# Air Quality Conformity Task Force Meeting 

Metropolitan Transportation Commission

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## April 27, 2023 <br> 9:30 a.m. - 11:00 a.m.

## AGENDA

1. Welcome and Introductions
2. $\mathrm{PM}_{2.5}$ Project Conformity Interagency Consultations
a. Consultation to Determine Project of Air Quality Concern Status
i. State Route 239 Initial Phase of Construction Project
b. Confirm Project Projects Exempt from PM ${ }_{2.5}$ Conformity
i. Toll Bridge Rehabilitation Program - Open Road Tolling Conversion Northern Bridges Project
ii. Projects Exempt Under 40 CFR 93.126 - Not of Air Quality Concern
3. Projects with Regional Air Quality Conformity Concerns
a. Review of the Regional Conformity Status for New and Revised Projects

3a_Regional_AQ_Conformity_Review_042723.pdf
3a_Attachment-A_List_of_Proposed_New_Projects_042723.pdf
4. Consent Calendar
a. March 27, 2023 Air Quality Conformity Task Force Meeting Summary
5. Other Items

Next Meeting: May 25, 2023
MTC Staff Liaison: Harold Brazil
hbrazil@bayareametro.gov

Harold Brazil is inviting you to a scheduled Zoom meeting.
Topic: Air Quality Conformity Task Force Meeting
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69.174.57.160 (Canada Toronto)
65.39.152.160 (Canada Vancouver)
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## Memorandum

TO: Air Quality Conformity Task Force
FR: Harold Brazil

DATE: April 20, 2023
W.I.

RE: PM $_{2.5}$ Project Conformity Interagency Consultation
A project sponsor seeks interagency consultation from the Air Quality Conformity Task Force (AQCTF) at today's meeting and the projects are as follows:

| No. | Project Sponsor | Project Title |
| :--- | :--- | :--- |
| 1 | Caltrans | State Route 239 Initial Phase of Construction Project |
| 2 | Caltrans | Open Road Tolling Conversion Northern Bridges <br> Project |

2ai_SR239_Initial_Ph_Construct_Project_Assessment_Form.pdf (for the State Route 239 Initial Phase of Construction project)

2bi_OpenRd_Toll_Convers_NBridges_Project_Assessment_Form.pdf (for the Open Road Tolling Conversion Northern Bridges project) - 40 CFR 93.126 determination request

MTC also requests the review and concurrence from the Task Force on a project which a project sponsor has identified as exempt and likely not to be a POAQC. 2b_POAQC_Exempt_List_ 041323.pdf lists exempt projects under 40 CFR 93.126.

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

## Project Title: State Route 239 Initial Phase of Construction

Project Summary for Air Quality Conformity Task Force Meeting: April 27, 2023

## Description

- The California Department of Transportation, in partnership with the Contra Costa Transportation Authority, proposes the State Route 239 (SR-239) project, which will ultimately be a new, four-lane highway from State Route 4 near Marsh Creek Road in Contra Costa County to Interstate 205 and/or Interstate 580 in Alameda County and/or San Joaquin County.
- SR-239 project consists of both Tier I (program) level and Tier II (project) level components.
- Tier I program is exempt from the requirements of the Transportation Conformity Rule in accordance with 40 code of federal regulations (CFR) 93.126.
- The Tier II project-level study will evaluate the initial phase of construction (IPOC) of the SR-239 Project and is subject to transportation conformity.
- The IPOC would include construction of a new two-lane facility (one lane in each direction) of about 3.6 miles in length connecting Vasco Road and Byron Highway near the Byron Airport.
- The IPOC includes several local street modifications to eliminate local street conflicts and accommodate local access.


## Background

- Caltrans is currently preparing an EIR/EIS that will evaluate the SR-239 corridor at both a Tier I (program) level and a Tier II (project) level.
- Public review of Draft EIR/EIS anticipated in 2024.


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

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

- The IPOC would redistribute AADT and truck AADT from areas with relatively high concentrations of residential receptors (i.e., along Byron Highway and Camino Diablo) to areas with no existing or planned development (i.e., along the IPOC and Vasco Road).
- While traffic would be redistributed to the IPOC and Vasco Road north of the future IPOC connection, total truck AADT on the IPOC and Vasco Road would not be significant. Under horizon (2050) year conditions,
- AADT and truck AADT on the IPOC are predicted to be 11,380 and 900, respectively.
- Maximum AADT and truck AADT on Vasco Road are predicted to be 43,270 and 1,450, respectively.
(ii) Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?
- LOS would stay the same or improve at most intersections with implementation of the IPOC.
- Where intersections are forecasted to operate at LOS D, E, or F, they would do so with or without the project.
- At these locations, maximum peak-hour truck volumes would not exceed 2,500 (6\% of total traffic) under horizon (2050) year conditions.
- No project changes to land use that would affect diesel traffic percentage, relative to no build conditions.
(iii) New bus and rail terminals and transfer points?—Not Applicable
(iv) Expanded bus and rail terminals and transfer points?-Not Applicable
(v) Affects areas identified in $P M_{10}$ or $P M_{2.5}$ implementation plan as site of violation?
- No state implementation plan for $\mathrm{PM}_{2.5}$. Therefore, not identified in plan as an area of potential violation.
- The immediate project area is not a site of PM 2.5 violation or possible violation.

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RTP ID# (required)
21-T06-047
TIP ID# (required)
CC-070081
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## Air Quality Conformity Task Force Consideration Date

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April 27, 2023
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Project Description (clearly describe project)
The California Department of Transportation (Caltrans), in partnership with the Contra Costa Transportation Authority (CCTA), proposes the State Route 239 (SR-239) project, which will ultimately be a new, four-lane highway from State Route 4 near Marsh Creek Road in Contra Costa County to Interstate 205 and/or Interstate 580 in Alameda County and/or San Joaquin County. Caltrans is currently preparing an EIR/EIS that will evaluate the SR-239 corridor at both a Tier I (program) level and a Tier II (project) level.

The Tier I programmatic-level study will evaluate and analyze alternatives that cover the entire SR-239 corridor (Ultimate Project) through a broad and general assessment and will set up one or more future project level EIR/EIS (depending on funding and phasing) that will allow for project approval, design, and construction of the Ultimate Project. As a Tier 1 study, the Ultimate Project is exempt from the requirements of the Transportation Conformity Rule in accordance with 40 code of federal regulations (CFR) 93.126, Other, Specific activities which do not involve or lead directly to construction, planning and technical studies. The only direct activity authorized based on a Tier I document is emergency or hardship advance land acquisitions (23 CFR 710.503), which is also exempt from conformity under 40 CFR 93.126. Accordingly, a conformity determination is not required for the Tier I Ultimate Project study, and it is therefore not discussed further in this documentation.

The Tier II project-level study will evaluate the initial phase of construction (IPOC) of the SR-239 Project at a project level. Because the IPOC will allow for project approval, design, and construction of the initial phase, it is subject to transportation conformity. The enclosed analysis and requested air quality conformity determination is for the IPOC.

The IPOC proposes a new two-lane facility (one lane in each direction) of about 3.6 miles in length connecting Vasco Road and Byron Highway near the Byron Airport (see Figure 1 in Attachment A). The IPOC would intersect Vasco Road about 1.2 miles south of the Vasco Road/Camino Diablo intersection. The IPOC would follow a southeasterly alignment until it joins and conforms with existing Byron Highway about 1,800 feet north of Bruns Road. Full access to the IPOC would be provided from Vasco Road and from a new at-grade intersection at Armstrong Road. The IPOC includes several local street modifications to eliminate local street conflicts and accommodate local access. Two major local street modifications that are part of the IPOC are the following:

- Extending Armstrong Road eastward from Byron Hot Springs Road to Byron Highway, to provide access to the IPOC.
- Closing Byron Highway about 800 feet north of Holey Road, so that all through traffic would use the new IPOC facility and would no longer travel through the community of Byron.

Portions of a Class II/IV bicycle/pedestrian facility would be constructed along local roads as part of the IPOC. These include:

- Class II Bike Path along Camino Diablo between Byron Highway and Vasco Road
- Class II Bike Path along Walnut Boulevard and Concord Avenue between Camino Diablo and Marsh Creek Trail Staging Area
- Class II Bike Path along Byron Highway from the California Aqueduct to Clifton Court
- Class IV Bike Path along Byron Highway between Camino Diablo and Clifton Court Road


## Type of Project:

New regionally significant street (proposed two-lane facility), roadway realignment (extension of Armstrong Road), change to existing state highway (closure of Byron Highway through Byron)

access for agricultural products. In the future, manufacturing, wholesale, and transportation are expected to be among the fastest growing industries in east Contra Costa and west San Joaquin region. As freight volumes increase in the future, so will traffic and congestion. Without the IPOC, trucks will continue using Byron Highway and Camino Diablo to travel between east Contra Costa County and west San Joaquin County, which will affect the efficient movement of freight and result in increasing localized air pollution for residents and schools adjacent to these roadways (Figure 2).

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

The IPOC is anticipated to influence travel patterns primarily in the community of Byron and surrounding unincorporated areas of Contra Costa County. The transportation study area and affected intersections are presented in Figure 3 in Attachment A. A Visum Dynamic Traffic Assignment model (Visum DTA model) was used to develop traffic forecasts for the transportation study area with and without the IPOC under opening (2030) year conditions and horizon (2050) year conditions. (Fehr \& Peers and Barrios Transportation Consulting 2022.) Year 2030 and 2050 truck volumes in the study area were based on truck counts collected in 2020.
Opening Year: If facility is a highway or street, Build and Baseline LOS, AADT, \% and \# trucks, truck AADT of proposed facility
Opening Year for the project-level conformity analysis is 2030. With implementation of the IPOC, local traffic is anticipated to shift from Byron Highway and Camino Diablo to the IPOC and Vasco Road. Table 1 summarizes average annual daily traffic (AADT) and truck (3-axles or more) volumes for the proposed IPOC roadway alignment and existing roadways in the study area. Figure 4 in Attachment A depicts the study segments. AM and PM study period truck percentages and volumes on these segments are presented in Attachment B .

Levels of service (LOS) on individual roadway facilities are not available. Please refer to Tables 3 through 8 in later sections for an analysis of intersection LOS effects.

Table 1. Opening Year (2030) AADT and Truck Volumes for the Proposed IPOC Roadway Alignment and Study Segments

| Roadway (location Code in <br> Figure 4) | Total AADT |  |  | Truck AADT |  |  | $\%$ Trucks |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | No Build | Build | $\Delta^{\mathrm{a}}$ | No Build | Build | $\Delta^{\mathrm{a}}$ | No Build | Build |
| IPOC Roadway (G) | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | 8,320 | $\mathbf{+ 8 , 3 2 0}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | 660 | $\mathbf{+ 6 6 0}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $8 \%$ |
| Vasco Rd. between IPOC and <br> Camino Diablo (D) | 29,020 | 36,510 | $\mathbf{+ 7 , 4 9 0}$ | 980 | 1,230 | $\mathbf{+ 2 5 0}$ | $3 \%$ | $3 \%$ |
| Vasco Rd. between Camino <br> Diablo and Marsh Creek Rd. (A) | 30,650 | 31,860 | $\mathbf{+ 1 , 2 1 0}$ | 770 | 800 | $\mathbf{+ 3 0}$ | $3 \%$ | $3 \%$ |
| Vasco Rd. south of IPOC (F) | 29,020 | 29,020 | 0 | 980 | 980 | 0 | $3 \%$ | $3 \%$ |
| Byron Hwy between SR 4 and <br> Camino Diablo (B) | 19,800 | 18,580 | $\mathbf{- 1 , 2 2 0}$ | 1,660 | 1,560 | $\mathbf{- 1 0 0}$ | $8 \%$ | $8 \%$ |
| Byron Hwy between Camino <br> Diablo and Holey Rd. (E) | 23,950 | 15,790 | $-8,160$ | 1,710 | 1,130 | $\mathbf{- 5 8 0}$ | $7 \%$ | $7 \%$ |
| Byron Hwy between Holey Rd. <br> and Great Valley Pkwy (H) | 23,830 | 23,830 | 0 | 1,800 | 1,800 | 0 | $8 \%$ | $8 \%$ |
| Camino Diablo between Byron <br> Hwy and Vasco Rd. (C) | 18,150 | 10,510 | $-7,640$ | 610 | 350 | -260 | $3 \%$ | $3 \%$ |

Source: Barrios pers. comm.
Notes: Bold underline indicates an increase in traffic volumes from No Build conditions. Truck AADT has been rounded.
a Delta (Build minus No Build)
${ }^{\mathrm{b}}$ The IPOC roadway is a new transportation facility and as such, there are no values for the No Build.

As shown in Table 1, opening year AADT on the IPOC roadway alignment is projected to be 8,320, of which only 660 AADT would be from trucks. With implementation of the IPOC, AADT on Vasco Road between the new IPOC connection and Camino Diablo and between Camino Diablo and Marsh Creek

Road would increase over No Build volumes. Total truck AADT on these portions of Vasco Road with the IPOC are predicted to be 1,230 and 800 , respectively. While the volume of trucks traveling north on Vasco Road would slightly increase (by 30 to 250 vehicles), the percentage of trucks, relative to total AADT, would not change compared to No Build conditions (about 3\% of total AADT). AADT and truck AADT on all other study segments would stay the same or decrease with implementation of the IPOC. Of note, through the community of Byron, trucks are anticipated to decrease on average by about $24 \%$ (locations B, C, and E in Table 1).
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
The Horizon Year for the project-level conformity analysis is 2050. Table 2 summarizes AADT and truck ( 3 -axles or more) volumes for the proposed IPOC roadway alignment and existing roadways in the study area. Figure 4 in Attachment A depicts the study segments. AM and PM study period truck percentages and volumes on these segments are presented in Attachment B. LOS on individual roadway facilities are not available. Please refer to Tables 3 through 8 in later sections for an analysis of intersection LOS effects.

Table 2. Horizon Year (2050) AADT and Truck Volumes for the Proposed IPOC Roadway Alignment and Study Segments

| Roadway (location Code in Figure 4) | Total AADT |  |  | Truck AADT |  |  | \% Trucks |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | No Build | Build | $\Delta^{\text {a }}$ | No Build | Build | $\Delta^{\text {a }}$ | No Build | Build |
| IPOC Roadway (G) | $n / a^{\text {b }}$ | 11,380 | +11,380 | $n / a^{\text {b }}$ | 900 | +900 | $n / a^{\text {b }}$ | 8\% |
| Vasco Rd. between IPOC and Camino Diablo (D) | 34,760 | 43,270 | +8,510 | 1,170 | 1,450 | +280 | 3\% | 3\% |
| Vasco Rd. between Camino Diablo and Marsh Creek Rd. (A) | 34,440 | 36,250 | +1,810 | 870 | 910 | $\underline{+40}$ | 3\% | 3\% |
| Vasco Rd. south of IPOC (F) | 34,760 | 34,760 | 0 | 1,170 | 1,170 | 0 | 3\% | 3\% |
| Byron Hwy between SR 4 and Camino Diablo (B) | 25,130 | 23,320 | -1,810 | 2,110 | 1,960 | -150 | 8\% | 8\% |
| Byron Hwy between Camino Diablo and Holey Rd. (E) | 29,840 | 19,400 | -10,440 | 2,130 | 1,390 | -740 | 7\% | 7\% |
| Byron Hwy between Holey Rd. and Great Valley Pkwy (H) | 29,230 | 29,230 | 0 | 2,210 | 2,210 | 0 | 8\% | 8\% |
| Camino Diablo between Byron Hwy and Vasco Rd. (C) | 22,390 | 12,940 | -9,450 | 750 | 420 | -330 | 3\% | 3\% |

Source: Barrios pers. comm.
Notes: Bold underline indicates an increase in traffic volumes from No Build conditions. Truck AADT has been rounded.
${ }^{\text {a }}$ Delta (Build minus No Build)
${ }^{\mathrm{b}}$ The IPOC roadway is a new transportation facility and as such, there are no values for the No Build.
As shown in Table 2, horizon AADT on the IPOC roadway alignment is projected to be 11,380, of which only 900 AADT would be from trucks. With implementation of the IPOC, AADT on Vasco Road between the new IPOC connection and Camino Diablo and between Camino Diablo and Marsh Creek Road would increase over No Build volumes. Total truck AADT on these portions of Vasco Road with the IPOC are predicted to be 1,450 and 900, respectively. While the volume of trucks traveling north on Vasco Road would slightly increase (by 40 to 280 vehicles), the percentage of trucks, relative to total AADT, would not change compared to No Build conditions ( $3 \%$ of total AADT). AADT and truck AADT on all other study segments would stay the same or decrease with implementation of the IPOC. Of note, through the community of Byron, trucks are anticipated to decrease on average by about 24\% (locations $B, C$, and $E$ in Table 2).

## Opening Year: If facility is an interchange(s) or intersection(s), Build and Baseline cross-street AADT, \% and \# trucks, truck AADT

The IPOC includes several local street modifications, including extending Armstrong Road eastward from Byron Hot Springs Road to Byron Highway and closing Byron Highway about 800 feet north of Holey Road. These improvements would create four new signalized intersections and remove the intersection at Byron Highway and Holey Road. Twelve additional intersections were included in the transportation study area based on the anticipated travel patterns that will be influenced by the IPOC.
Figure 3 in Attachment A shows all 17 intersections in the transportation study area.
Tables 3 and 4 summarize intersection LOS (AM and PM peak hours), AADT, and truck (3-axles or more) percentages under opening (2030) year Build and No-Build conditions, respectively. Table 5 compares AADT and truck percentages between the two conditions. AM and PM study period traffic volumes and truck percentages are presented in Attachment $B$.

