



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
415.778.6700
www.mtc.ca.gov

Air Quality Conformity Task Force Meeting

Metropolitan Transportation Commission

Join Zoom Meeting @
<https://bayareametro.zoom.us/j/84383698853>
Meeting ID: 843 8369 8853

(Additional Zoom Meeting Call-In Info on Next Page)

May 26, 2022
9:30 a.m. –11:00 a.m.

AGENDA

1. Welcome and Introductions
2. PM_{2.5} Project Conformity Interagency Consultations
 - a. Consultation to Determine Project of Air Quality Concern Status
 - i. Centerville Complete Streets of Relinquished SR84 Project
 - b. Confirm Projects Are Exempt from PM_{2.5} Conformity
Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern
3. Projects with Regional Air Quality Conformity Concerns
 - a. Review of the Regional Conformity Status for New and Revised Projects
 - i. 3a_Regional_AQ_Conformity_Review_052622.pdf
 - ii. 3a_Attached-A_List_of_Proposed_New_Projects_052622.pdf
4. Conformity Analysis for the 2023 Transportation Improvement Program (Update)
5. Consent Calendar
 - a. April 28, 2022 Air Quality Conformity Task Force Meeting Summary
6. Other Items

Next Meeting: June 23, 2022

MTC Staff Liaison: Harold Brazil hbrazil@bayareametro.gov

Harold Brazil is inviting you to a scheduled Zoom meeting.

Topic: Air Quality Conformity Task Force Meeting

Time: This is a recurring meeting Meet anytime

Join Zoom Meeting

<https://bayareametro.zoom.us/j/84383698853>

Meeting ID: 843 8369 8853

One tap mobile

+16699006833,,84383698853# US (San Jose)

+14086380968,,84383698853# US (San Jose)

Dial by your location

+1 669 900 6833 US (San Jose)

+1 408 638 0968 US (San Jose)

+1 346 248 7799 US (Houston)

+1 253 215 8782 US (Tacoma)

+1 312 626 6799 US (Chicago)

+1 646 876 9923 US (New York)

+1 301 715 8592 US (Washington DC)

888 788 0099 US Toll-free

833 548 0276 US Toll-free

833 548 0282 US Toll-free

877 853 5247 US Toll-free

Meeting ID: 843 8369 8853

Find your local number: <https://bayareametro.zoom.us/u/koavVecev>

Join by SIP

84383698853@zoomcrc.com

Join by H.323

162.255.37.11 (US West)

162.255.36.11 (US East)

115.114.131.7 (India Mumbai)

115.114.115.7 (India Hyderabad)

213.19.144.110 (Amsterdam Netherlands)

213.244.140.110 (Germany)

103.122.166.55 (Australia Sydney)

103.122.167.55 (Australia Melbourne)

64.211.144.160 (Brazil)

69.174.57.160 (Canada Toronto)

65.39.152.160 (Canada Vancouver)

207.226.132.110 (Japan Tokyo)

149.137.24.110 (Japan Osaka)

Meeting ID: 843 8369 8853



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Air Quality Conformity Task Force

DATE: May 19, 2022

FR: Harold Brazil

W. I.

RE: PM_{2.5} Project Conformity Interagency Consultation

A project sponsor representing one project, seeks interagency consultation from the Air Quality Conformity Task Force (AQCTF) at today's meeting and the project is as follows:

No.	Project Sponsor	Project Title
1	City of Fremont	Centerville Complete Streets of Relinquished SR84 Project
2	City of San Jose	Julian and St. James Couplet Conversion Project

2ai_Centerville_Complete_Streets_Project_Assessment_Form.pdf (for the Centerville Complete Streets of Relinquished SR84 project)

MTC also requests the Task Force determine if the **Julian and St. James Couplet Conversion Project** in San Jose could be exempt under the "Projects that correct, improve, or eliminate a hazardous location or feature" from 40 CFR 93.126 Table 2, pursuant to federal conformity regulations using Caltrans' conformity streamlining exemption guidance/process.

In addition, MTC requests the review and concurrence from the Task Force on projects which project sponsors have identified as exempt and likely not to be a POAQC. **2b_Exempt List 051922.pdf** lists exempt projects under 40 CFR 93.126.

Application of Criteria for a Project of Air Quality Concern

Project Title: Centerville Complete Streets of Relinquished SR84

Project Summary for Air Quality Conformity Task Force Meeting: May 26, 2022

Description

- Project will implement complete streets upgrades on Thornton Avenue east of I-880 to Fremont Boulevard, Fremont Boulevard from Alder Avenue to Mattos Drive and Peralta Boulevard from Fremont Boulevard to Sequoia Road.
- Project will also complete state of good repair improvements consisting of base repairs, curb and gutter replacement, sidewalk replacement, and AC overlay.
- Existing signals will be modified to City standard equipment along with bicycle detection, pedestrian countdown heads, accessible push buttons and signal interconnection
- New signal will be installed at Thornton Avenue and Oak Street near Thornton Junior High School.
- Protected intersections will be constructed on Fremont Boulevard at the Thornton Avenue and Peralta Boulevard intersections
- Proposed striping will narrow traveled lanes, install buffered bike lanes, install crosswalks and stripe green skip-striping through conflict zones
- Raised cycle tracks will be installed on Fremont Boulevard between Thornton Avenue and Peralta Boulevard
- Sidewalk gaps will be closed on Peralta Boulevard
- Truck Route signs will be removed along Fremont Boulevard and Peralta Boulevard and an alternate truck route along Thornton Avenue and Paseo Padre Parkway is already established

Background

- NEPA process for Categorical Exclusion almost complete
- Seeking air quality conformity determination on or before June 2022

Not a Project of Air Quality Concern (40 CFR 93.123(b)(1))

(i) New or expanded highway projects with significant number/increase in diesel vehicles?

- Not a new or expanded highway project
- Complete streets improvements —no additional lanes on Thornton Avenue, Fremont Boulevard or Peralta Boulevard
- No change in traffic volume or truck percentages, but there is an expectation that truck volumes on Fremont Blvd and Peralta Blvd will reduce due to the elimination of the truck route designation along these corridors and the designation of an alternate truck route in the area.

(ii) Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?

- Diesel vehicles represent 3.5% of intersection traffic volume
- Intersection of Fremont Boulevard and Thornton Avenue will remain at LOS D for the opening year, and the delay is projected to increase by 5.3 seconds in the AM peak and 6.7 seconds in the PM peak. The LOS is expected to increase to LOS E by 2050 with delay projected to increase by 10.6 seconds in the AM peak and 18.3 seconds in the PM Peak.
- Intersection of Fremont Boulevard and Peralta Boulevard will remain at LOS C. The delay for the opening year is projected to decrease by 4.4 seconds in the AM peak and 4.3 seconds in the PM peak. The LOS is expected to increase to LOS D in the PM peak by 2050 with delay projected to increase by 1.1 seconds in the AM peak and by 0.4 seconds in the PM peak.
- The LOS for all of the other project intersections are not expected to change due to the project.
- No project changes to land use that would affect diesel traffic percentage

(iii) New bus and rail terminals and transfer points?—Not Applicable

(iv) Expanded bus and rail terminals and transfer points?—Not Applicable

(v) Affects areas identified in PM₁₀ or PM_{2.5} implementation plan as site of violation?

- No state implementation plan for PM_{2.5}

Therefore, the project is not identified in plan as an area of potential violation

RTIP ID# <i>(required)</i> 17-01-0004				
TIP ID# <i>(required)</i> ALA170076				
Air Quality Conformity Task Force Consideration Date May 26, 2022				
Project Description <i>(clearly describe project)</i>				
<p>Caltrans has relinquished SR84 between I-880 to SR238 to the City of Fremont. The relinquishment provides Fremont control over the right of way to implement multi-modal complete streets enhancements through the heart of the City's Centerville PDA and TOD. The proposed project is located on Thornton Avenue east of I-880 to Fremont Boulevard; Fremont Boulevard between Alder Avenue and Mattos Drive; and Peralta Boulevard between Fremont Boulevard and Sequoia Road.</p> <p>Thornton Avenue improvements will narrow traveled lanes; install bicycle detection, buffered bike lanes, pedestrian countdown heads and accessible pushbuttons at all signals; install pedestrian safety improvements near Thornton Junior High School such as curb extensions, reduced curb radii, new crosswalks and stripe green-skip striping through conflict zones.</p> <p>Fremont Boulevard improvements will narrow traveled lanes; stripe buffered bike lanes; install raised cycle tracks between Thornton Avenue and Peralta Boulevard; remove truck route designation along Fremont Boulevard and Peralta Boulevard; stripe green-skip striping through conflict zones; add on-street parking between Thornton Avenue and Bonde Way where feasible, and streetscape improvements.</p> <p>Peralta Boulevard from Fremont Boulevard to Sequoia Road improvements will reduce the street section to one lane in each direction; install buffered bike lanes; close sidewalk gaps; and preserve parking on both sides of the street near Sequoia Road.</p> <p>The proposed project consists, in general, of the design and construction of six (6) signal modification improvements, one (1) new signal installation, one (1) RRFB installation, protected intersection and curb return improvements, pavement rehabilitation improvements; concrete repair improvements, sidewalk gap closures, buffered bike lanes/raised cycle tracks, and restriping all of the existing traveled ways and bikes lanes on Thornton Avenue, Fremont Boulevard and Peralta Boulevard.</p>				
Type of Project: Complete Streets Improvements				
County Alameda	<i>Narrative Location/Route & Postmiles</i>			
	<p>Thornton Avenue east of I-880 to Fremont Boulevard Fremont Boulevard between Alder Avenue and Mattos Drive Peralta Boulevard between Fremont Boulevard and Sequoia Road</p> <p>Caltrans Projects – EA#</p>			
Lead Agency:				
<i>Contact Person</i> Jeanne Suyeishi	<i>Phone#</i> (510) 494-4728	<i>Fax#</i>	<i>Email</i> jsuyeishi@fremont.gov	
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
<input checked="" type="checkbox"/>	<i>Categorical Exclusion (NEPA)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	<i>Other</i>
Scheduled Date of Federal Action:				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
	<input checked="" type="checkbox"/>	Section 326 – Categorical Exclusion	<input type="checkbox"/> Section 327 – Non-Categorical Exclusion	

