



Regional Planning Partnership

November 25, 2009

PM_{2.5} and PM₁₀ Qualitative Analysis for 4th Street and I Street Westside Access Project

Issue: Would the 4th Street and I Street Westside Access Project create a significant enough impact from particulate matter (PM_{2.5} and PM₁₀) emissions to find it to be a “project of air quality concern” (POAQC) which would require a qualitative hot spot analysis under Federal guidance.

Recommendation: That the Partnership, in its air quality conformity consultation role and using the criteria discussed below, make the finding that the 4th Street and I Street Westside Access Project does not require a qualitative PM_{2.5} and PM₁₀ hot spot analysis (i.e., the project is not a project of air quality concern).

Discussion: Projects in Sacramento County—a non-attainment area for PM_{2.5} and PM₁₀—that are non-exempt from regional emissions analysis may require a qualitative hot spot analysis if they meet certain criteria associated with specific types of projects. 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_{2.5} and PM₁₀ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The project in question proposes improvements to local circulation facilities to improve access to the Amtrak Station and 3rd Street, including a new signalized intersection on I Street (placed in line with the 4th Street alignment) near Interstate 5, construction of a new exit from the Amtrak Station parking lot at the new I Street/4th Street intersection, expansion of the Amtrak Station parking lot, and landscape improvements along I Street

This project does not meet any of the criteria for a Project of Air Quality Concern as described in the EPA Final Rule of 3/10/2006 and the EPA Guidance of 3/29/2006.

Ed Williams, City of Sacramento, and Jason Paukovits, LSA Associates, will be at the partnership meeting to discuss this item and answer questions.

LS:gg

Attachments

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MEMORANDUM

DATE: November 19, 2009

TO: Sacramento Area Council of Governments

FROM: Jason Paukovits, LSA Associates, Inc.

SUBJECT: 4th Street and I Street Westside Access Project Particulate Matter Conformity Hot-Spot Analysis Form – Interagency Consultation

The attached Particulate Matter (PM) Conformity Hot-spot Analysis Form has been prepared for interagency consultation for the 4th Street and I Street Westside Access Project. The City of Sacramento is proposing improvements to local circulation facilities to improve access to the Amtrak Station, as well as to 3rd Street. These improvements will include a new signalized intersection on I Street (placed in line with the 4th Street alignment) near Interstate 5, construction of a new exit from the Amtrak Station parking lot at the new I Street/4th Street intersection, expansion of the Amtrak Station parking lot, and landscape improvements along I Street. The project greatly improves pedestrian and bicycle accessibility into and out of the Amtrak Station and will expand the parking capacity of the Amtrak Station.

On March 10, 2006, the Environmental Protection Agency (EPA) published a final rule that establishes the transportation conformity criteria and procedures for determining which transportation projects must be analyzed for local air quality impacts in PM_{2.5} and PM₁₀ nonattainment and maintenance areas. EPA specified in 40 CFR 93.123(b)(1) of the final rule that Projects of Air Quality Concern (POAQC) are certain highway and transit projects that involve significant levels of diesel vehicle traffic, or any other project that is identified in the PM_{2.5} or PM₁₀ SIP as a localized air quality concern.

The proposed project does not meet any of the criteria for a POAQC as described in the EPA final rule and guidance. The proposed project is not a new or expanded highway project, does not affect an intersection at LOS D, E, or F with a significant number of diesel vehicles, create a new bus or rail terminal, expand a bus or rail terminal with a significant increase in the number of diesel vehicles, or affect sites identified in the SIP. Therefore, the proposed project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hot-spot analysis.