Table 3. Opening (2030) Year Build Intersection LOS (AM and PM Peak Hours), AADT, and Truck Percentages within the Transportation Study Area

| $\#^{\mathrm{a}}$ | Route | Cross Street | AM (PM) <br> LOS | Total AADT | $\%$ Trucks | Truck AADT |
| :--- | :--- | :--- | :---: | :---: | :---: | :---: |
| 1 | Marsh Creek Rd. | Vineyards Pkwy. | $\mathrm{B}(\mathrm{A})$ | 8,400 | $2 \%$ | 200 |
| 2 | Marsh Creek Rd. | Vasco Rd. | $\mathrm{C}(\mathrm{C})$ | 44,500 | $5 \%$ | 2,300 |
| 3 | Marsh Creek Rd. | Walnut Blvd. | $\mathrm{C}(\mathrm{F})$ | 32,000 | $5 \%$ | 1,700 |
| 4 | Marsh Creek Rd. | Sellers Ave. | $\mathrm{A}(\mathrm{A})$ | 24,000 | $7 \%$ | 1,600 |
| 5 | Marsh Creek Rd. | Byron Highway | $\mathrm{C}(\mathrm{C})$ | 38,600 | $5 \%$ | 1,900 |
| 6 | Walnut Blvd. | Vasco Rd. | $\mathrm{B}(\mathrm{B})$ | 33,300 | $3 \%$ | 900 |
| 7 | Byron Highway | SR 4 | $\mathrm{B}(\mathrm{E})$ | 40,900 | $6 \%$ | 2,400 |
| 8 | Camino Diablo | Vasco Rd. | $\mathrm{C}(\mathrm{C})$ | 41,500 | $3 \%$ | 1,300 |
| 9 | Camino Diablo | Holway Drive | $\mathrm{C}(\mathrm{C})$ | 10,700 | $3 \%$ | 400 |
| 10 | Camino Diablo | Bryon Highway | $\mathrm{C}(\mathrm{C})$ | 18,700 | $6 \%$ | 1,100 |
| 11 | Holey Rd. | Bryon Highway | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ |
| 12 | Mountain House Rd. | Bryon Highway | $\mathrm{A} \mathrm{(B)}$ | 23,800 | $6 \%$ | 1,500 |
| 13 | Great Valley Pkwy. | Bryon Highway | $\mathrm{B} \mathrm{(B)}$ | 24,400 | $7 \%$ | 1,600 |
| $14^{*}$ | Vasco Rd. | IPOC | $\mathrm{D} \mathrm{(F)}$ | 37,200 | $5 \%$ | 2,000 |
| $15^{*}$ | Armstrong Rd. | IPOC | $\mathrm{D}(\mathrm{C})$ | 25,000 | $6 \%$ | 1,400 |
| $16^{*}$ | Armstrong Rd. | Byron Hot Springs Rd. | $\mathrm{B} \mathrm{(C)}$ | 8,700 | $1 \%$ | 100 |
| $17^{*}$ | Armstrong Rd. | Byron Highway | $\mathrm{A} \mathrm{(A)}$ | 9,600 | $6 \%$ | 600 |

Source: Barrios pers. comm.
Notes: Total and truck AADT have been rounded. * = new intersection created by the IPOC.
${ }^{\text {a }}$ See Figure 3 in Attachment A.
${ }^{\mathrm{b}}$ Intersection removed under the Build condition.
Table 4. Opening (2030) Year No-Build Intersection LOS (AM and PM Peak Hours), AADT, and Truck Percentages within the Transportation Study Area

| $\#$ <br> $a^{2}$ | Route | Cross Street | AM (PM) <br> LOS | Total AADT | $\%$ Trucks | Truck AADT |
| :--- | :--- | :--- | :---: | :---: | :---: | :---: |
| 1 | Marsh Creek Rd. | Vineyards Pkwy. | $\mathrm{B}(\mathrm{A})$ | 8,400 | $2 \%$ | 200 |
| 2 | Marsh Creek Rd. | Vasco Rd. | $\mathrm{C}(\mathrm{C})$ | 43,300 | $5 \%$ | 2,300 |
| 3 | Marsh Creek Rd. | Walnut Blvd. | $\mathrm{C}(\mathrm{F})$ | 32,000 | $5 \%$ | 1,700 |
| 4 | Marsh Creek Rd. | Sellers Ave. | $\mathrm{A}(\mathrm{A})$ | 24,000 | $7 \%$ | 1,600 |
| 5 | Marsh Creek Rd. | Byron Highway | $\mathrm{C}(\mathrm{C})$ | 39,800 | $5 \%$ | 2,000 |
| 6 | Walnut Blvd. | Vasco Rd. | $\mathrm{B} \mathrm{(A)}$ | 32,100 | $3 \%$ | 900 |
| 7 | Byron Highway | SR 4 | $\mathrm{B} \mathrm{(D)}$ | 42,100 | $6 \%$ | 2,500 |
| 8 | Camino Diablo | Vasco Rd. | $\mathrm{F} \mathrm{(F)}$ | 41,000 | $3 \%$ | 1,300 |
| 9 | Camino Diablo | Holway Drive | $\mathrm{C}(\mathrm{C})$ | 18,400 | $3 \%$ | 600 |
| 10 | Camino Diablo | Bryon Highway | $\mathrm{D} \mathrm{(D)}$ | 26,900 | $6 \%$ | 1,600 |
| 11 | Holey Rd. | Bryon Highway | $\mathrm{A}(\mathrm{A})$ | 23,900 | $6 \%$ | 1,500 |
| 12 | Mountain House Rd. | Bryon Highway | $\mathrm{A}(\mathrm{A})$ | 23,800 | $6 \%$ | 1,500 |
| 13 | Great Valley Pkwy. | Bryon Highway | $\mathrm{B} \mathrm{(B)}$ | 24,400 | $7 \%$ | 1,600 |
| $14^{*}$ | Vasco Rd. | IPOC | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ |


| $15^{*}$ | Armstrong Rd. | IPOC | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ |
| :---: | :--- | :--- | :---: | :---: | :---: | :---: |
| $16^{*}$ | Armstrong Rd. | Byron Hot Springs Rd. | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ |
| $17^{*}$ | Armstrong Rd. | Byron Highway | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ |

Source: Barrios pers. comm.
Notes: Total and truck AADT have been rounded. * = new intersection created by the IPOC.
a See Figure 3 in Attachment A.
${ }^{\mathrm{b}}$ Intersection does not exist under the No Build condition.

Table 5. Comparison of Build and No-Build Opening (2030) Year AADT and Truck Volumes within the Transportation Study Area

| $\#^{\mathrm{a}}$ | Route | Cross Street | Change, Build vs. No Build |  |  |
| :--- | :--- | :--- | :---: | :---: | :---: |
|  |  |  | Total AADT | $\%$ Trucks | Truck AADT |
| 1 | Marsh Creek Rd. | Vineyards Pkwy. | 0 | $0 \%$ | 0 |
| 2 | Marsh Creek Rd. | Vasco Rd. | $\mathbf{+ 1 , 2 0 0}$ | $0 \%$ | $\leq+\mathbf{1 0}$ |
| 3 | Marsh Creek Rd. | Walnut Blvd. | 0 | $0 \%$ | 0 |
| 4 | Marsh Creek Rd. | Sellers Ave. | 0 | $0 \%$ | 0 |
| 5 | Marsh Creek Rd. | Byron Highway | $-1,200$ | $0 \%$ | -100 |
| 6 | Walnut Blvd. | Vasco Rd. | $\mathbf{+ 1 , 2 0 0}$ | $0 \%$ | $\leq+10$ |
| 7 | Byron Highway | SR 4 | $-1,200$ | $0 \%$ | -100 |
| 8 | Camino Diablo | Vasco Rd. | $\mathbf{+ 5 0 0}$ | $0 \%$ | $\leq+\mathbf{+ 1 0}$ |
| 9 | Camino Diablo | Holway Drive | $-7,700$ | $0 \%$ | -200 |
| 10 | Camino Diablo | Bryon Highway | $-8,200$ | $0 \%$ | -500 |
| 11 | Holey Rd. | Bryon Highway | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ |
| 12 | Mountain House Rd. | Bryon Highway | 0 | $0 \%$ | 0 |
| 13 | Great Valley Pkwy. | Bryon Highway | 0 | $0 \%$ | 0 |
| $14^{\star}$ | Vasco Rd. | IPOC | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ |
| $15^{\star}$ | Armstrong Rd. | IPOC | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ |
| $16^{*}$ | Armstrong Rd. | Byron Hot Springs Rd. | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ |
| $17^{*}$ | Armstrong Rd. | Byron Highway | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ |

Source: Barrios pers. comm.
Notes: Bold underline indicates an increase in traffic volumes from the No Build condition. Total and truck AADT have been rounded. ${ }^{*}=$ new intersection created by the IPOC.
a See Figure 3 in Attachment A.
${ }^{\text {b }}$ Comparison not available - intersection does not exist under the Build or No Build condition.

As shown in Table 3, opening year (2030) AADT at the new IPOC connections with Vasco Road and Armstrong Road are projected to be 37,200 and 25,000 , respectively. Trucks are expected to comprise $5 \%$ of AADT at IPOC/Vasco Road (2,000 AADT) and 6\% at IPOC/Armstrong Road (1,400 AADT). Opening year (2030) AADT at the two other Armstrong Road intersections created under the project (at Bryon Hot Spring Road and at Bryon Highway) are projected to be 8,700 and 9,600 , respectively. Truck volumes at these locations would be limited-100 AADT at Armstrong Road/ Bryon Hot Spring Road and 600 AADT at Armstrong Road/Bryon Highway. The new IPOC connections with Vasco Road and Armstrong Road are expected to operate at LOS D during the AM peak hour. AM and PM LOS at the two other Armstrong Road intersections created under the project would be $C$ or better.

Beyond these four new intersections, implementation of the IPOC would slightly increase total and truck AADT at the three existing Vasco Road cross streets north of the future IPOC connection (at Marsh Creek Road, at Walnut Boulevard, and at Camino Diablo) (Table 5). The Marsh Creek Road and Walnut Boulevard intersections operate at LOS C or better under No Build conditions; the intersection with Camino Diablo operates at LOS F (Table 4). With implementation of the IPOC, LOS at Vasco Road/Camino Diablo would improve to LOS C (LOS at the Marsh Creek Road and Walnut Boulevard would remain relatively unchanged from No Build conditions) (Table 3). Improvements to LOS are a result of traffic redistribution caused by the IPOC and the new intersection of Vasco Road/IPOC metering the amount of traffic that can be delivered to the intersections within the study area. While total traffic volumes would increase at these three intersection locations, relative to No Build conditions, the increase in truck volumes would not be significant. As shown in Table 5, truck volumes would increase
by less than 10 to about 200 AADT, depending on location. The percentage of trucks, relative to total AADT, would also not change compared to No Build conditions.

AADT and truck AADT through all other study intersections would stay the same or decrease with implementation of the IPOC. LOS would likewise stay the same or improve at most intersections, including the intersection of Byron Highway/Camino Diablo where the LOS would improve from LOS D to LOS C for both the AM and PM peak hour with implementation of the IPOC.

## RTP Horizon Year / Design Year: If facility is an interchange(s) or intersection(s), Build and No

 Build cross-street AADT, \% and \# trucks, truck AADTTables 6 and 7 summarize intersection LOS (AM and PM peak hours), AADT, and truck (3-axles or more) percentages under horizon (2050) year Build and No-Build conditions, respectively. Table 8 compares AADT and truck percentages between the two conditions. AM and PM study period traffic volumes and truck percentages are presented in Attachment B.

Table 6. Horizon (2050) Year Build Intersection LOS (AM and PM Peak Hours), AADT, and Truck Percentages within the Transportation Study Area

| \# ${ }^{\text {a }}$ | Route | Cross Street | $\begin{gathered} \text { AM (PM) } \\ \text { LOS } \end{gathered}$ | Total AADT | \% Trucks | Truck AADT |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | Marsh Creek Rd. | Vineyards Pkwy. | B (A) | 10,800 | 2\% | 200 |
| 2 | Marsh Creek Rd. | Vasco Rd. | C (C) | 52,800 | 5\% | 2,800 |
| 3 | Marsh Creek Rd. | Walnut Blvd. | C (F) | 37,600 | 5\% | 2,000 |
| 4 | Marsh Creek Rd. | Sellers Ave. | A (A) | 29,000 | 7\% | 1,900 |
| 5 | Marsh Creek Rd. | Byron Highway | C (D) | 46,300 | 5\% | 2,300 |
| 6 | Walnut Blvd. | Vasco Rd. | F (E) | 39,300 | 3\% | 1,100 |
| 7 | Byron Highway | SR 4 | C (F) | 49,100 | 6\% | 2,900 |
| 8 | Camino Diablo | Vasco Rd. | F (F) | 49,200 | 3\% | 1,500 |
| 9 | Camino Diablo | Holway Drive | C (C) | 13,300 | 3\% | 400 |
| 10 | Camino Diablo | Bryon Highway | D (D) | 23,700 | 6\% | 1,400 |
| 11 | Holey Rd. | Bryon Highway | $\mathrm{n} / \mathrm{a}^{\text {b }}$ | $\mathrm{n} / \mathrm{a}^{\text {b }}$ | $\mathrm{n} / \mathrm{a}^{\text {b }}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ |
| 12 | Mountain House Rd. | Bryon Highway | A (F) | 29,200 | 6\% | 1,800 |
| 13 | Great Valley Pkwy. | Bryon Highway | C (C) | 30,000 | 7\% | 2,000 |
| 14* | Vasco Rd. | IPOC | D (F) | 44,700 | 5\% | 2,400 |
| 15* | Armstrong Rd. | IPOC | E (D) | 31,800 | 6\% | 1,800 |
| 16* | Armstrong Rd. | Byron Hot Springs Rd. | D (C) | 13,800 | 1\% | 100 |
| 17* | Armstrong Rd. | Byron Highway | A (A) | 11,300 | 6\% | 700 |

Source: Barrios pers. comm.
Notes: Total and truck AADT have been rounded. * = new intersection created by the IPOC.
a See Figure 3 in Attachment A.
${ }^{\mathrm{b}}$ Intersection removed under the Build condition.

Table 7. Horizon (2050) Year No-Build Intersection LOS (AM and PM Peak Hours), AADT, and Truck Percentages within the Transportation Study Area

| $\#$ <br> $a^{\#}$ | Route | Cross Street | AM (PM) <br> LOS | Total AADT | $\%$ Trucks | Truck AADT |
| :--- | :--- | :--- | :---: | :---: | :---: | :---: |
| 1 | Marsh Creek Rd. | Vineyards Pkwy. | $\mathrm{B}(\mathrm{A})$ | 10,800 | $2 \%$ | 200 |
| 2 | Marsh Creek Rd. | Vasco Rd. | $\mathrm{F}(\mathrm{E})$ | 51,000 | $5 \%$ | 2,700 |
| 3 | Marsh Creek Rd. | Walnut Blvd. | $\mathrm{C}(\mathrm{F})$ | 37,600 | $5 \%$ | 2,000 |
| 4 | Marsh Creek Rd. | Sellers Ave. | $\mathrm{A}(\mathrm{A})$ | 29,000 | $7 \%$ | 1,900 |
| 5 | Marsh Creek Rd. | Byron Highway | $\mathrm{C}(\mathrm{E})$ | 48,100 | $5 \%$ | 2,400 |
| 6 | Walnut Blvd. | Vasco Rd. | $\mathrm{F}(\mathrm{C})$ | 37,500 | $3 \%$ | 1,000 |
| 7 | Byron Highway | SR 4 | $\mathrm{C}(\mathrm{F})$ | 50,900 | $6 \%$ | 3,000 |
| 8 | Camino Diablo | Vasco Rd. | $\mathrm{F}(\mathrm{F})$ | 48,800 | $3 \%$ | 1,500 |
| 9 | Camino Diablo | Holway Drive | $\mathrm{C}(\mathrm{F})$ | 22,800 | $3 \%$ | 800 |
| 10 | Camino Diablo | Bryon Highway | $\mathrm{F}(\mathrm{F})$ | 34,100 | $6 \%$ | 2,100 |
| 11 | Holey Rd. | Bryon Highway | $\mathrm{B}(\mathrm{A})$ | 29,300 | $6 \%$ | 1,800 |
| 12 | Mountain House Rd. | Bryon Highway | $\mathrm{A}(\mathrm{F})$ | 29,200 | $6 \%$ | 1,800 |
| 13 | Great Valley Pkwy. | Bryon Highway | $\mathrm{C}(\mathrm{C})$ | 30,000 | $7 \%$ | 2,000 |
| $14^{*}$ | Vasco Rd. | IPOC | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ |


| $15^{*}$ | Armstrong Rd. | IPOC | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ |
| :--- | :--- | :--- | :---: | :---: | :---: | :---: |
| $16^{*}$ | Armstrong Rd. | Byron Hot Springs Rd. | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ |
| $17^{*}$ | Armstrong Rd. | Byron Highway | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ |

Source: Barrios pers. comm.
Notes: Total and truck AADT have been rounded. * = new intersection created by the IPOC.
a See Figure 3 in Attachment A.
${ }^{\mathrm{b}}$ Intersection does not exist under the No Build condition.

