



**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/88015790031?from=addon>
Meeting ID: 880 1579 0031

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

June 27, 2024
9:30 a.m. – 11:00 a.m.

AGENDA

1. Welcome and Introductions
2. Regional Conformity Approach: Plan Bay Area 2050 Amendment (Discussion)
3. PM_{2.5} Project Conformity Interagency Consultations
 - a. Consultation to Determine Project of Air Quality Concern Status
 - i. Interstate 880/Decoto Road Interchange Modernization Project
 - b. Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern
4. Projects with Regional Air Quality Conformity Concerns
 - a. Review of the Regional Conformity Status for New and Revised Projects
4a_Regional_AQ_Conformity_Review_062724.pdf
4a_Attachment-A_List_of_Proposed_New_Projects_062724.pdf
5. Draft 2025 TIP Conformity Analysis (Discussion)
6. Consent Calendar
 - a. May 23, 2024 Air Quality Conformity Task Force Meeting Summary
7. Other Items

Next Meeting: July 25, 2024

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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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



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375 Beale Street
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TEL 415.778.6700
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Memorandum

TO: Air Quality Conformity Task Force

DATE: June 18, 2024

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	Interstate 880/Decoto Road Interchange Modernization Project

2ai_I-880_Decoto_Rd_Intchg_Modern_Project_Assessment_Form.pdf (for the Interstate 880/Decoto Road Interchange Modernization project)

MTC also requests the review and concurrence from the Task Force on a project which a project sponsor has identified as exempt and likely not to be a POAQC. **2b_POAQC_Exempt_List_061424.pdf** lists exempt projects under 40 CFR 93.126.

Application of Criteria for a Project of Air Quality Concern
Project Title: Interstate 880/Decoto Road Interchange Modernization Project
Project Summary for Air Quality Conformity Task Force Meeting: 06/27/2024

Description

- Project will include the addition of a transit-priority lane in the westbound direction along the Decoto Road overpass within the interchange (less than one-mile)
- Project will also include the addition of a Class I, continuous, grade-separated, multi-use path structure along the north side of the I-880/Decoto Road interchange
- No change to I-880 mainline
- Project would require limited realignment of existing ramps within the interchange.

Background

- NEPA process for Categorical Exclusion/Categorical Exemption (CE/CE) almost complete
- No comments received on air quality thus far
- Seeking air quality conformity determination on or before June 28, 2024
- Schedule based on deadline for STIP funding allocation

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
- Interchange reconfiguration—no additional lanes on I-880
- No change in traffic volume or truck percentages on I-880

(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
- Intersections at LOS D, E, or F improve, and delays decrease
- 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?

- The project is not located in an area with a SIP for PM_{2.5} or PM₁₀ (<https://www.epa.gov/state-and-local-transportation/conformity-adequacy-review-region-9#ca>).

RTIP ID# 21-T07-056				
TIP ID# ALA230002				
Air Quality Conformity Task Force Consideration Date June 27, 2024				
<p>Project Description The City of Fremont (City), in partnership with Alameda County Transportation Commission (Alameda CTC) and the California Department of Transportation (Caltrans), propose construction of the Interstate 880 (I-880)/Decoto Road Interchange Modernization Project (project) to improve multimodal access and improve bicycle and pedestrian accessibility and comfort along Decoto Road within the limits of the existing I-880/Decoto Road Interchange.</p> <p>The project would include the addition of a Class I, continuous, grade-separated, multi-use path structure along the north side of the I-880/Decoto Road interchange between Cabrillo Court and the Ardenwood Trail. This would require modifications to the existing Decoto Road overcrossing, including bridge widening for bicycle and pedestrian improvements. Pedestrian and bicycle safety would further be enhanced through lighting, open bridge abutments, and separation of path structures. Additionally, the project includes the addition of a transit priority lane (less than a mile) along the Decoto Road overpass within the interchange (see Figure 3). The project is not considered to be capacity enhancing.</p>				
Type of Project: Interchange Reconfiguration Project				
County: Alameda	<i>Narrative Location/Route & Postmiles: The I-880/Decoto Road Interchange is located along Interstate 880 (I-80) between postmiles 10.1 to 10.5 within the City of Fremont</i> Caltrans Projects – EA#1W440			
Lead Agency: Caltrans				
<i>Contact Person</i> Lindsay Vivian	<i>Phone#</i> (510) 506-4310	<i>Fax#</i>	<i>Email</i> lindsay.vivian@dot.ca.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"/> EA or Draft EIS	<input type="checkbox"/> FONSI or Final EIS	<input type="checkbox"/> PS&E or Construction	<input type="checkbox"/> <i>Other</i>
Scheduled Date of Federal Action:				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
<input type="checkbox"/>	<input checked="" type="checkbox"/> Section 326 – Categorical Exclusion	<input type="checkbox"/> Section 327 – Non-Categorical Exclusion		
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	October 2021	2021	2025	April 2026
End	July 2024	December 2025	December 2025	July 2028

