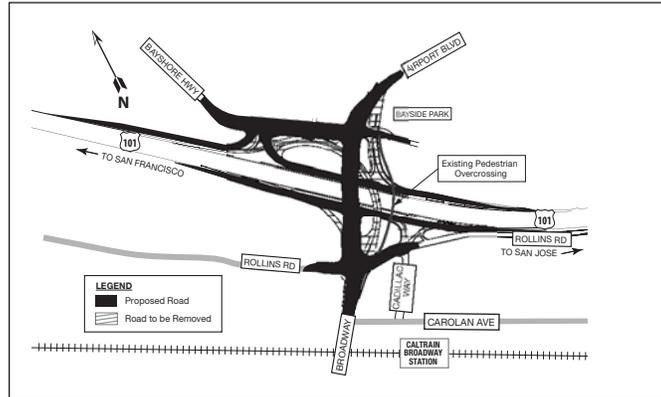


US 101/Broadway Interchange Reconstruction Project Notice of Availability of Project-Level Conformity Information



The U.S. Environmental Protection Agency has designated the Bay Area as nonattainment for the national 24-hour standard for fine particulate matter. Fine particulate matter, known as PM_{2.5} (that is, particles smaller than 2.5 microns), can be inhaled and irritate the lungs. Therefore, some transportation projects must be evaluated for their potential to result in localized concentrations of PM_{2.5} levels, known as "hot spots." The evaluation takes place as an interagency effort among the sponsor of the transportation project, an Air Quality Conformity Task Force, and the Federal Highway Administration. The Metropolitan Transportation Commission (MTC) facilitates the Air Quality Conformity Task Force. The MTC is also responsible for determining that projects included in the 2035 Regional Transportation Plan (including the US 101/Broadway Interchange Reconstruction Project) are in conformity with the State Implementation Plan for achieving the goals of the Clean Air Act.

The San Mateo County Transportation Authority (TA) is the sponsor of the US 101/Broadway Interchange Reconstruction Project in the City of Burlingame, County of San Mateo, California. The California Department of Transportation is the project's lead agency for the National Environmental Policy Act and California Environmental Quality Act. The TA is consulting with the Air Quality Conformity Task Force to obtain a determination of whether the project is a "Project of Air Quality Concern" for PM_{2.5}. Consultation began in December 2010 when the TA submitted a Project Assessment Form for PM_{2.5} Interagency Consultation. The form describes the project's potential effects on local PM_{2.5} levels. The form is available for public review beginning on the next page.

On January 18, 2011, the Air Quality Conformity Task Force tentatively determined that the project is not a "Project of Air Quality Concern."

Project-level conformity analysis shows that the project will conform with the State Implementation Plan, including localized impact analysis with interagency consultation for carbon monoxide (CO) and particulate matter (PM_{2.5}) required by 40 CFR 93.116 and 93.123. This project is not considered a Project of Air Quality Concern regarding particulate matter (PM_{2.5}) as defined in 40 CFR 93.123(b)(1). A detailed PM_{2.5} hot-spot analysis was not completed because Clean Air Act and 40 CFR 93.116 requirements are met without an explicit hot-spot analysis. Comment is requested regarding the project-level conformity analysis.

HOW TO COMMENT

Comments on the analysis of potential effects of the US 101/Broadway Interchange Reconstruction Project on PM_{2.5} (see link above) must be received by **5 p.m. on February 8, 2011**, and can be submitted via U.S. mail or e-mail to:

Department of Transportation
District 4, Yolanda Rivas
Attn: Thomas Rosevear
P.O. Box 23660
Oakland, CA 94623-0660
E-mail: Thomas_Rosevear@dot.ca.gov



Project Information

Project Name: **US 101 / Broadway Interchange Improvement**
Sponsor: **Caltrans** TIP ID: **SM-050028** RTP ID: **21602**
Agency: **Caltrans** Mode: **STATE HIGHWAY** Sub Mode:
Project Type: **FREEWAY I/C** Trans. System: **STATE HWY** Purpose: **EXPANSION** County: **San Mateo**
Proj. Desc.: **City of Burlingame: US 101/Broadway Interchange; Reconstruct and reconfigure interchange. Replace existing bridge with a wider bridge structure.**
RTP Title: **Reconstruct U.S. 101/Broadway interchange**

