

POAQC Determination–Project Summary for Interagency Consultation

MTIP ID# (required): PLA25501				
Project Description (clearly describe project): The City of Roseville (City) proposes to improve a 0.85-mile section of Washington Boulevard as part of the Washington Boulevard/Andora Bridge Improvement Project. The proposed project involves widening a two-lane section of Washington Boulevard between Sawtell Road and Pleasant Grove Boulevard to four lanes and replacing the existing 100-year-old Union Pacific Railroad (UPRR) bridge (referred to as the Andora Underpass) over Washington Boulevard.				
Type of Project: Change to existing regionally significant street		County: Placer		
Narrative Location/Route & Washington Boulevard is north of Downtown Roseville at Union Pacific Railroad Milepost 108.20 (see Figure 1). Caltrans Projects – EA#: CML 5182 (074)				
Lead Agency: Caltrans District 3				
Contact Person: Martin Villanueva		Email: Martin.villanueva@dot.ca.gov		
Phone#: (530) 741-5450		Fax#: NA		
Hot Spot Pollutant of Concern (check one or both) PM2.5 <input checked="" type="checkbox"/> PM10 <input type="checkbox"/>				
Is this a 6004 or 6005 Federal process? (check one) 6004 <input type="checkbox"/> 6005 <input checked="" type="checkbox"/>				
Federal Action for which Project-Level PM Conformity is Needed (check appropriate box) Categorical Exclusion (NEPA) <input checked="" type="checkbox"/> EA or Draft EIS <input type="checkbox"/> FONSI or Final EIS <input type="checkbox"/>				
Scheduled Date of Federal Action: January 2018				
Current Programming Dates (as appropriate)				
	PE/Environmental	ENG	ROW	CON
Start	May 2016	May 2016	NA	September 2018
End	January 2018	June 2018	NA	December 2019

Project Purpose and Need

The purpose of the proposed project is to improve existing and future traffic; enhance access and safety for motorists, pedestrians, and cyclists; and meet railroad clearance requirements. The proposed project would also provide better connectivity between the existing two-lane, 0.85-mile segment of Washington Boulevard and the existing four-lane segments of Washington Boulevard. Additionally, the improvements would offer a better and more continuous route for pedestrians and bicyclists, who are currently forced to detour off Washington Boulevard onto Derek Place.

The project is needed because recurring morning and evening peak-period demand exceeds the current design capacity of Washington Boulevard, creating traffic operation and safety issues for motorists, pedestrians, and cyclists. These issues result in moderate delays and wasted fuel, which are expected to be exacerbated by anticipated increases in traffic from future population and employment growth.

Surrounding Land Use/Traffic Generators

The project area is within an existing urban environment. At the southern end of the project area, the UPRR line runs along east side of Washington Boulevard, crosses over the road just south of the South Fork of Pleasant Grove Creek, and then continues along the west side of the road towards Pleasant Grove Boulevard. The southern end of the project area contains commercial development to the east. Immediately before and after the Andora Underpass, the project area supports City open space lands to the west and residential development on both sides of the road up to Pleasant Gove Boulevard. An existing Class 1 bike trail occurs along the east side of Washington Boulevard and connects Diamond Oaks Road to Derek Place.

Residential land uses are immediately east and west (closest receptor is 25 feet) of Washington Boulevard between the Andora Underpass and Pleasant Grove Boulevard. Residential receptors are also within 120 feet of the existing UPRR. There are no educational, recreational, or medical facilities within 1,000 feet of the project area.

MTP Horizon Year/Design Year: Build and No-Build LOS , AADT, Truck AADT, and % and # trucks:
 Table 1 summarizes annual average daily traffic (AADT) and truck volumes in the project area for the proposed project, Alternative 1, and the No Build Alternative (Alternative 2) for design year (2035). The only differences between the proposed project and Alternative 1 occur during construction. Traffic volumes, speeds, and other operational conditions under the proposed project and Alternative 1 would be identical. Accordingly, the operational impact assessment is based on a single set of traffic conditions, which is representative of both the proposed project and Alternative 1.

Table 1: Design Year (2035) Build and No Build AADT and Truck Volumes

Location	Design Year Conditions (2035)				
	No Build (Alternative 2)		Proposed Project and Alternative 1		
	AADT	Truck AADT ^a	AADT	Truck AADT ^a	Δ Truck AADT from No Build Alternative
Washington Boulevard between Pleasant Grove Boulevard and Industrial Avenue	27,500	550	29,300	586	36
Washington Blvd between Kaseberg Drive and Emerald Oak Road / Diamond Oaks Road	30,400	608	35,800	716	108
Washington Blvd between Kaseberg Drive and Emerald Oak Road / Diamond Oaks Road	24,900	498	32,000	640	142
Washington Blvd between Kaseberg Drive and Sawtell Road / Derek Place	25,000	500	32,100	642	142
Washington Blvd between Junction Boulevard and Corporation Yard Road	36,300	726	36,400	728	2
Pleasant Grove Boulevard between Winslow Drive and Washington Boulevard	58,900	1178	60,000	1200	22
Pleasant Grove Boulevard between Washington Boulevard and Galilee Road/ Elmwood Rive	58,900	1178	57,600	1152	-26
Diamond Oaks Road between Glenwood Circle / Firestone Drive and Washington Boulevard	9,100	182	9,400	188	6
Junction Boulevard between Washington Boulevard and Corporation Yard Road	25,700	514	27,900	558	44
Foothills Boulevard between Pleasant Grove Boulevard and S Bluff Drive / Beckett Drive	50,000	1,000	49,400	988	-12

Source: Fehr & Peers 2017

Notes:

^a Trucks assumed to represent 2 percent of total AADT.