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

Purpose:

- Enhance bicycle and pedestrian access, comfort, and safety to and through the I-880/Decoto Road interchange;
- Improve transit operational efficiency and reliability along Decoto Road through the I-880/Decoto Road Interchange;
- Maintain non-transit operational efficiency of I-880 and Decoto Road; and
- Enhance safety for all travel modes.

Need:

The I-880/Decoto Road Interchange lies within a primary transit route, connecting riders through the Union City BART Station to and from destinations on the Peninsula west of the Dumbarton Bridge. A lack of dedicated transit facilities and persistent peak period vehicular congestion inhibits reliable and efficient transit operations.

The I-880/Decoto Road Interchange is a Type L-9 interchange with high-speed diagonal and loop on-ramps, which provides efficient vehicular access to and from a freeway, but results in high-speed conflict points between vehicles and non-motorized (bicycle and pedestrian) users. In addition, the interchange lacks adequate, complete, and comfortable pedestrian and bicycle facilities, resulting in an outmoded vehicular-focused design that does not enhance pedestrian and bicycle safety and comfort within the interchange.

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

The project is located within the northeast portion of the City of Fremont (**Figure 1**). The project site is in a suburban area with residential development in the surrounding area, and park and open space land uses to the southwest. Within the project area, I-880 provides three mixed-flow lanes and one express lane in each direction, with the occasional added auxiliary lane.

The project is not considered capacity enhancing, and would include a new transit-priority lane along the Decoto Road overpass within the interchange (less than a mile). The project would improve operations within the interchange and reduce congestion problems and accident rates.

Brief summary of assumptions and methodology used for conducting analysis

The operational analysis for the project was conducted using the VISSIM simulation modeling program for the AM peak period (5:00 to 10:00 AM) and the PM Peak period (3:00 to 7:00 PM) and using methodologies consistent with HCM 6th Edition (Highway Capacity Manual - Transportation Research Board, 2016). The future forecast volumes for the study were developed using the most current Alameda CTC Countywide Travel Demand Model. The VISSIM models covered the SR 84 mainline segments, ramps, arterial segments, and intersections along the study corridor from the intersection of Fremont Boulevard and Decoto Road to the Dumbarton Bridge Toll Plaza.

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

N/A

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

N/A

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

The 2026 AADT for the SR 84/Decoto Road corridor is projected at 60,700 for both Build and No Build. The 2026 truck AADT for the SR 84/Decoto Road corridor is project at 2,100 for both Build and No Build, approximately 3.5% of total AADT.

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

The 2050 AADT for the SR 84/Decoto Road corridor is projected at 70,200 for both Build and No Build. The 2050 truck AADT for the SR 84/Decoto Road corridor is project at 2,460 for both Build and No Build, approximately 3.5% of total AADT.