| | |
|---|--|
| RTIP ID# (required) SAC18620 | |
| Project Description (clearly describe project) | |
| <p>The City of Sacramento is proposing improvements to local circulation facilities to improve access to the Amtrak Station, as well as to 3rd Street. These improvements will include a new signalized intersection on I Street (placed in line with the 4th Street alignment) near Interstate 5, construction of a new exit from the Amtrak Station parking lot at the new I Street/4th Street intersection, expansion of the Amtrak Station parking lot, and landscape improvements along I Street. The project greatly improves pedestrian and bicycle accessibility into and out of the Amtrak Station and will expand the parking capacity of the Amtrak Station.</p> <p>I Street is a four lane, one way street in which traffic travels through the downtown area from east to west. 4th Street is a two-lane, two way street, that has a north/south alignment and is not a through road between I Street and J Street. While the project's title and scope indicate a new intersection at 4th and I Streets; 4th Street will not actually intersect I Street. 4th Street currently stops at J Street and this project does not propose to extend 4th Street. The proposed 4th Street and I Street intersection will consist of a private driveway into an office complex on the south side of I Street, and a driveway that allows vehicles out of the Amtrak station on the north side of I Street. The new intersection will require minor modifications to the northbound I-5 onramp, and the relinquishment of Caltrans property to the City of Sacramento.</p> <p>The following is a summary of proposed improvements for the project:</p> <p><u>I Street Improvements</u></p> <ul style="list-style-type: none"> • Narrow I Street to accommodate parking lot expansion along north side of I Street; • Modify northbound I-5 on-ramp to accommodate changes along I Street; • Restripe I Street, maintaining the same number of travel lanes; • Construct a signalized intersection at 4th and I Streets; and • Construct curb, gutter and separated sidewalk on the north side of I Street between 4th Street and 5th Street; • Provide appropriate signage; and • Provide Street Lighting as needed <p><u>Parking Lot Improvements</u></p> <ul style="list-style-type: none"> • Extend parking lot, reconfigure parking to allow for additional parking stalls • Provide signing as needed • Add parking lot lighting as needed. | |
| Type of Project (use Table 1 on instruction sheet) | |
| Intersection signalization project at individual intersections | |
| County Sacramento | Narrative Location/Route & Postmiles: I Street from 3 rd Street to 5 th Street, including a portion of the existing parking lot at the Amtrak station, City of Sacramento |
| | Caltrans Project – EA#03928544 |

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

| | | | | |
|---|---|--|--|---------------------------------------|
| Lead Agency: City of Sacramento | | | | |
| Contact Person Edward Williams | Phone# 916-808-8288 | Fax# | Email ewilliams@cityofsacramento.org | |
| Hot Spot Pollutant of Concern (<i>check one or both</i>) PM2.5 X PM10 X | | | | |
| Federal Action for which Project-Level PM Conformity is Needed (<i>check appropriate box</i>) | | | | |
| <input checked="" type="checkbox"/> Categorical Exclusion (NEPA) | <input type="checkbox"/> EA or Draft EIS | <input type="checkbox"/> FONSI or Final EIS | <input checked="" type="checkbox"/> PS&E or Construction | <input type="checkbox"/> Other |
| Scheduled Date of Federal Action: 2009 | | | | |
| Current Programming Dates <i>as appropriate</i> | | | | |
| | PE/Environmental | ENG | ROW | CON |
| Start | <2009 | <2009 | | 2010 |
| End | <2009 | <2009 | | 2010 |
| Project Purpose and Need (Summary): (<i>attach additional sheets as necessary</i>) | | | | |
| <p>The purpose of the improvements are to provide better pedestrian access into and around the Amtrak station, add parking, improve traffic circulation at the entrances and exits of the Amtrak Station, and improve landscaping along I Street. The primary objective of this project is to improve pedestrian and bicycle access to the Amtrak Station from Old Sacramento, the nearby parking structure (Lot P) and the downtown grid. The only pedestrian access to the Amtrak building is via 2nd Street and 5th Street. The current accesses require pedestrians to take a circuitous route for those parking offsite. A pedestrian access at 4th Street will significantly reduce the walking distance from the nearby parking structure.</p> <p>A secondary objective of the project is to expand the Amtrak parking lot. Parking demands are often very high at the Amtrak facility; needs often exceed parking lot capacity. When the Amtrak parking lot is full, people are forced to park at a nearby parking structure (Lot P) which requires a substantial walk along a circuitous route.</p> | | | | |
| Surrounding Land Use/Traffic Generators (<i>especially effect on diesel traffic</i>) | | | | |
| The project is located in an urbanized area of the City of Sacramento. Land uses in the project area include commercial, office, retail, and transit (Amtrak Station). The majority of traffic generated by these land uses would be gasoline-powered vehicles with limited effects on diesel traffic. | | | | |