Current Programming Dates *(as appropriate)*

	PE/Environmental	ENG	ROW	CON
Start	April 2022	June 2022	N/A	February 2023
End	June 2022	January 2023		December 2024

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

The Centerville area features a thriving business district, a regional-serving Amtrak/ACE train station, and numerous public and private schools. Centerville is a designated Priority Development Area and Transportation Overlay District that generates high pedestrian and bicycling activity. SR84, while under the control of Caltrans, has not been properly maintained and has been designed to old state highway standards focused on vehicle throughput with wide lanes and large curb radii. The current roadway geometrics lead to high vehicle speeds and unsafe, incomplete facilities for bicycles, pedestrians and school access. The long blocks on Fremont Boulevard within the Centerville business district creates long distances between controlled pedestrian crossings. Because it was a state highway, it was also a designated truck route that directed trucks through a high pedestrian activity zone. In order to accomplish the City's vision for these streets, many improvements need to be made to implement Complete Streets elements that serve all users and provide safe routes to the many schools along these corridors. This requires narrowing all other lanes, adding bike lanes with buffers, where possible, closing all sidewalk gaps, improving intersections to be more pedestrian and bicycle friendly, adding key pedestrian crossings, and designating an alternate truck route to limit truck access through the heart of the Centerville PDA. The relinquishment allows the City to change the street characteristics to be more multimodal and more pedestrian oriented thereby creating a thriving, accessible, two-sided business district.

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

The area around the project site is primarily a mix of commercial and residential uses. The Centerville business district features retail/commercial spaces, mixed-use medium density housing developments, and the regional-serving Amtrak/ACE train station. The corridors also include a number of public and private schools.

Brief summary of assumptions and methodology used for conducting analysis

The traffic data was collected in 2019, prior to the pandemic. The 2050 projected volumes assume a gradual annual increase in traffic volumes and does not take into account any long-term pandemic and remote work impacts. Traffic analysis was only conducted at the two intersections where the intersection geometry and lane configurations are proposed to change. The intersection geometry for the other signalized intersections will remain unchanged, and the level of service is not expected to be change due to the project. Caltrans data shows Thornton Avenue just east of I-880 has a truck percentage of 3.5% as of 2019.

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

The 2019 ADT for the three main project corridors are as follows: Thornton Avenue is 27,750 vehicles; Fremont Boulevard is 23,650 vehicles; Peralta Boulevard is 11,815 vehicles. The Caltrans truck percentage for Thornton Avenue is 3.5%. The LOS is not expected to change due to the project at the intersections with significant geometric and lane configuration changes.

Intersection	Peak Period	No Build		Build	
		Delay (s)	LOS	Delay (s)	LOS
Fremont Blvd and Thornton Ave	AM	42.4	D	47.7	D
	PM	42.9	D	49.6	D
Fremont Blvd and Peralta Blvd	AM	29.0	C	24.6	C
	PM	34.1	C	29.8	C

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

The 2050 ADT for the three main project corridors are as follows: Thornton Avenue is 41,460 vehicles, Fremont Boulevard is 29,960 vehicles, and Peralta Boulevard is 12,430 vehicles. The Alameda CTC model projections were used to estimate the 2050 ADTs. The truck percentage is expected to remain 3.5% for Thornton Avenue but is expected to reduce along Fremont Boulevard and Peralta Boulevard with the designation of an alternate truck route through the area. The LOS is not expected to change due to the project at the intersections with significant geometric and lane configuration changes. The City of Fremont General Plan has identified the acceptable LOS for town center business districts as LOS E.

Intersection	Peak Period	No Build		Build	
		Delay (s)	LOS	Delay (s)	LOS
Fremont Blvd and Thornton Ave	AM	66.0	E	76.6	E
	PM	61.6	E	79.9	E
Fremont Blvd and Peralta Blvd	AM	27.4	C	28.5	C
	PM	37.1	D	37.5	D

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

Please see above for traffic analysis.

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

Please see above for traffic analysis.

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

N/A

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

N/A

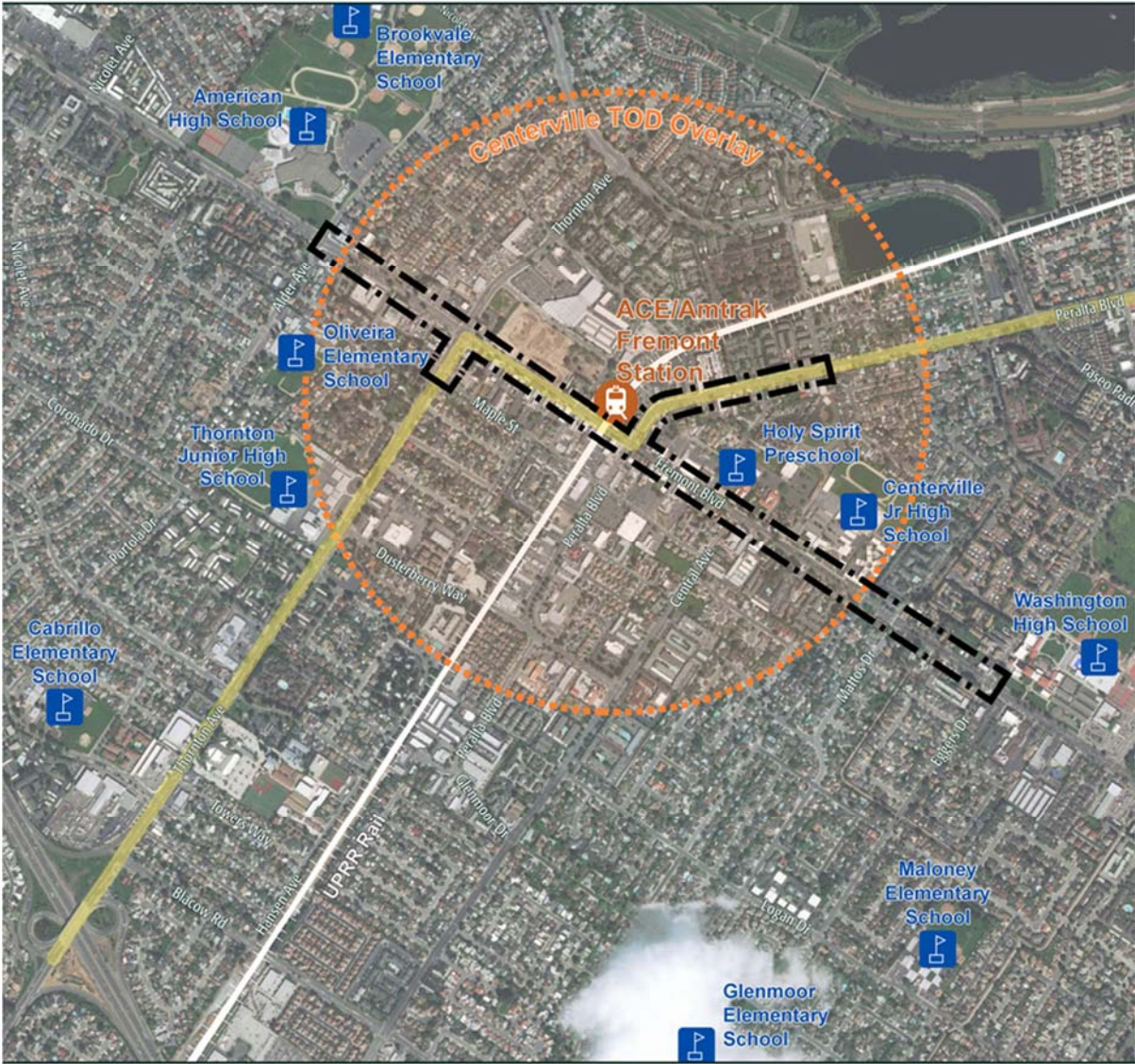
Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)

