



**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)

September 22, 2022

9:30 a.m. –11:00 a.m.

AGENDA

1. Welcome and Introductions
2. PM_{2.5} Project Conformity Interagency Consultations
 - a. 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
3a_Regional_AQ_Conformity_Review_092222.pdf
3a_Attachment-A_List_of_Proposed_New_Projects_092222.pdf
4. Consent Calendar
 - a. August 25, 2022 Air Quality Conformity Task Force Meeting Summary
5. Other Items

Next Meeting: October 27, 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

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+1 646 876 9923 US (New York)

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833 548 0282 US Toll-free

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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: September 19, 2022

FR: Harold Brazil

W. I.

RE: PM_{2.5} Project Conformity Interagency Consultation

MTC requests the review and concurrence from the Task Force which project sponsors have identified as exempt and likely not to be a POAQC. **2a_POAQC_Exempt_List_09192022.pdf** lists the projects to be considered exempt under 40 CFR 93.126.

40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Additional Description	Project Type under 40 CFR 93.126
ALA	ALA210027	MTC	Bay Bridge Forward I-80/ Powell I/C Transit Access	Emeryville: At the I-80/Powell Street interchange: Proposed transit access improvements to this interchange include providing bus queue jump lanes, exclusive bus-only turn lanes, transit signal priorities, new and/or improved bus stops at the interchange vicinity. PBA2050 ID is 21-106-049.	2023 TIP Update	Mass Transit - Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771
CC	CC-210003	Concord	East Downtown Concord PDA Access and SR2T	Concord: Various locations in and around the Downtown Concord area: Construct new sidewalks and class 3 bicycle routes that provide access to the BART Station, PDA, bus stops, schools, and parks, including on two segments of Parkside Drive, two segments on The Alameda, one segment on 6th Street, one segment on Bonifacio Street, and one segment on Salvio Street, totaling 4,520 feet of new sidewalk in locations where no sidewalk exists today. The project also includes 1.4 miles of new bicycle routes on Parkside Drive, The Alameda and 6th Street, and also traffic signal modifications on 6th and Concord Blvd.	2023 TIP Update - Update the funding plan	Air Quality - Bicycle and pedestrian facilities
SCL	SCL110112	Saratoga	Bridge No. 37C0114: Quito Road Bridge Replacement	HBP: BRIDGE NO. 37C0114 & 37C0113, QUITO RD, OVER SAN TOMAS CREEK, NORTH AND SOUTH OF OLD ADOBE RD. Replace 2 lane bridges with new 2 lane bridges.	HBP project entered into FMS for delivery monitoring purposes only	Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
SCL	SCL170023	Sunnyvale	Peery Park "Sense of Place" Improvements	Sunnyvale: In Peery Park Specific Area on Potrero Avenue from Maude Avenue to Central Expwy: Install sidewalks, pedestrian improvements, crosswalk improvements, ADA compliant curb ramps and possible curb extensions to reduce pedestrian crossing distances.	2023 TIP Update	Air Quality - Bicycle and pedestrian facilities

Bay Bridge Forward I-80/ Powell I/C Transit Access Project:
Additional Information

*ENVIRONMENTAL DECLARATION

(CALIFORNIA FISH AND GAME CODE SECTION 711.4)

LEAD AGENCY NAME AND ADDRESS

FOR COUNTY CLERK USE ONLY

FILE NO: _____

CLASSIFICATION OF ENVIRONMENTAL DOCUMENT: (PLEASE MARK ONLY ONE CLASSIFICATION)

1. NOTICE OF EXEMPTION / STATEMENT OF EXEMPTION

A - STATUTORILY OR CATEGORICALLY EXEMPT

\$ 50.00 - COUNTY CLERK HANDLING FEE

2. NOTICE OF DETERMINATION (NOD)

A - NEGATIVE DECLARATION (OR MITIGATED NEG. DEC.)

\$ 2,548.00 - STATE FILING FEE

\$ 50.00 - COUNTY CLERK HANDLING FEE

B - ENVIRONMENTAL IMPACT REPORT (EIR)

\$ 3,539.25 - STATE FILING FEE

\$ 50.00 - COUNTY CLERK HANDLING FEE

3. OTHER: _____

*****A COPY OF THIS FORM MUST BE COMPLETED AND SUBMITTED WITH EACH COPY OF AN ENVIRONMENTAL DECLARATION BEING FILED WITH THE ALAMEDA COUNTY CLERK.*****

BY MAIL FILINGS:

PLEASE INCLUDE FIVE (5) COPIES OF ALL NECESSARY DOCUMENTS AND TWO (2) SELF-ADDRESSED ENVELOPES.

