov 2011	Apr 2012	Jan 2014
End	January 2012	Oct 2013	Oct 2013	Jun 2015

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

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

The purpose of the proposed project is to: improve traffic operations, decrease traffic congestion and delay, and improve peak-period travel times along a congested segment of SR 1 within the City of Pacifica, with a design which is financially feasible, and which will provide sustainable congestion relief with minimal impact to the environment, adjacent residents, and businesses.

The project is needed to alleviate existing and future traffic congestion and queuing in the AM and PM peak hours and improve intersection operations. By 2035, if no roadway improvements are made, the SR 1/Fassler Avenue/Rockaway Beach Avenue intersection is projected to operate at LOS F during the AM and PM peak hours. The SR1/Reina Del Mar Avenue intersection is projected to operate at LOS E during the AM peak hour, and at LOS F during the PM peak hour (see Tables 1.2 and 1.3 below). The average queue lengths at the SR 1/Fassler Avenue intersection would be 4,946 feet in the northbound direction during the AM peak hour and 2,567 feet in the southbound direction during the PM peak hour. Average queue lengths at the SR1/Reina Del Mar Avenue intersection would be 1,095 feet in the northbound direction during the AM peak hour and 6,907 feet in the southbound direction during the PM peak hour. The peak period timeframe would also lengthen to over three hours in duration during both the AM and PM periods.<sup>1</sup>

### Reference Cited:

<sup>1</sup> Final Traffic Operations Report. State Route 1/Calera Parkway Project. Prepared for Caltrans, San Mateo Transportation Authority, and Mark Thomas & Company by Fehr & Peers. July 2008.

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

The study area contains a mixture of residential, retail, and commercial uses along both the west and east sides of SR 1.

Along the west side of SR 1, existing land uses consist of retail/commercial development along the highway. The Rockaway Beach commercial/retail area is opposite Fassler Avenue, where the street name changes to Rockaway Beach Avenue, and contains hotels, restaurants, and beach access. South of San Marlo Way, between Old County Road and SR 1, the area of future SR 1 widening consists of undeveloped land, one lane of public parking, an Indian restaurant with an attached residence, and a closed former Kentucky Fried Chicken restaurant. North of San Marlo Way, the west side of the SR 1 project alignment consists of undeveloped privately owned land (a former quarry) with mature trees along the SR 1 right-of-way. North of the Reina Del Mar Avenue intersection and further west of the SR 1 project segment is the City of Pacifica Calera Creek Water Recycling/Waste Water Treatment Plant.

Along the east side of SR 1, retail/commercial uses, a church, restaurants, a few residences, and the City's Police Substation occupy parcels along the project alignment. Immediately north of Fassler Avenue, the development east of SR 1 is accessed via a short frontage road, Harvey Way.

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

**Brief summary of assumptions and methodology used to conduct the AADT counts, truck percentages, etc.**  
*(please keep this concise – specifics may include date of when traffic counts were conducted, studies where truck percentages were derived)*

The AADT and truck percentages are taken from Caltrans' 2009 Annual Average Daily Truck Traffic on the California State Highway System report.<sup>1</sup> The Final Traffic Operations Report completed for this project<sup>2</sup> identified an anticipated annual background growth in traffic volumes in the region of approximately 0.75% per year. This annual growth rate was applied to arrive at the AADT volumes for the opening year (2015) and the horizon year (2035). This results in an overall growth rate of 4.5% applied to the 2009 volumes to arrive at the 2015 AADT below (6 years x 0.75% = 4.5%), and an overall increase of 19.5% to arrive at the 2035 volumes below (26 years x 0.75=19.5%).

References Cited:

<sup>1</sup> California Department of Transportation. 2009 Annual Average Daily Truck Traffic on the California State Highway System report. <http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/index.htm>. December 2010.

<sup>2</sup> Final Traffic Operations Report. State Route 1/Calera Parkway Project. Prepared for Caltrans, San Mateo Transportation Authority, and Mark Thomas & Company by Fehr & Peers. July 2008.