Table 8. Comparison of Build and No-Build Horizon (2050) Year AADT and Truck Volumes within the Transportation Study Area

| $\#^{\mathrm{a}}$ | Route | Cross Street | Change, Build vs. No Build |  |  |
| :--- | :--- | :--- | :---: | :---: | :---: |
|  |  |  | Total AADT | $\%$ Trucks | Truck AADT |
| 1 | Marsh Creek Rd. | Vineyards Pkwy. | 0 | $0 \%$ | 0 |
| 2 | Marsh Creek Rd. | Vasco Rd. | $\mathbf{+ 1 , 8 0 0}$ | $0 \%$ | $\mathbf{+ 1 0 0}$ |
| 3 | Marsh Creek Rd. | Walnut Blvd. | 0 | $0 \%$ | 0 |
| 4 | Marsh Creek Rd. | Sellers Ave. | 0 | $0 \%$ | 0 |
| 5 | Marsh Creek Rd. | Byron Highway | $-1,800$ | $0 \%$ | -100 |
| 6 | Walnut Blvd. | Vasco Rd. | $\mathbf{+ 1 , 8 0 0}$ | $0 \%$ | $\mathbf{+ 1 0 0}$ |
| 7 | Byron Highway | SR 4 | $-1,800$ | $0 \%$ | -100 |
| 8 | Camino Diablo | Vasco Rd. | $\mathbf{+ 4 0 0}$ | $0 \%$ | $\leq+\mathbf{+ 1 0}$ |
| 9 | Camino Diablo | Holway Drive | $-9,500$ | $0 \%$ | -400 |
| 10 | Camino Diablo | Bryon Highway | $-10,400$ | $0 \%$ | -700 |
| 11 | Holey Rd. | Bryon Highway | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ |
| 12 | Mountain House Rd. | Bryon Highway | 0 | $0 \%$ | 0 |
| 13 | Great Valley Pkwy. | Bryon Highway | 0 | $0 \%$ | 0 |
| $14^{\star}$ | Vasco Rd. | IPOC | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ |
| $15^{\star}$ | Armstrong Rd. | IPOC | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ |
| $16^{*}$ | Armstrong Rd. | Byron Hot Springs Rd. | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ |
| $17^{*}$ | Armstrong Rd. | Byron Highway | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ | $\mathrm{n} / \mathrm{a}^{\mathrm{b}}$ |

Source: Barrios pers. comm.
Notes: Bold underline indicates an increase in traffic volumes from No Build conditions. Total and truck AADT have been rounded. ${ }^{*}=$ new intersection created by the IPOC.
a See Figure 3 in Attachment A.
${ }^{\text {b }}$ Comparison not available - intersection does not exist under the Build or No Build condition.

As shown in Table 6, horizon year (2050) AADT at the new IPOC connections with Vasco Road and Armstrong Road are projected to be 44,700 and 31,800, respectively. Trucks would comprise 2,400 and 1,800 of this AADT, respectively. Horizon year (2050) AADT at the two other Armstrong Road intersections created under the IPOC (at Bryon Hot Spring Road and at Bryon Highway) are projected to be 13,800 and 11,300, respectively. Truck volumes at these locations would be limited-100 AADT at Armstrong Road/Bryon Hot Spring Road and 700 AADT at Armstrong Road/Bryon Highway. The new IPOC connections with Vasco Road and Armstrong Road are expected to operate at LOS D or worse during the AM and PM peak hours. The Armstrong Road/Bryon Hot Spring Road intersection would likewise operate at LOS D during the AM peak hour.

Beyond these four new intersections, implementation of the IPOC would slightly increase total and truck AADT at the three existing Vasco Road cross streets north of the future IPOC connection (at Marsh Creek Road, at Walnut Boulevard, and at Camino Diablo) (Table 8). These intersections operate at LOS E or worse under No Build conditions during one or more peak hours (Table 7). With implementation of the IPOC, LOS at Marsh Creek Road would improve to LOS C and PM LOS at Walnut Boulevard to LOS E (LOS at Camino Diablo would remain unchanged from No Build conditions) (Table 6).
Improvements to LOS are a result of traffic redistribution caused by the IPOC and the new intersection of Vasco Road/IPOC metering the amount of traffic that can be delivered to the intersections within the study area. While total traffic volumes would increase at these three intersection locations, relative to No Build conditions, the increase in truck volumes would not be significant. As shown in Table 8, truck volumes would increase by less than 10 to about 200 AADT, depending on location. The percentage of trucks, relative to total AADT, would also not change compared to No Build conditions.

AADT and truck AADT through all other study intersections would stay the same or decrease with implementation of the IPOC. LOS would likewise stay the same or improve at most intersections, including the intersection of Byron Highway/Camino Diablo where the LOS would improve from LOS F to LOS D for both the AM and PM peak hour with implementation of the IPOC.

Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, \# of bus arrivals for Build and No Build, \% and \# of bus arrivals will be diesel buses
The IPOC is not a designated terminal or central transfer point. This criterion, therefore, does not apply.
RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, \# of bus arrivals for Build and No Build, \% and \# of bus arrivals will be diesel buses The IPOC is not a designated terminal or central transfer point. This criterion, therefore, does not apply.

Describe potential traffic redistribution effects of congestion relief (impact on other facilities) The IPOC would provide a new connection between Byron Highway and Vasco Road, just north of Byron Airport. Traffic is anticipated to shift from Byron Highway and Camino Diablo to the IPOC and Vasco Road, delivering congestion relief on local roads and intersections in the community of Byron and just west of Discovery Bay. While traffic would increase on Vasco Road north of the future IPOC connection, affected intersections would generally operate at an equivalent or better peak hour LOS, relative to no build conditions.

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

The IPOC would reduce AADT and truck AADT along Byron Highway and Camino Diablo through the community of Bryon. As shown in Figure 2 in Attachment A, sensitive receptors are immediately adjacent to these roadways. While traffic would be redistributed to the IPOC and Vasco Road north of the future IPOC connection, total truck AADT on the IPOC and Vasco Road would not be significant. Under horizon (2050) year conditions, truck AADT on the IPOC is predicted to be 900. Maximum truck AADT on Vasco Road would be 1,450 (see Table 2). Importantly, while truck AADT would increase along these segments, there are limited to no sensitive receptors within 1,000 feet of the roadways (see
Figure 2). In this way, the IPOC will redistribute AADT and truck AADT from areas with relatively
high concentrations of residential receptors (i.e., along Byron Highway and Camino Diablo) to areas with no existing or planned development (i.e., along the IPOC and Vasco Road) (Figure 5 in Attachment A). This would be an air quality and public health benefit. Furthermore, the IPOC falls outside of the Contra Costa County urban limit line (ULL) and within an area of the County that is restricted for development. The goal for the land beyond the ULL per the Contra Costa County General Plan is to preserve open space, recreation, wetlands, distance from existing development, and likelihood of substantial injury to fish or wildlife or their habitat; few or no additional residential developments are anticipated in this area, thus limiting the potential for future sensitive receptors to be located adjacent to the IPOC.

The IPOC affects intersections that will operate at LOS D or worse, with or without the project. However, the percent (max of 6\% in 2050) and volume (max of 2,900 in 2050) of trucks traveling through these intersections is not significant.

Recommendation: The project does not meet criteria for being a Project of Air Quality Concern (POAQC).

## References Cited

Barrios, Eddie. Principal. Barrios Transportation Consulting. January 26, 2023 and February 28, 2023email message to ICF with traffic data for air quality analysis.

Fehr \& Peers and Barrios Transportation Consulting. 2022. SR 239 PA/ED: Final Year 2035/2055 Traffic Volume Forecasts for Tier I Project and Year 2030/2050 Traffic Volume Forecasts for Tier II Project. Memo to Brady Nadell, WSP. November 17.

## Attachment A: Figures




Figure 2 - Detail Sheet Index Map Sensitive Receptors


Figure 2 - Detail Sheet 1 of 13 Sensitive Receptors

$\stackrel{500}{12,000} \xrightarrow{1,000}$ Feet Sensitive Receptors


Figure 2 - Detail Sheet 3 of 13 Sensitive Receptors



Legend
[_I IPOC Alignment
Study Roads
Study Roads
$\square$ Study Area (1,000-ft Buffer)

* Daycare/Preschool

School
Residential
Neighborhood Park
Note: Pedestrian/bicycle-lane improvements not shown in figure (construction-only).


## Legend

L_I IPOC Alignment
Study Roads
Study Roads
Study Area (1,000-ft

* School

Residential
— Neighborhood Park
Note: Pedestrian/bicycle-lane improvements Note: Pedestrian/bicycle-ane improvem).
not shown in figure (construction-only).

Figure 2 - Detail Sheet 5 of 13 Sensitive Receptors




Figure 2 - Detail Sheet 7 of 13 Sensitive Receptors


(1) $\stackrel{0}{1: 12,000}-\frac{500}{1,000}$

Figure 2 - Detail Sheet 9 of 13 Sensitive Receptors

( ${ }_{\text {N }}^{0} \underset{1: 12,000}{0}{ }^{500} \quad 1,000$
Figure 2 - Detail Sheet 10 of 13 Sensitive Receptors

(1) $\stackrel{0}{\stackrel{512,000}{500}}{ }^{1,000}$

Figure 2 - Detail Sheet 11 of 13 Sensitive Receptors



Legend
L_I IPOC Alignment
Study Roads
Study Roads
$\square$ Study Area (1,000-ft
School Residential
Neighborhood Park
Note: Pedestrian/bicycle-lane improvements not shown in figure (construction-only).


## Legend

L-I IPOC Alignment
Study Roads
$\square$ Study Area (1,000-ft Buffer)
Daycare/Preschool
Residential

- Neighborhood Park

Note: Pedestrian/bicycle-lane improvements
shown in figure (construction-only).




Freight Travel Without IPOC


Freight Travel With IPOC

## Attachment B: Peak-Hour Data

Table C-1. Opening Year (2030) AM (4 AM to 11 AM) Study Period Traffic Data With and Without the Proposed IPOC and Study Segments

| Roadway (location Code in Figure 4) | Traffic Volume |  | $\%$ Trucks |  | Truck Volume |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: |
|  | No Build | Build | No Build | Build | No Build | Build |
| IPOC Roadway (G) | ${\mathrm{n} / \mathrm{a}^{\text {a }}}^{2}$ | $\underline{\mathbf{3 , 2 8 0}}$ | $\mathrm{n} / \mathrm{a}^{\text {a }}$ | $10 \%$ | $\mathrm{n} / \mathrm{a}^{\text {a }}$ | $\underline{\mathbf{3 4 0}}$ |
| Vasco Rd. between IPOC and Camino Diablo (D) | 10,960 | $\mathbf{1 3 , 5 8 0}$ | $4 \%$ | $4 \%$ | 410 | $\underline{\mathbf{5 1 0}}$ |
| Vasco Rd. between Camino Diablo and Marsh Creek Rd. (A) | 11,210 | $\mathbf{1 1 , 7 3 0}$ | $3 \%$ | $3 \%$ | 330 | $\underline{\mathbf{3 4 0}}$ |
| Vasco Rd. south of IPOC (F) | 10,960 | 10,860 | $4 \%$ | $4 \%$ | 410 | 410 |
| Byron Hwy between SR 4 and Camino Diablo (B) | 7,490 | 6,770 | $11 \%$ | $11 \%$ | 790 | 710 |
| Byron Hwy between Camino Diablo and Holey Rd. (E) | 8,790 | 5,930 | $9 \%$ | $9 \%$ | 780 | 520 |
| Byron Hwy between Holey Rd. and Great Valley Pkwy (H) | 8,870 | 8,770 | $10 \%$ | $10 \%$ | 860 | 850 |
| Camino Diablo between Byron Hwy and Vasco Rd. (C) | 6,540 | 3,900 | $4 \%$ | $4 \%$ | 250 | 150 |

Sources: Barrios pers. comm.
Notes: Bold underline indicates an increase in traffic volumes from No Build conditions. Truck volumes have been rounded.
${ }^{\text {a }}$ The IPOC roadway is a new transportation facility and as such, there are no values for the No Build.

Table C-2. Opening Year (2030) PM (2 PM to 10 PM) Study Period Traffic Data for the Proposed IPOC Roadway Alignment and Study Segments

| Roadway (location Code in Figure 4) | Traffic Volume |  | $\%$ Trucks |  | Truck Volume |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: |
|  | No Build | Build | No Build | Build | No Build | Build |
| IPOC Roadway (G) | ${\mathrm{n} / \mathrm{a}^{\text {a }}}^{2}$ | $\underline{\mathbf{3 , 8 8 0}}$ | $\mathrm{n} / \mathrm{a}^{\text {a }}$ | $5 \%$ | $\mathrm{n} / \mathrm{a}^{\text {a }}$ | $\underline{\mathbf{2 1 0}}$ |
| Vasco Rd. between IPOC and Camino Diablo (D) | 12,480 | $\mathbf{1 5 , 8 4 0}$ | $3 \%$ | $3 \%$ | 310 | $\underline{\mathbf{4 0 0}}$ |
| Vasco Rd. between Camino Diablo and Marsh Creek Rd. (A) | 13,540 | $\underline{\mathbf{1 3 , 9 4 0}}$ | $2 \%$ | $2 \%$ | $\mathbf{2 8 0}$ | $\underline{\mathbf{2 9 0}}$ |
| Vasco Rd. south of IPOC (F) | 12,480 | $\underline{\mathbf{1 2 , 5 2 0}}$ | $3 \%$ | $3 \%$ | 310 | $\underline{\mathbf{3 2 0}}$ |
| Byron Hwy between SR 4 and Camino Diablo (B) | 8,510 | 8,190 | $6 \%$ | $6 \%$ | 500 | 480 |
| Byron Hwy between Camino Diablo and Holey Rd. (E) | 10,560 | 6,780 | $5 \%$ | $5 \%$ | 530 | 340 |
| Byron Hwy between Holey Rd. and Great Valley Pkwy (H) | 10,390 | $\mathbf{1 0 , 4 1 0}$ | $5 \%$ | $5 \%$ | 520 | $\underline{\mathbf{5 2 0}}$ |
| Camino Diablo between Byron Hwy and Vasco Rd. (C) | 8,140 | 4,540 | $3 \%$ | $3 \%$ | 240 | $\mathbf{1 3 0}$ |

Sources: Barrios pers. comm.
Notes: Bold underline indicates an increase in traffic volumes from No Build conditions. Truck volumes have been rounded
${ }^{a}$ The IPOC roadway is a new transportation facility and as such, there are no values for the No Build.

Table C-3. Horizon Year (2050) AM (4 AM to 11 AM) Study Period Traffic Data for the Proposed IPOC Roadway Alignment and Study Segments

| Roadway (location Code in Figure 4) | Traffic Volume |  | $\%$ Trucks |  | Truck Volume |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: |
|  | No Build | Build | No Build | Build | No Build | Build |
| IPOC Roadway (G) | ${\mathrm{n} / \mathrm{a}^{\text {a }}}^{2}$ | $\underline{\mathbf{4 , 0 0 0}}$ | $\mathrm{n} / \mathrm{a}^{\text {a }}$ | $10 \%$ | $\mathrm{n} / \mathrm{a}^{\text {a }}$ | $\underline{\mathbf{3 8 0}}$ |
| Vasco Rd. between IPOC and Camino Diablo (D) | 12,730 | $\mathbf{1 5 , 5 1 0}$ | $4 \%$ | $4 \%$ | 480 | $\underline{\mathbf{5 9 0}}$ |
| Vasco Rd. between Camino Diablo and Marsh Creek Rd. (A) | 11,960 | $\underline{\mathbf{1 2 , 8 0 0}}$ | $3 \%$ | $3 \%$ | 350 | $\underline{\mathbf{3 8 0}}$ |
| Vasco Rd. south of IPOC (F) | 12,730 | 12,650 | $4 \%$ | $4 \%$ | 480 | 480 |
| Byron Hwy between SR 4 and Camino Diablo (B) | 9,340 | 8,340 | $11 \%$ | $11 \%$ | 980 | 880 |
| Byron Hwy between Camino Diablo and Holey Rd. (E) | 10,480 | 7,140 | $9 \%$ | $9 \%$ | 920 | 630 |
| Byron Hwy between Holey Rd. and Great Valley Pkwy (H) | 10,510 | 10,430 | $10 \%$ | $10 \%$ | 1,020 | 1,010 |
| Camino Diablo between Byron Hwy and Vasco Rd. (C) | 7,550 | 4,430 | $4 \%$ | $4 \%$ | 290 | 170 |

Sources: Barrios pers. comm.
Notes: Bold underline indicates an increase in traffic volumes from No Build conditions. Truck volumes have been rounded
${ }^{\text {a }}$ The IPOC roadway is a new transportation facility and as such, there are no values for the No Build.
Table C-4. Horizon Year (2050) PM (2 PM to 10 PM) Study Period Traffic Data for the Proposed IPOC Roadway Alignment and Study Segments

| Roadway (location Code in Figure 4) | Traffic Volume |  | \% Trucks |  | Truck Volume |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | No Build | Build | No Build | Build | No Build | Build |
| IPOC Roadway (G) | $\mathrm{n} / \mathrm{a}^{\text {a }}$ | 5,220 | $\mathrm{n} / \mathrm{a}^{\text {a }}$ | 5\% | $n / a^{\text {a }}$ | 280 |
| Vasco Rd. between IPOC and Camino Diablo (D) | 15,310 | 19,390 | 3\% | 3\% | 390 | 490 |
| Vasco Rd. between Camino Diablo and Marsh Creek Rd. (A) | 15,820 | 16,440 | 2\% | 2\% | 330 | 350 |
| Vasco Rd. south of IPOC (F) | 15,310 | 15,390 | 3\% | 3\% | 390 | 390 |
| Byron Hwy between SR 4 and Camino Diablo (B) | 10,930 | 10,470 | 6\% | 6\% | 640 | 620 |
| Byron Hwy between Camino Diablo and Holey Rd. (E) | 13,590 | 8,510 | 5\% | 5\% | 680 | 430 |
| Byron Hwy between Holey Rd. and Great Valley Pkwy (H) | 13,070 | 13,150 | 5\% | 5\% | 660 | 660 |
| Camino Diablo between Byron Hwy and Vasco Rd. (C) | 10,510 | 5,970 | 3\% | 3\% | 310 | 180 |

Sources: Barrios pers. comm.
Notes: Bold underline indicates an increase in traffic volumes from No Build conditions. Truck volumes have been rounded.
${ }^{\text {a }}$ The IPOC roadway is a new transportation facility and as such, there are no values for the No Build.