Step 1: Project Identification

- | | |
|---|------------|
| 1: Does this project have any federal funding? | Yes |
| 2: Does this project (or any phases of the project) require any federal action (such as federal authorization or approval for funding or environmental review) after December 14, 2010? | Yes |
| 3: Is the project exempt from both regional and project-level air quality conformity under 40 CFR 93.126?
Project Type Selected: None Applies | No |
| 4: Is the project exempt from regional air quality conformity under 40 CFR 93.127?
Project Type Selected: Interchange reconfiguration projects. | Yes |
| 5: Is the project exempt from regional air quality conformity under 40 CFR 93.128?
Project Type Selected: None Applies | No |
| 6: Does this project meet the definition of a "project of air quality concern" under 40 CFR 93.123(b)(1)?
Project Type Selected: None Applies | No |

Dates for Interagency Consultation

Requested Date of Interagency Consultation: **JAN- 2011**
Meeting Date of PM2.5 consultation via Air Quality Conformity Task Force to determine POAQC:
Action Date of PM2.5 consultation via Air Quality Conformity Task Force to determine POAQC:

Dates for PM2.5 Hot-Spot Analysis

Meeting Date of PM2.5 consultation via Air Quality Conformity Task Force to determine review hot-spot analysis:
Action Date of PM2.5 consultation via Air Quality Conformity Task Force to determine review hot-spot analysis:

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 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 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. 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.
3. Ensure a representative is available to discuss the project at the Air Quality Conformity Task Force meeting if necessary.

Project Assessment Form for PM_{2.5} Interagency Consultation

RTIP ID# (required) 21602				
TIP ID# (required) SM-050028				
Air Quality Conformity Task Force Consideration Date January 2011				
Project Description (clearly describe project) The California Department of Transportation (Caltrans), in cooperation with the San Mateo County Transportation Authority (SMCTA), proposes to reconstruct the existing U.S. Highway 101 (US 101)/Broadway interchange in the City of Burlingame in San Mateo County, California. The project will replace the existing Broadway overcrossing with a wider structure, reconfigure all ramp connections to US 101, and install ramp meters on the northbound and southbound on-ramps (see Figure 1-1). The total length of the project is 0.76 mile (from Post Mile 16.30 to 17.06). The project will construct a new seven-lane Broadway overcrossing approximately 170 feet to the north of the existing four-lane structure. Broadway will be realigned to extend straight across US 101 from the Broadway/Rollins Road intersection on the west to the Bayshore Highway/Airport Boulevard intersection on the east, eliminating the existing curvilinear alignment. The northern terminus of Airport Boulevard will be moved approximately 100 feet to the north to meet the new eastern landing of the overcrossing and maintain a four-leg intersection with Broadway, Bayshore Highway, and the access road for the Crowne Plaza Hotel. New traffic signals and streetlights will be installed as part of the project. The project is anticipated to take 2 to 2.5 years to construct.				
Type of Project: Reconfigure existing interchange <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-101 (PM 16.30-17.06) Caltrans Projects – EA# 235840			
Lead Agency: California Department of Transportation (Caltrans)				
Contact Person Jim McKim, SMCTA (agency) Lynn McIntyre (URS, consultant)	Phone# 650.508.7944 510.874.3149	Fax# 650.508.7938 510.874.3268	Email mckimj@samtrans.com lynn_mcintyre@urscorp.com	
Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)				
Categorical Exclusion (NEPA)	EA or Draft EIS	X FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action: 2011				
NEPA Delegation – Project Type (check appropriate box)				
Exempt	Section 6004 – Categorical Exemption	X	Section 6005 – Non-Categorical Exemption	
Current Programming Dates (as appropriate)				
	PE/Environmental	ENG	ROW	CON
Start	October 2008	April 2011	September 2011	December 2013
End	March 2011	July 2013	May 2013	January 2016

PM_{2.5} Project Assessment Form for Interagency Consultation

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

The purpose of the project is to:

- Improve traffic movements and access around the US 101/Broadway interchange;
- Accommodate future increases in traffic at intersections in and adjacent to the interchange;
- Improve operations for vehicles entering and exiting southbound US 101 at the Broadway interchange; and
- Increase bicyclist and pedestrian access across US 101 and around the interchange.