| | | | | |
|--|--------------|-----------------------|----------------------|---------------------------|
| Opening Year: Build and No Build LOS- AM Peak/AADT, % and # trucks, truck AM Peak/AADT of proposed facility | | | | |
| Facility Name: I Street | | | | |
| Year: 2011 | | | | |
| | LOS | AM Peak / AADT | Truck Percent | Truck AM Peak/AADT |
| Build | A | 1,070 / 23,519 | 2 | 21 / 470 |
| No-Build | Uncontrolled | 1,086 / 23,888 | 2 | 22 / 478 |
| Opening Year: Build and No Build LOS- AM Peak/AADT, % and # trucks, truck AM Peak/AADT of proposed facility | | | | |
| Facility Name: I Street | | | | |
| Year: 2035 | | | | |
| | LOS | AM Peak / AADT | Truck Percent | Truck AM Peak/AADT |
| Build | A | 1,656 / 30,887 | 2 | 33 / 618 |
| No-Build | Uncontrolled | 1,676 / 31,256 | 2 | 34 / 625 |
| Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AM Peak, % and # trucks, truck AM Peak | | | | |
| Facility Name: 4th Street | | | | |
| Year: 2011 | | | | |
| | LOS | AM Peak | Truck Percent | Truck AM Peak |
| Build | A | 31 | 2 | 1 |
| No-Build | Uncontrolled | N/A | N/A | N/A |
| RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AM Peak, % and # trucks, truck AM Peak | | | | |
| Facility Name: 4th Street | | | | |
| Year: 2035 | | | | |
| | LOS | AM Peak | Truck Percent | Truck AM Peak |
| Build | A | 31 | 2 | 1 |
| No-Build | Uncontrolled | N/A | N/A | N/A |
| Describe potential traffic redistribution effects of congestion relief (impact on other facilities) | | | | |
| The traffic analysis found the following effects on traffic in the area: | | | | |
| <ol style="list-style-type: none"> 1. The proposed project would substantially improve pedestrian accessibility around the Amtrak Station. 2. The proposed project has the potential to cause queuing problems for traffic leaving downtown Sacramento during the p.m. peak hour in the future year. If a queuing problem actually materializes, the City has the option of running the traffic signal at the I Street / 4th Street intersection as an actuated-coordinated signal to reduce the potential for queuing. 3. The proposed project would not significantly affect traffic operations at any intersections. 4. The proposed project would not significantly affect the potential for queuing at the I- 5 J Street off-ramps. | | | | |

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

On March 10, 2006, the Environmental Protection Agency (EPA) published a final rule that establishes the transportation conformity criteria and procedures for determining which transportation projects must be analyzed for local air quality impacts in PM_{2.5} and PM₁₀ nonattainment and maintenance areas. EPA specified in 40 CFR 93.123(b)(1) of the final rule that Projects of Air Quality Concern (POAQC) are certain highway and transit projects that involve significant levels of diesel vehicle traffic, or any other project that is identified in the PM_{2.5} or PM₁₀ SIP as a localized air quality concern. Per 40 CFR 93.123(b)(2) qualitative hot-spot analyses are required for these projects because appropriate methods and modeling guidance for a quantitative analysis are not yet available.

The final rule defines the POAQC that require a PM_{2.5} and PM₁₀ hot-spot analysis in 40 CFR 93.123(b)(1) as:

- (i) New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of 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_{2.5} and PM₁₀ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

According to the EPA's "Transportation Conformity Guidance for Qualitative Hot-spot Analyses in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas" dated March 2006, the following are examples of projects that are NOT an air quality concern under 40 CFR 93.123(b)(1)(i) and (ii):

- (i) Any new or expanded highway project that primarily services gasoline vehicle traffic (i.e., does not involve a significant number or increase in the number of diesel vehicles), including such projects involving congested intersections operating at Level-of-Service D, E, or F;
- (ii) An intersection channelization project or interchange configuration project that involves either turn lanes or slots, or lanes or movements that are physically separated. These kinds of projects improve freeway operations by smoothing traffic flow and vehicle speeds by improving weave and merge operations, which would not be expected to create or worsen PM_{2.5} or PM₁₀ violations; and
- (iii) Intersection channelization projects, traffic circles or roundabouts, intersection signalization projects at individual intersections, and interchange reconfiguration projects that are designed to improve traffic flow and vehicle speeds, and do not involve any increases in idling. Thus, they would be expected to have a neutral or positive influence on PM_{2.5} or PM₁₀ emissions.