Table C-5. Opening (2030) Year Build Intersection Study Period Traffic Data within the Transportation Study Area

| $\#^{\text {a }}$ | Route | Cross Street | $\begin{gathered} \text { AM (PM) } \\ \text { LOS } \end{gathered}$ | Traffic Volume |  | \% Trucks |  | Truck Volume |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | AM (4 AM to 11 AM) | PM (2 PM to 10 PM | AM (4 AM to 11 AM) | PM (2 PM to 10 PM | AM (4 AM to 11 AM) | PM (2 PM to 10 PM |
| 1 | Marsh Creek Rd. | Vineyards Pkwy. | B (A) | 3,340 | 3,450 | 1\% | 3\% | 30 | 120 |
| 2 | Marsh Creek Rd. | Vasco Rd. | C (C) | 16,460 | 19,430 | 7\% | 3\% | 1,180 | 650 |
| 3 | Marsh Creek Rd. | Walnut Blvd. | C (F) | 11,970 | 13,800 | 8\% | 3\% | 900 | 410 |
| 4 | Marsh Creek Rd. | Sellers Ave. | A (A) | 8,740 | 10,610 | 10\% | 3\% | 840 | 360 |
| 5 | Marsh Creek Rd. | Byron Highway | C (C) | 12,860 | 18,230 | 7\% | 3\% | 920 | 540 |
| 6 | Walnut Blvd. | Vasco Rd. | B (B) | 12,430 | 14,410 | 3\% | 3\% | 370 | 360 |
| 7 | Byron Highway | SR 4 | $B$ (E) | 14,130 | 18,830 | 8\% | 3\% | 1,190 | 630 |
| 8 | Camino Diablo | Vasco Rd. | C (C) | 15,390 | 18,080 | 3\% | 3\% | 520 | 530 |
| 9 | Camino Diablo | Holway Drive | C (C) | 4,090 | 4,560 | 3\% | 3\% | 140 | 150 |
| 10 | Camino Diablo | Bryon Highway | C (C) | 6,950 | 8,130 | 9\% | 3\% | 610 | 270 |
| 11 | Holey Rd. | Bryon Highway | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ | $\mathrm{n} / \mathrm{a}^{\text {b }}$ |
| 12 | Mountain House Rd. | Bryon Highway | A (B) | 8,820 | 10,400 | 9\% | 3\% | 810 | 350 |
| 13 | Great Valley Pkwy. | Bryon Highway | B (B) | 8,820 | 10,820 | 10\% | 3\% | 850 | 360 |
| 14 | Vasco Rd. | IPOC | D (F) | 13,930 | 16,100 | 7\% | 4\% | 940 | 680 |
| 15 | Armstrong Rd. | IPOC | D (C) | 9,210 | 10,970 | 8\% | 4\% | 720 | 410 |
| 16 | Armstrong Rd. | Byron Hot Springs Rd. | B (C) | 3,520 | 3,500 | 1\% | 1\% | 30 | 30 |
| 17 | Armstrong Rd. | Byron Highway | A (A) | 3,150 | 4,590 | 9\% | 3\% | 280 | 150 |

Source: Barrios pers. comm.
Notes: Traffic and truck volumes have been rounded.
${ }^{a}$ See Figure 3 in Attachment A.
${ }^{\mathrm{b}}$ Intersection removed under the Build conditions.

Table C-6. Opening (2030) Year No Build Intersection Study Period Traffic Data within the Transportation Study Area

| $\#^{\text {a }}$ | Route | Cross Street | $\begin{array}{\|c} \text { AM (PM) } \\ \text { LOS } \end{array}$ | Traffic Volume |  | \% Trucks |  | Truck Volume |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | $\begin{gathered} \hline \text { AM (4 AM to } 11 \\ \text { AM) } \end{gathered}$ | $\begin{array}{\|c\|} \hline \text { PM (2 PM to } 10 \\ \text { PM } \end{array}$ | $\begin{gathered} \hline \text { AM (4 AM to } 11 \\ \text { AM) } \end{gathered}$ | $\begin{array}{\|c\|} \hline \text { PM (2 PM to } 10 \\ \text { PM } \end{array}$ | $\begin{gathered} \hline \mathrm{AM}(4 \mathrm{AM} \text { to } 11 \\ \mathrm{AM}) \end{gathered}$ | $\begin{gathered} \hline \text { PM (2 PM to } 10 \\ \text { PM } \\ \hline \end{gathered}$ |
| 1 | Marsh Creek Rd. | Vineyards Pkwy. | B (A) | 3,340 | 3,450 | 1\% | 3\% | 30 | 120 |
| 2 | Marsh Creek Rd. | Vasco Rd. | C (C) | 15,840 | 19,070 | 7\% | 3\% | 1,130 | 640 |
| 3 | Marsh Creek Rd. | Walnut Blvd. | C (F) | 11,970 | 13,800 | 8\% | 3\% | 900 | 410 |
| 4 | Marsh Creek Rd. | Sellers Ave. | A (A) | 8,740 | 10,610 | 10\% | 3\% | 840 | 360 |
| 5 | Marsh Creek Rd. | Byron Highway | C (C) | 13,480 | 18,590 | 7\% | 3\% | 960 | 550 |
| 6 | Walnut Blvd. | Vasco Rd. | B (A) | 11,810 | 14,050 | 3\% | 3\% | 350 | 350 |
| 7 | Byron Highway | SR 4 | B (D) | 14,750 | 19,190 | 8\% | 3\% | 1,240 | 640 |
| 8 | Camino Diablo | Vasco Rd. | F (F) | 14,990 | 18,050 | 3\% | 3\% | 500 | 530 |
| 9 | Camino Diablo | Holway Drive | C (C) | 6,630 | 8,180 | 3\% | 3\% | 220 | 270 |
| 10 | Camino Diablo | Bryon Highway | D (D) | 9,710 | 11,950 | 9\% | 3\% | 860 | 400 |
| 11 | Holey Rd. | Bryon Highway | A (A) | 8,830 | 10,450 | 9\% | 3\% | 820 | 350 |
| 12 | Mountain House Rd. | Bryon Highway | A (A) | 8,820 | 10,400 | 9\% | 3\% | 810 | 350 |
| 13 | Great Valley Pkwy. | Bryon Highway | B (B) | 8,820 | 10,820 | 10\% | 3\% | 850 | 360 |
| 14 | Vasco Rd. | IPOC | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ |
| 15 | Armstrong Rd. | IPOC | $n / a^{\text {b }}$ | $n /{ }^{\text {b }}$ | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ |
| 16 | Armstrong Rd. | Byron Hot Springs Rd. | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ |
| 17 | Armstrong Rd. | Byron Highway | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ |

Source: Barrios pers. comm.
Notes: Traffic and truck volumes have been rounded.
${ }^{\text {a }}$ See Figure 3 in Attachment A.
${ }^{\mathrm{b}}$ Intersection does not exist under No Build conditions.

Table C-7. Horizon Year (2050) Build Intersection Study Period Traffic Data within the Transportation Study Area

|  |  |  |  | Traffic Volume |  | \% Trucks |  | Truck Volume |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\#^{\text {a }}$ | Route | Cross Street | LOS | AM (4 AM to 11 AM) | PM (2 PM to 10 PM | AM (4 AM to 11 AM) | $\begin{gathered} \text { PM (2 PM to } 10 \\ \text { PM } \\ \hline \end{gathered}$ | AM (4 AM to 11 AM) | PM (2 PM to 10 PM |
| 1 | Marsh Creek Rd. | Vineyards Pkwy. | B (A) | 3,980 | 4,750 | 1\% | 3\% | 30 | 160 |
| 2 | Marsh Creek Rd. | Vasco Rd. | $\mathrm{C}(\mathrm{C})$ | 19,070 | 23,550 | 7\% | 3\% | 1,360 | 790 |
| 3 | Marsh Creek Rd. | Walnut Blvd. | C (F) | 13,920 | 16,440 | 8\% | 3\% | 1,050 | 480 |
| 4 | Marsh Creek Rd. | Sellers Ave. | A (A) | 10,510 | 12,840 | 10\% | 3\% | 1,020 | 430 |
| 5 | Marsh Creek Rd. | Byron Highway | C (D) | 15,330 | 22,000 | 7\% | 3\% | 1,090 | 650 |
| 6 | Walnut Blvd. | Vasco Rd. | $F(E)$ | 14,340 | 17,330 | 3\% | 3\% | 420 | 440 |
| 7 | Byron Highway | SR 4 | C (F) | 16,530 | 23,070 | 8\% | 3\% | 1,390 | 780 |
| 8 | Camino Diablo | Vasco Rd. | $F(F)$ | 17,610 | 22,070 | 3\% | 3\% | 590 | 650 |
| 9 | Camino Diablo | Holway Drive | C (C) | 4,690 | 6,010 | 3\% | 3\% | 160 | 200 |
| 10 | Camino Diablo | Bryon Highway | D (D) | 8,650 | 10,440 | 9\% | 3\% | 760 | 350 |
| 11 | Holey Rd. | Bryon Highway | $n / \mathrm{a}^{\text {b }}$ | $n / a^{\text {b }}$ | $n / \mathrm{a}^{\text {b }}$ | $\mathrm{n} / \mathrm{a}^{\text {b }}$ | $n / \mathrm{a}^{\text {b }}$ | $n / a^{\text {b }}$ | $n / \mathrm{a}^{\text {b }}$ |
| 12 | Mountain House Rd. | Bryon Highway | A (F) | 10,470 | 13,110 | 9\% | 3\% | 970 | 440 |
| 13 | Great Valley Pkwy. | Bryon Highway | C (C) | 10,790 | 13,420 | 10\% | 3\% | 1,040 | 450 |
| 14 | Vasco Rd. | IPOC | D (F) | 16,130 | 19,930 | 7\% | 4\% | 1,080 | 840 |
| 15 | Armstrong Rd. | IPOC | $E$ (D) | 11,240 | 14,400 | 8\% | 4\% | 870 | 540 |
| 16 | Armstrong Rd. | Byron Hot Springs Rd. | D (C) | 5,240 | 5,850 | 1\% | 1\% | 40 | 50 |
| 17 | Armstrong Rd. | Byron Highway | A (A) | 3,560 | 5,540 | 9\% | 3\% | 310 | 190 |

Source: Barrios pers. comm.
Notes: Traffic and truck volumes have been rounded.
${ }^{\text {a }}$ See Figure 3 in Attachment A.
${ }^{\mathrm{b}}$ Intersection removed under the Build conditions.

Table C-8. Horizon Year (2050) No Build Intersection Study Period Traffic Data within the Transportation Study Area

| \# ${ }^{\text {a }}$ | Route | Cross Street | $\begin{array}{\|c} \text { AM }(P M) \\ \text { LOS } \end{array}$ | Traffic Volume |  | \% Trucks |  | Truck Volume |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | AM (4 AM to 11 AM) | $\begin{array}{\|c\|} \hline \text { PM (2 PM to } 10 \\ \text { PM } \end{array}$ | $\begin{gathered} \hline \text { AM (4 AM to } 11 \\ \text { AM) } \end{gathered}$ | $\begin{gathered} \text { PM (2 PM to } 10 \\ \text { PM } \end{gathered}$ | $\begin{array}{\|c\|} \hline \text { AM (4 AM to } 11 \\ \text { AM }) \end{array}$ | $\begin{gathered} \hline \text { PM }(2 \text { PM to } 10 \\ \text { PM } \end{gathered}$ |
| 1 | Marsh Creek Rd. | Vineyards Pkwy. | B (A) | 3,980 | 4,750 | 1\% | 3\% | 30 | 160 |
| 2 | Marsh Creek Rd. | Vasco Rd. | F (E) | 18,150 | 23,010 | 7\% | 3\% | 1,300 | 770 |
| 3 | Marsh Creek Rd. | Walnut Blvd. | C (F) | 13,920 | 16,440 | 8\% | 3\% | 1,050 | 480 |
| 4 | Marsh Creek Rd. | Sellers Ave. | A (A) | 10,510 | 12,840 | 10\% | 3\% | 1,020 | 430 |
| 5 | Marsh Creek Rd. | Byron Highway | C (E) | 16,250 | 22,540 | 7\% | 3\% | 1,160 | 660 |
| 6 | Walnut Blvd. | Vasco Rd. | F (C) | 13,420 | 16,790 | 3\% | 3\% | 390 | 420 |
| 7 | Byron Highway | SR 4 | C (F) | 17,450 | 23,610 | 8\% | 3\% | 1,470 | 790 |
| 8 | Camino Diablo | Vasco Rd. | F (F) | 17,240 | 22,110 | 3\% | 3\% | 580 | 650 |
| 9 | Camino Diablo | Holway Drive | C (F) | 7,730 | 10,630 | 3\% | 3\% | 260 | 360 |
| 10 | Camino Diablo | Bryon Highway | F (F) | 11,910 | 15,600 | 9\% | 3\% | 1,050 | 520 |
| 11 | Holey Rd. | Bryon Highway | B (A) | 10,470 | 13,180 | 9\% | 3\% | 970 | 440 |
| 12 | Mountain House Rd. | Bryon Highway | A (F) | 10,470 | 13,110 | 9\% | 3\% | 970 | 440 |
| 13 | Great Valley Pkwy. | Bryon Highway | C (C) | 10,790 | 13,420 | 10\% | 3\% | 1,040 | 450 |
| 14 | Vasco Rd. | IPOC | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ | $n / \mathrm{a}^{\text {b }}$ | $n / a^{\text {b }}$ |
| 15 | Armstrong Rd. | IPOC | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ | $n /{ }^{\text {b }}$ |
| 16 | Armstrong Rd. | Byron Hot Springs Rd. | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ | $n /{ }^{\text {b }}$ |
| 17 | Armstrong Rd. | Byron Highway | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ | $n / a^{\text {b }}$ |

Source: Barrios pers. comm.
Notes: Traffic and truck volumes have been rounded.
${ }^{\text {a }}$ See Figure 3 in Attachment A.
${ }^{\mathrm{b}}$ Intersection does not exist under No Build conditions.

Contra Costa Transportation Authority (CCTA)

Stephanie Hu
CCTA, Director, Projects

Laura Yoon
4/27/2O23 ICF, Managing Director

## Agenda

- Project History
- Overview of Project
- Project Description
- Ultimate SR 239 Project (Tier I program)
- Initial Phase of Construction / IPOC (Tier II project)
- IPOC Surrounding Land Uses
- IPOC Purpose and Need
- Project of No Air Quality Concern
- Project Schedule
- Discussion


## Project History



## Overview of Project

Combined Tier I/Tier II Environmental Impact Report/Environmental Impact Statement

Tier I - Program Alternatives

- Alternative A
- Alternative B

Tier II - Project Alternative

- Initial Phase of Construction



## Project Description: Ultimate SR 239 Project (Tier I)

New, four-lane highway from SR4 at Marsh Creek Road in Contra Costa County to l-580 in Alameda County or I-2O5 in San Joaquin County

- REDUCE regional / non-local traffic through town of Byron
- IMPROVE north-south mobility including connections to emergency evacuation routes
- IMPROVE access to Byron airport
- SUPPORT north-south goods movement
- IMPROVE regional modes of travel
- SUPPORT planned development and job realization

As a Tier 1 study, the Ultimate SR 239 Project is exempt from Transportation Conformity ( 40 CFR 93.126, Other, Specific Activities which do Not Involve or Lead Directly to Construction, Planning and Technical Studies)

## Project Description: Initial Phase of Construction / IPOC (Tier II)

New, two-lane facility (one lane in each direction) of about 3.6 miles in length connecting Vasco Road and Byron Highway near the Byron Airport

- Intersect Vasco Road about 1.2 miles south of the Vasco Road/Camino Diablo intersection
- Join and conform with existing Byron Highway about 1,800 feet north of Bruns Road

Local street modifications

- Extend Armstrong Road eastward from Byron Hot Springs Road to Byron Highway
- Realign Armstrong Road to cross over Byron Highway and railroad tracks via bridge
- Close Byron Highway about 800 feet north of Holey Road
- Create four new at-grade, signalized intersections
- Remove intersection at Bryon Highway/Holey Road


## Class I/II/IV bicycle/pedestrian improvements

- Specific routes and facilities to be determined; all new facilities will meet County Complete Street Ordinance for local street conforms


## Project Description - IPOC (Tier II Study)



## IPOC Surrounding Land Uses

- High concentrations of sensitive receptors along Byron Highway, Camino Diablo, and State Route 4 (sheets 3 and 5)
- Scattered sensitive receptors along Marsh Creek Road (sheet 2)
- Only four residences within 1,000 feet of the IPOC (sheets 10 and 11)
- No sensitive receptors along Vasco Road north of IPOC (sheet 4)



IPOC and Byron Highway （Sheet 10）

IPOC and Holey Road （Sheet 11）

Vasco Road north of IPOC （Sheet 4）



Legend
L＿］IPOC Alignmen
Study Roads
$\square$ Study Area（1，000－ft Buffer）
卷 Daycare／Preschool
$\square$ School
Residential
Neighborhood Park


## IPOC Surrounding Land Uses

- Tracy and Lathrop are key regional trucking and intermodal distribution centers for the Bay Area
- Manufacturing and wholesale expected to increase significantly in east Contra Costa and west San Joaquin


Freight Travel Without IPOC


Freight Travel With IPOC

## IPOC Purpose and Need

The purpose of the IPOC is to allow for immediate benefits to the public for the most critical transportation needs, including reduced regional/non-local traffic through the town of Byron and improved access to Byron Airport, while deferring other improvements until additional funding becomes available for the Ultimate SR 239 Project

## Need

$\checkmark$ REDUCE regional/non-local traffic through the community of Bryon
$\checkmark$ IMPROVE regional mobility
$\checkmark$ IMPROVE access to Byron Airport

## Project of No Air Quality Concern - IPOC and Roadway Facilities

## Opening Year (2030) Facility AADT and Truck Volumes

| Roadway | Total AADT |  |  | Truck AADT |  |  | \% Trucks |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | No Build | Build | $\Delta^{\text {a }}$ | No Build | Build | $\Delta^{\text {a }}$ | No Build | Build |
| IPOC Roadway | $\mathrm{n} / \mathrm{a}^{\text {b }}$ | 8,320 | +8,320 | $\mathrm{n} / \mathrm{a}^{\text {b }}$ | 660 | +660 | $\mathrm{n} / \mathrm{a}^{\text {b }}$ | 8\% |
| Vasco Rd. between IPOC and Camino Diablo | 29,020 | 36,510 | +7,490 | 980 | 1,230 | $\underline{+250}$ | 3\% | 3\% |
| Vasco Rd. between Camino Diablo and Marsh Creek Rd. | 30,650 | 31,860 | +1,210 | 770 | 800 | +30 | 3\% | 3\% |
| Vasco Rd. south of IPOC | 29,020 | 29,020 | 0 | 980 | 980 | 0 | 3\% | 3\% |
| Byron Hwy between SR 4 and Camino Diablo | 19,800 | 18,580 | -1,220 | 1,660 | 1,560 | -100 | 8\% | 8\% |
| Byron Hwy between Camino Diablo and Holey Rd. | 23,950 | 15,790 | -8,160 | 1,710 | 1,130 | -580 | 7\% | 7\% |
| Byron Hwy between Holey Rd. and Great Valley Pkwy | 23,830 | 23,830 | 0 | 1,800 | 1,800 | 0 | 8\% | 8\% |
| Camino Diablo between Byron Hwy and Vasco Rd. | 18,150 | 10,510 | -7,640 | 610 | 350 | -260 | 3\% | 3\% |

Notes: Bold underline indicates an increase in traffic volumes from No Build conditions. Truck AADT has been rounded to the nearest whole number.
a Delta (Build minus No Build)
${ }^{\text {b }}$ The IPOC roadway is a new transportation facility and as such, there are no values for the No Build.