The project is needed because the configuration of the existing interchange causes poor system performance. In addition to having geometric features such as tight loop ramps that do not comply with modern design standards, the interchange lacks direct, intuitive connections among some of the areas it serves.

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

The study area contains industrial, commercial, parks, and residential land uses.

In general, office and industrial uses are concentrated in the northwestern quadrant of the US 101/Broadway interchange (Rollins Road, Nerli Lane, and Marsten Road); service, retail, and commercial uses are primarily in the southwestern interchange quadrant (Broadway and Rollins Road); and waterfront commercial uses such as hotels, restaurants, and offices are east of the interchange (see Figure 2.1-1).

Truck traffic at intersections adjacent to the interchange averages 2 percent. The project would not change land uses in any way that would result in additional diesel truck traffic to or from the study area.

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

Not applicable; see below for interchange facility

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

Not applicable; see below for interchange facility

Project Assessment Form for PM_{2.5} Interagency Consultation

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

Opening year: 2015

Scenario	AADT ¹	% and # trucks ²	Truck AADT
Build	33,950	2% heavy vehicles/trucks to 98% passenger vehicles	679
No Build	23,900	2% heavy vehicles/trucks to 98% passenger vehicles	478

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

Horizon year: 2035

Scenario	AADT ¹	% and # trucks ²	Truck AADT
Build	42,440	2% heavy vehicles/trucks to 98% passenger vehicles	849
No Build	29,870	2% heavy vehicles/trucks to 98% passenger vehicles	597

¹ Represents highest cross-street AADT along Broadway in study area (between California Drive west of US 101 and Bayshore Highway east of US 101).

² Truck percentage based on traffic counts collected in January 2009.

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 interchange 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 interchange facility

PM_{2.5} Project Assessment Form for Interagency Consultation

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

In the horizon year (2035), traffic demand will increase by 28% on the US 101 mainline and by 30% on the US 101/Broadway interchange ramps, compared to existing conditions (URS 2010a). The mainline US 101 segments studied (Millbrae Avenue to the north and Peninsula Avenue/East Third Avenue to the south) are projected to have unacceptable levels of service (LOS E and F) under both 2035 Build and No Build conditions (URS 2010a). Heavy traffic on the US 101 mainline is expected to increase congestion at intersections adjacent to the US 101/Broadway interchange.

In 2035 under the No Build condition, six of the seven study intersections adjacent to the interchange are projected to operate at unacceptable levels of service, defined by City of Burlingame planning criteria as LOS E and LOS F (URS 2010b). With the Build Alternative, all intersections are projected to operate at acceptable levels of service, as shown in the table below (URS 2010b). In addition, intersection delays are projected to decrease by one minute or more at three intersections and two minutes or more at two intersections, compared with the No Build condition.

Future (2035) Intersection Levels of Service, No Build and Build Alternatives

No.	Intersection Name (under Build Conditions)	Type of Control	2035 No Build Conditions				2035 Build Conditions			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	US 101 NB ramps/Bayshore Highway	Signal	71.3	E	46.0	D	27.6	C	36.3	D
2	Broadway/Airport Boulevard/Crowne Plaza Hotel access road/Bayshore Highway	Signal	49.2	D	45.9	D	27.7	C	25.9	C
3	Broadway/Rollins Road	Signal	89.3	F	91.4	F	22.4	C	30.3	C
4	Cadillac Way/Rollins Road	Signal	81.2	F	152.0	F	12.1	B	10.3	B
5	Broadway/Carolan Avenue	Signal	101.8	F	27.5	C	32.9	C	29.0	C
6	Broadway/California Drive	Signal	55.4	E	73.1	E	28.5	C	37.5	D
7	Cadillac Way/Carolan Avenue	One-way stop	43.4	E	176.6	F	17.9	C	21.3	C
8	Broadway/US 101 SB Ramps	Signal	Only exists with project				15.5	B	21.9	C

Source: URS 2010a, b

Notes: Delay represented is average delay at signalized intersections and average delay on controlled approaches at unsignalized intersections. Delay is in seconds per vehicle. Shading indicates unacceptable levels of service (LOS E or F).