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

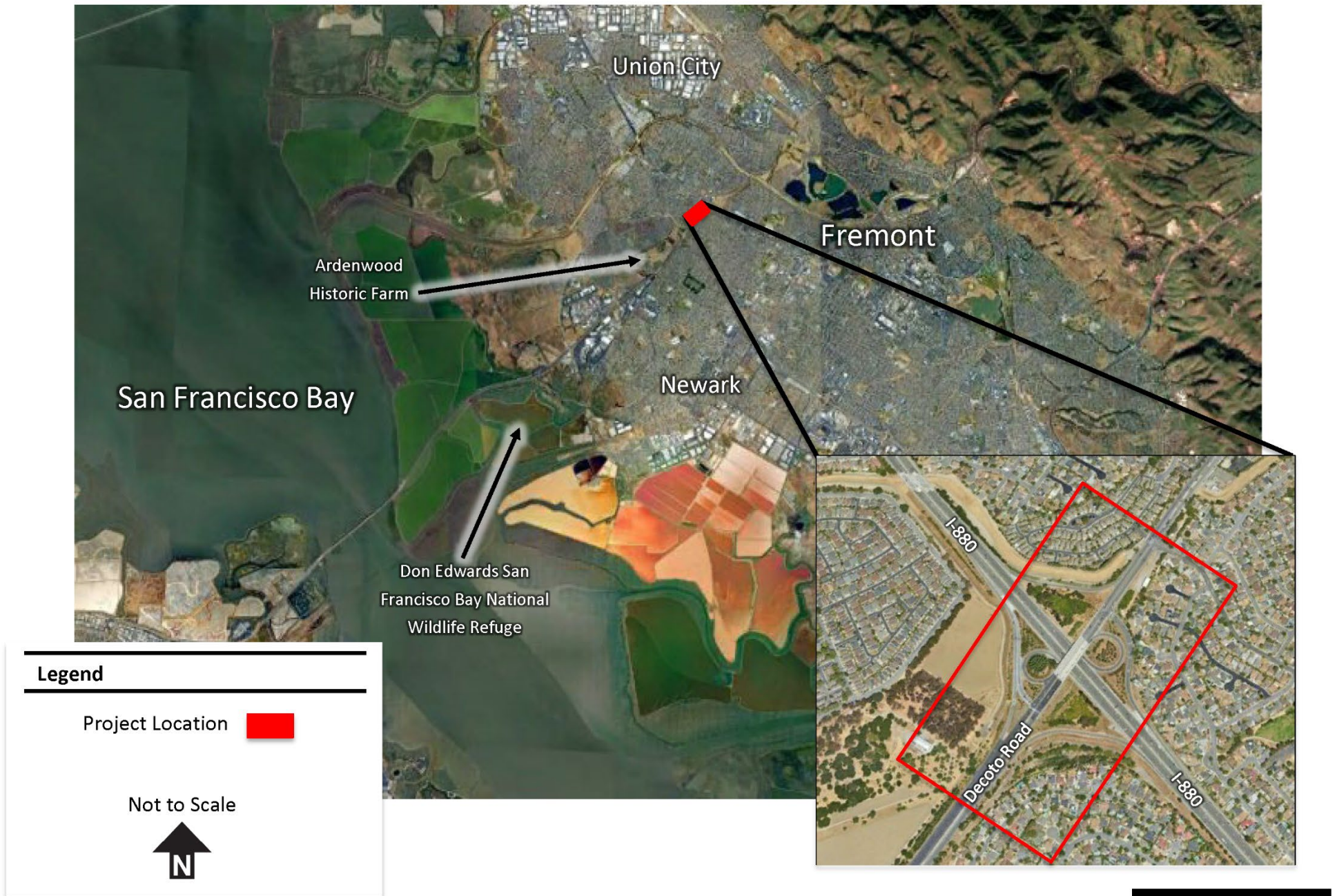
N/A

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

Under both Build Alternatives, intersections delays, queues, travel times, and overall network performance measures of effectiveness would marginally improve from No Build conditions. The improvements are due to the addition of the transit-priority lane, which would allow buses to by-pass general vehicle queues and results in slightly reduced demand for the general-purpose lanes along Decoto Road.