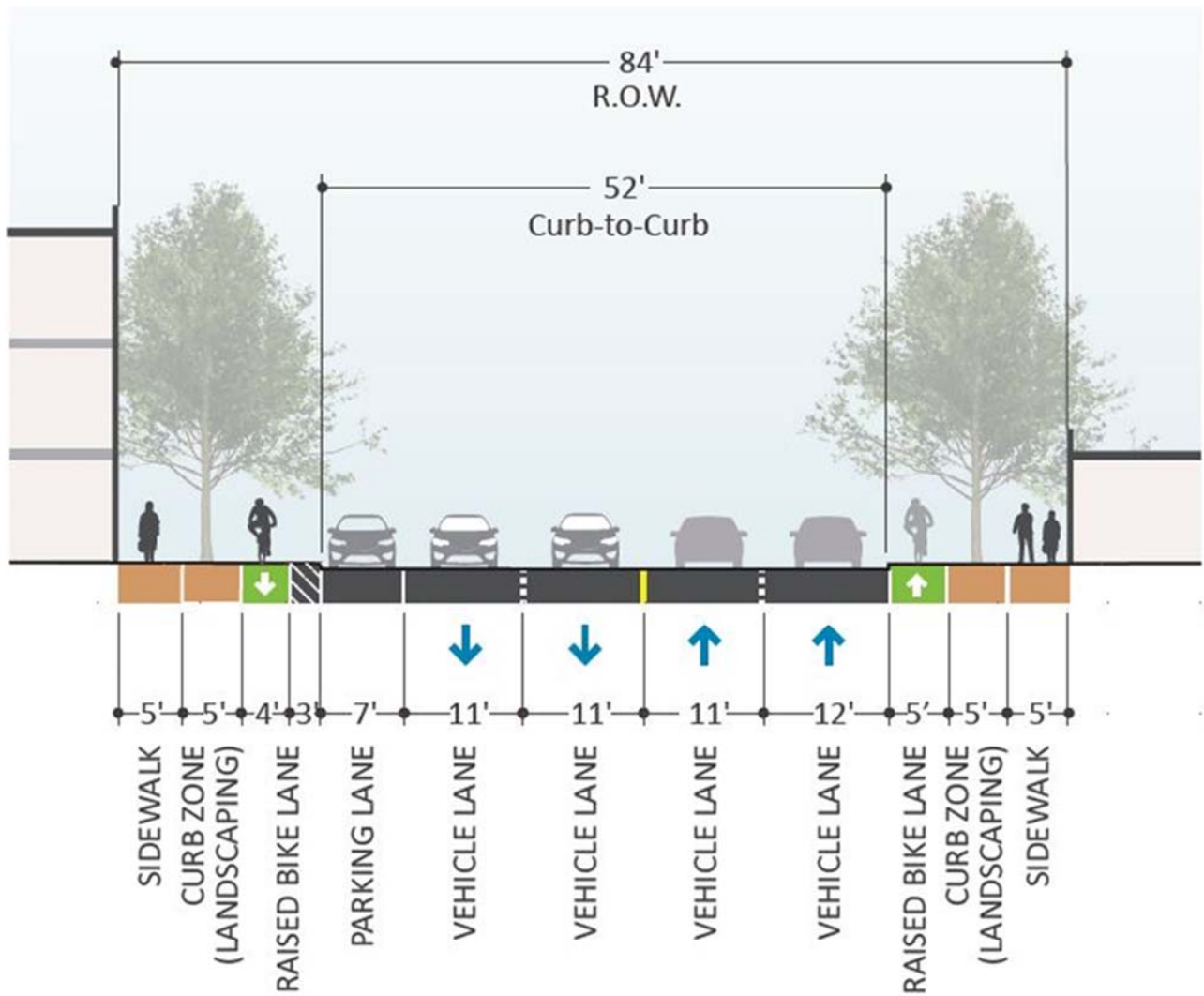
One of the goals of the project is to improve bike and pedestrian infrastructure along the project corridors, which will provide residents in the Centerville PDA/TOD area alternate modes of transportation to destinations that can be easily accessed by walking or biking. The project will also upgrade all of the traffic signals along the project corridors with modern equipment that can allow for better vehicle detection and signal coordination that can result in greater efficiency.

Comments/Explanation/Details (please be brief)

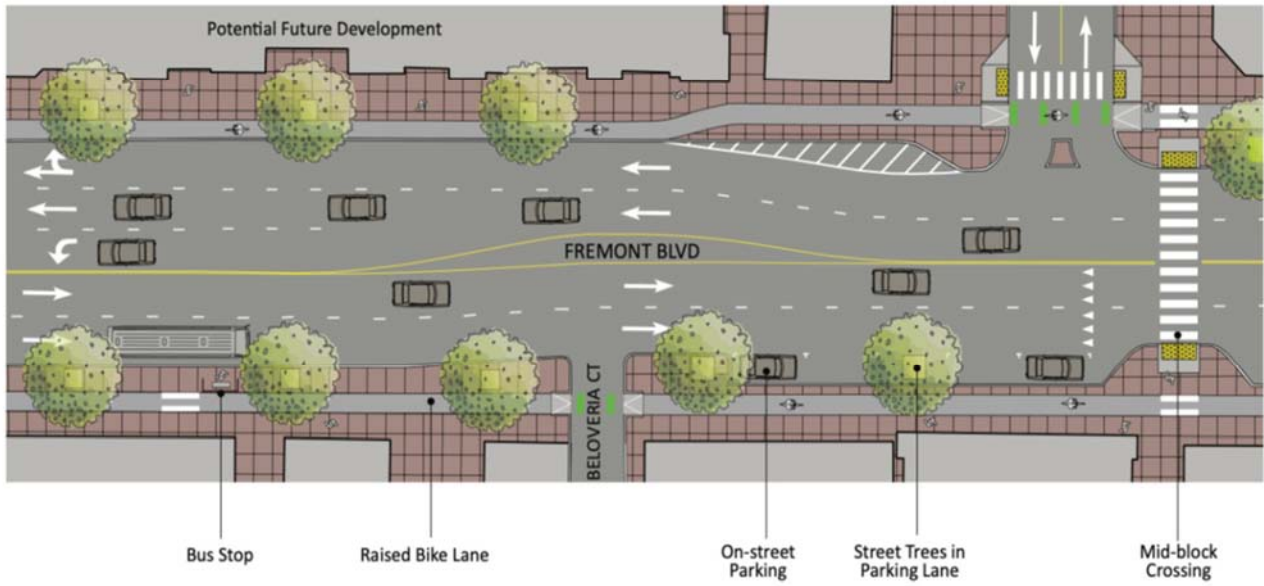
The Centerville PDA/TOD area is transforming into a vibrant commercial and medium density housing district but lacks the bike and pedestrian infrastructure that can take advantage of the easily walkable and bikeable destination. In addition to the addressing sidewalk and bikeway gaps, the project will also provide enhanced pedestrian and bike crossings. The project will also modernize all of the existing traffic signal infrastructure that will optimize signal operations and operated the corridors more efficiently.