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

Opening Year: 2015

Scenario	Intersection	AM Peak Hour LOS	PM Peak Hour LOS	AADT	% and # of Trucks	Truck AADT
Build	SR 1/Fassler Avenue	E	D	48,100	2.0% heavy vehicles/ trucks to 98.0% passenger vehicles	962
	SR 1/Reina Del Mar Avenue	D	C	48,100		
No Build	SR 1/Fassler Avenue	F	F	48,100	2.0% heavy vehicles/ trucks to 98.0% passenger vehicles	962
	SR 1/Reina Del Mar Avenue	E	F	48,100		

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

**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**

Horizon Year: 2035

<b>Scenario</b>	<b>Intersection</b>	<b>AM Peak Hour LOS</b>	<b>PM Peak Hour LOS</b>	<b>AADT</b>	<b>% and # of Trucks</b>	<b>Truck AADT</b>
Build	SR 1/Fassler Avenue	F	E	55,000	2.0% heavy vehicles/ trucks to 98.0% passenger vehicles	1,100
	SR 1/Reina Del Mar Avenue	E	D	55,000		
No Build	SR 1/Fassler Avenue	F	F	55,000	2.0% heavy vehicles/ trucks to 98.0% passenger vehicles	1,100
	SR 1/Reina Del Mar Avenue	E	F	55,000		

**PM<sub>2.5</sub> 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; see above for highway facility

**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; see above for highway facility

**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 highway 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 highway facility

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

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

The project is located within an urbanized area of the City of Pacifica and its construction would not result in substantial traffic redistribution or open additional areas to development. The project is proposed to remove an existing bottleneck for traffic congestion and improve the level of service operation in the immediate project area. While the proposed widening and intersection improvements would improve traffic operations, the overall capacity of SR 1 would not substantially change because the SR 1 segments north and south of the project would remain unchanged. The project would not create any new connections to other roadways or areas, and the project would not open any new areas to development. Similarly, the overall capacity of Fassler Avenue/Rockaway Beach Avenue and Reina Del Mar Avenue will not substantially change because the project would not add any new through lanes to those roadways.

As described above under **Project Purpose and Need**, by 2035, if no roadway improvements are made, the operation of the SR 1/Fassler Avenue/Rockaway Beach Avenue and the SR1/Reina Del Mar Avenue intersections are projected to operate at LOS E during the AM peak hour, and at LOS F during the PM peak hour (see Tables 1.2 and 1.3 below). The average queue lengths at the SR 1/Fassler Avenue intersection would be 4,946 feet in the northbound direction during the AM peak hour and 2,567 feet in the southbound direction during the PM peak hour. Average queue lengths at the SR1/Reina Del Mar Avenue intersection would be 1,095 feet in the northbound direction during the AM peak hour and 6,907 feet in the southbound direction during the PM peak hour. The peak period timeframe would also lengthen to over three hours in duration during both the AM and PM periods.<sup>1</sup>

#### Reference Cited:

<sup>1</sup> Final Traffic Operations Report. State Route 1/Calera Parkway Project. Prepared for Caltrans, San Mateo Transportation Authority, and Mark Thomas & Company by Fehr & Peers. July 2008.