The project would not add capacity to US 101 or provide access to areas that it does not already serve. The realignment of the Broadway overcrossing and the consolidation of all three existing southbound US 101 ramps (two off-ramps and one on-ramp) to a new four-way intersection with Broadway would reduce out-of-direction travel currently associated with the interchange. As mainline operations are projected to remain the same and congestion would improve at all study intersections, the proposed project is not expected to result in adverse traffic redistribution effects. The project would provide congestion relief by improving traffic flow and reducing intersection delays.

References cited

URS. 2010a. Traffic Operations Analysis Report. US 101/Broadway Interchange Reconstruction Project. Project Approval/Environmental Document Phase. Prepared for Caltrans, San Mateo Transportation Authority, and City of Burlingame by URS Corporation, San Jose, CA. June 4, 2010.

URS. 2010b. Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment. US 101/Broadway Interchange Reconstruction Project. Project Approval/Environmental Document Phase. Prepared for Caltrans, San Mateo Transportation Authority, and City of Burlingame by URS Corporation. URL: <http://www.dot.ca.gov/dist4/envdocs.htm#101broadway>. August 2010.

Project Assessment Form for PM_{2.5} Interagency Consultation

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, the EPA does not require hotspot analyses, qualitative or quantitative, for projects that are not listed in 40 CFR 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. It is not a new or expanded highway project that would have a significant number of or increase in the number of diesel vehicles (40 CFR Section 93.123(b)(1)(i)). The project is an interchange replacement. It will reconfigure on- and off-ramps but will not add lanes to the US 101 mainline. The project would not increase the volume of traffic on US 101 or the percentage of diesel vehicle traffic on US 101 compared to No Build conditions (URS 2010a).¹
2. The percentage of diesel vehicles at project area intersections is 2 percent and would not increase as a result of the project (40 CFR Section 93.123(b)(1)(ii)). The project would improve operations and substantially reduce vehicle delays and idling at study area intersections, as discussed in “**Describe potential traffic redistribution effects of congestion relief,**” above.
3. It is not a new bus or rail terminal or transfer point (40 CFR Section 93.123(b)(1)(iii)).
4. It 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 the project area is therefore 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 about 10 miles southeast of the US 101/Broadway interchange (URS 2010c).

In addition, interchange reconfiguration projects are among the project types identified as being exempt from regional emissions analyses in 40 CFR Section 93.127.

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

Caltrans. 2010. Annual Average Daily Truck Traffic on the California State Highway System. URL: <http://traffic-counts.dot.ca.gov/2009all/docs/2009truckpublication.pdf>. December 2010.

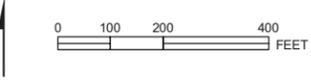
URS. 2010a. Traffic Operations Analysis Report. US 101/Broadway Interchange Reconstruction Project. Project Approval/Environmental Document Phase. Prepared for Caltrans, San Mateo Transportation Authority, and City of Burlingame by URS Corporation, San Jose, CA. June 4, 2010.

URS. 2010c. Air Quality Impact Assessment. US 101/Broadway Interchange Reconstruction Project. Project Approval/Environmental Document Phase. Prepared for Caltrans, San Mateo Transportation Authority, and City of Burlingame by URS Corporation. December 2009. Revised December 2010.

¹ Transportation conformity guidance coauthored by the EPA and FHWA define a significant volume of diesel truck traffic as facilities with greater than 125,000 annual average daily traffic (AADT) and 8 percent or more of such AADT as diesel truck traffic. Caltrans' most recent (2009) truck counts for US 101 in the interchange vicinity show that truck traffic constitutes 4.4 percent of total facility traffic volume (Caltrans 2010). Therefore, the segment of US 101 in the project area does not have a significant number of diesel vehicles.