## Project of No Air Quality Concern - IPOC and Roadway Facilities

## Horizon Year (2050) Facility AADT and Truck Volumes

| Roadway | Total AADT |  |  | Truck AADT |  |  | \% Trucks |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | No Build | Build | $\triangle^{\text {a }}$ | No Build | Build | $\triangle^{\text {a }}$ | No Build | Build |
| IPOC Roadway | $\mathrm{n} / \mathrm{a}^{\text {b }}$ | 11,380 | +11,380 | $\mathrm{n} / \mathrm{a}^{\text {b }}$ | 900 | +900 | $\mathrm{n} / \mathrm{a}^{\text {b }}$ | 8\% |
| Vasco Rd. between IPOC and Camino Diablo | 34,760 | 43,270 | +8,510 | 1,170 | 1,450 | +280 | 3\% | 3\% |
| Vasco Rd. between Camino Diablo and Marsh Creek Rd. | 34,440 | 36,250 | +1,810 | 870 | 910 | +40 | 3\% | 3\% |
| Vasco Rd. south of IPOC | 34,760 | 34,760 | 0 | 1,170 | 1,170 | 0 | 3\% | 3\% |
| Byron Hwy between SR 4 and Camino Diablo | 25,130 | 23,320 | -1,810 | 2,110 | 1,960 | -150 | 8\% | 8\% |
| Byron Hwy between Camino Diablo and Holey Rd. | 29,840 | 19,400 | -10,440 | 2,130 | 1,390 | -740 | 7\% | 7\% |
| Byron Hwy between Holey Rd. and Great Valley Pkwy | 29,230 | 29,230 | 0 | 2,210 | 2,210 | 0 | 8\% | 8\% |
| Camino Diablo between Byron Hwy and Vasco Rd. | 22,390 | 12,940 | -9,450 | 750 | 420 | -330 | 3\% | 3\% |

Notes: Bold underline indicates an increase in traffic volumes from No Build conditions. Truck AADT has been rounded to the nearest whole number.
a Delta (Build minus No Build)
${ }^{\text {b }}$ The IPOC roadway is a new transportation facility and as such, there are no values for the No Build.

## Project of No Air Quality Concern - Intersections

Comparison of Opening Year (2030) Intersection AM LOS, AADT, and Truck Percentages

| Route | Cross Street | $\Delta$, Build vs. No Build |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | AM LOS | Total AADT | \% Trucks | Truck AADT |
| Marsh Creek Rd. | Vineyards Pkwy. | B vs. B | 0 | 0\% | $\bigcirc$ |
| Marsh Creek Rd. | Vasco Rd. | C vs. B | +1,200 | 0\% | < 10 |
| Marsh Creek Rd. | Walnut Blvd. | C vs. B | 0 | 0\% | 0 |
| Marsh Creek Rd. | Sellers Ave. | A vs. B | 0 | 0\% | 0 |
| Marsh Creek Rd. | Byron Highway | C vs. B | -1,200 | 0\% | -100 |
| Walnut Blvd. | Vasco Rd. | B vs. B | +1,200 | 0\% | <+10 |
| Byron Highway | SR 4 | B vs. B | -1,200 | 0\% | -100 |
| Camino Diablo | Vasco Rd. | C vs. B | +500 | 0\% | < 10 |
| Camino Diablo | Holway Drive | C vs. B | -7,700 | 0\% | -200 |
| Camino Diablo | Bryon Highway | C vs. B | -8,200 | 0\% | -500 |
| Holey Rd. | Bryon Highway | $n / a^{\text {a }}$ vs. A | $\mathrm{n} / \mathrm{a}^{\text {a }}$ | $\mathrm{n} / \mathrm{a}^{\text {a }}$ | $\mathrm{n} / \mathrm{a}^{\text {a }}$ |
| Mountain House Rd. | Bryon Highway | A vs. A | 0 | 0 | 0 |
| Great Valley Pkwy. | Bryon Highway | B vs. B | 0 | 0 | 0 |
| Vasco Rd. | IPOC | D vs. $\mathrm{n} / \mathrm{a}^{\text {a }}$ | $\mathrm{n} / \mathrm{a}^{\text {a }}$ | $\mathrm{n} / \mathrm{a}^{\text {a }}$ | $\mathrm{n} / \mathrm{a}^{\text {a }}$ |
| Armstrong Rd. | IPOC | D vs. $\mathrm{n} / \mathrm{a}^{\text {a }}$ | $\mathrm{n} / \mathrm{a}^{\text {a }}$ | $\mathrm{n} / \mathrm{a}^{\text {a }}$ | $\mathrm{n} / \mathrm{a}^{\text {a }}$ |
| Armstrong Rd. | Byron Hot Springs Rd. | $B$ vs. $\mathrm{n} / \mathrm{a}^{\text {a }}$ | $\mathrm{n} / \mathrm{a}^{\text {a }}$ | $\mathrm{n} / \mathrm{a}^{\text {a }}$ | $\mathrm{n} / \mathrm{a}^{\text {a }}$ |
| Armstrong Rd. | Byron Highway | A vs. $\mathrm{n} / \mathrm{a}^{\text {a }}$ | $\mathrm{n} / \mathrm{a}^{\text {a }}$ | $\mathrm{n} / \mathrm{a}^{\text {a }}$ | $\mathrm{n} / \mathrm{a}^{\text {a }}$ |

Notes: Bold underline indicates an increase in traffic volumes from No Build conditions.
${ }^{a}$ Intersection does not exist under the Build or No Build condition.

## Project of No Air Quality Concern - Intersections

Comparison of Horizon Year (2050) Intersection AM LOS, AADT, and Truck Percentages

| Route | Cross Street | $\Delta$, Build vs. No Build |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | AM LOS | Total AADT | \% Trucks | Truck AADT |
| Marsh Creek Rd. | Vineyards Pkwy. | B vs. B | 0 | 0\% | O |
| Marsh Creek Rd. | Vasco Rd. | C vs. F | +1,800 | 0\% | +100 |
| Marsh Creek Rd. | Walnut Blvd. | C vs. C | 0 | 0\% | 0 |
| Marsh Creek Rd. | Sellers Ave. | A vs. A | 0 | 0\% | 0 |
| Marsh Creek Rd. | Byron Highway | C vs. C | -1,800 | 0\% | -100 |
| Walnut Blvd. | Vasco Rd. | F vs. F | +1,800 | 0\% | +100 |
| Byron Highway | SR 4 | C vs. C | -1,800 | 0\% | -100 |
| Camino Diablo | Vasco Rd. | F vs. F | +400 | 0\% | <+10 |
| Camino Diablo | Holway Drive | C vs. C | -9,500 | 0\% | -400 |
| Camino Diablo | Bryon Highway | D vs. F | -10,400 | 0\% | -700 |
| Holey Rd. | Bryon Highway | $n / a^{\text {a }}$ vs. B | $\mathrm{n} / \mathrm{a}^{\text {a }}$ | $\mathrm{n} / \mathrm{a}^{\text {a }}$ | $\mathrm{n} / \mathrm{a}^{\text {a }}$ |
| Mountain House Rd. | Bryon Highway | A vs. A | 0 | 0 | 0 |
| Great Valley Pkwy. | Bryon Highway | C vs. C | 0 | 0 | 0 |
| Vasco Rd. | IPOC | D vs. $\mathrm{n} / \mathrm{a}^{\text {a }}$ | $\mathrm{n} / \mathrm{a}^{\text {a }}$ | $\mathrm{n} / \mathrm{a}^{\text {a }}$ | $\mathrm{n} / \mathrm{a}^{\text {a }}$ |
| Armstrong Rd. | IPOC | Evs. $\mathrm{n} / \mathrm{a}^{\text {a }}$ | $\mathrm{n} / \mathrm{a}^{\text {a }}$ | $\mathrm{n} / \mathrm{a}^{\text {a }}$ | $\mathrm{n} / \mathrm{a}^{\text {a }}$ |
| Armstrong Rd. | Byron Hot Springs Rd. | D vs. $\mathrm{n} / \mathrm{a}^{\text {a }}$ | $\mathrm{n} / \mathrm{a}^{\text {a }}$ | $\mathrm{n} / \mathrm{a}^{\text {a }}$ | $\mathrm{n} / \mathrm{a}^{\text {a }}$ |
| Armstrong Rd. | Byron Highway | A vs. $\mathrm{n} / \mathrm{a}^{\text {a }}$ | $\mathrm{n} / \mathrm{a}^{\text {a }}$ | $\mathrm{n} / \mathrm{a}^{\text {a }}$ | $\mathrm{n} / \mathrm{a}^{\text {a }}$ |

Notes: Bold underline indicates an increase in traffic volumes from No Build conditions.
${ }^{a}$ Intersection does not exist under the Build or No Build condition.

## Project of No Air Quality Concern - Summary

- Redistribute traffic from Byron Highway and Camino Diablo to the IPOC and Vasco Road
- Slight increase in AADT, but truck volumes would not be significant
- 900 truck AADT on IPOC
- +280 truck AADT on Vasco Road with IPOC (total truck AADT = 1,450)
- Reduction in AADT along Byron Highway and Camino Diablo
- Three new intersections at LOS D, but truck volumes would not be significant - Max of 2,400 truck AADT at Vasco Road/IPOC
- Other intersections would generally operate at an equivalent or better peak hour LOS, relative to no build conditions
- Ultimately, the IPOC will redistribute AADT and truck AADT from areas with relatively high concentrations of residential receptors (i.e., along Byron Highway and Camino Diablo) to areas with no existing or planned development (i.e., along the IPOC and Vasco Road


## Project Schedule

- Draft EIR/EIS public review period: Summer 2024
- EIR/EIS certification: 2025
- IPOC opening year: 2030


## Discussion

For more information, please visit the SR 239 Project website.
https://ccta.net/projects/state-route-239-project/


METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

## Memorandum

TO: Air Quality Conformity Task Force
FR: Megan Nangle

DATE: April 18, 2023
W.I.

RE: $\quad \mathrm{PM}_{2.5}$ Project Conformity Interagency Consultation
The federally required Transportation Improvement Program or TIP is a comprehensive listing of all Bay Area surface transportation projects that are to receive federal funding, are subject to a federally required action, or are considered regionally significant for air quality conformity purposes over a fouryear period. In alignment with Federal Statewide TIP development efforts, MTC has begun the process of developing the 2023 TIP, which will cover the four-year period from FY 2022-23 through FY 2025-26. Like the 2021 TIP, the 2023 TIP must be consistent with the existing Regional Transportation Plan, Plan Bay Area 2050. MTC is scheduled to release the Draft Conformity Analysis for the 2023 TIP on June 15, 2022. Attachment A includes a full schedule for review and approval of the conformity analysis for the 2023 TIP.

## Introduction

The purpose of this memo is to clarify the purpose of a follow-up meeting with the Metropolitan Transportation Commission (MTC) Air Quality Conformity Task Force (Task Force) for the Open Road Tolling Conversion Northern Bridges Project ("Project") and to verify that the Project is exempt under 40 Code of Federal Regulations (CFR) 93.126 as programmed in the approved 2021 Regional Transportation Improvement Program (RTIP).

## Background

The proposed Project was presented to the Task Force Meeting on January 26, 2023. As part of the presentation and the materials submitted for the Task Force review the following items were discussed:

- Project documentation is being prepared in compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) as necessary. The California Department of Transportation (Caltrans) is the lead agency under NEPA, and BATA is the lead agency under CEQA. BATA is the project sponsor.
- A CEQA Categorical Exemption and NEPA Categorical Exclusion with supporting technical studies is currently in progress.
- The Project is programmed under the approved 2021 RTIP as part of the Toll Rehabilitation Program (TIP ID REG130002), which identifies that the 7 San Francisco Bay Area state-owned toll bridges under the rehabilitation program are exempt from Air Quality Conformity under 40 CFR 93.126 - Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes).
- Seeking concurrence that the Project is exempt from Air Quality Conformity prior to completion of CEQA CE/NEPA CE by May 2023, or earlier.
- No public circulation is required.

While concurrence was given by the Task Force during the January 2023 meeting, on February 24, 2023, the Task Force provided a summary of the findings for the January 2023 meeting for the Project, specifically that the Project was not a Project of Air Quality Concern (POAQC) ((40 CFR 93.123(b)(1)) or 40 CFR 93.128). Therefore, the Project is not subject to PM2.5 project level conformity requirement.

## Requested Clarification

- Based on the Project description included in the attached documents, the proposed Project would not be adding any additional lanes but reconfiguring and restriping existing lanes only at the toll plaza locations. The existing number of lanes upstream and downstream of the toll plazas are proposed to be maintained. Further, the Project would reduce the number of lanes at each of the toll plazas as ORT conversion does not require vehicles to diverge and converge again as the project proposes to eliminate the need for vehicles to pass through multiple toll booths. None of the proposed lane reconfigurations result in a lane that would exceed 1-mile in length. As a result, no additional travel lanes will be added as part of the proposed Project.
- Although the Task Force has determined that the Project is not a POAQC, clarification is requested if the Project would instead be exempt under 40 CFR 93.126 - Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes) (programmed under RTIP ID\# 21-T01-005), as originally proposed.


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

## Project Title: Open Road Tolling Conversion Northern Bridges Project

Project Summary for Air Quality Conformity Task Force Meeting: April 27, 2023

## Description

- The Bay Area Toll Authority (BATA), in cooperation with the California Department of Transportation (Caltrans), proposes to convert the existing all All-Electronic Tolling (AET) systems to Open Road Tolling (ORT) systems at the Antioch Bridge, Benicia-Martinez Bridge, and Carquinez Bridge in Contra Costa and Solano Counties.
- The purpose of the Open Road Tolling Conversion Northern Bridges Project (Project) is to:
- Replace aging tolling system infrastructure to improve operational efficiency and mobility for all users through bridge toll plazas; and
- Enhance safety by eliminating the need to pass through the existing toll plazas.
- Remove the existing toll booths, tolling equipment, and canopy structures.
- Construct new overhead toll gantries.
- The Project is needed to address operational and safety deficiencies for vehicles traveling through the BATA toll collection facilities at toll plaza locations.
- The removal, replacement, or relocation of existing roadway signs, as needed, for the ORT conversion.
- Roadside signpost replacement and installation.
- Extending electrical and communication conduit and fiber would require trenching and/or horizontal directional drilling to bring these services to the electronic tolling equipment, signage, and toll equipment building.
- Trenching for electrical and fiber conduit would be up to 3 -ft deep and up to 2-ft wide. Auxiliary cabinets may be required between toll equipment buildings and gantries.
- Modifications to drainage systems, grading, lighting, landscaping, and necessary utility connections/relocations for the new toll collection facilities.
- The Project would not be adding any additional lanes but reconfiguring and restriping existing lanes.
- The Project would reduce the number of lanes at each of the toll plazas.
- None of the proposed lane reconfigurations result in a lane that would exceed 1-mile in length.


## Background

- Project documentation is being prepared in compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) as necessary. Caltrans is the lead agency under NEPA, and BATA is the lead agency under CEQA. BATA is the project sponsor.
- A CEQA Categorical Exemption and NEPA Categorical Exclusion with supporting technical studies currently in progress.
- The Project is programmed under the Toll Rehabilitation Program (TIP ID REG130002), which identifies that the 7 San Francisco Bay Area state-owned toll bridges under the rehabilitation program are exempt from Air Quality Conformity under 40 Code of Federal Regulations (CFR) 93.126 - Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes).
- Seeking concurrence that the Project is exempt from Air Quality Conformity prior to completion of CEQA CE/NEPA CE by May 2023, or earlier.
- No public circulation is required.


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

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

- Not a new or expanded highway project
- Replacement of older tolling technology and reconfiguration of existing lanes-no additional lanes on SR160, I-680, or I-80 corridors within the Project limits.
- No change in traffic volume or truck percentages on SR-160, I-680, or I-80 corridors within the Project limits
(ii) Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?
- No intersections are modified by this Project.
- No intersections are anticipated to be significantly affected by this Project.
(iii) New bus and rail terminals and transfer points?-Not Applicable
(iv) Expanded bus and rail terminals and transfer points?-Not Applicable
(v) Affects areas identified in $P M_{10}$ or $P M_{2.5}$ implementation plan as site of violation?
- Project does not affect locations identified in an applicable implementation plan or implementation plan submission.
- On January 9, 2013, the U.S. EPA issued a final rule that determined the San Francisco Bay Area air basin has attained the 24-hour PM2.5 National Ambient Air Quality Standards (NAAQS). As a result, new state implementation plan (SIP) provisions are not necessary to demonstrate how the air basin will attain the standard.