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

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

The proposed project is within a nonattainment area for federal PM<sub>2.5</sub> standards. Therefore, according to 40 CFR Part 93, a hotspot analysis is required for conformity purposes. However, EPA does not require hotspot analyses, qualitative or quantitative, for projects that are not listed in Section 93.123(b)(1) as a project of air quality concern (POAQC). 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. *The project would not have a significant number of or increase in the number of diesel vehicles (40 CFR Section 93.123(b)(1)).* Transportation conformity guidance coauthored by the EPA and FHWA define a significant volume of diesel truck traffic as facilities within greater than 125,000 annual average daily traffic (AADT) and 8 percent or more of such AADT as diesel truck traffic. The latest truck counts for SR 1 in the project vicinity show that truck traffic constitutes 2.0 percent of the total AADT, which is approximately 46,000.<sup>1</sup> Therefore, the project segment of SR 1 does not have a significant number of diesel vehicles. In addition, as compared to the No Build conditions, the project would not increase the percentage of diesel truck traffic on SR 1, and therefore, would not result in a significant increase in the number of diesel vehicles.
2. *The percentage of diesel vehicles at the project area is 2.0 percent and would not increase as a result of the project (40 CFR 93.123(b)(1)(ii)).* As described above under “**Describe potential traffic redistribution effects of congestion relief**,” the project would improve operations and would reduce congestion and delay at the two intersections within the project alignment, however, the project would not result in substantial redistribution of traffic or changes in the percentage of truck trips through the site.<sup>2</sup>
3. *The project is not a new bus or rail terminal or transfer point (40 CFR Section 93.123(b)(1)(iii)).*
4. *The project 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 PM<sub>2.5</sub>, and therefore, the project is 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 PM<sub>2.5</sub> and PM<sub>10</sub> standards were recorded in 2007 in Redwood City, which is approximately 20 miles southeast of the project area.<sup>3,4</sup>

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

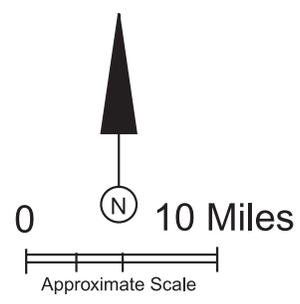
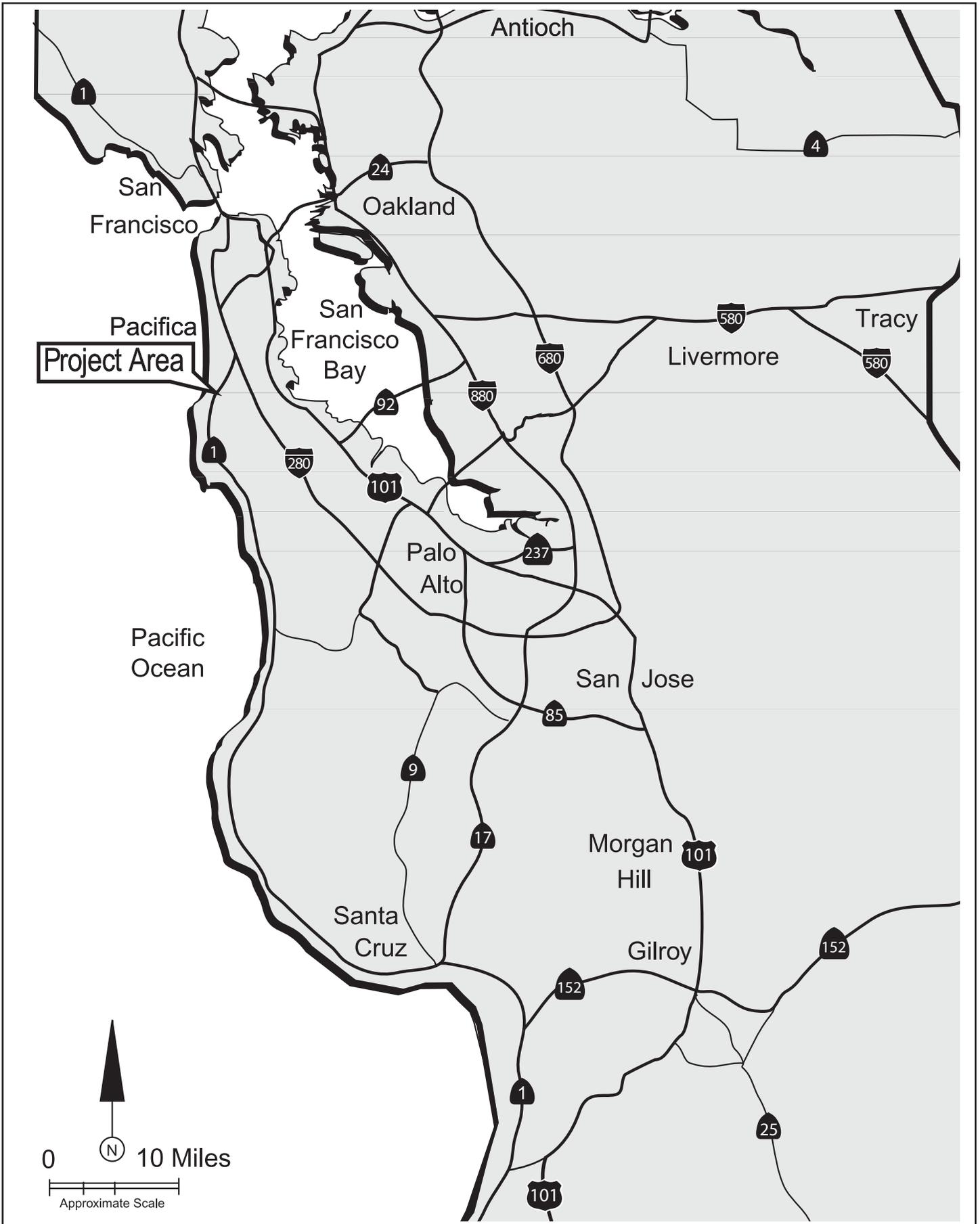
### References Cited:

<sup>1</sup> California Department of Transportation. *2009 Annual Average Daily Truck Traffic on the California State Highway System*. <http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/index.htm>. December 2010.

<sup>2</sup> Final Traffic Operations Report. State Route 1/Calera Parkway Project. Prepared for Caltrans, San Mateo Transportation Authority, and Mark Thomas & Company by Fehr & Peers. July 2008. *(this document has not been publicly released but can be made available for review upon request)*

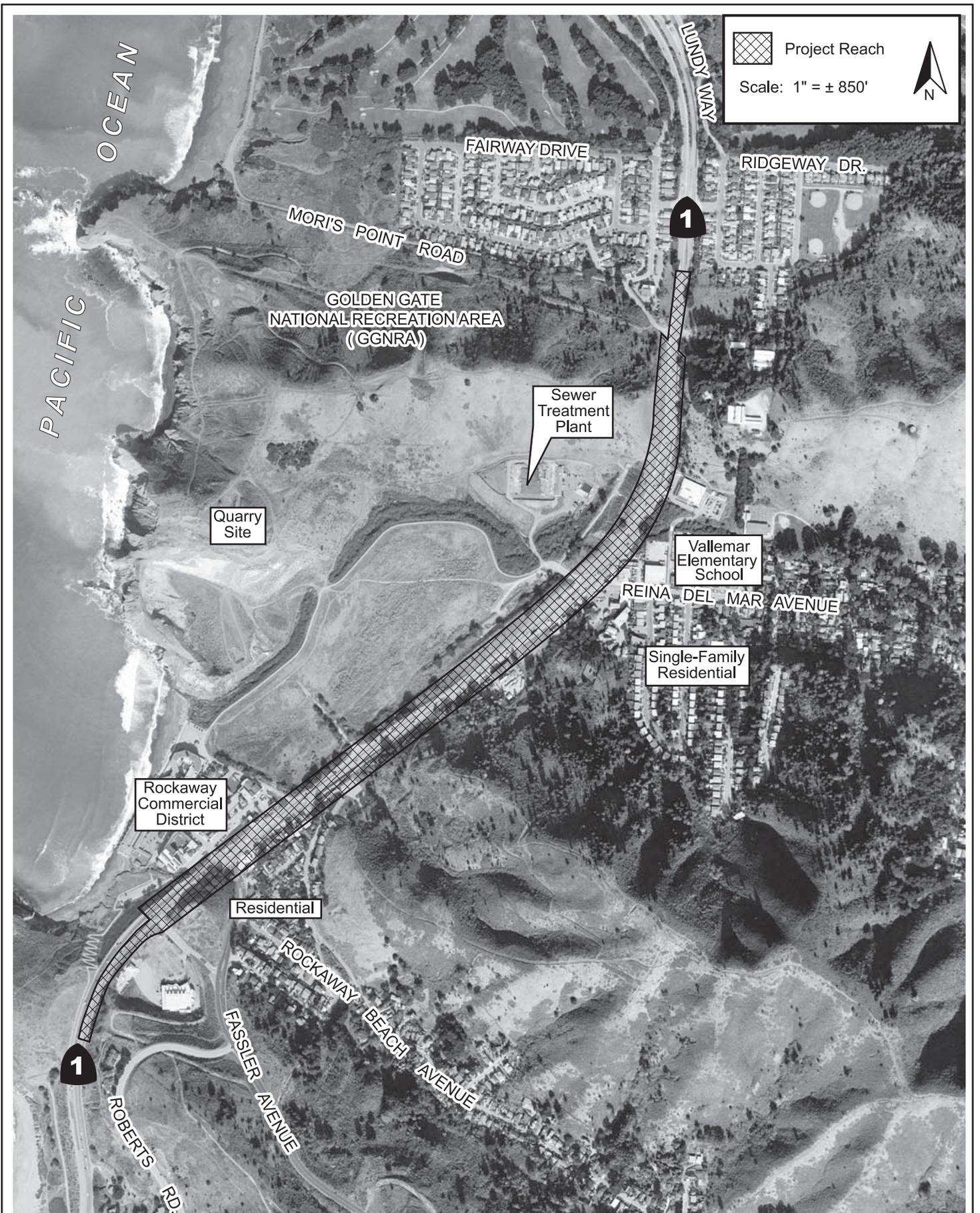
<sup>3</sup> Highway 1/Calera Parkway Project. Final Air Quality Report. Prepared for Caltrans, San Mateo County Transportation Authority, and David J. Powers & Associates by Illingworth & Rodkin, Inc. November 3, 2009. *(this document has not been publicly released but can be made available for review upon request)*

<sup>4</sup> Bay Area Air Quality Management District. Air Quality Monitoring Data. <http://gate1.baaqmd.gov/aqmet/aq.aspx>. February 2011.