Centerville Complete Streets of Relinquished SR84 Project Location Map

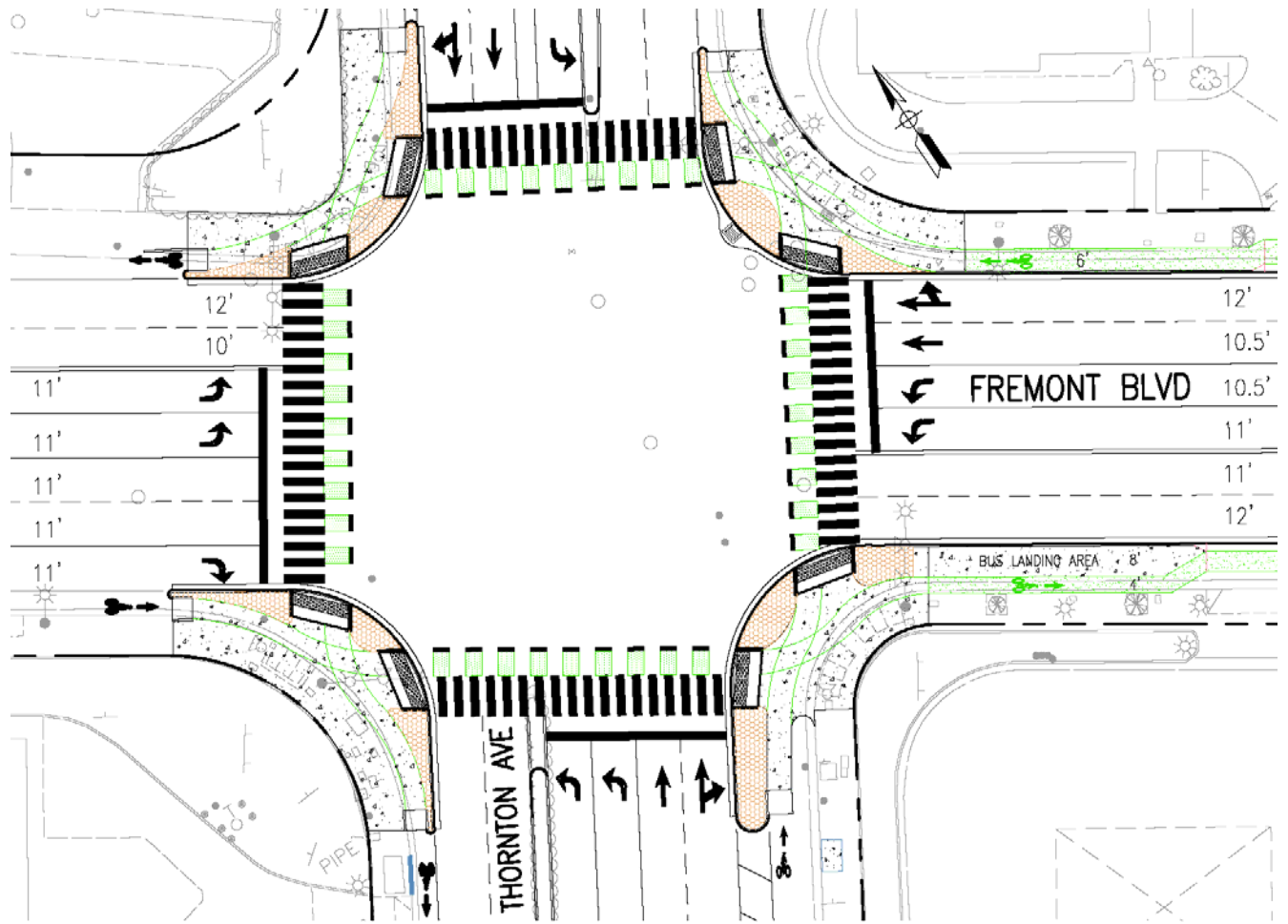




**FREMONT BOULEVARD
FROM THORNTON AVENUE TO BONDE WAY
RAISED BIKE LANE ALTERNATIVE**



FREMONT BOULEVARD – PLAN VIEW RAISED BIKE LANE ALTERNATIVE



**FREMONT BOULEVARD – THORNTON AVENUE
PROTECTED INTERSECTION IMPROVEMENTS**

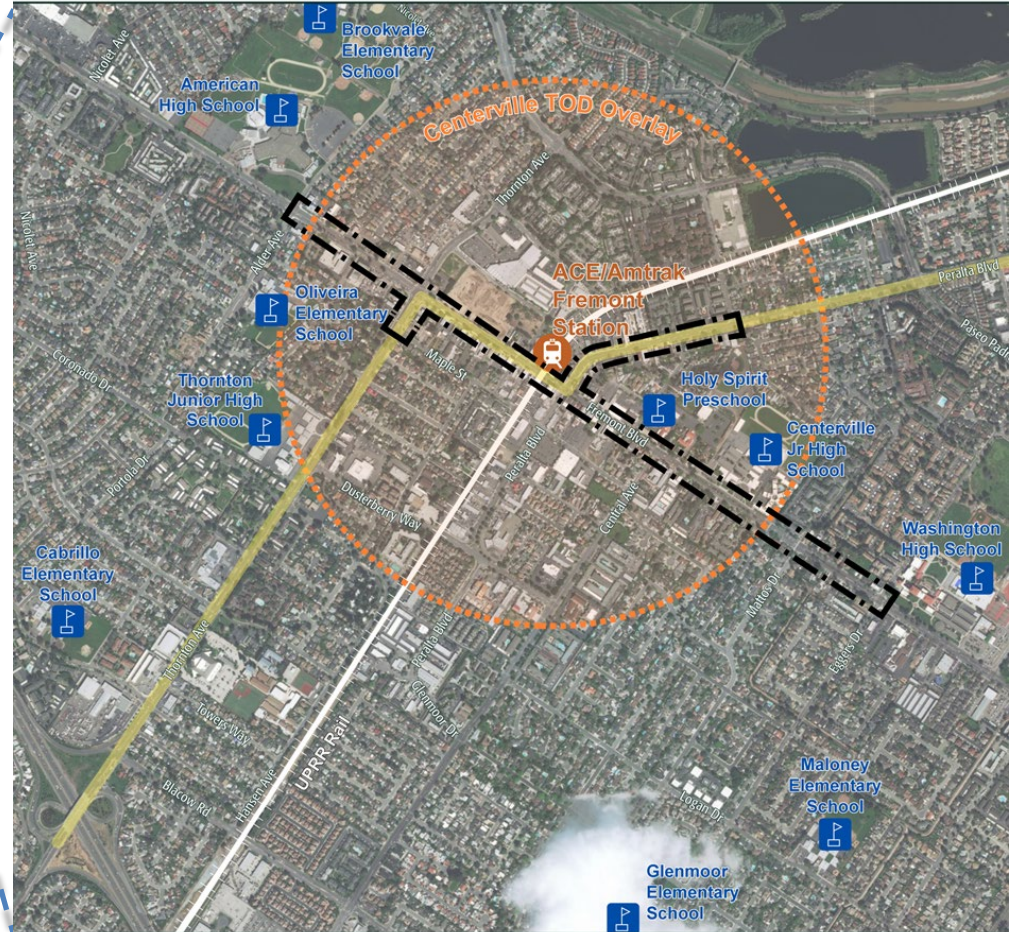
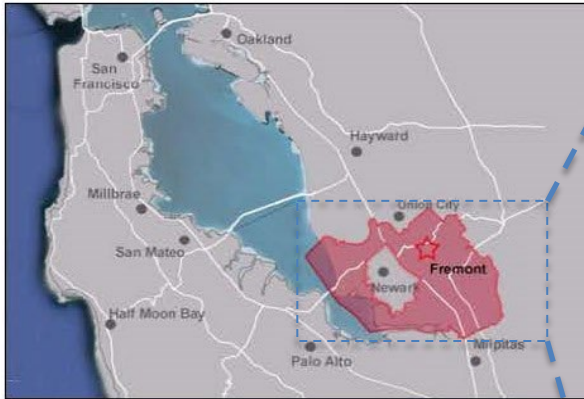
Centerville Complete Streets Project



MTC Air Quality Conformity Task Force Meeting
May 26, 2022



Project Location



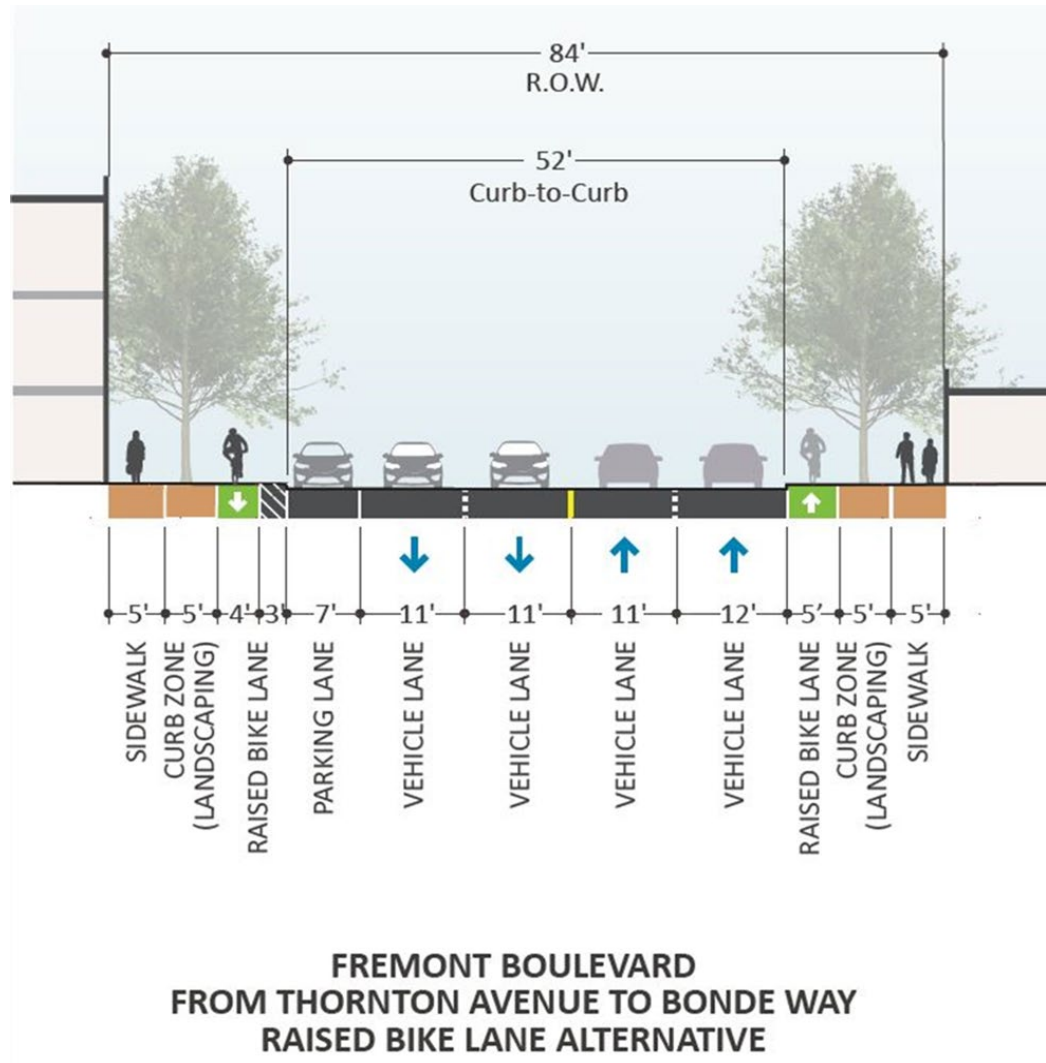
Purpose and Need

- Relinquishment of State Route 84 to City of Fremont to implement complete streets improvements
- Centerville is a Priority Development Area with a Transit Overlay District
- Fremont Blvd is part of High Injury Network (HIN) with a history of fatal and severe injury collisions
- Roadways lack complete streets improvements for pedestrians, bicyclists, and transit
- Create a vibrant and identifiable Town Center district with “Main Street” amenities