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

- i. The proposed project is an intersection project that does not increase the capacity of I Street. I Street has approximately 30,887 ADT in 2035 with 2 percent diesel vehicles.¹ The proposed project would not increase the operational capacity of I Street and does not result in an increase in vehicles. Based on the traffic data, I Street would not exceed the 125,000 average daily trips threshold for a POAQC. The proposed project would not increase the traffic volumes or truck percentages along the roadways within the project vicinity.
- ii. The proposed project does not affect intersections that are at level of service (LOS) D, E, or F with a significant number of diesel vehicles.
- iii. The proposed project does not include the construction of a new bus or rail terminal.
- iv. The proposed project does not significantly increase the number of diesel vehicles congregating at a single location as a result of expanding bus and rail terminals and transfer points.
- v. The proposed project is not in or affecting locations, areas, or categories of sites that are identified in the PM_{2.5} and PM₁₀ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The proposed project does not meet any of the criteria for a Project of Air Quality Concern as described in the EPA final rule and guidance. The proposed project is not a new or expanded highway project, does not affect an intersection at LOS D, E, or F with a significant number of diesel vehicles, create a new bus or rail terminal, expand a bus or rail terminal with a significant increase in the number of diesel vehicles, or affect sites identified in the SIP. Therefore, the proposed project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hot-spot analysis.

¹ Bowman, Mark, 2009. Air Quality Conformity Traffic Data for 4th & I Street Intersection. Written Communication to Dave Lopez, Mark Thomas and Company, Inc. October 13.

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

RTIP ID# *(required)* SAC24191

Project Description *(clearly describe project)*

The City of Rancho Cordova proposes to construct pedestrian and bicycle facilities along Folsom Boulevard within the City of Rancho Cordova using the Complete Street Principles. The specific improvements have been outlined in the Folsom Boulevard & Mather Field Road Streetscape Enhancement Master Plan (Master Plan) for the “Mills Station” and “Vineyard” design segments, with priority given to connecting the Light Rail Stations along the south side with bifurcated sidewalk where possible. The improvements will create standard bicycle facilities with traffic calming measures including landscape medians. The project will also include installation of a new traffic signal at the currently unsignalized intersection of Folsom Blvd. and Bravado Drive as a pedestrian safety measure. The City’s traffic consultant will prepare a traffic signal warrant analysis for this proposed signal installation.

The limits of the project are from Don Juan Drive on the east end to Rod Beaudry Drive on the west end; a distance of approximately 12,500 feet or just over 2.4 miles.

Sidewalks

Within the limits of the project, a continuous sidewalk will be constructed along the south side of Folsom Boulevard. Wherever feasible the sidewalks will be separated from the roadways by a landscape strip. Physical limitations of site, including overhead clearance, shall be considered when selecting appropriate trees for landscaped areas.

The south sidewalk will generally be separated from Folsom Boulevard and the light rail drainage swale by landscaped areas. Exceptions to the separated sidewalk requirement on the south side of Folsom Boulevard include where existing oak trees and Regional Transit utility and signal control structures are located. An easement and joint use agreement with Regional Transit will be necessary to construct the sidewalk and landscape improvements on the south side. Pedestrian safety fencing with gates shall be constructed along the south edge of the landscaping improvements at all intersections. The fencing shall be constructed of powder-coated tubular steel, colored vinyl-clad chain link, or similar material. Accommodations for Regional Transit maintenance access, including gates and access roads, will be provided as necessary.

The City will continue to work with private developers for the contribution of sidewalk and other frontage improvements on the north side of the roadway between Road Beaudry Drive and Zinfandel Drive.

Bike Lanes

A continuous, on-street bike lane will be constructed along the south side of Folsom Boulevard within the project limits. The right lane along the north side of Folsom Blvd will be re-stripped to create a continuous bike lane. Bike lanes shall be designed in accordance with AASHTO and Caltrans guidelines.

Medians and Driveway Consolidation

The project design team will look for opportunities to reduce the number of potential pedestrian/bicycle/vehicle conflicts by providing roadway medians along Folsom Boulevard.