IN PERSON FILINGS:

PLEASE INCLUDE FIVE (5) COPIES OF ALL NECESSARY DOCUMENTS AND ONE (1) SELF-ADDRESSED ENVELOPES.

ALL APPLICABLE FEES MUST BE PAID AT THE TIME OF FILING.

FEES ARE EFFECTIVE JANUARY 1, 2022

MAKE CHECKS PAYABLE TO: ALAMEDA COUNTY CLERK

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk

County of: _____

From: (Public Agency): _____

(Address)

Project Title: _____

Project Applicant: _____

Project Location - Specific:

Project Location - City: _____ Project Location - County: _____

Description of Nature, Purpose and Beneficiaries of Project:

Name of Public Agency Approving Project: _____

Name of Person or Agency Carrying Out Project: _____

Exempt Status: **(check one):**

- Ministerial (Sec. 21080(b)(1); 15268);
- Declared Emergency (Sec. 21080(b)(3); 15269(a));
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- Categorical Exemption. State type and section number: _____
- Statutory Exemptions. State code number: _____

Reasons why project is exempt:

Lead Agency

Contact Person: _____ Area Code/Telephone/Extension: _____

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: _____ Date: _____ Title: _____

Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____

THE INTERSTATE-80/POWELL STREET INTERCHANGE TRANSIT ACCESS IMPROVEMENT PROJECT DOES NOT REQUIRE CALIFORNIA ENVIRONMENTAL QUALITY ACT REVIEW BECAUSE IT QUALIFIES FOR A STATUTORY EXCLUSION PER SENATE BILL 288, CALIFORNIA PUBLIC RESOURCES CODE (PRC) SECTION 21080.25

Interstate-80/Powell Street Interchange Transit Access Improvement Project

This declaration is prepared pursuant to the California Public Resources Code (PRC) § 21080.25.

SB 288 Applicability:

The Project, [as described in Attachment A](#), is identified as a transit prioritization project which qualifies for the legislative requirements of SB 288, under PRC § 21080.25. The Project meets the definition of a transit prioritization project because it includes the installation of dedicated transit lanes and signal timing will include a bus queue jump phase to facilitate these transit movements. The Project will also improve customer information and wayfinding for transit riders, bicyclists, or pedestrians without requiring additional right-of-way. The Project meets each of the SB 288 criteria identified under PRC § 21080.25(c) as follows:

1. The Project implementing agencies, *MTC, City of Emeryville, and Alameda County Transportation Commission and California Department of Transportation (Caltrans)* are all public agencies.
2. The Project is located in an urbanized area. Per Public Resources Code § 21071 definition of urbanized areas, Emeryville has a population of under 100,000 however, it qualifies as an urbanized area because Emeryville, combined with the population of the contiguous cities of Berkeley and Oakland is well over 100,000 persons.
3. The Project will remain within the Federal Highway, State of California, and City of Emeryville's overlapping public right-of-way.
4. The Project does not add physical infrastructure that increases new automobile capacity or add auxiliary lanes. The Project will modify the existing transportation system within existing right-of-way to construct a new transit-dedicated turn lane and a merge lane with the existing general purpose on-ramp lane prior to entering the I-80 travel lanes.
5. The construction of the Project shall not require the demolition of affordable housing units because the Project is located within existing right-of-way dedicated for transportation use.
6. The Project will be completed by a skilled and trained workforce consistent with the requirements identified in Chapter 2.9, Skilled and Trained Workforce Requirements, of the Public Contract Code.

The Project does not exceed one hundred million dollars (\$100,000,000) in 2020 U.S dollars and therefore does not need to meet the criteria identified under PRC § 21080.25(c)(6).

APPROVAL

The MTC hereby takes the following actions:

- A. Approves the I-80/Powell Street Interchange Transit Access Improvement Project as described in [Attachment A, Purpose and Need, and Project Description](#).
- B. Declares that the Project meets the definition of a Statutory Exclusion per the legislative requirements of SB 288, under PRC § 21080.25.
- C. Files a notice of exemption with the Office of Planning and Research and the Alameda County clerk with a certificate of determination attached. It shall be posted for a period of 30 days and retain the notice for no less than 12 months.