Comments/Explanation/Details (please be brief)

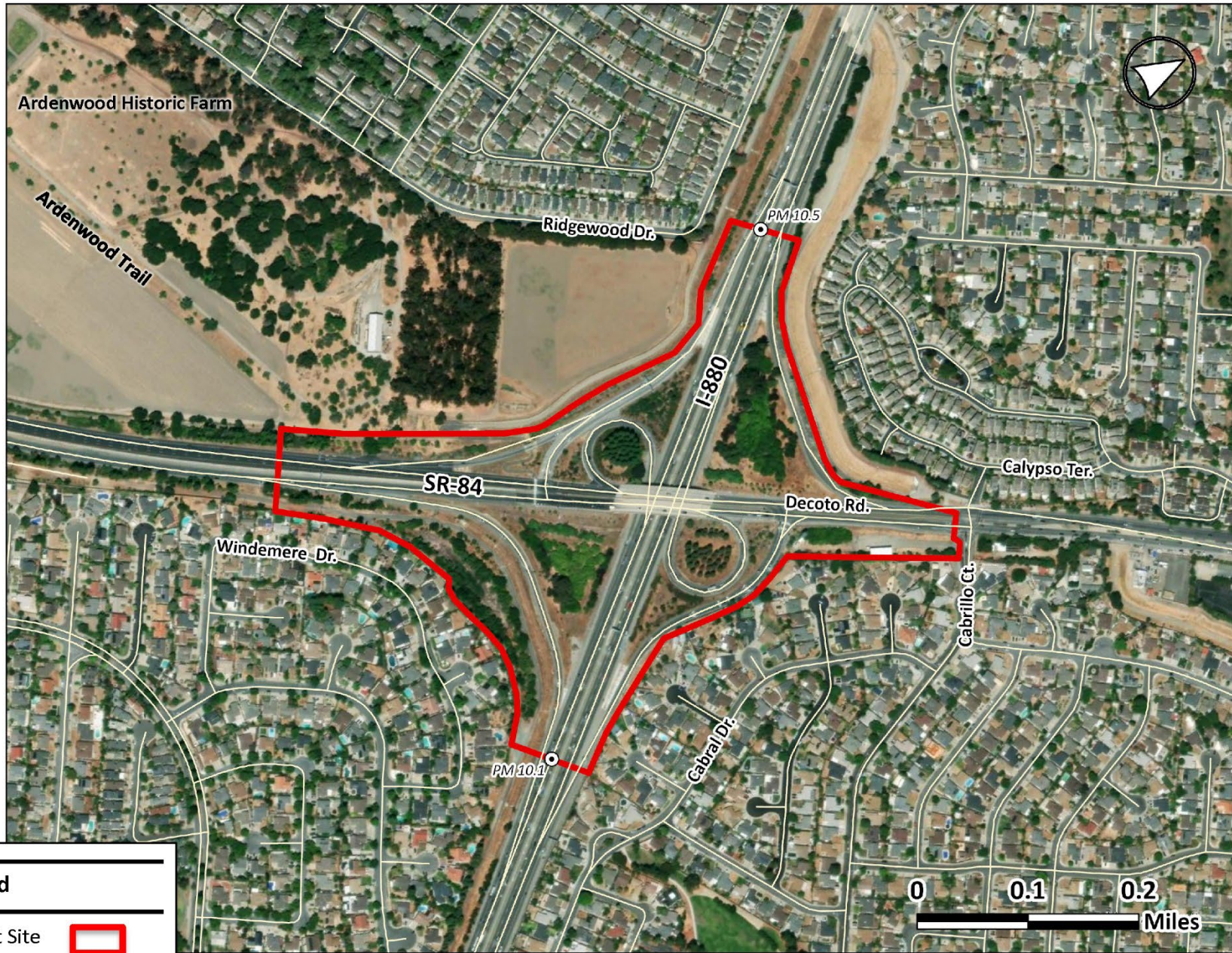
None.