Median pedestrian safety fencing, similar in style to the safety fencing along the south side sidewalk, will be considered in order to discourage jaywalking and encourage use of marked and/or signalized crossings. Accommodating U-turns around new medians may require acquisition of additional R/W from adjacent property owners and some on-site modifications.

Mid-Block Crosswalks

To improve pedestrian safety and reduce jaywalking, mid-block crosswalks will be considered on a case by case basis. Median pedestrian safety fencing or heavy landscape massing shall be used to direct pedestrians to the mid-block or intersection crosswalks. Crossings will be evaluated to determine if pedestrian signals are warranted.

| | | | | | |
|--|---|-----------------------------|--|---------------------------------|--------------|
| Type of Project <i>(use Table 1 on instruction sheet)</i> Intersection Signalization | | | | | |
| County Sacramento | Narrative Location/Route & Postmiles: Folsom Boulevard from Road Beaudry Drive on west end to Don Juan Drive on east end. New traffic signal at Folsom Blvd./Bravado Lane is approximately ¼ mile west of the Folsom Blvd./Mather Field intersection. | | | | |
| Caltrans Projects – EA# | | | | | |
| Lead Agency: City of Rancho Cordova | | | | | |
| Contact Person Jed McLaughlin | Phone# 916-231-2235 | Fax# 916-361-1574 | Email jmclaughlin@pmcworld.com | | |
| Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 PM10 X | | | | | |
| Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i> | | | | | |
| X | Categorical Exclusion (NEPA) | EA or Draft EIS | FONSI or Final EIS | PS&E or Construction | Other |
| Scheduled Date of Federal Action: May 2010 | | | | | |
| Current Programming Dates <i>as appropriate</i> | | | | | |
| | PE/Environmental | ENG | ROW | CON | |
| Start | <2009 | 2009 | 2009 | 2010 | |
| End | 2009 | 2010 | 2010 | 2011 | |
| Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i> The overall project has been designed in accordance with City of Rancho Cordova General Plan Circulation Element, Folsom Boulevard Specific Plan, and Folsom Boulevard & Mather Field Road Streetscape Enhancement Master Plan goals and policies for improved bikeway, pedestrian, and public transit access to businesses. The purpose of the proposed traffic signal at the Folsom Blvd./Bravado Lane intersection is to provide another pedestrian access point to the proposed sidewalk on the south side of Folsom Blvd. between La Loma Drive and West La Loma Drive, thus reducing jaywalking in this area just west of the existing Light Rail Station. The traffic signal will also create safer left turns in and out of Bravado Lane, and stop traffic for safer pedestrian crossings at the new crosswalk. | | | | | |
| Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i> The primary land uses adjacent to the project area include commercial on the north side of Folsom Blvd with residential behind it, and Regional Transit Light Rail corridor on the south side of the project with mostly residential property behind it. The project will not alter traffic patterns or increase traffic or diesel truck volumes on Folsom Boulevard or Bravado Lane. | | | | | |

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

| Opening Year: Build and No Build LOS- AM 2-Hr, % and # trucks, truck AM 2-Hr of proposed facility | | | |
|--|------------|----------------|-------------------------------|
| 2010 | LOS | PM 2-Hr | Truck PM 2-Hr, % and # |
| Build | A | 2,260 peak vol | 2% - 45 trucks (approx) |
| No-Build | F | 2,260 peak vol | 2% - 45 trucks (approx) |

| RTP Horizon Year / Design Year: Build and No Build LOS, AM 2-Hr, % and # trucks, truck AM 2-Hr of proposed facility | | | |
|--|------------|----------------|-------------------------------|
| 2035 | LOS | PM 2-Hr | Truck PM 2-Hr, % and # |
| Build | A | 2,930 peak vol | 2% - 60 trucks (approx) |
| No-Build | F | 2,930 peak vol | 2% - 60 trucks (approx) |

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

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

Describe potential traffic redistribution effects of congestion relief (impact on other facilities)
 No traffic redistribution effects are expected from the proposed traffic signal installation at Bravado Lane. This proposed traffic signal will be synchronized with other nearby traffic signals along Folsom Boulevard to prevent increased delays at local intersections, primarily at the Mather Field/Folsom Boulevard intersection to the east.

