

Attachment A

Project Assessment Form for PM_{2.5} Interagency Consultation

The San Francisco Bay Area is designated as nonattainment for the 24-hour PM_{2.5} standard. Beginning December 14, 2010, certain projects are required to engage in interagency consultation and complete PM_{2.5} hot-spot analysis as part of the project-level conformity determination process.

The purpose of this form is for the project sponsor to provide sufficient information to allow the Air Quality Conformity Task Force to determine if a project is considered a project of air quality concern and therefore requires a project-level PM_{2.5} hot-spot analysis pursuant to Federal Conformity Regulations.

A project of air quality concern is defined in 40 CFR 93.123(b)(1) as follows:

- (i). New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;
- (ii). Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;
- (iii). New bus and rail terminals and transfer points than have a significant number of diesel vehicles congregating at a single location;
- (iv). Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and
- (v). Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The form is not required under the following circumstances:

The project does not require a project-level PM hot spot analysis since it:

- Is exempt pursuant to 40 CFR 93.126; or
- Is a traffic signal synchronization project under 40 CFR 93.128; or
- Uses no Federal funds AND requires no Federal approval.

Instructions

The project sponsor is responsible for taking the following actions:

1. Fill out this form in its entirety and ensure that there is a sufficient level of detail about the project for the Air Quality Conformity Task Force to make an informed decision on whether or not a project requires a project-level PM_{2.5} hot-spot analysis.
2. Project sponsors are encouraged, but not required to supplement the assessment for with the following attachments:
 - 1-2 maps or graphics which illustrate the project site and the surrounding land uses;
 - 1-2 tables or charts which details information about the ADT and truck volumes
 - Links to the draft environmental document and/or traffic studies

3. Upload and submit this completed form to MTC via the FMS so that MTC can schedule this project for interagency consultation by the Air Quality Conformity Task Force. In addition to this form, the project sponsor may upload the PM_{2.5} hot-spot analysis via FMS for review by the Conformity Task Force.
4. Ensure a representative is available to discuss the project at the Air Quality Conformity Task Force meeting if necessary.

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

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

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

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

Reference Cited:

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

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

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

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

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

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

The AADT and truck percentages are taken from Caltrans' 2009 Annual Average Daily Truck Traffic on the California State Highway System report.¹ The Final Traffic Operations Report completed for this project² identified an anticipated annual background growth in traffic volumes in the region of approximately 0.75% per year. This annual growth rate was applied to arrive at the AADT volumes for the opening year (2015) and the horizon year (2035). This results in an overall growth rate of 4.5% applied to the 2009 volumes to arrive at the 2015 AADT below (6 years x 0.75% = 4.5%), and an overall increase of 19.5% to arrive at the 2035 volumes below (26 years x 0.75=19.5%).

References Cited:

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

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

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

Opening Year: 2015

Scenario	Intersection	AM Peak Hour LOS	PM Peak Hour LOS	AADT	% and # of Trucks	Truck AADT
Build	SR 1/Fassler Avenue	E	D	34,500	2.7% heavy vehicles/ trucks to 97.3% passenger vehicles	934
	SR 1/Reina Del Mar Avenue	D	C	34,500		
No Build	SR 1/Fassler Avenue	F	F	34,500	2.7% heavy vehicles/ trucks to 97.3% passenger vehicles	934
	SR 1/Reina Del Mar Avenue	E	F	34,500		

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

Horizon Year: 2035

Scenario	Intersection	AM Peak Hour LOS	PM Peak Hour LOS	AADT	% and # of Trucks	Truck AADT
Build	SR 1/Fassler Avenue	F	E	39,500	2.7% heavy vehicles/ trucks to 97.3% passenger vehicles	1,067
	SR 1/Reina Del Mar Avenue	E	D	39,500		
No Build	SR 1/Fassler Avenue	F	F	39,500	2.7% heavy vehicles/ trucks to 97.3% passenger vehicles	1,067
	SR 1/Reina Del Mar Avenue	E	F	39,500		

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

Not Applicable; see above for highway facility

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

Not Applicable; see above for highway facility

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

Not Applicable; see above for highway facility

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

Not Applicable; see above for highway facility

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

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

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

Reference Cited:

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

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

The proposed project is within a nonattainment area for federal PM_{2.5} standards. Therefore, according to 40 CFR Part 93, a hotspot analysis is required for conformity purposes. However, EPA does not require hotspot analyses, qualitative or quantitative, for projects that are not listed in Section 93.123(b)(1) as a project of air quality concern (POAQC). Five types or categories of projects qualify as a POAQC. The following discussion evaluates whether the proposed project falls into any of these five POAQC categories.

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

1. The project would not have a significant number of or increase in the number of diesel vehicles (40 CFR Section 93.123(b)(1)). Transportation conformity guidance coauthored by the EPA and FHWA define a significant volume of diesel truck traffic as facilities within greater than 125,000 annual average daily traffic (AADT) and 8 percent or more of such AADT as diesel truck traffic. The latest truck counts for SR 1 in the project vicinity show that truck traffic constitutes 2.7 percent of the total AADT, which is approximately 33,000.¹ Therefore, the project segment of SR 1 does not have a significant number of diesel vehicles. In addition, as compared to the No Build conditions, the project would not increase the percentage of diesel truck traffic on SR 1, and therefore, would not result in a significant increase in the number of diesel vehicles.
2. The percentage of diesel vehicles at the project area is 2.7 percent and would not increase as a result of the project (40 CFR 93.123(b)(1)(ii)). As described above under “**Describe potential traffic redistribution effects of congestion relief,**” the project would improve operations and would reduce congestion and delay at the two intersections within the project alignment, however, the project would not result in substantial redistribution of traffic or changes in the percentage of truck trips through the site.²
3. The project is not a new bus or rail terminal or transfer point (40 CFR Section 93.123(b)(1)(iii)).
4. The project is not an expansion of an existing bus or rail terminal or transfer point (40 CFR Section 93.123(b)(1)(iv)).
5. There is no state implementation plan for PM_{2.5}, and therefore, the project is not identified in an implementation plan as an area of potential violation (40 CFR Section 93.123(b)(1)(v)). Pursuant to federal air quality guidelines, a plan will be prepared by December 2012. The nearest known violations of the PM_{2.5} and PM₁₀ standards were recorded in 2007 in Redwood City, which is approximately 20 miles southeast of the project area.^{3,4}

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

References Cited:

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

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

³ Highway 1/Calera Parkway Project. Final Air Quality Report. Prepared for Caltrans, San Mateo County Transportation Authority and David J. Powers & Associates by Illingworth & Rodkin, Inc. November 3, 2009.

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

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