Regional Location

Figure

I-880/Decoto Road Interchange Modernization



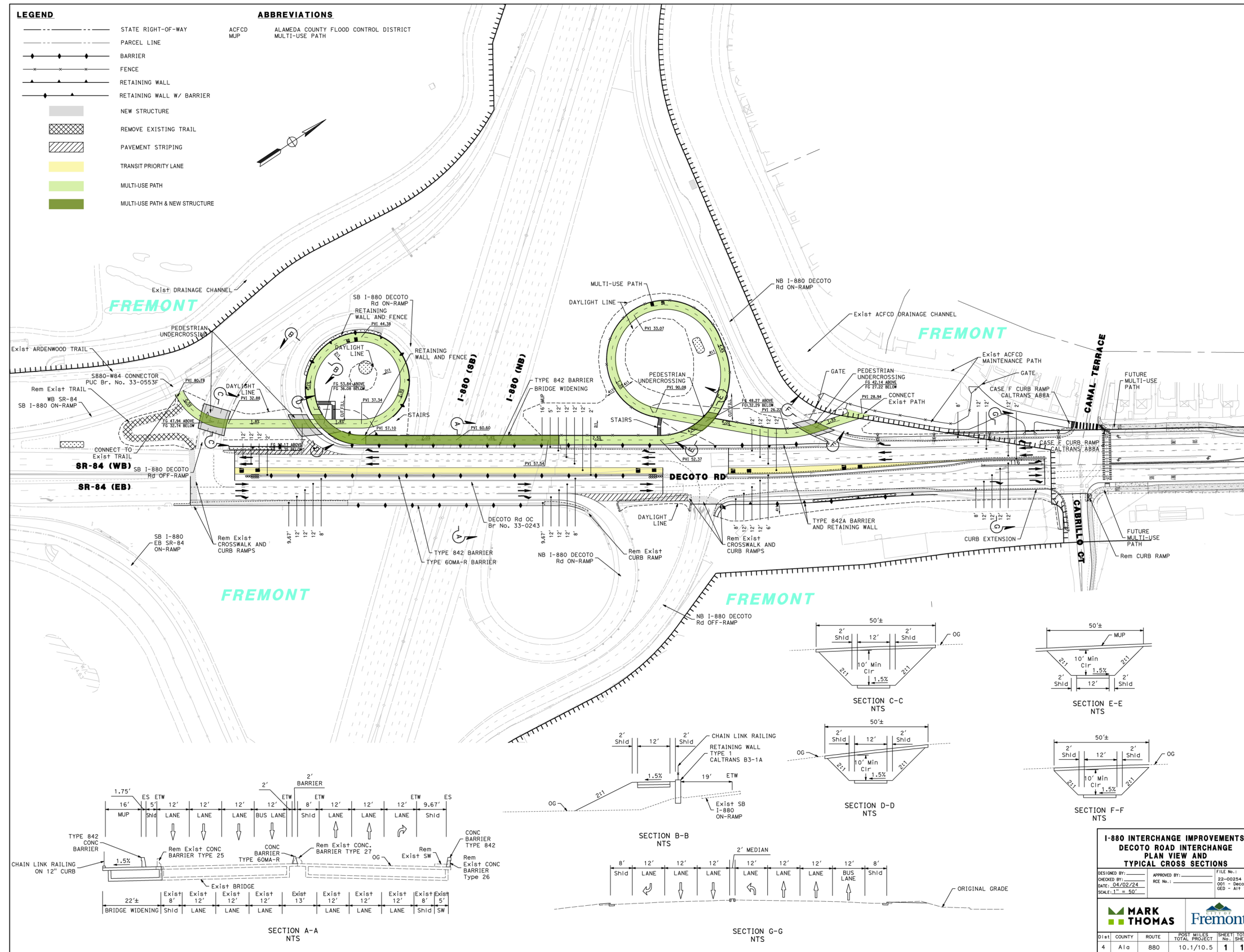
Legend

Project Site 

Project Site

Figure

Source: ESRI 2023, Caltrans 2020, Circlepoint 2023



Project Site Plan