## RTIP ID\# (required) 21-T01-005

## TIP ID\# (required) REG130002

## Air Quality Conformity Task Force Consideration Date January 26, 2023

## Project Description (clearly describe project)

The Bay Area Toll Authority (BATA), in cooperation with the California Department of Transportation (Caltrans), proposes to convert the existing all All-Electronic Tolling (AET) systems to Open Road Tolling (ORT) systems at the Antioch Bridge, Benicia-Martinez Bridge, and Carquinez Bridge. Refer to Attachment A for a figure showing the Project Location.

The proposed Open Road Tolling Conversion Northern Bridges Project (Project) is located at the toll plazas for the Antioch Bridge, Benicia-Martinez Bridge, and Carquinez Bridge in Contra Costa and Solano Counties. Refer to Attachment B for the Project limits. The Project would provide toll discounts to high occupancy vehicles with three or more passengers (HOV $3+$ ) at all three bridge locations. The following describes the proposed conversion activities for each location:

- Antioch Bridge Toll Plaza (Northbound [NB] State Route 160 [SR-160])
- Remove the existing toll booths, tolling equipment and canopy structure on SR-160 at approximately postmile (PM) 0.7.
- Construct a new overhead toll gantry.
- Construct a toll equipment building near the new toll gantry.
- Restripe to one lane for combined general purpose (GP) lane and high- occupancy vehicle (HOV) lane use at the proposed gantry.
- Minor pavement widening of up to 5 -feet wide for about 200 feet in length at approximately PM 0.8
- NB Wilbur Avenue on-ramp would remain open with modifications to on-ramp striping and reconstruction of the gore area.
- Grind and overlay hot mix asphalt (HMA) pavement approximately between PM 0.3 and PM 0.8.
- Maintain mainline access to and from the toll administration building and parking lot.
- Install new tolling equipment on new overhead gantry to convert to ORT and install overhead and roadside signage.
- Connection to a power source would require a temporary construction easement (TCE) within City of Oakley right-of-way (ROW). The approximate 2 -feet (ft) wide and 3-ft deep utility trench will extend up to 2 -ft in length.
- Benicia-Martinez Bridge Toll Plaza (NB Interstate 680 [I-680])
- Remove the existing toll booths and toll equipment along NB I-680 between PM 24.5 and PM 24.6 and modify the existing toll canopy structure.
- Install new electronic tolling equipment on the existing toll plaza canopy to convert to ORT and install overhead and roadside signage.
- Construct a new toll equipment building adjacent to the existing toll canopy.
- Restripe to four GP lanes and two HOV lanes on I-680 at the existing toll plaza.
- Grind and overlay HMA pavement approximately between PM 24.5 and PM 24.9
- Maintain mainline access to and from the toll administration building and parking lot(s).
- Carquinez Bridge Toll Plaza (Eastbound [EB] Interstate 80 [I-80])
- Remove the existing toll booths, tolling equipment, and canopy structure along I-80 between PM 0.5 and PM 0.6.
- Construct a new overhead toll gantry.
- Construct a new toll equipment building adjacent to the new toll gantry.
- Restripe to four GP lanes and one HOV lane at the proposed gantry.
- Reconstruct pavement approximately between PM 0.5 and PM 0.8.
- Pavement widening in the median of I-80, approximately between PM 0.4 and PM 0.5
- Grind and overlay HMA pavement approximately between PM 0.35 and PM 0.5 , and between PM 0.7 and PM 0.95.
- Maintain mainline access to and from the toll administration and maintenance building and parking lot(s).
- Install new tolling equipment on new overhead gantry to convert to ORT and install overhead and roadside signage, which includes replacing overhead signs on the Carquinez Bridge.

All proposed work would primarily occur within Caltrans' ROW, with the exception of a small area located in the City of Oakley, required for utility trenching during construction. Construction is anticipated to take approximately 15 months and is planned to begin in early 2025. Demolition of existing tolling infrastructure would occur following the installation and testing of the new ORT system.

## Type of Project:

Toll rehabilitation program - Conversion of existing AET to ORT systems at three toll bridge locations.


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

- Replace aging tolling system infrastructure to improve operational efficiency and mobility for all users through bridge toll plazas; and
- Enhance safety by eliminating the need to pass through the existing toll plazas.

The Project is needed to address operational and safety deficiencies for vehicles traveling through the BATA toll collection facilities at the Antioch, Benicia-Martinez, and Carquinez Bridge toll plazas. The existing toll collection system is aging, and improvements are required to meet the technological standards for both the existing AET systems and the proposed ORT systems. The existing toll collection booths and other civil infrastructure that were used during manual toll collection need to be removed to improve travel time and safety.

Surrounding Land Use/Traffic Generators (especially effect on diesel traffic)
There are no land uses within or immediately adjacent to the Project limits that would generate traffic.

Brief summary of assumptions and methodology used for conducting analysis
The traffic volume forecasting was based on the traffic data obtained from BATA, INRIX, Caltrans Performance Measurement System (PeMS), and historical counts. Annual growth rates were calculated per the BATA transaction data at each toll plaza and applied to develop the Opening Year (2025) forecasts. Existing Year (2022) and Opening Year (2025) traffic conditions were evaluated.

Traffic analysis was performed using Highway Capacity Manual $6^{\text {th }}$ Edition methodologies on freeway mainline, weaving, or ramp junctions with the FreeVal software tool. A California Environmental Quality Act (CEQA) Vehicle Miles Traveled (VMT) analysis is not required based on Section 5.1 of the Transportation Analysis under CEQA (TAC).
Opening Year: If facility is a highway or street, Build and No Build LOS, AADT, \% and \# trucks, truck AADT of proposed facility

Refer to Attachment C for the Opening Year (2025) level of service (LOS) and average annual daily traffic (AADT) data extracted from the Traffic Analysis Memorandum prepared by HDR (September 2022).

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

The ORT conversion at the three toll plazas is classified as operational improvement project per Highway Design Manual Chapter 103.2, 7th Edition, Caltrans, December 31, 2020. These operational improvements are designed based on current average daily traffic (ADT); thus, the minimum 20-year design period is not required. Therefore, no Design Year data is provided for this Project.
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) This Project proposes to convert existing toll collection booths to ORT systems at three bridge locations. Construction of the proposed Project is not anticipated to adversely impact highway traffic. The travel patterns would remain the same for all three bridge toll plaza locations. No traffic redistribution effects are anticipated for this Project. However, the proposed Project is expected to improve the travel speed and reduce turbulence, including speed variances and lane changing adjacent to the toll plazas, resulting in overall improvements of safety and efficiency on highway operations.

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

Based on the Project description provided, above, the proposed Project would not be adding any additional lanes but reconfiguring and restriping existing lanes. In addition, the Project would reduce the number of lanes at each of the toll plazas. None of the proposed lane reconfigurations result in a lane that would exceed 1-mile in length. Please refer to Attachment D, for further information regarding the congestion relief improvements at the existing bridge toll facility locations.

Further, based on the adopted Metropolitan Transportation Commission (MTC) 2021
Transportation Improvement Program (TIP) for the fiscal year, the Project is programmed under the Toll Rehabilitation Program (TIP ID REG130002), which identifies that the 7 San Francisco Bay Area state-owned toll bridges under the rehabilitation program are exempt from Air Quality Conformity under 40 Code of Federal Regulations (CFR) 93.126 - Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes).

## Attachment A: Location Map



## Attachment B - Project Limits Map





Attachment C - Opening Year (2025) LOS and AADT Data

Opening Year (2025) Level of Service (LOS)

| Mainline Segment | Opening Year (2025) LOS No Build Alternative |  |  |  | Opening Year (2025) LOS Build Alternative |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | AM |  | PM |  | AM |  | PM |  |
|  | GP | HOV | GP | HOV | GP | HOV | GP | HoV |
| Antioch Bridge |  |  |  |  |  |  |  |  |
| Main St Off-Ramp to Main St Loop On-Ramp | A | .- | A | -- | A | - | A | -- |
| Main St Loop On-Ramp to Wilbur Ave Off-Ramp | A | -- | A | -- | A | - | A | -- |
| Wilbur Ave Off-Ramp to Wilbur Ave On-Ramp | A | -- | A | - | A | - | B | -- |
| Wilbur Ave On-Ramp to Antioch Bridge Toll Plaza | F | A | F | C | A | -- | C | -- |
| Antioch Bridge Toll Plaza to Antioch Bridge | A | -- | c | -- | A | -- | c | -. |
| Benicia-Martinez Bridge |  |  |  |  |  |  |  |  |
| Waterfront Rd Off-Ramp to Waterfront Rd On-Ramp | A | D | A | D | B | - | c | -. |
| Waterfront Rd On-Ramp to Benicia-Martinez Bridge Toll Plaza | C | B | D | C | B | A | c | A |
| Benicia-Martinez Bridge Toll Plaza to Benicia-Martinez Bridge | A | B | A | C | B | - | D | -- |
| Carquinez Bridge |  |  |  |  |  |  |  |  |
| Carquinez Bridge to Carquinez Bridge Toll Plaza | F | A | F | B | B | A | C | B |
| Carquinez Bridge Toll Plaza to Sonoma Blvd (SR29) Off-Ramp | B | - | D | - | B | - | D | -- |
| Sonoma Blvd (SR29) Off-Ramp to Sequoia Ave Off-Ramp | B | -- | D | -- | B | - | D | -- |

Note: $\mathrm{St}=$ Street: Ave=Avenue; $\mathrm{Rd}=$ Road; Blvd=Boulevard; - Not Applicable.

Opening Year (2025) Annual Average Daily Traffic (AADT)

| Mainline Segment | Alternative | Direction | AADT | (AADT)ruck\% | Truck AADT |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Antioch Bridge |  |  |  |  |  |
| Main St Off-Ramp to Main St Loop On-Ramp | No Build/Build | NB | 3,590 | 7\% | 250 |
| Main St Loop On-Ramp to Wilbur Ave Off-Ramp | No Build/Build | NB | 7,300 |  | 510 |
| Wilbur Ave Off-Ramp to Wilbur Ave On-Ramp | No Build/Build | NB | 5,310 |  | 370 |
| Wilbur Ave On-Ramp to Antioch Bridge | No Build/Build | NB | 11,140 |  | 780 |
| Benicia-Martinez Bridge |  |  |  |  |  |
| Waterfront Rd Off-Ramp to Waterfront Rd On-Ramp | No Build/Build | NB | 56,540 | 7\% | 3,960 |
| Waterfront Rd On-Ramp to Benicia-Martinez Bridge | No Build/Build | NB | 61,800 |  | 4,330 |
| Carquinez Bridge |  |  |  |  |  |
| Carquinez Bridge to Sonoma Blvd (SR29) Off-Ramp | No Build/Build | NB/EB | 72,080 | 5\% | 3,600 |
| Sonoma Blvd (SR29) Off-Ramp to Sequoia Ave Off-Ramp | No Build/Build | NB/EB | 66,720 |  | 3,340 |

Note: ADT=Average Daily Traffic; $S t=$ Street; $A v e=A v e n u e ; ~ R d=R o a d ; ~ B l v d=B o u l e v a r d . ~$.

## Attachment D - Preliminary Geometric Design Concepts





## Type of Project:

Toll rehabilitation program - Conversion of existing AET to ORT systems at three toll bridge locations.


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

- Replace aging tolling system infrastructure to improve operational efficiency and mobility for all users through bridge toll plazas; and
- Enhance safety by eliminating the need to pass through the existing toll plazas.

The Project is needed to address operational and safety deficiencies for vehicles traveling through the BATA toll collection facilities at the Antioch, Benicia-Martinez, and Carquinez Bridge toll plazas. The existing toll collection system is aging, and improvements are required to meet the technological standards for both the existing AET systems and the proposed ORT systems. The existing toll collection booths and other civil infrastructure that were used during manual toll collection need to be removed to improve travel time and safety.

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There are no land uses within or immediately adjacent to the Project limits that would generate traffic.

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The traffic volume forecasting was based on the traffic data obtained from BATA, INRIX, Caltrans Performance Measurement System (PeMS), and historical counts. Annual growth rates were calculated per the BATA transaction data at each toll plaza and applied to develop the Opening Year (2025) forecasts. Existing Year (2022) and Opening Year (2025) traffic conditions were evaluated.

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Refer to Attachment C for the Opening Year (2025) level of service (LOS) and average annual daily traffic (AADT) data extracted from the Traffic Analysis Memorandum prepared by HDR (September 2022).

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The ORT conversion at the three toll plazas is classified as operational improvement project per Highway Design Manual Chapter 103.2, 7th Edition, Caltrans, December 31, 2020. These operational improvements are designed based on current average daily traffic (ADT); thus, the minimum 20-year design period is not required. Therefore, no Design Year data is provided for this Project.
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
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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) This Project proposes to convert existing toll collection booths to ORT systems at three bridge locations. Construction of the proposed Project is not anticipated to adversely impact highway traffic. The travel patterns would remain the same for all three bridge toll plaza locations. No traffic redistribution effects are anticipated for this Project. However, the proposed Project is expected to improve the travel speed and reduce turbulence, including speed variances and lane changing adjacent to the toll plazas, resulting in overall improvements of safety and efficiency on highway operations.

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

Based on the Project description provided, above, the proposed Project would not be adding any additional lanes but reconfiguring and restriping existing lanes. In addition, the Project would reduce the number of lanes at each of the toll plazas. None of the proposed lane reconfigurations result in a lane that would exceed 1-mile in length. Please refer to Attachment D, for further information regarding the congestion relief improvements at the existing bridge toll facility locations.

Further, based on the adopted Metropolitan Transportation Commission (MTC) 2021
Transportation Improvement Program (TIP) for the fiscal year, the Project is programmed under the Toll Rehabilitation Program (TIP ID REG130002), which identifies that the 7 San Francisco Bay Area state-owned toll bridges under the rehabilitation program are exempt from Air Quality Conformity under 40 Code of Federal Regulations (CFR) 93.126 - Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes).

## Attachment A: Location Map



## Attachment B - Project Limits Map





Attachment C - Opening Year (2025) LOS and AADT Data

Opening Year (2025) Level of Service (LOS)

| Mainline Segment | Opening Year (2025) LOS No Build Alternative |  |  |  | Opening Year (2025) LOS Build Alternative |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | AM |  | PM |  | AM |  | PM |  |
|  | GP | HOV | GP | HOV | GP | HOV | GP | HoV |
| Antioch Bridge |  |  |  |  |  |  |  |  |
| Main St Off-Ramp to Main St Loop On-Ramp | A | .- | A | -- | A | - | A | -- |
| Main St Loop On-Ramp to Wilbur Ave Off-Ramp | A | -- | A | -- | A | - | A | -- |
| Wilbur Ave Off-Ramp to Wilbur Ave On-Ramp | A | -- | A | - | A | - | B | -- |
| Wilbur Ave On-Ramp to Antioch Bridge Toll Plaza | F | A | F | C | A | -- | C | -- |
| Antioch Bridge Toll Plaza to Antioch Bridge | A | -- | c | -- | A | -- | c | -. |
| Benicia-Martinez Bridge |  |  |  |  |  |  |  |  |
| Waterfront Rd Off-Ramp to Waterfront Rd On-Ramp | A | D | A | D | B | - | c | -. |
| Waterfront Rd On-Ramp to Benicia-Martinez Bridge Toll Plaza | C | B | D | C | B | A | c | A |
| Benicia-Martinez Bridge Toll Plaza to Benicia-Martinez Bridge | A | B | A | C | B | - | D | -- |
| Carquinez Bridge |  |  |  |  |  |  |  |  |
| Carquinez Bridge to Carquinez Bridge Toll Plaza | F | A | F | B | B | A | C | B |
| Carquinez Bridge Toll Plaza to Sonoma Blvd (SR29) Off-Ramp | B | - | D | - | B | - | D | -- |
| Sonoma Blvd (SR29) Off-Ramp to Sequoia Ave Off-Ramp | B | -- | D | -- | B | - | D | -- |

Note: $\mathrm{St}=$ Street: Ave=Avenue; $\mathrm{Rd}=$ Road; Blvd=Boulevard; - Not Applicable.

Opening Year (2025) Annual Average Daily Traffic (AADT)

| Mainline Segment | Alternative | Direction | AADT | (AADT)ruck\% | Truck AADT |
| :---: | :---: | :---: | :---: | :---: | :---: |
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| Main St Loop On-Ramp to Wilbur Ave Off-Ramp | No Build/Build | NB | 7,300 |  | 510 |
| Wilbur Ave Off-Ramp to Wilbur Ave On-Ramp | No Build/Build | NB | 5,310 |  | 370 |
| Wilbur Ave On-Ramp to Antioch Bridge | No Build/Build | NB | 11,140 |  | 780 |
| Benicia-Martinez Bridge |  |  |  |  |  |
| Waterfront Rd Off-Ramp to Waterfront Rd On-Ramp | No Build/Build | NB | 56,540 | 7\% | 3,960 |
| Waterfront Rd On-Ramp to Benicia-Martinez Bridge | No Build/Build | NB | 61,800 |  | 4,330 |
| Carquinez Bridge |  |  |  |  |  |
| Carquinez Bridge to Sonoma Blvd (SR29) Off-Ramp | No Build/Build | NB/EB | 72,080 | 5\% | 3,600 |
| Sonoma Blvd (SR29) Off-Ramp to Sequoia Ave Off-Ramp | No Build/Build | NB/EB | 66,720 |  | 3,340 |

Note: ADT=Average Daily Traffic; $S t=$ Street; $A v e=A v e n u e ; ~ R d=R o a d ; ~ B l v d=B o u l e v a r d . ~$.