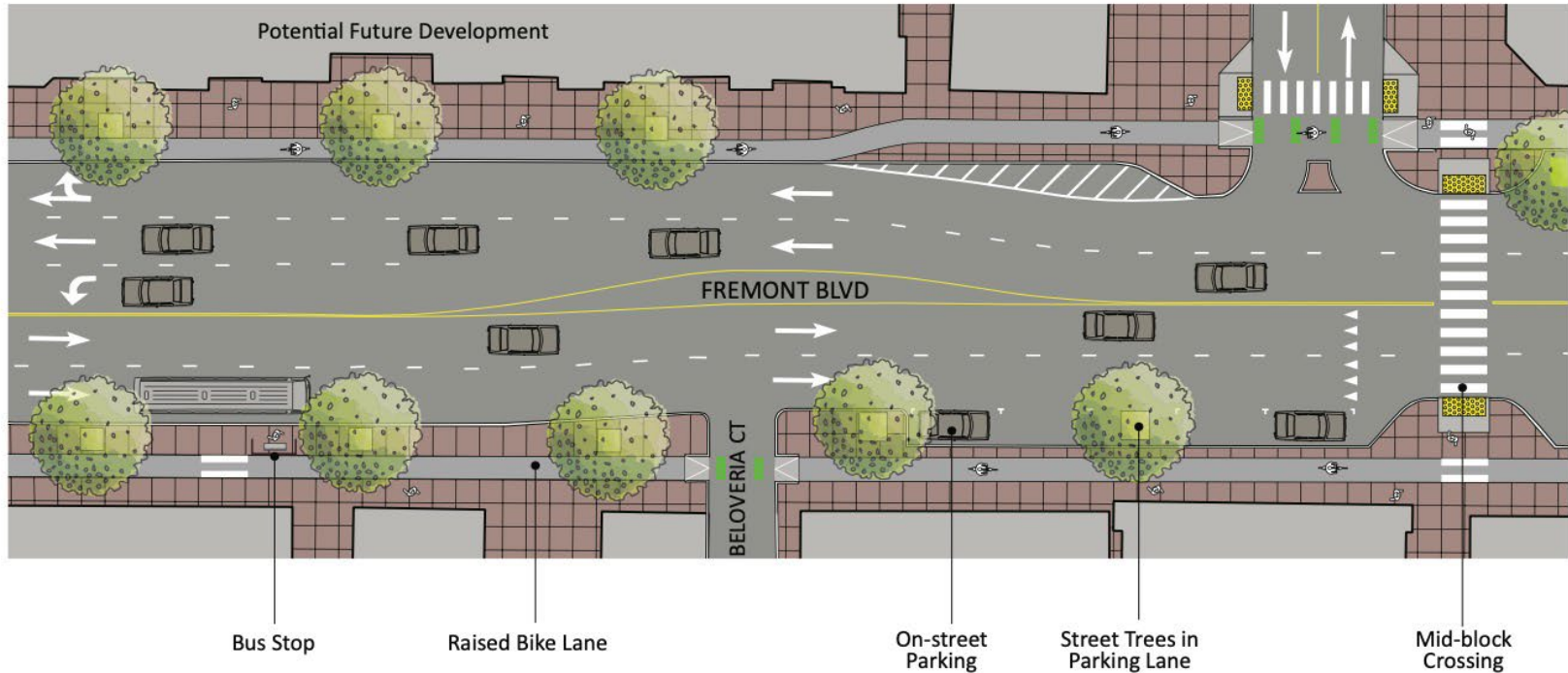
Project Description

- Pavement rehabilitation treatment of existing pavement.
- Implementation of complete streets improvements such as
 - Pedestrian crossing flashing beacons/HAWK signal
 - Raised bikeway on Fremont Blvd and buffered bike lanes on Thornton Avenue and Peralta Blvd
 - Narrower vehicle travel lanes
- “Protected intersection” improvements along Fremont Blvd at Thornton Avenue and Peralta Blvd intersection
- New signal at Thornton Avenue and Oak Street.
- Modify existing traffic signals along Thornton Avenue and tighten intersections and implement ADA improvements

Project Description (cont'd)



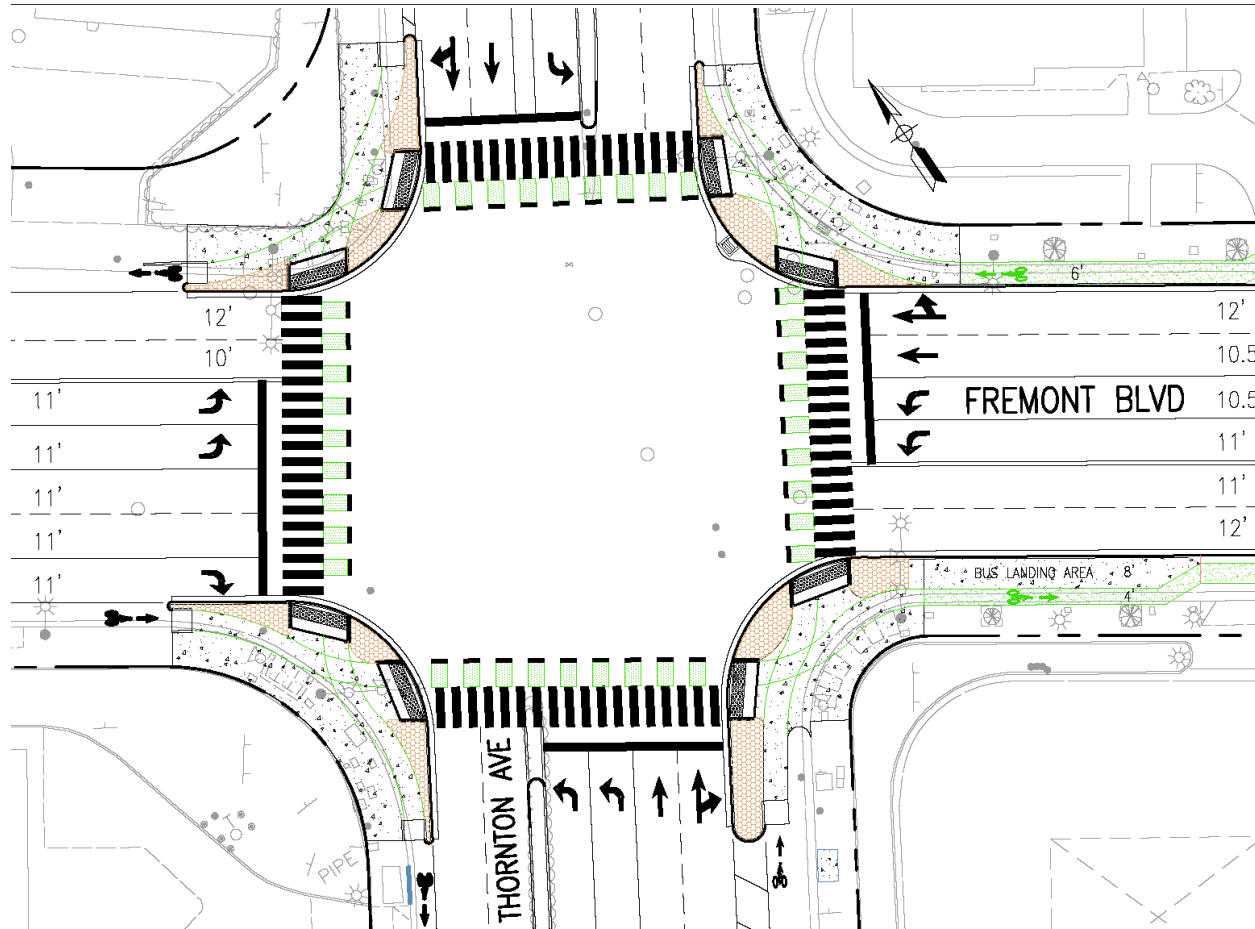
Project Description (cont'd)



**POTENTIAL IMPROVEMENTS ALONG FREMONT BOULEVARD
BETWEEN PERALTA BOULEVARD AND PARISH AVENUE
RAISED BIKE LANE ALTERNATIVE**

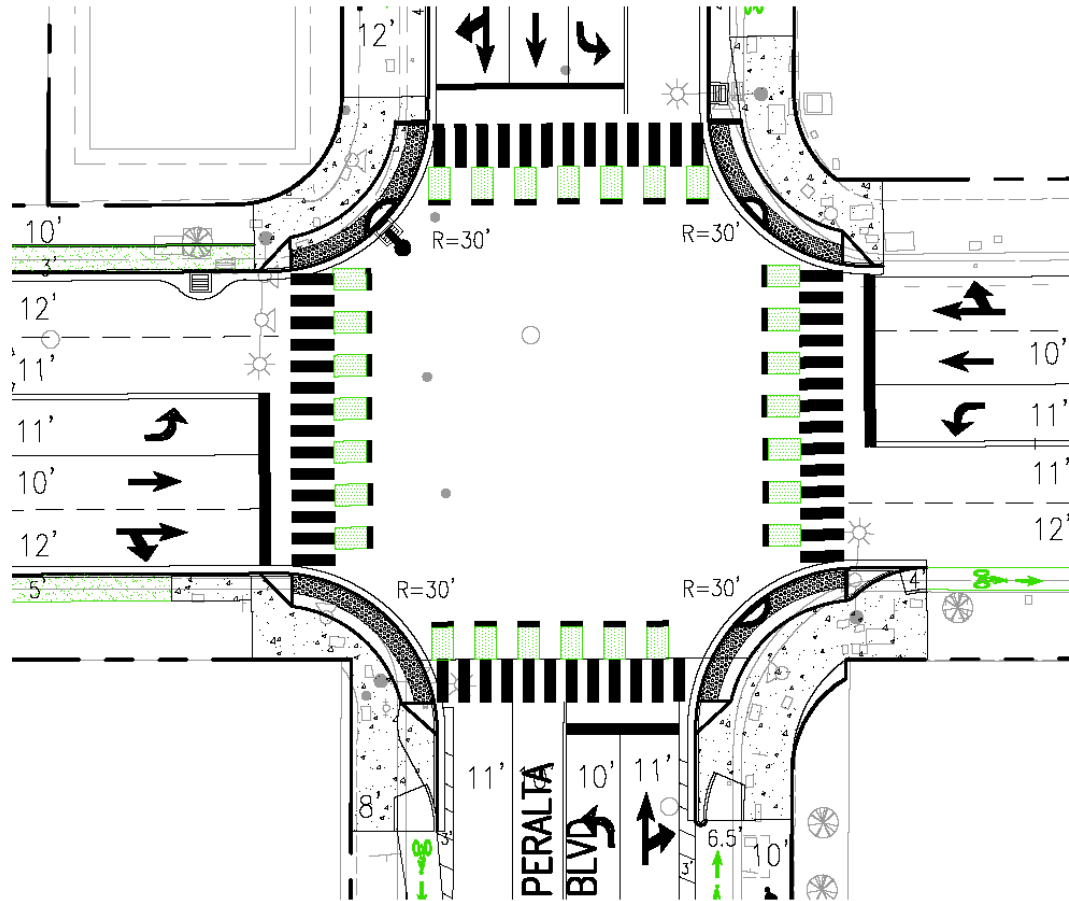


Project Description (cont'd)