Comments/Explanation/Details (attach additional sheets as necessary)
 A project layout map has been attached to this form to illustrate the project design.

This traffic data, prepared by Fehr & Peers (Technical Memorandum - Traffic Analysis of Folsom Boulevard/Bravado Drive Intersection, 11/18/09), was based on PM peak hour conditions since this time period would carry greater traffic volumes than the AM peak hour. The level of service (LOS) for this intersection was determined for both opening and horizon year conditions and was based on the procedures described in the Highway Capacity Manual (Transportation Research Board, 2000) using the Synchro traffic analysis software. Cumulative traffic volumes were developed at this intersection based on a projection of existing traffic counts entering and exiting Bravado Drive and previous cumulative traffic forecasts on Folsom Boulevard generated for the Folsom Boulevard Specific Plan project, which were based on the City of Rancho Cordova's 2035 Travel Demand Forecasting (TDF) model.

The intersection experiences a heavy amount of delay for the southbound left-turn approach during the PM peak hour, which results in LOS F operations for this particular movement. The addition of a traffic signal would yield LOS A operations for the overall intersection under cumulative conditions.

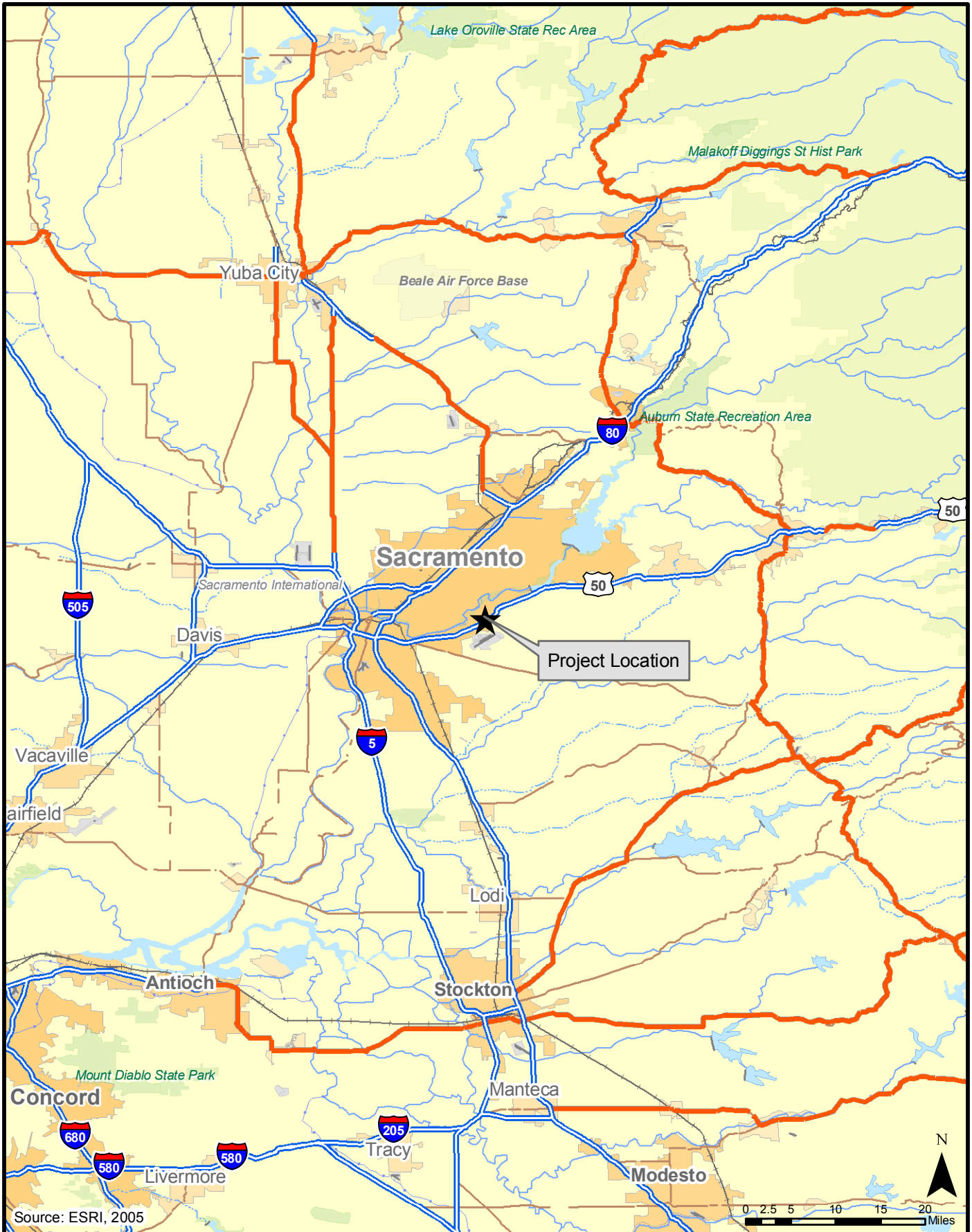
This project does not meet any of the criteria for a Project of Air Quality Concern as described in the EPA Final Rule of March 10, 2006 and the EPA Guidance of March 29, 2006 and, thus, a PM₁₀ and PM_{2.5} hot spot analysis is **not** required.