Intersections in the transportation study area that are potentially affected by the proposed project/Alternative 1 were analyzed in the *Transportation Study for the Washington Boulevard Widening Project* prepared by Fehr & Peers (2017). A summary of intersection operations under design year (2035) project and No-Build (Alternative 2) conditions are shown in Attachment A. Trucks comprise approximately 2% of traffic (Horton pers. comm.).

Describe potential traffic redistribution effects of congestion relief:

The proposed widening of Washington Boulevard would alter travel behavior including route choice, periods of travel, selection of trip origin-destination pairs, and potentially the decision to travel. Traffic data provided by the traffic engineer, Fehr & Peers, indicates that implementation of the project would cause a model-wide increase in vehicle miles traveled (VMT) of 781 miles, relative to 2035 No Build conditions (Fehr & Peers 2017). As shown in Table 1 (above), AADT in the project area would also increase on most segments, with the highest increases occurring between Kaseberg Drive and Sawtell Road/Derek Place. The increases in VMT and AADT are a result of the project-induced improvements in traffic circulation achieved by the widening of Washington Boulevard. The proposed project would also substantially improve the walking and biking environment along the Washington Boulevard corridor. The project would not modify the existing bus turnout on the west side of Washington Boulevard south of Pleasant Grove Boulevard. It also would have no effect on the vehicle mix or percentage of trucks within the transportation study area, relative to No Build (Alternative 2) conditions.

Comments/Explanations/Details:

The proposed project is not a Project of Air Quality Concern (POAQC) because the project does not meet the following criteria (underlined text indicates answers to 40 CFR 93.123(b)(1) criteria for Projects of Air Quality Concern (POAQC)):

- (i) **New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in diesel vehicles.** Appendix B from the U.S. Environmental Protection Agency (EPA) *Transportation Conformity Guidance for Quantitative Hot-Spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas* provides guidance on what types of projects may be of local air quality concern (40 CFR 93.123(b)(1)). Appendix B indicates that a facility with an AADT volume of 125,000 and 8% trucks (10,000 truck AADT) are likely considered a POAQC. The proposed project would widen Washington Boulevard from two to four travel lanes between Sawtell Road/Derek Place and Pleasant Grove Boulevard. For existing roadway facilities, the effect of a project on truck volumes is normally the main point on which this criterion is judged. Design year (2035) conditions were selected for the analysis because they represent the year with maximum traffic volumes.

Table 1 indicates that the AADT in the transportation study area for the project under design year (2035) conditions will vary between 9,400 and 60,000, depending on the location. Heavy-duty trucks comprise approximately 2% of this AADT, resulting in a truck AADT of 188 to 1,200 (Horton pers. comm.).

Based on the data presented in Table 1, predicted AADT would be less than the EPA's AADT guidance criterion of 125,000. Predicted truck percentages and volumes would also be well below the EPA's guidance criteria of 8% or 10,000 vehicles per day (maximum truck percentages and truck AADT are 2% and 1,200, respectively). Accordingly, the proposed project/Alternative 1 would not serve a significant number of diesel vehicles or result in a 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.** Peak-hour Level-of-Service (LOS) and delay at study area intersections under design year (2035) conditions are presented in Attachment A. The table indicates that the intersections of Washington Boulevard/Pleasant Grove Boulevard, Washington Boulevard/Sawtell Road/Derek Place, and Washington Boulevard/Junction Boulevard would experience increases in delay with implementation of the project. However, the project would improve AM peak hour operations at Washington Boulevard/Diamond Oaks Road/Emerald Oak Road from LOS E to C and improve PM peak hour operations from LOS D to C. Delays would also decrease at Washington Boulevard/Kaseberg Drive.

Although LOS and delay would be degraded at two study area intersections, they would not serve a significant number of trucks (2%), therefore, the proposed project/Alternative 1 would not affect any at-grade intersections with a high number of diesel vehicles.

- (i) **New bus and rail terminals and transfer points than have a significant number of diesel vehicles congregating at a single location.** The project does not include new bus or rail terminals and transfer points.
- (ii) **Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location.** The project does not include expanded bus or rail terminals and transfer points.
- (iii) **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 PM2.5 State Implementation Plan, *PM2.5 Implementation/Maintenance Plan and Redesignation Request for Sacramento PM2.5 Nonattainment Area*, has not identified any locations, areas, or categories of sites as a site of violation or possible violation.

References Cited:

Fehr & Peers. 2017. Transportation Study for the Washington Boulevard Widening Project. Prepared for the City of Roseville. January.