**Fremont Boulevard-Thornton Avenue
Protected Intersection Design**

Project Description (cont'd)



**Fremont Boulevard-Peralta Boulevard
Protected Intersection Design**

Traffic Volumes

Location	Opening Year (2023)		Horizon Year (2050)	
	Total AADT	Trucks	Total AADT	Trucks
1. Thornton Avenue between I-880 and Fremont Boulevard	27,750	971 (3.5%)	41,460	1,451 (3.5%)
2. Fremont Boulevard between Alder Avenue and Mattos Drive	23,650	828 (3.5%)	29,960	1,049 (3.5%)
3. Peralta Boulevard between Fremont Boulevard and Sequoia Road	11,815	413 (3.5%)	12,430	435 (3.5%)

Level of Service (LOS) Analysis

Opening Year (2023)

Intersection	Control	Peak Hour	Existing		Existing Plus Project		Significant Impact?
			Delay	LOS	Delay	LOS	
1. Fremont Boulevard/ Thornton Avenue	Signal	AM	42.4	D	47.7	D	No
		PM	42.9	D	49.6	D	No
2. Fremont Boulevard/ Peralta Boulevard	Signal	AM	29.0	C	24.6	C	No
		PM	34.1	C	29.8	C	No

Level of Service (LOS) Analysis

Horizon Year (2050)

Intersection	Control	Peak Hour	Existing		Existing Plus Project		Significant Impact?
			Delay	LOS	Delay	LOS	
1. Fremont Boulevard/ Thornton Avenue	Signal	AM	66.0	E	76.6	E	No
		PM	61.6	E	79.9	E	No
2. Fremont Boulevard/ Peralta Boulevard	Signal	AM	27.4	C	28.5	C	No
		PM	37.1	D	37.5	D	No

Conclusions

Safer Streets

1. This project will provide enhanced safety for pedestrians and bicyclists in hopes of eliminating fatal and severe injury collisions along these corridors.
2. This project will not generate additional traffic or change the percentage of heavy trucks passing through the intersection.

Centerville Complete Streets Project

Questions?

MTC Air Quality Conformity Task Force
May 26, 2022



40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Expanded Description	Project Type under 40 CFR 93.126
ALA	ALA230006	Oakland	Reconnecting the Town (RAISE)	Oakland: On Broadway between Embarcadero West and 11th Street and Martin Luther King Jr. Way between 2nd and 7th: Implement bus reliability, pedestrian and bike way improvements	Oakland: On Broadway between Embarcadero West and 11th Street and Martin Luther King Jr. Way between 2nd and 7th: Implement transit only lanes, new traffic signals and bulbouts, upgrade existing bikeway, and other safety improvements for people walking and biking. Other Federal funds are RAISE funds	Air Quality - Bicycle and pedestrian facilities
ALA	ALA230007	ACTC	East Bay Greenway Multimodal (Phase 1)	Alameda County: Along the BART alignment following parallel arterial roadways from Lake Merritt BART Station to S. Hayward BART Station: Install Class I & Class IV bikeway facilities. Includes road diet segments & intersection modifications.	Alameda County: Along the BART alignment following parallel arterial roadways from Lake Merritt BART Station to S. Hayward BART Station: Construct a regional trail facility comprised of Class I and Class IV bikeway facilities that would span approximately 16 miles, traversing East Oakland, San Leandro, Ashland/Cherryland, and Hayward. The project will run along city streets including E. 10th St., E. 8th St., E. 12th St., San Leandro Streets, San Leandro Blvd., E. 14th St., and Mission Blvd. Along E. 14th St. and Mission Blvd. the project also includes pedestrian safety improvements, bus stop improvements, and placemaking elements. Road diet segments are included and intersections will be modified at various locations for enhanced bicycle and pedestrian safety	Air Quality - Bicycle and pedestrian facilities
ALA	ALA230008	ACTC	Alameda CTC: San Pablo Avenue Bus/Bike Lanes	Oakland, Emeryville, and Berkeley: Along San Pablo Avenue from 16th Street in Downtown Oakland to Heinz Street: Install pedestrian crossing improvements and dedicated bus lanes and bike lanes	Oakland, Emeryville, and Berkeley: Along San Pablo Avenue from 16th Street in Downtown Oakland to Heinz Street: Install pedestrian crossing improvements and dedicated bus lanes and bike lanes	Air Quality - Bicycle and pedestrian facilities
SON	SON210009	Rohnert Park	Southwest Boulevard Complete Streets	Rohnert Park: On Southwest Blvd between Commerce Blvd and 300-foot north of Adrian Dr: Rehabilitate pavement; reconfigure lanes; install / improve on-street bike facilities, sidewalks, intersection, crosswalks, streetscape features, and bus stop.	Rohnert Park on Southwest Boulevard between Commerce Boulevard and 300-foot east of Adrian Drive: Pavement rehabilitation; lane reconfiguration; installation of new median and sidewalks; improvement of on-street bike facilities, crosswalks and bus stop; modifications of existing sidewalks and intersections; new pedestrian lighting; enhancement of existing soundwall; other streetscape improvements (i.e. signage, landscaping, street furniture); repair or replace utilities.	Air Quality - Bicycle and pedestrian facilities



CONFORMITY STREAMLINING EXEMPTION FORM AND GUIDANCE FOR “PROJECTS THAT CORRECT, IMPROVE, OR ELIMINATE A HAZARDOUS LOCATION OR FEATURE” EXEMPTION

Guidance

The purpose of this form is to provide sufficient information to allow the Transportation Conformity Working Group (TCWG) to determine if a project could be exempt under the “Projects that correct, improve, or eliminate a hazardous location or feature” from 40 CFR 93.126 Table 2, pursuant to federal conformity regulations. This form is only for projects located in nonattainment and maintenance areas for ozone, CO, PM2.5, PM10 and NO2.

The form is not needed under the following circumstances (since transportation conformity already does not apply):

- a. Clearly fits within one of the other exempt categories pursuant to 40 CFR 93.126; or
- b. Is part of the Highway Safety Improvement Program (HSIP) (i.e., exempt under “Highway Safety Improvement Program implementation” in 40 CFR 93.126); or
- c. Is a traffic signal synchronization project under 40 CFR 93.128; or
- d. Uses no federal funds AND requires no federal approval (i.e., a project-level conformity determination does not apply); or
- e. Road diets: A road diet is a project where one or more vehicle travel lanes are removed to accommodate a variety of transportation modes. Road diets are done for safety purposes. If a road diet is part of a state’s Highway Safety Improvement Program, the road diet is exempt under the Table 2 item, “Highway Safety Improvement Program implementation.” If not, a road diet can still be considered exempt under the Table 2 item, “Projects that correct, improve, or eliminate a hazardous location or feature.” For more information about road diets, including the “Road Diet Informational Guide,” please refer to FHWA’s webpage at https://safety.fhwa.dot.gov/road_diets/

Note: A typical road diet involves converting an existing four-lane undivided roadway segment to a three-lane segment consisting of two through lanes and a center, two-way left-turn lane. The reclaimed space can be allocated for other uses, such as turn lanes, bus lanes, pedestrian refuge islands, bike lanes, sidewalks, etc.

- f. Auxiliary lanes less than 1 mile in length: An auxiliary lane is defined as the portion of the roadway adjoining the traveled way for speed change, turning, weaving, truck climbing, maneuvering of entering and leaving traffic, and other purposes supplementary to through traffic movement. If an auxiliary lane is less than 1 mile in length, it can be considered exempt under the Table 2 item, “Projects that correct, improve, or eliminate a hazardous location or feature.” For more information about auxiliary lanes, please refer to FHWA’s webpage at

https://ops.fhwa.dot.gov/freewaymgmt/publications/frwy_mgmt_handbook/chapter5.htm

- g. Ramp metering: Ramp metering projects involve installing traffic signals on highway on-ramps to control the frequency at which vehicles enter the flow of traffic, and they are also exempt under the Table 2 item, “Projects that correct, improve, or eliminate a hazardous location or feature.” For more information about ramp metering projects, please refer to FHWA’s webpage at <https://ops.fhwa.dot.gov/publications/fhwahop14020/sec1.htm>
- h. Is a road diet project, a ramp metering project, or an auxiliary lane project that is less than one mile in length (these projects have already been determined to be exempt as “projects that correct, improve, or eliminate a hazardous location or feature.”)

A project sponsor that would like to exempt a project under the exemption titled “Projects that correct, improve, or eliminate a hazardous location or feature” from 40 CFR 93.126 Table 2 will need to present data to the TCWG to demonstrate that the project would resolve a safety issue before this exemption can be used.

It is the responsibility of the project sponsor to ensure that the form is filled out completely and provides a sufficient level of detail for the TCWG to make an informed decision on whether or not a project can be exempt under the “Projects that correct, improve, or eliminate a hazardous location or feature.” For example, if a transportation agency has collision data to show both a need for the project as well as how the project will correct, improve, or eliminate the hazardous location or feature, that data can be presented to the TCWG, and if the TCWG concurs, the project could move forward as exempt. It is also the responsibility of the project sponsor to ensure a representative is available to discuss the project at the TCWG meeting if necessary.