Sacramento Area Council of Governments
Appendix 4 Detail Listing of Grouped/Lump Sum Projects

| SACOG ID SAC24410 Sacramento County | | | | Lead Agency City of Isleton | | | | | |
|--|-----------|--------------|-----------------|------------------------------------|--|-------------|--------------|--------------|---------------|
| SACOG ID # | EA Number | Last Revised | Completion Year | Fiscal Year | Revenue Source | Engineering | Right of Way | Construction | Total Revenue |
| SAC24410 | n/a | 09-00 | 2011 | 2011 | Regional Surface Transportation Program | | | \$5,714 | \$5,714 |
| Project Title Road Rehab | | | | 2011 | Sacramento County Measure A Sales Tax | | | \$740 | \$740 |
| | | | | | | \$0 | \$0 | \$6,454 | \$6,454 |
| Project Description Rehabilitate various roadways in Isleton in 2009. | | | | | | | | | |
| Federal Project | | | Total Cost | \$6,454 | | | | | |
| | | | | Exempt Category: | Pavement resurfacing and/or rehabilitation | | | | |

| SACOG ID SAC24191 Sacramento County | | | | Lead Agency City of Rancho Cordova | | | | | |
|--|-----------|--------------|-----------------|---|---------------------------------------|-------------|--------------|--------------|---------------|
| SACOG ID # | EA Number | Last Revised | Completion Year | Fiscal Year | Revenue Source | Engineering | Right of Way | Construction | Total Revenue |
| SAC24191 | n/a | 09-00 | 2012 | <09 | | \$1,830,000 | | | \$1,830,000 |
| Project Title Folsom Blvd. Enhancements & SR2S Phase 2 | | | | 2009 | Demo HPP - Demonstration - SAFETEA-LU | \$240,000 | \$420,000 | | \$660,000 |
| Project Description Install landscaping and streetscaping on Folsom Blvd., between Rod Beaudry Dr. and Sunrise Blvd.: to provide safe bicycle and pedestrian access to transit from Bradshaw Road to Rio Del Oro Parkway. The CMAQ and RSTP funding in 2009/10 is to provide complete street improvements at the east end of Folsom Blvd accommodating Kinney High School and the light rail station. Improvements include bicycle lanes and pedestrian facilities. HPP #3795 & 420 | | | | 2009 | Sacramento County Measure A Sales Tax | \$60,000 | \$105,000 | | \$165,000 |
| | | | | | | | \$500,000 | \$900,000 | \$1,400,000 |
| | | | | | | | | \$4,620,000 | \$4,620,000 |
| | | | | | | | \$65,000 | \$1,272,140 | \$1,337,140 |
| | | | | | | | | \$679,860 | \$679,860 |
| | | | | | | | | \$1,600,000 | \$1,600,000 |
| | | | | | | | | \$208,000 | \$208,000 |
| | | | | | | \$2,130,000 | \$1,090,000 | \$9,280,000 | \$12,500,000 |
| Federal Project | | | Total Cost | \$12,500,000 | | | | | |
| | | | | Exempt Category: | Bicycle and pedestrian facilities | | | | |