Attachment A: Interstate-80/Powell Street Interchange Transit Access Improvement Project Purpose, Need and Project Description

Project Purpose:

The *Interstate-80 (I-80)/Powell Street Interchange Transit Access Improvement Project* (Project) purpose is to:

- Improve transit reliability and travel time
- Improve transit accessibility
- Promote safety for transit riders
- Encourage transit usage

Project Need:

The Project is needed to address the transit operational deficiencies that currently result in travel delays and decreased reliability for transit vehicles that enter and exit I-80 via Powell Street.

The I-80/Powell Street interchange in the City of Emeryville is located along a key Transbay/Bay Bridge transit corridor that connects the East Bay with San Francisco. The I-80/Powell interchange currently services multiple Transbay routes including five Alameda County (AC) Transit lines and one Capital Corridor (Amtrak) transit connection between the Emeryville Station and San Francisco Transit Center. Powell Street is the main route for Transbay buses originating from Amtrak's Emeryville Station and AC Transit's Emeryville Division to access I-80. Buses traveling along Powell Street currently use the loop on-ramp at West Frontage Road to access westbound I-80. The existing West Frontage Road and the loop ramp are highly congested during peak commuting hours. In addition, this ramp provides access to I-80 in a location where traffic is diverging and merging between I-580, I-880 and westbound to San Francisco on I-80. This access route offers no transit advantages causing transit service from Powell Street to the San Francisco Transit Center to have low reliability in travel time during peak commute hours. In this congested corridor, pedestrian access to bus stops can be a daunting walk along multi-lane, busy and loud roadways. Shortening the distances between the bus and the origin of the trip can determine willingness to switch modes.

Project Description:

The Metropolitan Transportation Commission (MTC), in partnership with the Alameda County Transportation Commission (CTC) and the California Department of Transportation (Caltrans), is proposing to construct a dedicated transit lane on Powell Street in the vicinity of the I-80/Powell Street interchange to enhance transit service, reliability and transit rider accessibility, location of which is illustrated in Figure 1. The Project proposes new bus stops with improved pedestrian and bicycle access to increase accessibility, connectivity, and transit usage.

The Project will convert one westbound lane on Powell Street between Christie Avenue and the I-80 eastbound ramp intersection to a transit-only lane. Figure 2 shows the project features over an aerial and the following describes these further. This transit-only lane will continue to a new transit-only lane between the I-80 eastbound ramps intersection and the I-80 westbound on-ramp intersection. The current three-lane section will be modified to accommodate the new dedicated transit-only left-turn lane, maintain one through-lane, and two dedicated right-turn lanes by slightly widening the roadway to the north. This requires relocating the existing narrow sidewalk along the north side of Powell Street to behind the support columns and modifying the existing median. This preserves current capacity while providing transit priority access. The direct transit-only left-turn lane access into the I-80 westbound on-ramp will reduce transit travel distance by approximately 1,500 feet and permit transit vehicles to bypass West Frontage Road and mainline congestion at the I-80 westbound/I-580 eastbound freeway split.



FIGURE 1, PROJECT LOCATION

To receive transit access, a portion of the existing westbound I-80 on-ramp from Powell Street will be reconstructed to align with the proposed transit-only left-turn lane. The Project includes adding dedicated transit-only signals and detectors at the eastbound and westbound ramp intersections to facilitate transit priority.

Two new bus stops will be constructed along the I-80 westbound on-ramp and eastbound off-ramp near the Powell Street ramp terminal intersections to enhance accessibility for transit users. The Project will seek opportunities to improve safety for transit users by shortening the pedestrian crossing distance in the west leg of the Powell Street/West Frontage Road intersection in compliance with current ADA standards. The Project will extend the sidewalk curb to a bulb-out at the northeast corner of Powell Street/West Frontage Road intersection facilitated by the proposed roadway modifications on Powell Street. Pedestrians traveling to/from the Bay Trail will benefit from bulb-out curbs on the west side of the West Frontage Road and Powell Street intersection that will reduce the crossing distance. The Bay Trail parallels West Frontage Road and crosses Powell Street before turning east or west along the south side of Powell Street.