Instructions

- 1) Fill out form, beginning on page 1, in its entirety.**
- 2) Be sure to include FTIP ID#.**
- 3) Submit completed form to your local Transportation Commission who will submit it to the Metropolitan Planning Organization (MPO). Caltrans projects can be submitted by Caltrans District representatives.**

Reference

Exempt Projects 40 CFR 93.126

Notwithstanding the other requirements of this subpart, highway and transit projects of the types listed in Table 2 of this section are exempt from the requirement to determine conformity. Such projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. A particular action of the type listed in table 2 of this section is not exempt if the MPO in consultation with other agencies (see §93.105(c)(1)(iii)), the EPA, and the FHWA (in the case of a highway project) or the FTA (in the case of a transit project) concur that it has potentially adverse emissions impacts for any reason. States and MPOs must ensure that exempt projects do not interfere with transportation control measure (TCM) implementation. Table 2 follows:

Links to More Information:

https://www.fhwa.dot.gov/environment/air_quality/conformity/index.cfm

<http://www.epa.gov/otaq/stateresources/transconf/index.htm>

TABLE 2-Exempt Projects

Safety

- Railroad/highway crossing.
- Projects that correct, improve, or eliminate a hazardous location or feature.
- Safer non-Federal-aid system roads.
- Shoulder improvements.
- Increasing sight distance.
- Highway Safety Improvement Program implementation.
- Traffic control devices and operating assistance other than signalization projects.
- Railroad/highway crossing warning devices.
- Guardrails, median barriers, crash cushions.
- Pavement resurfacing and/or rehabilitation.
- Pavement marking.
- Emergency relief (23 U.S.C. 125).
- Fencing.
- Skid treatments.
- Safety roadside rest areas.
- Adding medians.
- Truck climbing lanes outside the urbanized area.
- Lighting improvements.
- Widening narrow pavements or reconstructing bridges (no additional travel lanes).
- Emergency truck pullovers.

Note: This is an excerpt from Table 2, not the complete list of exempt projects from the table.



CONFORMITY EXEMPTION FORM
PROJECT SUMMARY FOR INTERAGENCY CONSULTATION
For projects that correct, improve, or eliminate a hazardous location or feature

Project Information

DIST-CO-RTE-PM: 4-SCL-SJS

EA/EFIS ID (Caltrans Projects):

Fed. Aid. No. (Local Projects):

FTIP ID No. (required): SCL210026

TCWG Consideration Date:

Pollutant of Concern: PM2.5

Contact Information

Lead Agency: City of San Jose

Contact Person: Devin Gianchandani

Phone: 408-972-3254

Fax:

Email: devin.gianchandani@sanjoseca.gov

Environmental Approval Information

Anticipated Federal Environmental Approval (check appropriate box):

23 USC 326 CE 23 USC 327 CE EA EIS

Anticipated Date of Federal Environmental Approval: April 2026

Current Programming Dates (as appropriate):

	PA&ED	PS&E	ROW	CON
Start		April 2023	May 2026	Jan 2027
End		Feb 2026	Sept 2026	Sept 2027



CONFORMITY EXEMPTION FORM
PROJECT SUMMARY FOR INTERAGENCY CONSULTATION
For projects that correct, improve, or eliminate a hazardous location or feature

Project Details

Project Description

The primary purpose of the project is to create welcoming streets that serve as more than just a route to the freeway – reducing vehicle speeds, calming traffic, and knitting this economically disadvantaged downtown neighborhood back together. The project enhances access and increases overall livability for local area residents, employees, and visitors.

Proposed project would implement:

- Restriping the street for two-way traffic (one lane in each direction)
- New and modified signals to accommodate two-way traffic
- Streetlights (new pedestrian-scale lighting and conversion of existing lights to smart, energy efficient lighting)
- Amenities for livability, traffic calming and complete streets, including street trees, wayfinding information, refurbishing five non-functional fountains as planters, bicycle sharrows, bike racks, accessible ramps, and high-visibility/decorative crosswalks

The project would:

- Make streets calmer and complete for those on foot, bicycle and/or on their way to transit
- Remove confusion and frustration caused by one-way streets and, on these particular streets, the transition from two-way to one-way and back to two-way traffic that will soon be in place
- Make streets easier to understand and more compelling, with elements to support greater livability and street life
- Increase business vitality by transitioning to streets that people use during all times of day and travel on more slowly
- Better connect people to amenities like St. James Park, San Pedro Square and the surrounding historic districts
- Encourage bicycling, walking, and transit use and reduce auto use and associated VMT and air pollution

Project Purpose and Need (Summary) (attach additional sheets as necessary):

In 2015, San José became the fourth city in the nation to formally adopt a Vision Zero transportation safety initiative, which aims to eliminate fatalities and reduce severe injuries caused by traffic collisions – transportation safety is our Department of Transportation’s (DOT) number one priority. The City of San Jose believes that one traffic death is too many, and Vision Zero is San Jose’s commitment to prioritize street safety. The Julian and St. James “Livable Streets” Couplet Conversion (see Attachment A. Overview Map) is part of our commitment to safety and reclaiming streets for people, rather than just for cars. This project enhances safety by calming vehicle speeds, minimizing conflicts, increasing awareness, improving visibility, and creating safer and more accessible facilities, especially for the most vulnerable users – people who walk and bike.



CONFORMITY EXEMPTION FORM
PROJECT SUMMARY FOR INTERAGENCY CONSULTATION
For projects that correct, improve, or eliminate a hazardous location or feature

In the 1970s, Julian and St. James were converted to one-way streets in Downtown San Jose to accommodate the new Guadalupe Parkway (now State Route 87) – turning what were primarily residential streets into citywide arterials bringing commuting traffic through the Downtown and surrounding neighborhood. This change resulted in high traffic volumes and higher vehicle speeds along these streets – posing safety concerns for local residents and workers, particularly those walking or riding a bicycle.

According to the Federal Highway Administration (FHWA), one-way streets tend to encourage higher motor vehicle speeds, and intersections involving one-way streets may be more confusing for some roadway users, especially visitors, children, and pedestrians. In addition, motor vehicle drivers who are turning left may be less cautious when turning from one-way streets and less able to see crossing pedestrians due to poorer sight lines. Two-way streets typically reduce vehicle speeds due to the perception of increased friction along the roadway and increased turning movements. Lower vehicle speeds will help people avoid collisions and reduce the severity of any collisions that do occur.

Please provide collision data or justification on the need for the correction, improvement, or elimination of a hazardous location or feature:

The City of San Jose’s experience bears out the FHWA statements. The segments of Julian east of 3rd Street and St. James east of 4th Street were converted from one-way to two-way operations in 2010. After this conversion, vehicle speeds and collisions dropped along St. James and Julian. Speed surveys from before and after the conversion show a reduction in operating speed of 1 mph and more than 2 mph on St. James and Julian Streets respectively.2 Reductions in collisions from before to after the conversion were even more dramatic:

- Along Julian Street between Market and 19th Street, there were 199 crashes in a 3-year period before the conversion (roughly 2001-2003) and only 107 crashes in the 3 year post project (2013-2015). Adjusting for the slightly larger roadway segment in the first time period, this represents a roughly **35% reduction in collisions**
- Along St. James Street between 4th and 19th Street, crashes dropped from 95 crashes in a 3-year period before the conversion (roughly 2000-2002) and only 38 crashes in the most recent 3-year period available for the converted segment (2013-2015); this represents a roughly **60% reduction in collisions**

Current Crash Data

St. James (Market to 4th)								
Year	Total	Crash/Block	Motor Vehicle Only	Bike	Ped	KSI	ADT	TC 85% Speed
2015	12	2.40	12	0	0	0	4,659	
2016	15	3.00	15	0	0	1		
2017	8	1.60	6	1	1	1		
2018	9	1.80	7	0	2	0	4,911	
2019	7	1.40	6	0	1	0		26.84
2020	8	1.60	8	0	0	0		



CONFORMITY EXEMPTION FORM
PROJECT SUMMARY FOR INTERAGENCY CONSULTATION
 For projects that correct, improve, or eliminate a hazardous location or feature

Total	59	11.80	54	1	4	2		
Julian (Market to 3rd)								
Year	Total	Crash/Block	Motor Vehicle Only	Bike	Ped	KSI	ADT	85% Speed
2015	6	1.50	5	1	0	0		30.4
2016	12	3.00	11	0	1	0	9,752	24.4
2017	6	1.50	4	1	1	0	5,974	
2018	5	1.25	4	0	1	0		
2019	11	2.75	10	0	1	0		
2020	8	2.00	8	0	0	0		
Total	48	12.00	42	2	4	0		

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

In addition to the safety benefits conferred as a result of two-way operations and reduced vehicular traffic speeds and volumes, the project will enhance lighting and existing pedestrian and bicycle facilities. The project also includes high-visibility/decorative crosswalks, bicycle sharrows (Class III bicycle facilities with potential green paint enhancements), and ADA-accessible curb ramps where needed. This combination of dedicated pedestrian and bicyclist infrastructure enhancements and modern, high-efficiency street lighting will ensure a high level of safety and walkability, especially at night or during inclement weather.



TO: Air Quality Conformity Task Force

DATE: May 26, 2022

FR: Adam Crenshaw

RE: Review of the Regional Conformity Status for New and Revised Projects

Staff has prepared the following information in an effort to streamline the review of the regional air quality conformity implications of projects that staff proposes to add into the 2021 TIP through current or future revisions. This item is for advisory purposes only. The inclusion of these projects and project changes in a proposed revision to the TIP is subject to Commission approval in the case of amendments and MTC's Executive Director or Deputy Executive Director in the case of administrative modifications. The final determination of the regional air quality conformity status of these projects will be made by the Federal Highway Administration, the Federal Transit Administration and the Environmental Protection Agency as part of their review of proposed final TIP amendments and by the Executive Director or Deputy Executive Director as part of their review for TIP administrative modifications.