Horton, Garry. Mark Thomas & Company, Sacramento, CA. November 9, 2016—Email message to Laura Yoon, ICF.

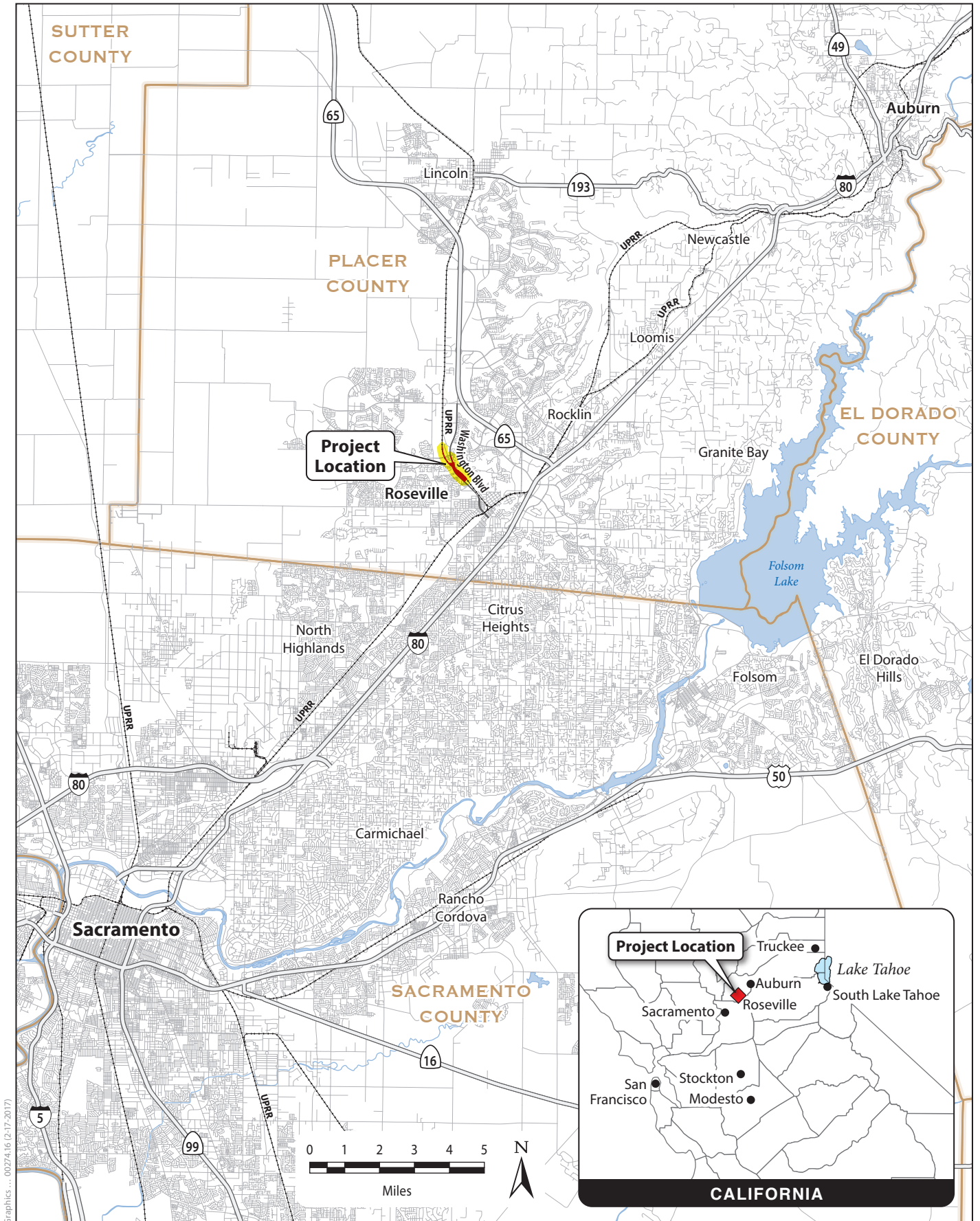


Figure 1
Regional Location

Attachment A Intersection Operations Results

Intersection	2035 No Build (Alternative 2)				2035 Proposed Project / Alternative 1			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Washington Boulevard / Pleasant Grove Boulevard	41	D	110	F	<u>52</u>	D	<u>162</u>	F
Washington Boulevard / Diamond Oaks Road / Emerald Oak Road	68	E	36	D	22	C	22	C
Washington Boulevard / Kaseberg Drive	8 (13)	A (B)	9 (37)	A (E)	4 (11)	A (B)	7 (35)	A (D)
Washington Boulevard / Sawtell Road / Derek Place	9	A	10	A	<u>12</u>	<u>B</u>	<u>16</u>	<u>B</u>
Washington Boulevard / Junction Boulevard	15	B	41	D	<u>20</u>	<u>C</u>	42	D
Source: Fehr & Peers 2017								
<p>Bold font indicates intersections at LOS D, E, or F. <u>Underlined</u> font indicates an increase in delay from the no build to project condition. The Level of Service (LOS) and average delay in seconds per vehicle are reported.</p>								