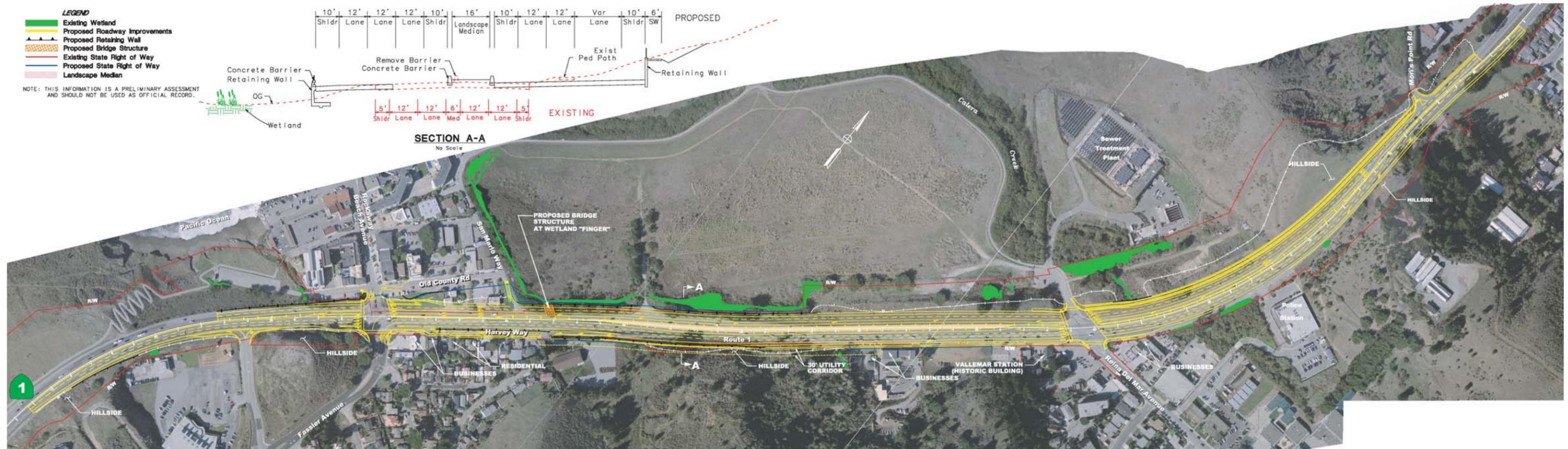
REGIONAL MAP

FIGURE 1.1



AERIAL PHOTOGRAPH

FIGURE 1.3



CONCEPTUAL PLAN - LANDSCAPED MEDIAN BUILD ALTERNATIVE

FIGURE 1.5

2009

**Annual Average Daily Truck Traffic  
on the  
California State Highway System**

**Compiled by**

**Traffic and Vehicle Data Systems**

**State of California**

**Business, Transportation and Housing Agency**

**Department of Transportation**

**Prepared in cooperation with the**

**U.S. Department of Transportation**

**Federal Highway Administration**

**DECEMBER 2010**

RTE	DIST	CNTY	POST MILE	L E G	DESCRIPTION	VEHICLE AADT TOTAL	TRUCK AADT TOTAL	TRUCK % TOT VEH	TRUCK AADT TOTAL				% TRUCK AADT				EAL 2-WAY (1000)	YEAR VER/ EST
									2	3	4	5+	2	3	4	5+		
001	05	MON	T101.04	A	SALINAS/PAJARO ROADS	35000	3535	10.1	1676	414	110	1336	47.4	11.7	3.1	37.8	574	03E
001	05	SCR	R.716	B	JCT. RTE. 129	35000	3045	8.7	1373	381	88	1203	45.1	12.5	2.9	39.5	511	03E
001	05	SCR	R.716	A	JCT. RTE. 129	39000	2730	7	1553	328	44	805	56.9	12	1.6	29.5	369	03E
001	05	SCR	R2.683	B	JCT. RTE. 152	30000	2340	7.8	1404	241	75	620	60	10.3	3.2	26.5	296	03E
001	05	SCR	R2.683	A	JCT. RTE. 152	53000	2491	4.7	1659	316	47	468	66.6	12.7	1.9	18.8	256	03E