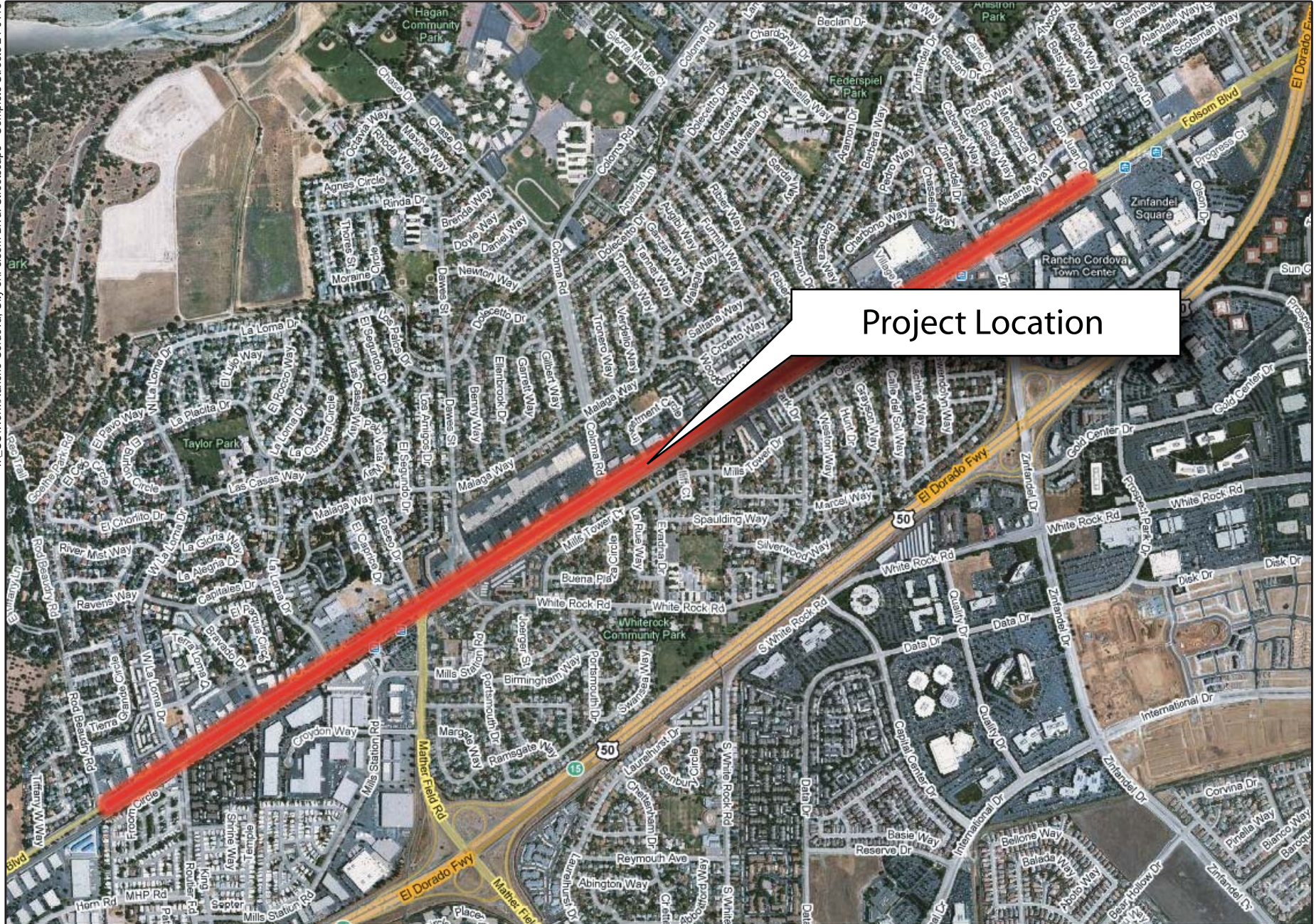
MTIP 2009/12 ^{adopted} 8/21/08



City of Rancho Cordova
Planning Department

Figure 1
Regional Vicinity Map

T:\CSWork\ Rancho Cordova, City of Folsom Blvd. Streetscape - Complete Streets 24-0118



City of Rancho Cordova
Planning Department

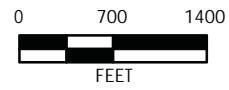


Figure 2
Project Location Map

