



## Regional Planning Partnership

April 19, 2007

### PM<sub>10</sub> Qualitative Analysis for US 50 Project

**Issue:** Sacramento County is a designated PM-10 nonattainment area. As a result, projects in Sacramento County that are “of air quality concern” (i.e., non-exempt from air quality conformity analysis) are subject to qualitative hot spot analysis. Interagency consultation is required for determining how this will be accomplished. This item was previously discussed at the March 17 Regional Planning Partnership meeting.

**Recommendation:** That the Partnership, in its air quality conformity consultation role, use the criteria discussed below to evaluate whether or not the US 50 Bus/Carpool Lanes and Community Enhancements Project requires a qualitative PM-10 hot spot analysis (i.e., a project of air quality concern).

**Discussion:** The guidance issued by EPA and FHWA requires qualitative hot spot analysis for the five following types of projects:

- 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 that 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 PM<sub>2.5</sub> or PM<sub>10</sub> applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The project in question would install new eastbound and westbound bus/carpool lanes in the median of the existing freeway (US 50). No additional mixed-flow general-purpose lanes would be constructed, and no substantial realignment of mixed-flow (diesel truck) traffic closer to sensitive receptors is proposed. Therefore, the project does not meet any of the above the criteria for a Project of Concern as described in the EPA Final Rule of 3/10/2006 and the EPA Guidance of 3/29/2006 and thus a PM-10 hot spot analysis is not required.

Ben Tam and Mike Brady from Caltrans will be at the partnership meeting to discuss this item and answer questions.

DHY:ts

Attachment

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<b>RTIP ID#</b> <i>(required)</i> CAL16790				
<b>Project Description</b> <i>(clearly describe project)</i> The California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) propose to add bus/carpool lanes in the existing median of US 50 from Sunrise Boulevard to downtown Sacramento in Sacramento County. The total length of the project is approximately 13 miles. The proposed improvements include eastbound (EB) and westbound (WB) bus/carpool lanes and CHP enforcement areas in the median at the 6 locations. Two build alternatives (Alternatives 10D-1 and 10D-3) and the No-Build Alternative were evaluated for the project; Alt. 10D-1 extends from Sunrise Blvd. to the US 50/SR 99/I-80 interchange; Alt. 10D-3 extends from Sunrise Blvd. to Watt Ave.				
<b>Type of Project</b> <i>(use Table 1 on instruction sheet)</i> Change to existing state highway: add Bus/Carpool lanes				
<b>County</b> Sacramento	<b>Narrative Location/Route &amp; Postmiles:</b> Sunrise Blvd. to downtown Sacramento, US 50, PM L0.9/12.8 <b>Caltrans Projects – EA#</b> 44161			
<b>Lead Agency:</b> Caltrans				
<b>Contact Person</b> Jeremy Ketchum	<b>Phone#</b> 916-274-0621	<b>Fax#</b> 916-274-0602	<b>Email</b> jeremy_ketchum@dot.ca.gov	
<b>Hot Spot Pollutant of Concern</b> <i>(check one or both)</i> <b>PM2.5</b> <b>PM10</b>				
<b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>				
<b>Categorical Exclusion (NEPA)</b>	<input checked="" type="checkbox"/> <b>EA or Draft EIS</b>	<input checked="" type="checkbox"/> <b>FONSI or Final EIS</b>	<input type="checkbox"/> <b>PS&amp;E or Construction</b>	<input type="checkbox"/> <b>Other</b>
<b>Scheduled Date of Federal Action:</b> March 2007				
<b>Current Programming Dates</b> <i>as appropriate</i>				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	July 2003	July 2007	Nov 2007	April 2011
<b>End</b>	July 2007	Jan 2009	April 2009	Aug 2013
<b>Project Purpose and Need (Summary):</b> <i>(attach additional sheets as necessary)</i> Commute travel on US 50 is heavily congested with extensive periods of stop-and-go traffic. Residential, commercial, and employment development in the US 50 corridor is projected to continue growing at a substantial rate with strong job growth in downtown Sacramento, Rancho Cordova, and the City of Folsom. Personal mobility and reliable commute times are declining in the corridor due to increasing traffic congestion on US 50. Downtown Sacramento job growth is increasing the number of commuters and commute buses that travel through residential neighborhoods from freeway exits to employment sites.  The project purpose is to: <ul style="list-style-type: none"> <li>• Improve mobility.</li> <li>• Provide an option for reliable peak period travel time.</li> <li>• Improve traffic operations by reducing congestion and travel time.</li> <li>• Use the highway facilities as efficiently as possible.</li> <li>• Provide incentives for commuters to use carpools, vanpools, or buses for peak period travel.</li> <li>• Identify specific strategies and projects to improve the adjacent street system so as to enhance neighborhood livability.</li> <li>• Coordinate with other projects and studies being conducted in the corridor.</li> </ul>				

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

The project is located in a highly urbanized area of Sacramento County. Land uses include residential, commercial, office, retail, industrial, institutional, recreational, and park/open space. Major adjacent land uses include California State University, Sacramento, UC Medical Center, Sacramento Mather Airport, and Aerojet/GenCorp.

**Opening Year: Build and No Build LOS- AM 4-Hr, % and # trucks, truck AM 4-Hr of proposed facility**

	<b>LOS</b>	<b>AM 4-Hr</b>	<b>Truck AM 4-Hr, % and #</b>
Build	F	34,000	5.4% - 1,850
No-Build	F	33,000	5.6% - 1,860

**RTP Horizon Year / Design Year: Build and No Build LOS, AM 4-Hr, % and # trucks, truck AM 4-Hr of proposed facility**

	<b>LOS</b>	<b>AM 4-Hr</b>	<b>Truck AM 4-Hr, % and #</b>
Build	F	35,700	5.8% - 2,075
No-Build	F	34,600	6.0% - 2,075

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

NA

**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**

NA

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

The proposed project's impact on other facilities is negligible. Traffic will re-distribute within the freeway as the bus/carpool lanes are added, with most high-occupancy vehicles using the interior lanes. The new lanes will provide congestion relief and existing freeway bottlenecks will adjust downstream.

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

The project will not meet the criteria for being a Project of Air Quality Concern, as expressed in the EPA Final Rule of March 10, 2006 and the EPA Guidance of March 29, 2006. The capacity being added is limited to HOV use during peak, congested periods. The added traffic will, therefore, include no additional heavy-duty diesel trucks. Diesel-powered traffic using the added lane would include only limited numbers of light-duty diesel, and a few buses. Sacramento-area transit agencies are in the process of converting all buses, including commute buses, to non-diesel engines, so future bus traffic using the HOV lanes would be substantially non-diesel. Because the proposed project would only add lanes in the median to segments of freeway that already have 3 or more lanes in each direction, the new lanes will not be available for heavy-duty diesel truck use. In addition, no changes are proposed that would increase mixed-flow traffic capacity or move mixed-flow traffic substantially closer to existing sensitive receptors for PM10 – the project does not include new auxiliary lanes or ramp relocation work. Therefore, the proposed project will not result in a substantial increase in diesel truck traffic or emissions.