001	05	SCR	14.864	A	SOQUEL AVENUE	97000	3298	3.4	2167	488	92	551	65.7	14.8	2.8	16.7	324	03E
001	05	SCR	16.821	B	SANTA CRUZ, JCT. RTE. 17 NORTH	86000	1978	2.3	1315	237	45	380	66.5	12	2.3	19.2	206	03E
001	05	SCR	16.821	A	SANTA CRUZ, JCT. RTE. 17 NORTH	60000	2760	4.6	1617	345	69	729	58.6	12.5	2.5	26.4	350	03E
001	05	SCR	20.611	A	SANTA CRUZ, NORTH CITY LIMITS	12300	886	7.2	422	167	5	291	47.6	18.9	.6	32.9	131	03E
001	05	SCR	30.44	B	LANDING/SWANTON ROADS	7400	266	3.6	125	13	6	122	47	4.8	2.3	45.9	49	98E
001	04	SM	18.189	B	JCT. RTE. 84 EAST	6100	309	5.06	155	8	2	144	50.15	2.74	.61	46.5	56	04V
001	04	SM	18.189	A	JCT. RTE. 84 EAST	5900	454	7.7	218	63	9	164	48.03	13.98	1.97	36.02	71	04V
001	04	SM	26.432	B	MIRAMONTES POINT ROAD	7900	396	5.01	242	30	6	118	61.22	7.48	1.59	29.71	53	04V
001	04	SM	29.036	B	HALF MOON BAY, JCT. RTE. 92 EAST	29500	779	2.64	491	60	11	217	62.98	7.71	1.41	27.89	99	04V
001	04	SM	29.036	A	HALF MOON BAY, JCT. RTE. 92 EAST	27500	875	3.18	482	160	57	175	55.13	18.3	6.53	20.05	100	04V
001	04	SM	35.334	B	VALLEMAR/ETHELDORE STREETS	14300	1087	7.6	731	136	65	154	67.26	12.53	6	14.21	101	04V
001	04	SM	40.959	A	PACIFICA, LINDA MAR BOULEVARD	33000	891	2.7	541	186	35	129	60.72	20.86	3.94	14.48	86	07V