The Project includes relocating the existing, narrow 3 to 4-foot sidewalk along the north side of Powell Street approximately 10 feet away from the roadway and providing a 10-foot pedestrian path north of the freeway undercrossing structure columns. Within the Project limits, the San Francisco Bay Trail will be repainted, with the 8-foot-wide bicycle path in green and the parallel 5-foot pedestrian path in white to provide clear differentiation between the areas reserved for bicyclists and pedestrians.

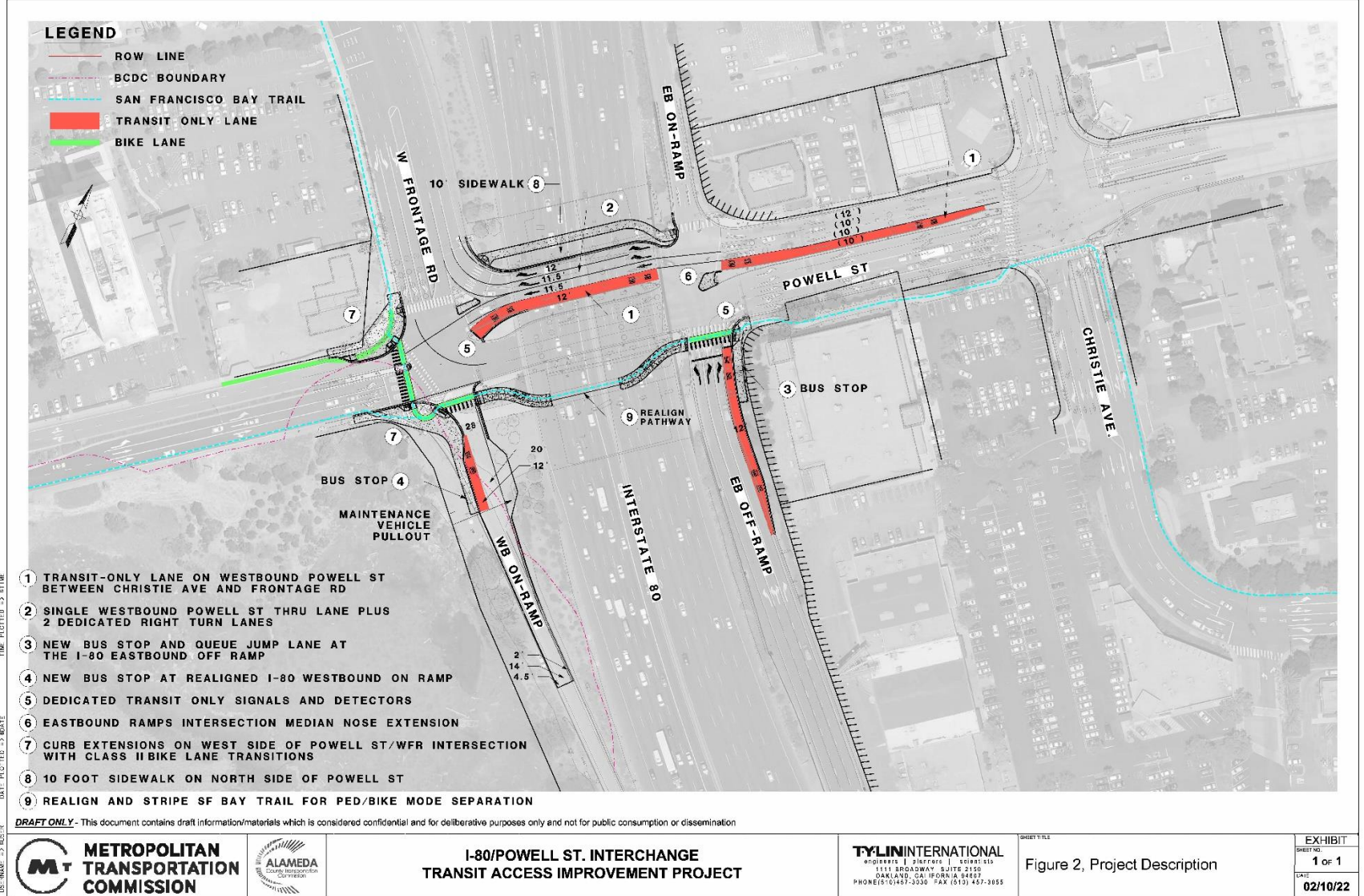


FIGURE 2, PROJECT FEATURES

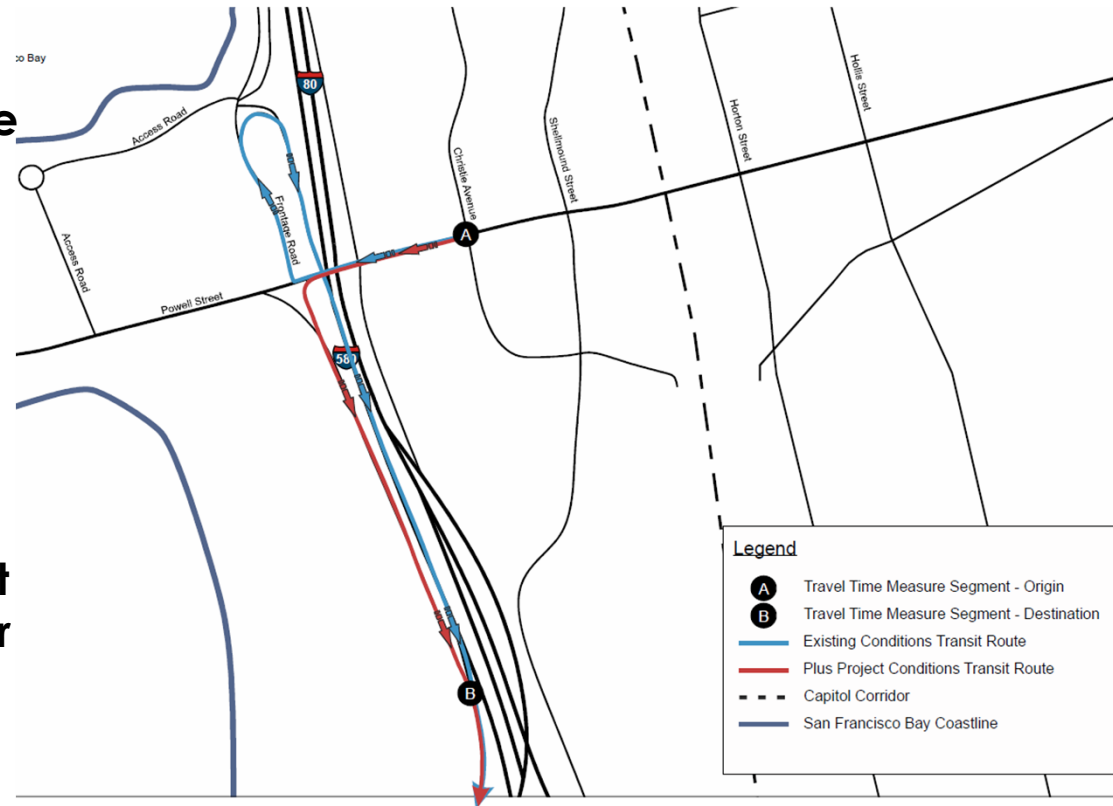
Project Purpose & Need

Project Purpose:

- Improve transit reliability and travel time
- Improve transit accessibility
- Promote safety for transit riders
- Encourage transit usage

Project Need:

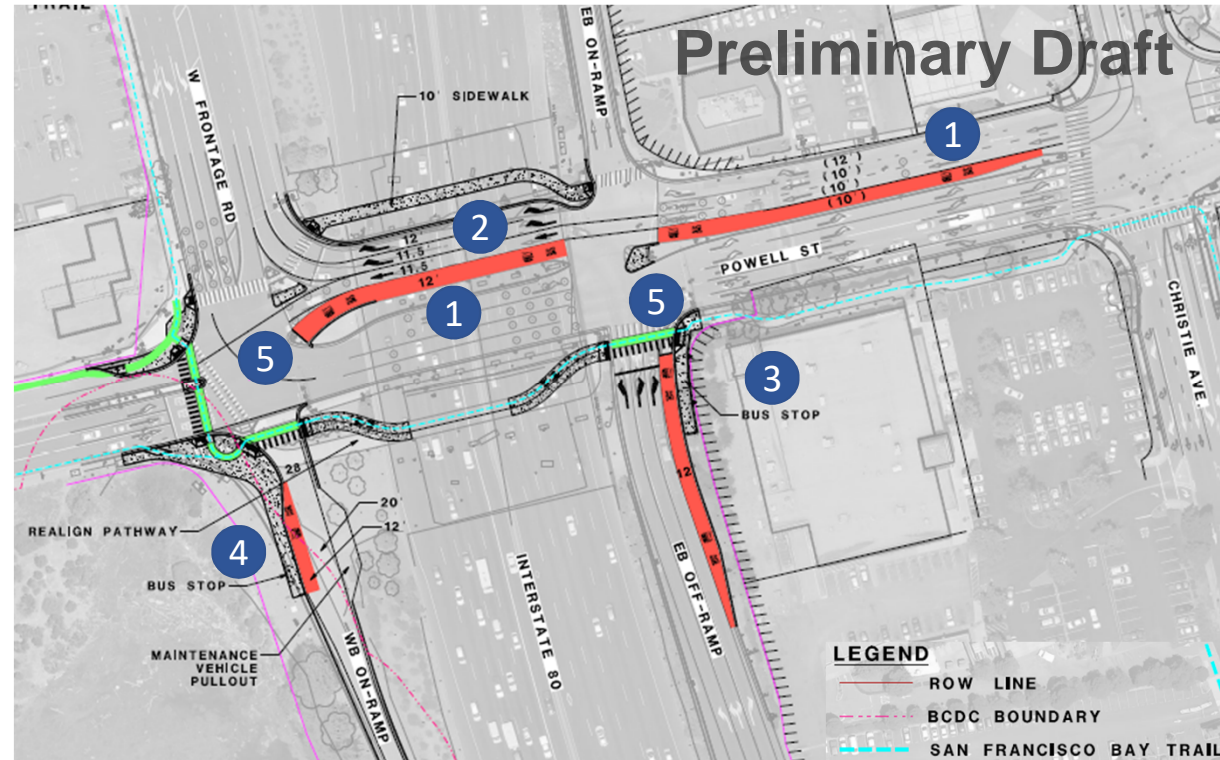
The Project is needed to address the transit operational deficiencies that currently result in travel delays and decreased reliability for transit vehicles that enter and exit I-80 via Powell Street.



Project Elements

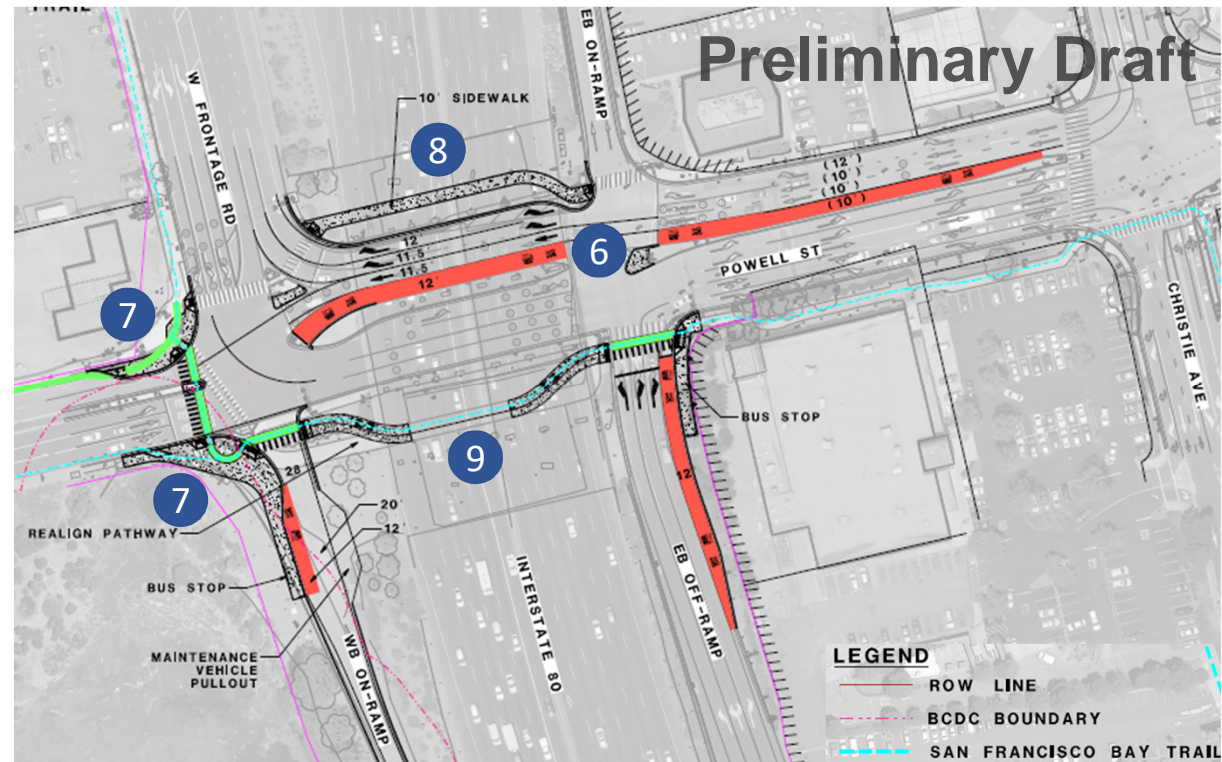
1. Transit-only lane on westbound Powell St. between Christie Ave. and Frontage Rd.
2. Single westbound Powell St. thru-lane + 2 dedicated right-turn lanes
3. New bus stop and queue jump lane at the I-80 eastbound off-ramp.
4. New bus stop at the realigned I-80 westbound on-ramp.
5. Dedicated transit-only signals and detectors