Proposed Changes for the 2021 TIP

Staff is proposing to add one new project to the 2021 TIP as follows:

TIP ID: ALA210033

Sponsor: CCJPA

Description: Fremont: On SR84 near the Ardenwood Park-n-Ride: Construct an intermodal bus facility.

Expanded Description: Fremont: On SR84 near the Ardenwood Park-n-Ride: Construct an intermodal bus facility including the addition of westbound and eastbound bus stop platforms on SR84, allowing buses to pick-up and drop-off passengers from the Park-n-Ride at the elevated highway level. This will reduce bus travel time, especially during congestion, since buses will not need to get on and off SR84 to pick up and drop off passengers using the Park-n-Ride.

Project Type: Exempt (40 CFR 93.127) – Bus terminals and transfer points.

MTC staff is not seeking a determination on the status of these projects for project-level conformity purposes with this item.

**Air Quality Conformity Task Force
Summary Meeting Notes
April 28, 2022**

Participants:

Lexie Arellano – Caltrans	Bao Nguyen – EPA
Kevin Krewson – Caltrans	Charisma Becca – Caltrans
Dominique Kraft – FTA	Tom Kelly – EPA
Jacqueline Kahrs – Caltrans	Dick Fahey – Caltrans
Erika Espinosa Araiza – Caltrans	Paul Hensleigh – YSAQMD
Andrea Gordon – BAAQMD	Lucas Sanchez – Caltrans
Patrick Pittenger – FHWA	Shilpa Mareddy – Caltrans
Karsten Adam – VTA	Will Burns – David Powers & Associates
Abhijit Bagde – Caltrans	Jay Witt – Illingworth & Rodkin Inc
John Hesler – David Powers & Associates	John Saelee – MTC
David Kobayashi – VTA	Adam Crenshaw – MTC
Daniel Ho – AECOM	Harold Brazil – MTC
Alex Nelson – VTA	

1. Welcome and Self Introductions: Harold Brazil (MTC) called the meeting to order at 9:35 am.

2. PM_{2.5} Project Conformity Interagency Consultations

a. Consultation to Determine Project of Air Quality Concern Status

i. US 101/Zanker Road/Skyport Drive/Fourth Street Improvement Project

Karsten Adam (VTA) began the presentation of the US 101/Zanker Road/Skyport Drive/Fourth Street Improvement project by stating the project is needed to address:

- Congestion in the project area (both present and future)
- Inadequate pedestrian and bicycle facilities
- On and off-ramps deficiencies
- Inadequate access to/from the Norman Y. Mineta San Jose International Airport

Mr. Adam added that the purpose of the project is to:

- Enhance transportation network within the project area to accommodate planned growth as anticipated under the adopted Envision San Jose 2040 General Plan
- Improve pedestrian and bicycle facilities in the project area
- Improve safety and traffic operations at the on/off-ramps and mainline of US 101 within the Project limits
- Improve access to/from the Norman Y. Mineta San Jose International Airport



Mr. Adam also added that the US 101/Zanker Road/Skyport Drive/Fourth Street Improvement project consisting of the following activities:

- Construction of an overcrossing above United States Highway 101 (US 101) connecting Zanker Road on the north with Fourth Street and Skyport Drive on the south
- Replacement of the existing nonstandard ramps on northbound US 101 at Old Bayshore Highway and Brokaw Road with new ramps at Bering Drive meeting higher design standards
- Incorporation of bicycle and pedestrian facilities into the project design

Jay Witt (Illingworth & Rodkin Inc) discussed how the US 101/Zanker Road/Skyport Drive/Fourth Street Improvement project addressed conformity requirements and noted:

- The project is part of a conforming TIP and part of the conforming PBA2050
- AQ Conformity Task Force will determine if the project is of air quality concern
- Project area analysis showed lower PM_{2.5} emissions in build alternatives

Project Description



John Hesler (David Powers & Associates) added that the air quality conformity process is just one part of what project sponsors are required to do for state and federal approval under CEQA and NEPA. Mr. Hesler also mentioned the US 101/Zanker Road/Skyport Drive/Fourth Street Improvement project emissions analysis included criteria air pollutants and toxic air contaminants calculations.

Dick Fahey (Caltrans) asked about what the major land uses are in the project area and noted from the provided aerial photos in the project assessment form materials – the area looks like primarily commercial and industrial? Mr. Hesler confirmed the project area is primarily commercial and industrial – adding there is some residential to the south of the project area, heading South toward the downtown San Jose area. Tom Kelly (EPA) asked for an explanation of what the current route would be to get to the airport if somebody's going north or south through the project area and Mr. Adam and Mr. Hesler indicated the US 101/Zanker Road/Skyport Drive/Fourth Street Improvement project provided access improvements and connectivity options, to and from the airport.

Final Determination: With input from EPA, FTA, FHWA (making their determination via email, after the meeting) and Caltrans (deferring their determination to FHWA), the Task Force concluded the US 101/Zanker Road/Skyport Drive/Fourth Street Improvement project was not of air quality concern.

b. Confirm Projects Are Exempt from PM_{2.5} Conformity

i. Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern

With input from Lucas Sanchez (Caltrans), Patrick Pittenger (FHWA) and Tom Kelly (EPA) – the Task Force agreed the City of San Jose’s Julian and St. James Couplet Conversion project (TIP ID SCL210026) not to be regionally significant and requested that the project sponsor submit a Caltrans conformity streamlining exemption form to determine whether the project could be exempt as a safety project or non-exempt.

Final Determination: With input from FTA, FHWA, EPA, Caltrans and MTC, the Task Force agreed that the projects – except the Julian and St. James Couplet Conversion project (TIP ID# SCL210026) in San Jose – on the exempt list **2b_Exempt List 04202022.pdf** – are exempt from PM_{2.5} project level analysis.

3. Project with Regional Air Quality Conformity Concerns

Adam Crenshaw (MTC) stated staff prepared a list of 23 projects MTC is proposing to add either the 2021 TIP or the 2023 TIP. Mr. Crenshaw went on to say that some of these projects do not have funding in the 2021 TIP period, and (therefore) MTC won't be adding the projects through amendments to the 2021 TIP, but when MTC prepares the 2023 TIP update – the projects will be included at that time. Lucas Sanchez (Caltrans), asked about the South Milpitas Blvd Extension and Bridge project in Milpitas and asked why the project is listed as non-exempt and not regionally significant? Mr. Crenshaw responded by stating because of the classification of the roadways in the South Milpitas Blvd Extension and Bridge project area, did not rise to the level of regional significance and is a minor extension between local roadways. Mr. Sanchez asked Tom Kelly (EPA) and Patrick Pittenger (FHWA) if they had any input, questions, or concerns on whether they felt the project should be considered reasonably significant. Mr. Pittenger commented that (although) this type of project that could normally appear in the MTC travel demand model, doesn't need to be considered a regional project with regional significance. Mr. Kelly also did not feel the South Milpitas Blvd Extension and Bridge project was regionally significant and Mr. Sanchez concurred.

4. Approach to the Conformity Analysis for the 2023 Transportation Improvement Program (TIP)

Harold Brazil (MTC) discussed the approach to the Conformity Analysis for the 2023 TIP and pointed out key aspects of the analysis including:

- Latest Planning Assumptions:
 - EMFAC2017; VMT estimates used in the federally approved EMFAC2017 emission model will be consistent with the California Air Resources Board’s (CARB) recommended adjustment methods.

- Emissions Budget/Interim Emissions:
 - For Ozone: MTC will use the 1-hour motor vehicle emissions budget from the 2001 Ozone Attainment Plan as the 8-hour motor vehicle emissions budget to demonstrate conformity with the 8-hour ozone standard.
 - For PM_{2.5}: MTC will use the “Baseline Year Test” interim emission test to demonstrate conformity with the 24-hour PM_{2.5} standard. Consistent with EPA’s Transportation Conformity Rule PM_{2.5} and PM₁₀ Amendments; Final Rule published in the federal register in March 2010.

Tom Kelly (EPA), Patrick Pittenger (FHWA) and Lucas Sanchez (Caltrans) followed up with an EMFAC2017 discussion with Mr. Kelly and Mr. Sanchez indicating that ARB is experiencing technical delays with the release of EMFAC2021 – meaning MTC should use EMFAC2017 for the 2023 TIP Conformity Analysis.

5. Consent Calendar

- a. **February 24, 2022 Air Quality Conformity Task Force Meeting Summary**
- b. **March 24, 2022 Air Quality Conformity Task Force Meeting Summary**

The Consent Calendar items for the February 24, 2022 (inadvertently not discussed at the March 2022 Task Force meeting) and the March 24, 2022 Air Quality Conformity Task Force Meeting summaries were reviewed at the Task Force’s April 28th meeting.

Final Determination; With input from all members, the Task Force concluded that the consent calendar was approved.

6. Other Items

Harold Brazil (MTC) brought up ARB’s Draft 2022 SIP¹ which includes proposed measures for reducing VMT as part of “Enhanced Regional Emission Analysis in State Implementation Plans” in the approach to conformity analyses done in the State and indicated he would reach out to ARB for more information on their plan.

¹ https://ww2.arb.ca.gov/resources/documents/2022-state-strategy-state-implementation-plan-2022-state-sip-strategy?utm_medium=email&utm_source=govdelivery