- Proposed Project Footprint
- Edge of Paved Roadway
- Existing Pedestrian Overcrossing
- Sidewalk
- Creek

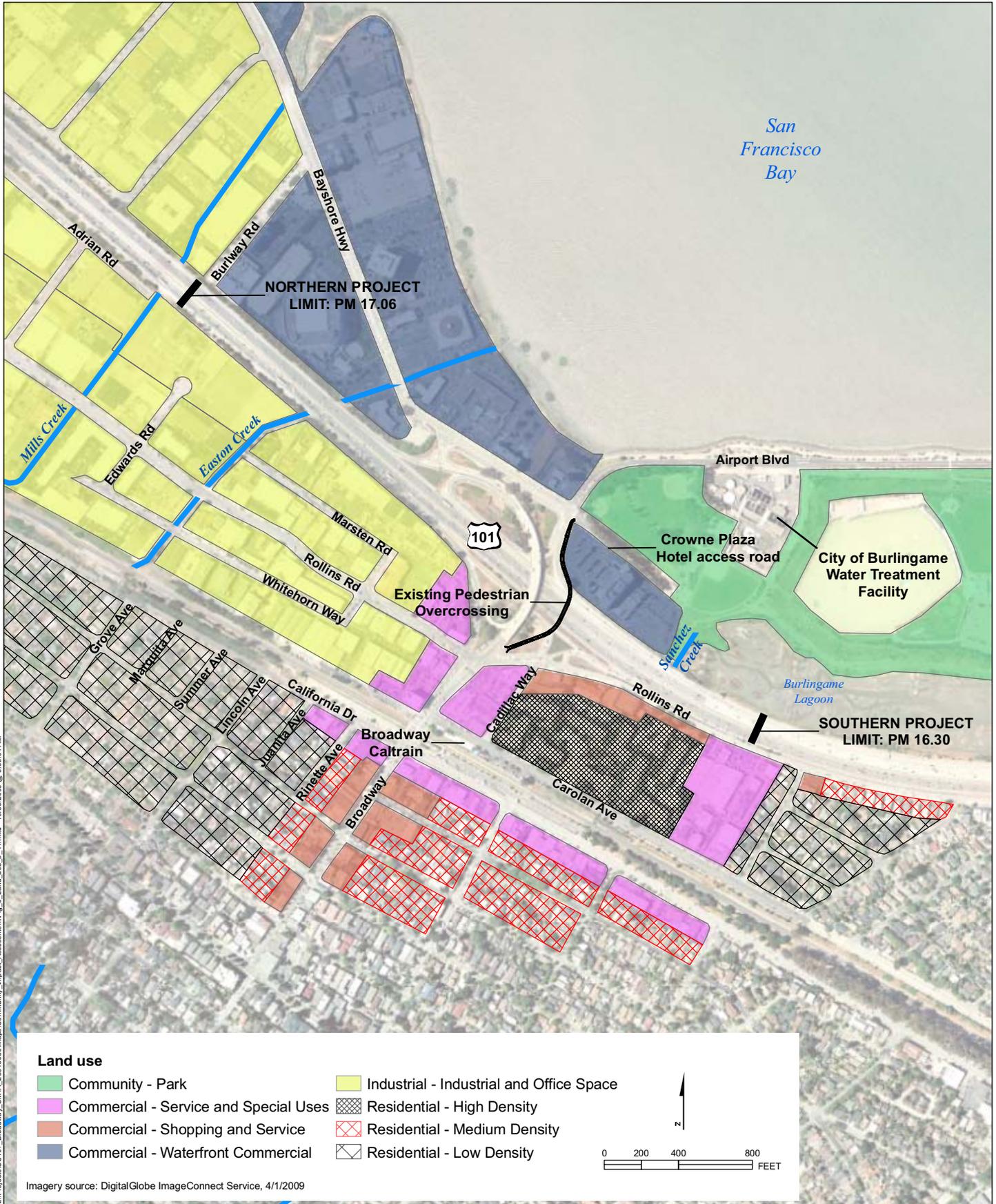


Imagery source: DigitalGlobe ImageConnect Service, 5/1/2009

US 101/BROADWAY INTERCHANGE
RECONSTRUCTION PROJECT
BURLINGAME, CA
EA 235840

FIGURE 1-1
PROJECT LOCATION AND PROPOSED PROJECT

URS Corp. - Oakland CA - J.Owen - 1501 rem2\data\proj\US101 - Burlingame - SMTA - 2846499\Map\Community_Impact_Assessment\Fig_1-1_Project_Location.mxd - 5/17/2010 @ 1:53:35 PM



US 101/BROADWAY INTERCHANGE
 RECONSTRUCTION PROJECT
 BURLINGAME, CA
 EA 235840

FIGURE 2.1-1
 LAND USE