## Attachment D - Preliminary Geometric Design Concepts





Open Road Tolling (ORT)
Conversion Northern Bridges
Project
Air Quality Conformity Task Force Presentation

## Agenda



Background
Project Overview

Project Schedule
Proposed Improvements

Traffic Findings
Recommendation/Exemption Concurrence

Questions

## Background

| Jan 26, 2023 | Feb 24, 2023 | April 27, 2023 (today) |
| :---: | :---: | :---: |
| - Project programmed under the approved 2021 Regional Transportation Improvements Program (RTIP) as part of the Toll Rehabilitation Program (TIP ID REG130002) <br> - 7 state owned toll bridges under the rehab program are exempt for Air Quality Conformity under 40 CFR 93.126Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes) <br> - Request for MTC AQ Task Force to confirm that the Project was still exempt under 40 CFR 93.126 as programmed in the RTIP | - Received confirmation from the MTC AQ Task Force that the Project is not a Project of Air Quality Concern (POAQC) under 40 CFR 93.123(b)(1) or 40 CFR 93.128 | - Follow up discussion regarding the February 24, 2023, findings <br> - Given the proposed improvements which indicate no additional travel lanes, the Project should remain exempt under 40 CFR 93.126 as programmed in the RTIP |

## Project Location

Northern Bridges (EA 04-2W520)

- Antioch Bridge: SR-160
(Contra Costa County)
- Benicia-Martinez Bridge: I-680 (Contra Costa County)
- Carquinez Bridge: l-80
(Contra Costa and Solano Counties)



## Proposed Project

Toll booth demolition
New toll gantry design and construction / Modify existing canopy

- Modified geometric design (realigning toll
 plaza approach, lane reduction)
- Construct new toll equipment building
- Pavement and striping improvements
- Project documentation prepared in compliance with CEQA and NEPA
- Caltrans is lead agency under NEPA
- BATA is lead agency under CEQA
- BATA is Project sponsor



## Project Purpose and Need



Replace aging tolling infrastructure

Enhance safety at toll plazas


Improve operations through bridge toll plazas

## Project Milestone Schedule

| MILESTONE | TARGET DATE |
| :--- | :---: |
| PSR-PR \& ED | July 2023 |
| PS\&E | April 2024 |
| Begin Construction | Oct 2024 |
| End Construction | Apr 2026 |

## Antioch Bridge Toll Plaza Northbound SR-160



## Antioch Bridge Toll Plaza Northbound SR-160



## Benicia-Martinez Bridge Toll Plaza <br> Northbound I-680 <br> Benicia-Marünez Bridge



## Benicia-Martinez Bridge Toll Plaza <br> Northbound l-680



## Carquinez Bridge Toll Plaza Pastbound I-80 <br> -



## Carquinez Bridge Toll Plaza <br> Eastbound I-80



## Summary of Traffic Findings

- No additional travel lanes, would not increase capacity
- No change in traffic volume or truck percentages as a result of proposed Project
- Construction of proposed Project is not anticipated to adversely impact highway traffic.
- Travel patterns would remain the same for all three locations.
- No traffic redistribution effects are anticipated for this Project.
- Project expected to improve the travel speed and reduce lane changing adjacent to the toll plazas
- Project will result in overall improvements for safety and efficiency on highway operations.


## 2021 Final TIP Project Listing

| Air Quality Exempt Code: | $1.19-$ EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel <br> lanes) |  |
| :--- | :--- | :--- | :--- |
| Route: | Post Mile From: | Post Mile To: |


| All funding in thousands of dollars |  |  | FY 2022/23 | FY 2023/24 | FY 2024/25 | FY 2024/25 | Future Years | Total Programmed |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Phase | Fund Source | Prior Years |  |  |  |  |  |  |
| CON | BT | \$ 1,038,092 | \$ 64,453 | \$ 38,343 | \$ 35,243 | \$ 29,413 |  | \$ 1,205,544 |
| Total P | med Funding: | \$ 1,038,092 | \$ 64,453 | \$ 38,343 | \$ 35,243 | \$ 29,413 |  | \$ 1,205,544 |

## Recommended Concurrence for Air Quality Conformity Exemption

- No additional travel lanes. The existing number of lanes upstream and downstream of the toll plazas are proposed to be maintained.
- Not a new or expanded highway project, but a replacement of older tolling technology
- Limited to reconfiguration and restriping of existing lanes less than 1-mile in length within the Project limits
- No change in traffic volume or truck percentages as a result of the proposed Project
- No intersections modified or significantly impacted by this Project


## Is the proposed Project exempt under 40 CFR 93.126 - Safety Widening narrow pavements or reconstructing bridges (no additional travel lanes) as programmed in the RTIP?

## Questions?



| County | ITPID | Spon | Proiect Name | Eescription | \|Additional Description | PProject Type under 40 Cr 93.126 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ALA | ALA23020 | Alameda County | Upper San Lorenzo Creekway Trail | Alameda County : Along the San Lorenzo Creekway Channel, starting from just south of Lewelling Boulevard in San Lorenzo going eastward, making direct connections to Bay Fair, Hayward and Castro Valley BART stations, and the Don Castro Regional Recreation Area. : The project will install a new 8.1 mile bicycle and pedestrian trail | The Upper San Lorenzo Creekway project will install a new 8.1 mile bicycle and pedestrian trail in central Alameda County. The project includes direct connections to Bay Fair, Hayward, and Castro Valley BART stations and Don Castro Regional Recreation Area. | air Quality - Bicyle and pedestria facilities |
| scl | FMSID 10083 | Los 6 atos | Highway 17 Bicycle and Pedestrian Overcrossing | OS Gatos: On Blossom Hill Road ver rlighway 17 : bicycle and pedestria b brige | The Highway 17 Bicycle \& Pedestrian Overcrossing Project proposes to construct a separate bicycle and pedestrian bridge over Highway 17 on Blossom Hill Road between Roberts Road West and Roberts Road East (just south of the existing Blossom Hill Road Bridge) to provide a new Class I facility for bicyclists and pedestrians. | Air Quality-Bicrcle and pedestrian facities |
| scl | sc177020 | Sunnvale | Bermardo Avenue Biccrcle Underpass | Sunnvale: Betwen North and South Bermardo Avenue under the Caltraintracks: Construct bicycle underpass | Sunnyvale: Between North and South Bernardo Avenue under the Caltrain tracks: Construct bicycle underpass. Bernardo Avenue is a two lane collector roadway that is located in the western portion of the City of Sunnyvale. It stretches from Homestead Road in the south near Cupertino and Middlefield Road in the north near Mountain View. It serves as a major north-south tri-city bicycle route, however there is break in the roadway at Evelyn Avenue due to the Caltran Bicycle Underpass Feasibility Study Report was published, and the City of Sunnyvale is now seeking to continue the process toward constructing a bicycle underpass on Bernardo Avenue at Evelyn Avenue | Air Quality-Bicrcle and pedestrian facilities |

METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center 375 Beale Street, Suite 800 San Francisco, CA 94105 415.778.6700

TO: Air Quality Conformity Task Force
DATE: April 27, 2023
FR: Adam Crenshaw
RE: Review of the Regional Conformity Status for New and Revised Projects

Staff has prepared the following information in an effort to streamline the review of the regional air quality conformity implications of projects that staff proposes to add into the 2023 TIP through current or future revisions. This item is for advisory purposes only. The inclusion of these projects and project changes in a proposed revision to the TIP is subject to Commission approval in the case of amendments and MTC's Executive Director or Deputy Executive Director in the case of administrative modifications. The final determination of the regional air quality conformity status of these projects will be made by the Federal Highway Administration, the Federal Transit Administration and the Environmental Protection Agency as part of their review of proposed final TIP amendments and by the Executive Director or Deputy Executive Director as part of their review for TIP administrative modifications.

## Changes Staff is Proposing to Include in the 2023 TIP

Staff is proposing to add or revise a number of projects in the 2023 TIP. One of the revised projects is a couplet conversion project that may not be treated as exempt from regional-level conformity under 40 CFR 93.126 or 40 CFR 93.127. However, staff believes that the revision to this project in the 2023 TIP would not require an update to the air quality conformity analysis for Plan Bay Area 2050 and the 2023 TIP. The projects are as follows:

## 1. Julian and St. James Couplet Conversion

TIP ID: SCL210026
Sponsor: San Jose
Description: San Jose: Along Julian St from Market Ave to 3rd St, St James from Market St to 4th St, and 3rd St from Julian St to St John St: Convert 1-way to 2-way traffic


#### Abstract

Expanded Description: San Jose: Along Julian St from Market St to 3rd St, St James St from Market St to 4th St, 3rd St from Julian St to St. John St: Convert 1-way to 2-way traffic to improve roadway functionality and safety for all roadway users and to improve neighborhood livability. Project would include: 1. Restriping the street for two-way traffic (one lane in each direction), 2. New and modified signals to accommodate twoway traffic and improve signal responsiveness for people walking and bicycling, 3. Streetlights (new pedestrian-scale lighting and conversion of existing lights to smart, energy efficient lighting) 4. Amenities for livability, traffic calming and complete streets, including street trees, wayfinding information, refurbishing non-functional fountains as planters, green backed bicycle sharrows, bike racks, accessible ramps, and highvisibility/decorative crosswalks.

Conformity Issue: This project was previously presented to the Air Quality Conformity Task Force to discuss regional conformity issues and the Task Force determined that the project was non-exempt from regional air quality conformity analysis, but that the project was not regionally significant. We are now proposing the expand the scope of the project to include a couplet-conversion on $3^{\text {rd }}$ St from Julian St to St John St. However, staff believes this change does not require an update to the regional air quality conformity analysis as this section of $3^{\text {rd }}$ St is classified as a major collector. As such, the non-exempt improvements to the project may also be considered not regionally significant.


The description of the other new projects along with the regional air quality category that staff believes best describes the projects are included on Attachment A.

MTC staff is not seeking a determination on the status of these projects for project-level conformity purposes with this item.

Review of the Regional Conformity Status for New and Revised Projects - Attachment A

| \# County | TIP ID/FMS ID | Sponsor | Project Name | Project Description | Project Type |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 1 Alameda | ALA230203 | Newark | Old Town Streetscape and Complete Streets | Newark: Thornton Avenue between Olive Street and Ash Street: Reduce the number of travel lanes and install bicycle lanes, wider sidewalks, high visibility crosswalks, curb extensions, bus stop amenities, and landscaping. | Exempt (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location |
| 2 Alameda | ALA230206 | AC Transit | Fruitvale Corridor | Oakland: Fruitvale Ave. between MacArthur Blvd and the Oakland/Alameda border in Oakland, CA: TSP improvements and associated equipment. | Exempt (40 CFR 93.126) - Construction or renovation of power, signal, and |
| 3 Contra Costa | CC-230202 | CCTA | CCTA - Countywide Smart Signals | CC County: Countywide: Develop, manage, and implement Intelligent Transportation System (ITS) initiatives | Exempt (40 CFR 93.126) - Traffic control devices and operating assistance other than |
| 4 Contra Costa | CC-230203 | Pittsburg | Pittsburg's Delta de Anza Multimodal Trail Safety | Pittsburg, Antioch, CC County: Along the Delta de Anza <br> Trail: Implement multi-modal safety improvements | Exempt (40 CFR 93.126) - Bicycle and pedestrian facilities |
| 5 Contra Costa | CC-230204 | Richmond | McBryde Avenue Safe Routes to Parks | Richmond: On McBryde Avenue from 37th Street to Park Avenue: Implement complete streets improvements including a road diet | Exempt (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location |
| 6 Contra Costa | CC-230205 | Richmond | Bayview to BART | Richmond: Various locations between the Del Norte BART station and the SF Bay Trail: Implement bike/ped improvements | Exempt (40 CFR 93.126) - Bicycle and pedestrian facilities |
| 7 Contra Costa | CC-230206 | Walnut Creek | Walnut Creek Safe Routes to School Infrastructure | Walnut Creek: Broadway \& Newell Ave; Cedro Ln \& Ebano Dr; Parkside Dr; Walnut Blvd: Implement bike/ped improvements | Exempt (40 CFR 93.126) - Bicycle and pedestrian facilities |
| 8 Contra Costa | CC-230207 | Pinole | Bay Trail Gap Closure at Tennent Avenue | Pinole: In the vicinity of the SF Bay Trail and Tennent Ave: Implement bike/ped improvements | Exempt (40 CFR 93.126) - Bicycle and pedestrian facilities |
| 9 Contra Costa | CC-230208 | CCTA | Contra Costa Countywide Safe Routes to School | CC County: Countywide: implements various bicycle and pedestrian safety awareness, education and encouragement programs tailored to the subregion, age, and other characteristics of the communities they serve such as language, educational attainment, and cultural | Exempt (40 CFR 93.126) - Grants for training and research programs |
| 10 Contra Costa | CC-230209 | Concord | Galindo Street Multimodal Corridor Project | Concord: Galindo Street from Salvio Street to Clayton Road: Improve bicycle and pedestrian facilities in Downtown Concord, allowing residents and students to access key downtown destinations, schools, and routes leading to the BART station. | Exempt (40 CFR 93.126) - Bicycle and pedestrian facilities |
| 11 Contra Costa | CC-230210 | Lafayette | School Street Class I Multiuse Facility | Lafayette: School St, from Moraga Rd to the LafayetteMoraga Pathway; Topper Ln, from the Lafayette-Moraga Pathway to St. Mary's Rd; St. Mary's Rd, from Topper Ln to Birdhaven Ct: Class I multi-use facility along School St and Topper Ln, and construction of a sidewalk along St. Mary's Rd | Exempt (40 CFR 93.126) - Bicycle and pedestrian facilities |

Review of the Regional Conformity Status for New and Revised Projects - Attachment A

| \# County | TIP ID/FMS ID | Sponsor | Project Name | Project Description | Project Type |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 12 Contra Costa | CC-230211 | Concord | Willow Pass Road Bike Lane Connection | Concord: Along Willow Pass Rd from Parkside Dr to Landana Dr and on Parkside Dr from Willow Pass Rd to Salvio St: Construct a protected Class IV cycle track along Willow Pass Road and Class II bicycle lanes on Parkside Drive. Install RRFBs and green conflict markings at a key intersection. | Exempt (40 CFR 93.126) - Bicycle and pedestrian facilities |
| 13 Marin | MRN230201 | San Rafael | San Rafael 2nd and 4th Street Intersection Im prove | San Rafael: Second and Fourth Street Intersection: Implement intersection improvements | Exempt (40 CFR 93.127) - Intersection channelization projects |
| 14 Marin | MRN230202 | MCTD | MCTD - Transit Corridor Improvements | Marin County: Along 4th St and Lincoln Av Corridors in San Rafael and South Novato Blvd Corridor in Novato: Transit improvements including enhanced passenger information, upgraded amenities at bus stops and transit priority improvements to make transit service faster, more reliable, and more accessible to riders. | Exempt (40 CFR 93.126) - Traffic control devices and operating assistance other than |
| 15 Marin | MRN230203 | Sausalito | Bridgeway Bike Lanes - <br> Princess to Richardson | Sausalito: Bridgeway Bld. between Princess Street and Richardson Street: Construct bike lanes and crossing improvements | Exempt (40 CFR 93.126) - Bicycle and pedestrian facilities |
| 16 Marin | MRN230204 | Corte Madera | Paradise Drive Complete Streets | Corte Madera: Paradise Drive from Westward Drive to about 950 feet east of Robin Drive, at the Town limit: Complete Streets Improvements | Exempt (40 CFR 93.126) - Bicycle and pedestrian facilities |
| 17 Napa | NAP230202 | NVTA | SR-29 American Canyon <br> Operational and Multimodal I | American Canyon: SR-29 From Napa Junction Road to American Canyon Road: Environmental analysis for operational and multimodal improvements | Exempt (40 CFR 93.126) - Planning and technical studies |
| 18 Santa Clara | SCL230204 | Morgan Hill | Monterey Road Traffic, Bicycle, and Pedestrian Imp | Morgan Hill: Monterey Road from Cochrane Road to East Middle Road (southern City limit): Complete Streets Improvements | Exempt (40 CFR 93.126) - Bicycle and pedestrian facilities |
| 19 Santa Clara | SCL230205 | Santa Clara (City) | Central Santa Clara Bicycle and Pedestrian Improve | Santa Clara: Various locations along Cabrillo Ave, Lafayette St, Monroe St, Royal Dr, Scott Blvd, and Warburton Ave: Implement bike/ped improvements | Exempt (40 CFR 93.126) - Bicycle and pedestrian facilities |
| 20 Santa Clara | SCL230206 | Los Altos | N San Antonio Rd Complete Streets Project | Los Altos: N San Antonio Rd from Foothill Expressway to El Camino Real: Complete Streets Improvements | Exempt (40 CFR 93.126) - Bicycle and pedestrian facilities |
| 21 Santa Clara | SCL230207 | San Jose | White Road Complete Streets Safety Improvements | Santa Clara Co: White Road from Penitencia Creek Trail to Aborn Road : Complete Streets Improvements | Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections |
| 22 Santa Clara | SCL230208 | San Jose | Jackson Ave Complete Streets | San Jose: Jackson Avenue: Berryessa Rd to Story Rd: Complete Streets Improvements | Exempt (40 CFR 93.127) - Intersection channelization projects |