(continued next slide)



Project Elements – Cont'd

- 6. Eastbound ramps intersection median nose extension.
- 7. Curb extensions on west side of Powell St./WFR intersection with Class II bike lane transitions
- 8. 10-foot sidewalk on north side of Powell St.
- 9. Realign and stripe SF Bay Trail for ped/bike mode separation.





TO: Air Quality Conformity Task Force

DATE: September 22, 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 and 2023 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.

Changes Staff is Proposing to Include in the 2021 TIP or 2023 TIP

Staff is proposing to add some projects to the 2021 TIP or 2023 TIP. The description of the new projects along with the regional air quality category that staff believes best describes the projects are included on Attachment A.

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

Review of the Regional Conformity Status for New and Revised Projects - Attachment A

#	County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
1	Alameda	10025	AC Transit	AC Transit Hydrogen Fueling Infrastructure	AC Transit: Construction of hydrogen fueling infrastructure for fuel cell electric buses.	AC Transit: Construction of hydrogen fueling infrastructure for fuel cell electric buses.	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems
2	Alameda	10031	Union City Transit	Union City Transit Electric Vehicle Charging Infrastructure	Union City Transit: At the 7th St Facility: Install electric vehicle charging equipment	Union City ZEB Infrastructure Set-Aside. Electric Vehicle Charging Infrastructure. Union City Transit requires charging infrastructure for the sixteen (16) electric vehicles that have begun deliveries through the end of 2024. These funds will assist in acquisition and installation of the necessary equipment to support an increasingly electrified fleet of vehicles for the purpose of providing public transit.	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems
3	Contra Costa	10026	CCCTA	CCCTA Electric Bus Charging Infrastructure	CCCTA: At the Arnold Industrial Way Facility: ZEB Infrastructure Set-Aside Funds for Electric Bus Charging Infrastructure	CCCTA: At the Arnold Industrial Way Facility: ZEB Infrastructure Set-Aside Funds for Electric Bus Charging Infrastructure	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems
4	Marin	10027	GGBHTD	GGBHTD ZEB Infrastructure	GGBHTD: In San Rafael: Design, Purchase and Installation of ZEB Infrastructure	GGBHTD: In San Rafael: Design, Purchase and Installation of ZEB Infrastructure	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems
5	Marin	10028	MCTD	MCTD ZEB Charging Infrastructure	MCTD: At the Kerner Parking Facility: Prepare the site for ZEB charging infrastructure	MCTD: At the Kerner Parking Facility: Prepare the site for ZEB charging infrastructure	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems
6	San Francisco	10029	SFMTA	SFMTA Facility Development -- Battery Electric Bus	San Francisco: At the Presidio, Kirkland, and Islais Creek Yards: Install infrastructure to operate battery electric buses	San Francisco: ZEB Infrastructure Set-Aside SFMTA is preparing a RFP for an Environmental Consultant for CEQA and NEPA for its bus yards 949 Presidio Ave.-- Presidio Yard, 2301 Stockton St. -- Kirkland Yard, 1301 Cesar Chavez -- Islais Creek Yard: Prepare these yards for next steps for improvements, including installing infrastructure to operate BEBs to meet CARB's 2040 deadline.	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems
7	San Mateo	10030	SamTrans	SamTrans South Base BEB Charging Infrastructure	SamTrans: South Base: Design and Construct near-term charging Infrastructure	SamTrans: South Base: Design and Construct near-term charging Infrastructure. Includes replacement of existing 1000 amp switchgear with 3000 amp switchgear to accommodate additional load from new BEB chargers.	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems

**Air Quality Conformity Task Force
Summary Meeting Notes
August 25, 2022**

Participants:

Rodney Tavitas – Caltrans
Dick Fahey – Caltrans
Andrea Gordon – BAAQMD
Patrick Pittenger – FHWA
Abhijit Bagde – Caltrans
Charisma Becca – Caltrans
Tom Kelly – EPA

Richard Hedges – UFCW 5
Michael Dorantes – EPA
Paul Hensleigh – YSAQMD
Shilpa Mareddy – Caltrans
John Saelee – MTC
Adam Crenshaw – MTC
Harold Brazil – MTC

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

2. Projects Are Exempt from PM_{2.5} Conformity

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

Several task force members found the project descriptions to be a little bit vague and overly technical and asked for additional explanation as to what these projects entailed – including mass transit projects included in the list.

Adam Crenshaw (MTC) indicated MTC is transitioning to a new Fund Management System (FMS) and some data fields have been moved incorrectly. Mr. Crenshaw added, a determination on any of the projects on the current list is not needed because they're being archived and removed from the TIP.

Tom Kelly (EPA) asked for clarification on the project descriptions and the connection with the group listing programming process. Mr. Crenshaw answered by saying a project would be represented by a single line item in the TIP as a single project – but behind that project, there's a list of sub projects for a couple of MTC's programs.

Final Determination: Due to an error transitioning to MTC's new FMS system, the projects on the exempt list **2a_POAQC_Exempt_List_08192022.pdf** did not require action by the Task Force.

3. Project with Regional Air Quality Conformity Concerns

Adam Crenshaw (MTC) discussed the standing regional conformity item and said MTC is adding a couple of projects to the 2021 TIP which will be amended to the new 2023 TIP at a later date. Mr. Crenshaw added, staff wanted to bring these projects to the Task Force since they're new projects and to see if there are any comments or concerns. Mr. Crenshaw said, the projects are going to the Commission as part of the September amendment and if there are questions, there still will be time to raise them during State and Federal review time.

Mr. Crenshaw noted, there are only a handful of projects that are changing in this amendment and Patrick Pittenger (FHWA) thanked him for the update. There were no further comments from the Task Force.

4. Conformity Analysis for the 2023 Transportation Improvement Program (update)

Harold Brazil (MTC) stated the comment period for the 2023 TIP Conformity Analysis ended on August 3rd and there were no comments received and the final document will include Caltrans' Conformity Checklist. Adam Crenshaw (MTC) followed-up and clarified there were comments received on the conforming analysis itself – but MTC did receive comments (including comments from partners and sponsors) on the 2023 TIP document (separately) and staff will be addressing those comments when the item goes to the Commission.

5. Consent Calendar

a. July 28, 2022 Air Quality Conformity Task Force Meeting Summary

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

6. Other Items

Michael Dorantes (EPA) updated the group on EPA's discussion status on the US 101/Peninsula Avenue Interchange project. Mr. Dorantes said the matter was brought to Karina O'Connor (EPA) and EPA's Office of Transportation and Air Quality headquarters last month and currently EPA is still in the process of discussing the overall project. Mr. Dorantes added, EPA is close to thinking the US 101/Peninsula Avenue Interchange project could be of air quality concern, but they don't have a definite decision at this time.

Rodney Tavitas (Caltrans) mentioned that if EPA determines the US 101/Peninsula Avenue Interchange project to be of air quality concern – then it's important Caltrans is notified know immediately, because it would have statewide impacts and Caltrans needs to understand how the decision was made, why it was made and what Caltrans can do to educate others on potential resulting impacts.

Richard Hedges (UFCW 5) commented he had been monitoring the I-710 project in southern California and felt it was a horrible project because it would have taken many houses out of low-income neighborhoods. In addition, Mr. Hedges said that there were existing air quality concerns in the project area and, with all the transit construction occurring in the area, It was a bad idea to expand the freeway.