RTE	DIST	CNTY	POST MILE	L E G	DESCRIPTION	VEHICLE	TRUCK	TRUCK	TRUCK				% TRUCK				EAL	YEAR
						AADT TOTAL	AADT TOTAL	% TOT VEH	By Axle				By Axle				2-WAY (1000)	VER/ EST
									2	3	4	5+	2	3	4	5+		
001	04	SM	R43.464	B	PACIFICA, SHARP PARK ROAD INTERCHANGE	46000	925	2.01	583	119	77	146	63.05	12.9	8.29	15.76	93	04V
001	04	SM	R46.722	B	DALY CITY, JCT. RTE. 35	43500	861	1.98	540	183	23	115	62.71	21.28	2.69	13.33	79	04V
001	04	SM	R46.722	A	DALY CITY, JCT. RTE. 35	65000	1099	1.69	620	106	10	363	56.4	9.63	.91	33.06	158	07V
001	04	SM	R47.802	B	SOUTH JCT. RTE. 280	73000	453	.62	350	53	5	46	77.19	11.62	1.1	10.09	34	04V
001	04	SM	R48.359	A	NORTH JCT. RTE. 280	99000	1356	1.37	920	207	41	188	67.82	15.29	2.99	13.9	122	08V
001	04	SF	1.897	A	SAN FRANCISCO, JCT. RTE. 35	81000	1296	1.6	883	67	47	298	68.15	5.2	3.64	23.01	147	04V
001	04	SF	4.05	B	SAN FRANCISCO, LINCOLN WAY	81000	1264	1.56	866	131	13	255	68.5	10.37	.99	20.14	132	04V
001	04	SF	7.077	B	MANZANITA, JCT. RTE. 101	64000	1408	2.2	1098	149	31	130	78	10.6	2.2	9.2	102	01E
001	04	MRN	0	A	MANZANITA, JCT. RTE. 101	30500	695	2.28	535	91	15	54	76.94	13.15	2.12	7.78	48	04V
001	04	MRN	.65	B	TAMALPAIS JUNCTION, ALMONTE BOULEVARD	30500	454	1.49	282	54	20	97	62.18	11.97	4.41	21.43	51	04V
001	04	MRN	3.35	A	SOUTH JCT. PANORAMIC HIGHWAY	3350	27	.82	25	2	0	0	93.1	6.9	0	0	1	04V
001	04	MRN	17.2	B	BOLINAS ROAD	2300	35	1.52	22	7	2	4	63.16	21.05	5.26	10.53	3	04V
001	04	MRN	26.509	A	SIR FRANCIS DRAKE BOULEVARD, SOUTH	3000	131	4.37	100	21	0	10	76.06	16.2	0	7.75	9	01V
001	04	MRN	45.36	A	TOMALES/PETALUMA ROADS	1300	27	2.1	14	5	0	8	53.7	16.7	0	29.6	4	01E
001	04	SON	.19	B	VALLEY FORD ROAD	930	32	3.43	30	2	0	0	94.44	5.56	0	0	1	01V
001	04	SON	5.38	A	BODEGA HIGHWAY	3400	212	6.24	188	12	3	9	88.55	5.73	1.53	4.2	11	01V