| \# County | TIP ID/FMS ID | Sponsor | Project Name | Project Description | Project Type |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 23 Santa Clara | SCL230209 | San Jose | Signalized Intersections Pedestrian Safety Improve | San Jose: Various intersections: Implement safety improvements | Exempt (40 CFR 93.127) - Intersection channelization projects |
| 24 Santa Clara | SCL230211 | Mountain View | Moffett Boulevard Complete Streets | Mountain View: Moffett Boulevard between Middlefield Road and the northern terminus of Moffett: Paving, Class II and Class IV bike lanes, intersection improvements, new sidewalk | Exempt (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation |
| 25 Santa Clara | SCL230212 | Mountain View | Middlefield Road Complete Streets | Mountain View: Middlefield Road from Moffett Boulevard to Bernardo Avenue: Repaving, Class IV protected bikeway | Exempt (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation |
| 26 Santa Clara | SCL230213 | Mountain View | El Camino Real/El Monte/Escuela Intersection Imps | Mountain View: El Camino Real at Escuela Avenue and El Monte Avenue: Install high visibility crosswalks, Class IV protected bikeways, green dashed conflict zones | Exempt (40 CFR 93.127) - Intersection channelization projects |
| 27 San Francisco | SF-230201 | San Francisco | Central Embarcadero Safety Project | SF City/County: The Embarcadero between Broadway and Bryant Street: Implement bike/ped improvements | Exempt (40 CFR 93.126) - Bicycle and pedestrian facilities |
| 28 San Francisco | SF-230202 | San Francisco | 29 Sunset Improvement Project | SF City/County: Muni 29 Sunset route between Junipero Serra Boulevard and Presidio terminal: Implement travel time and reliability improvements | Exempt (40 CFR 93.126) - Construction of small passenger shelters and information |
| 29 San Mateo | SM-230201 | Burlingame | Rollins Road Bicycle and Pedestrian Improvement | Burlingame: Rollins Road north of Broadway to Millbrae City limit near Adrian Road: Implement bike/ped improvements including a road diet and bikeway | Exempt (40 CFR 93.126) - Bicycle and pedestrian facilities |
| 30 San Mateo | SM-230202 | Colma | El Camino Real Complete Streets Mission-Arlington | Colma: El Camino Real (SR 82) between Mission Road intersection and the Town of Colma Limit at Arlington Drive at the City of South San Francisco : Construct Bicycle and Pedestrian improvements and install one new traffic signal | Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections |
| 31 San Mateo | SM-230203 | Menlo Park | Middle Avenue <br> Pedestrian and Bicycle <br> Undercrossing | Menlo Park: Under the Caltrain Railroad in line with Middle Avenue from El Camino Real (Middle Plaza) on the west side of the tracks to the existing City of Menlo Park Civic Center: Construct grade separated pedestrian and bicycle undercrossing | Exempt (40 CFR 93.126) - Bicycle and pedestrian facilities |
| 32 San Mateo | SM-230204 | Redwood City | Roosevelt Avenue Traffic Calming project | Redwood City: Along Roosevelt Avenue from El Camino Real to Alameda de las Pulgas: Implement traffic calming improvements | Exempt (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location |


| \# County | TIP ID/FMS ID | Sponsor | Project Name | Project Description | Project Type |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 33 San Mateo | SM-230205 | SMCTA | 19th Avenue/Fashion Island Blvd | San Mateo: 19th Avenue/Fashion Island Boulevard between the City of San Mateo and City of Foster City from Pacific Blvd to Mariners Island Blvd: Construct a new bikeway and pedestrian access improvements at four (4) intersections along the bikeway corridor | Exempt (40 CFR 93.126) - Bicycle and pedestrian facilities |
| 34 San Mateo | SM-230207 | San Mateo County | Bay Road Complete Street Rehabilitation | San Mateo Co: Unincorporated San Mateo County; Bay Road, between 5th Avenue and 15th Avenue/Spring Street: Implement complete streets improvements including rehabilitation | Exempt (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation |
| 35 San Mateo | SM-230208 | Pacifica | Sharp Park PDA Improvements | Pacifica: Paloma Avenue, Carmel Avenue and Santa Maria Avenue from Francisco Boulevard to Beach Boulevard: New sidewalks, curb and gutter, ADA curb ramps, ADA driveways, bicycle striping and slurry seal | Exempt (40 CFR 93.126) - Bicycle and pedestrian facilities |
| 36 Solano | SOL230201 | Vallejo | Sacramento Street Road Diet - Phase II | Vallejo: Sacramento Street between Tennessee Street and Frisbee Street: Implement bike/ped improvements including a road diet | Exempt (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location |
| 37 Solano | SOL230202 | Benicia | East Fifth Street PDA - <br> Affordable Housing <br> Streets | Benicia: At East L Street and East Fourth Street: Implement complete street improvements | Exempt (40 CFR 93.126) - Bicycle and pedestrian facilities |
| 38 Solano | SOL230203 | Fairfield | Travis Safe Routes to School and Transit | Fairfield: In northeast Fairfield from the Hannigan Train Station south portal to the Travis AFB main gate on Air Base Parkway: Construct Class I and Class IV bicycle improvements | Exempt (40 CFR 93.126) - Bicycle and pedestrian facilities |
| 39 Solano | SOL230204 | Solano County | Solano 360 Transit Center Phase 1 | Solano County: Sage Street Vallejo, CA approximately 645 feet northeast of Fairgrounds Drive on the parcel to the south.: Construct a Rideshare Parking lot as the first phase of the Transit/North Parking Center | Exempt (40 CFR 93.127) - Bus terminals and transfer points |
| 40 Solano | SOL230205 | Fairfield | Linear Park Node 4 Safe Routes to School Improveme | Fairfield: Linear park from North Texas Street to Dover Avenue. The project is located north of East Tabor Avenue: Construct bike/ped improvements | Exempt (40 CFR 93.126) - Bicycle and pedestrian facilities |
| 41 Sonoma | SON230201 | Windsor | Downtown Bike/Ped US 101 Crossing - Underpass Wide | Windsor: Old Redwood Highway at central US 101 ramps between Conde Ln and Lakewood Dr: Add Class I paths with separated pedestrian and bicycle facilities, including two-way bike-only paths and widened sidewalks. Improvements also include new lighting and landscaping. | Exempt (40 CFR 93.126) - Bicycle and pedestrian facilities |


| \# County | TIP ID/FMS ID | Sponsor | Project Name | Project Description | Project Type |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 42 Sonoma | SON230202 | Sonoma County | Todd Road and Standish Avenue Intersection Improve | Sonoma County: Just west of Hwy 101 and south of the City of Santa Rosa in unincorporated Sonoma County at the intersection of Todd Road and Standish Avenue.: Install traffic control systems, bike and pedestrian accommodations | Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections |
| 43 Sonoma | SON230203 | Santa Rosa | Highway 101 Hearn Avenue Multi-Use Pathway and Pav | Santa Rosa: Hearn Ave from the SMART tracks to Corby Ave: Install Class IV separated multi-use pathway, sidewalk installation, pavement rehabilitation, bike lane installation | Exempt (40 CFR 93.126) - Bicycle and pedestrian facilities |
| 44 Sonoma | SON230204 | Rohnert Park | Hwy. 101 Bike/Ped Overcrossing at Copeland Creek | Rohnert Park: Over US 101, with west terminus at intersection of Redwood Drive and Copeland Creek Trail, and east terminus at Commerce Boulevard between intersection at Avram Avenue and north side of Copeland Creek.: Construct new class 1 bicycle/pedestrian bridge | Exempt (40 CFR 93.126) - Bicycle and pedestrian facilities |
| 45 Sonoma | SON230205 | Healdsburg | Healdsburg: Grove Street Neighborhood Plan Impleme | Healdsburg: Grove Street from Grant Street to Dry Creek Avenue: Implement complete street improvements | Exempt (40 CFR 93.126) - Bicycle and pedestrian facilities |
| 46 Sonoma | SON230206 | Santa Rosa | Downtown Connectivity to Support Housing Density | Santa Rosa: 4th St, Brookwood Ave, College Ave, Davis St, Mendocino Ave, South E St: Traffic and transit circulation, pavement, and multi-modal improvements. | Exempt (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location |
| 47 Various | VAR230202 | Caltrain | Fencing for Caltrain Right of Way | Caltrain: County of San Francisco, San Mateo, and Santa Clara: Install approximately 90.4 miles of winglets onto Caltrain fencing | Exempt (40 CFR 93.126) - Fencing |

## Air Quality Conformity Task Force <br> Summary Meeting Notes <br> March 27, 2023

Participants:

| Rodney Tavitas - Caltrans | Danielle Keith - Circlepoint |
| :--- | :--- |
| Peter Kang - Caltrans | Erika Vaca - Caltrans |
| Michael Dorantes - EPA | Kien Le - Caltrans |
| Emma Maggioncalda - Caltrans | Ben Razeghi - WMH |
| Cid Chiu - Caltrans | Andrea Gordon - BAAQMD |
| Karishma Becha - Caltrans | Scott Steinwert - Circlepoint |
| John Saelee - MTC | Jay Witt - Illingworth \& Rodkin, Inc |
| Jonathan Goodman - Caltrans | Adam Crenshaw - MTC |
| Patrick Pittenger - FHWA | Harold Brazil - MTC |
| Jacqueline Kahrs - Caltrans | Shilpa Mareddy - Caltrans |
| Javier Mendivil - Caltrans | Lidia Gaitan - Caltrans |

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

## 2. $\mathbf{P M}_{2.5}$ Project Conformity Interagency Consultation

a. Consultation to Determine Project of Air Quality Concern Status

## i. I-680/SR 4 I/C Reconstruction - Ph 1,2a,4 Project

Ben Razeghi (WMH) began the presentation for the I-680/SR 4 I/C Reconstruction - Ph 1,2a, 4 project by indicating that the project is proposing to construct several phases of the improvement of the interchange and is included in the current MTC Regional Transportation Plan, 2050 Plan. as well as in the MTC Transportation Improvement Program, the 2023 TIP. The proposed project is in the post mile area of Martinez in Contra Costa County and located on where there is a currently a clover lifestyle.

Mr. Razeghi indicated the purpose of the I-680/SR 4 I/C Reconstruction - Ph 1,2a,4 Project project is the following:

- Improve operational efficiency of the I-680/SR 4 Interchange and reduce traffic congestion and delays
- Improve safety by eliminating short weaving and merging sections
- Provide direct local access between I-680 and Pacheco Boulevard
- Accommodate existing and planned growth in travel demand within these segments of I-680 and SR 4
- Project is expected to decrease overall travel time and vehicle delay, and improve speeds through the corridor.
- Ramp widening and ramp metering would alleviate existing queue spillback to the mainline segments
- `To upgrade pedestrian infrastructure within the state right of way, bring the State pedestrian infrastructure to current Americans with Disabilities Act standards, and improve safety, access, and connectivity across Tamalpais Drive OC


Mr. Razeghi also provided background information on the e I-680/SR 4 I/C Reconstruction - Ph 1,2a,4 project by identifying the previously completed processes and phases::

- IS/EA (ND/FONSI) approved November 2008 (Project Approval February 2009)
- 5 Phases of Construction
- Independent utility and logical termini
- Implement each phase as funding becomes available
- Phase 3 (SR 4 Widening) - complete construction Fall 2021
- Next Phase Feasibility Study completed December 2019
- Investigated 5 scenarios to construct remaining phases
- Phases 1, 2A and 4 (combined) - greatest operational benefit
- Funds allocated for Design Phase for Phases 1 and 2A.
- Approval of Phase 4 in RTP October 2021
- Approval of Phase 4 in TCEP funding (CTC - March 2022)


Mr. Razeghi summarized the potential air quality impacts from the I-680/SR 4 I/C Reconstruction - Ph 1,2a,4 project by indicating:

- Not a new or expanded highway project
- No additional lanes on I-680 or SR 4
- No added vehicular capacity
- No change in traffic volume or truck percentages on I-680 and SR 4
- Traffic delay would improve compared to No Build
- No project changes to land use that would affect diesel traffic percentage

Patrick Pittenger (FHWA) asked about the multiple references to reducing congestion in the presentation and the multiple references to capacity constraint, but the supporting traffic data tables show no differences between the build and no-build alternatives and asked if this could be due to the lack of sensitivity of the travel model used in the I-680/SR 4 I/C Reconstruction - Ph 1,2a,4 project analysis? Mr. Razeghi responded by saying he would take this question and run it by the project team's traffic engineer and get back to the Task Force.

Mr. Pittenger and Rodney Tavitas (Caltrans) added a request to receive the Task Force meeting agenda package a week or more prior to the meeting and Harold Brazil (MTC) indicated MTC would work on the earlier package delivery.

Final Determination: With input from FHWA, FTA, EPA and Caltrans (deferring their determination to FHWA), the Task Force deferred their determination on the I-680/SR 4 I/C Reconstruction - Ph 1,2a,4 project until receipt of travel modeling data representing congestion/capacity constraint impacts from the project.
b. Confirm Projects Are Exempt from PM2.5 Conformity - Projects Exempt Under 40 CFR 93.126 - Not of Air Quality Concern: SR 37 Flood Reduction Project

## i. SR 37 Flood Reduction Project

Shilpa Mareddy (Caltrans) began the presentation for the SR 37 Flood Reduction project by identifying the project location which is in Marin County from mile post 11.2 to 13.0 and to Atherton Avenue on the east side at the same interchange going to the next slide. Ms. Mareddy went on to say the primary land use in the area is residential, and most of the space is open and conservation focused. The project is processed under NEPA non categorical exclusion, and the environmental document would be a routine EA.



Ms. Mareddy added that the SR 37 Flood Reduction project was brought to the Task force meeting back in December 2021 and at that time it was determined that the project would be exempt under projects that correct, improve, or eliminate the hazardous locational feature and previously this project was extending both in Marine and Sonoma counties. Ms. Mareddy that the project previously extended between US 101 (MRN 37 PM 11.4) to Atherton Undercrossing (UC) (MRN 37 PM 13.7) and Petaluma River Bridge (SON 37 PM 0.3) to 1 mi west of SR 121 (SON 37 PM 2.8) and included, approximately 5 miles of raised roadway on about a 12 to14 foot high (NAVD88) embankment for sheltered highway or levee segments - the focus of the project was to provide interim solutions on SR-37 from US-101 to SR-121 to accommodate a 25 -year storm in the year 2050.

Ms. Mareddy also said that based on the comments received from public scope meeting conducted in November 2021 and the SR 37 Corridor Planning and Environmental Linkages (PEL) study in 2022, Caltrans updated the project's buildout SLR projection threshold from 2050 to 2130 and proposed a build alternative to align with the results of the SR 37 PEL Study.

Ms. Mareddy described the alternatives in the SR 37 Flood Reduction project below:

## No Build Alternative

This alternative maintains the existing conditions.

## Build Alternatives

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

- The project proposes to elevate approximately 2.4 miles of SR 37 on a causeway. The project would raise the existing pavement elevation, which ranges between 3 feet to 9 feet (NAVD 88), to 35 feet (NAVD 88), and the elevated SR 37 would shift approximately 40 feet to the north of the existing alignment.
- The completed causeway would consist of four 12-foot-wide lanes, a 22 -foot-wide median with a 2 -foot median barrier, 10 -foot-wide inside shoulders and 12 -foot-wide outside shoulders, with a 14 -foot-wide bicycle or pedestrian path and a total roadway width of 114 feet. There would be no change to the longterm vehicular capacity on SR 37.
- The project would be constructed in 2 phases as discussed below:

1. Phase 1: Phase 1 extends from approximately PM 11.6 to PM 12.6 and would replace the existing Novato Creek Bridge with a new, longer bridge that would free-span Novato Creek. The existing Novato Creek Bridge (Bridge No. 27-0011 L\&R) consists of two separate bridge structures (eastbound and westbound). The new bridge would be a single structure on an alignment shifted approximately 40 feet north of the existing alignment. Two temporary transition bridges on either end of the Novato Creek bridge would connect the new Novato Creek Bridge with the at-grade roadway.
2. Phase 2: Phase 2, planned to occur 11 years after Phase 1 is completed, would remove the temporary transitional bridges installed in Phase 1 and replace them with a causeway from U.S. 101 to the new Novato Creek Bridge and from the eastern end of the new Novato Creek Bridge to the Atherton Avenue Undercrossing. The project would replace the existing Atherton Avenue undercrossing with the causeway. The causeway would end immediately east of the existing Atherton Avenue undercrossing where it would connect to the existing SR 37 roadway at an elevation of 35 feet.

- The Hanna Ranch Road, Marsh Drive, and Atherton Avenue on- and off-ramps would be reconstructed on elevated structures on the same alignment conforming to the causeway.


Ms. Mareddy concluded her presentation by mentioning the following points:

- The SR 37 Flood Reduction project would address stormwater overtopping and Sea Level Rise.
- The truck volumes along SR 37 are below $8 \%$ and less than 10,000 .
- The project does not increase capacity or percentage of trucks in the area.
- This project should be considered exempt under 40 CFR 93.126 (Projects that correct, improve, or eliminate a hazardous location or feature).


Patrick Pittenger (FHWA) had two questions:

1. Clarification on the determination needed by the Task Force; No POAQC or exempt project determination?
Ms. Mareddy indicated that Caltrans was seeking an exempt determination and Rodney Tavitas (Caltrans) added the conformity exemption is being requested because there's an anticipated future sea level rise in the project area.
2. When the project was brought to the Task Force in December 2021 and determined to be exempt, was it for the same hazard being addressed currently?
Ms. Mareddy indicated yes, and it was for the sea level rise even at that time, but it's an embankment now, with a 35 feet high bridge.

Michael Dorantes (EPA) asked for the 2050 projections in sea level rise for the area, where is the projections data coming from? Lidia Gaitan (Caltrans) indicated that the Caltrans hydraulics team recommended a 35 feet height for the projected a 2130 year sea level rise. Mr. Dorantes added, the SR 37 Flood Reduction project is fundamentally exempt, based on the fact the project is trying to accommodate for hazards, but projecting that many years into future is unusual and indicted he would quickly confer with EPA senior project planners and make a final determination on the project.

Final Determination: With input from FTA, FHWA, EPA, Caltrans and MTC, the Task Force agreed that the projects on the SR 37 Flood Reduction Project was exempt from PM2.5 project level analysis.

## 3. Consent Calendar

a. February 23, 2023 Air Quality Conformity Task Force Meeting Summary

Final Determination; With input from all members, the Task Force concluded that the consent calendar was approved.

## 4. Other Items

Patrick Pittenger (FHWA) announced his promotion to director of planning environment and finance for the FHWA Pennsylvania division and the Task Force members expressed their congratulations.