Figure

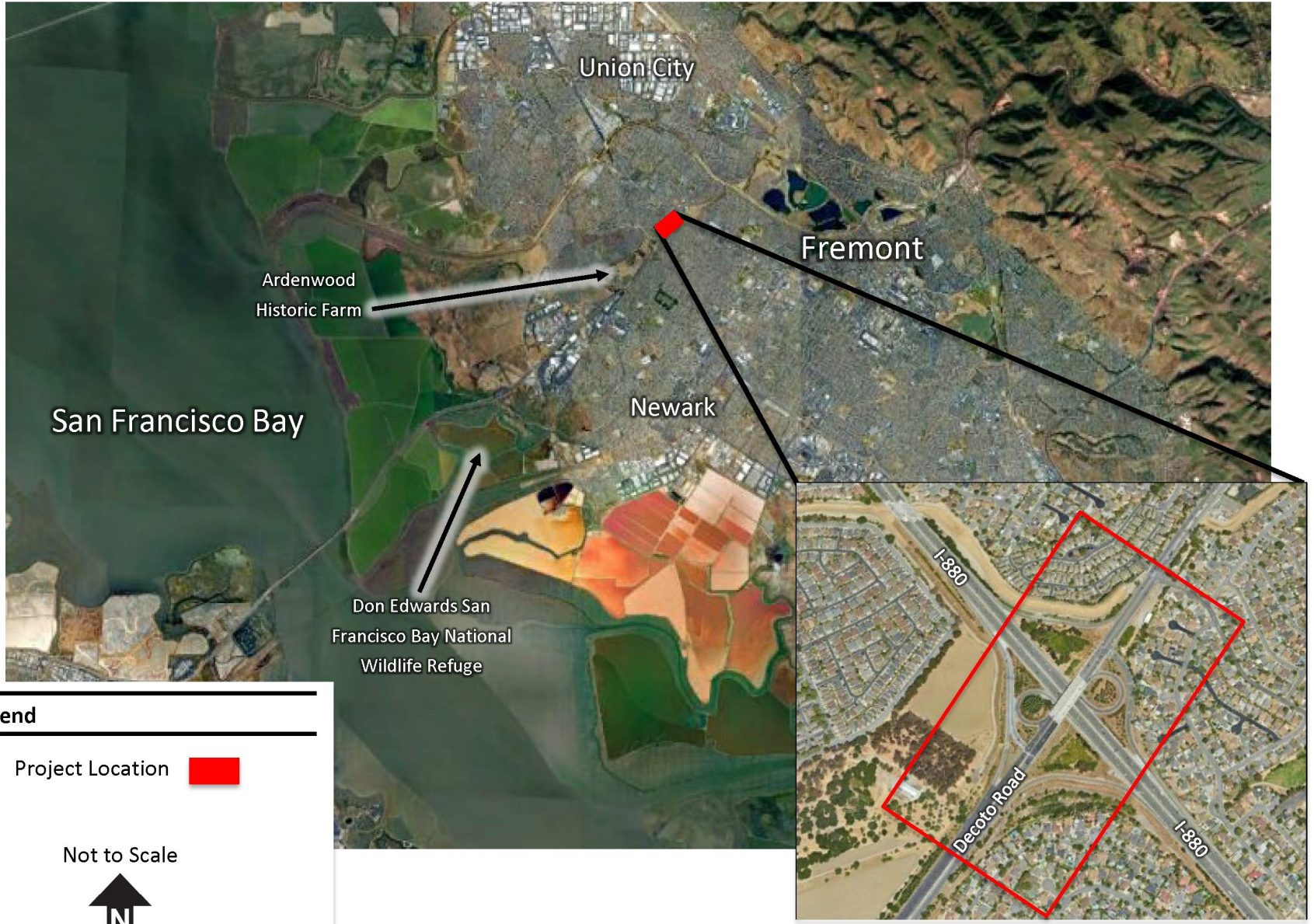
I-880/Decoto Road Interchange Modernization

Air Quality Conformity Task Force Presentation


June 27, 2024




Regional Project Location



Legend

Project Location 

Not to Scale



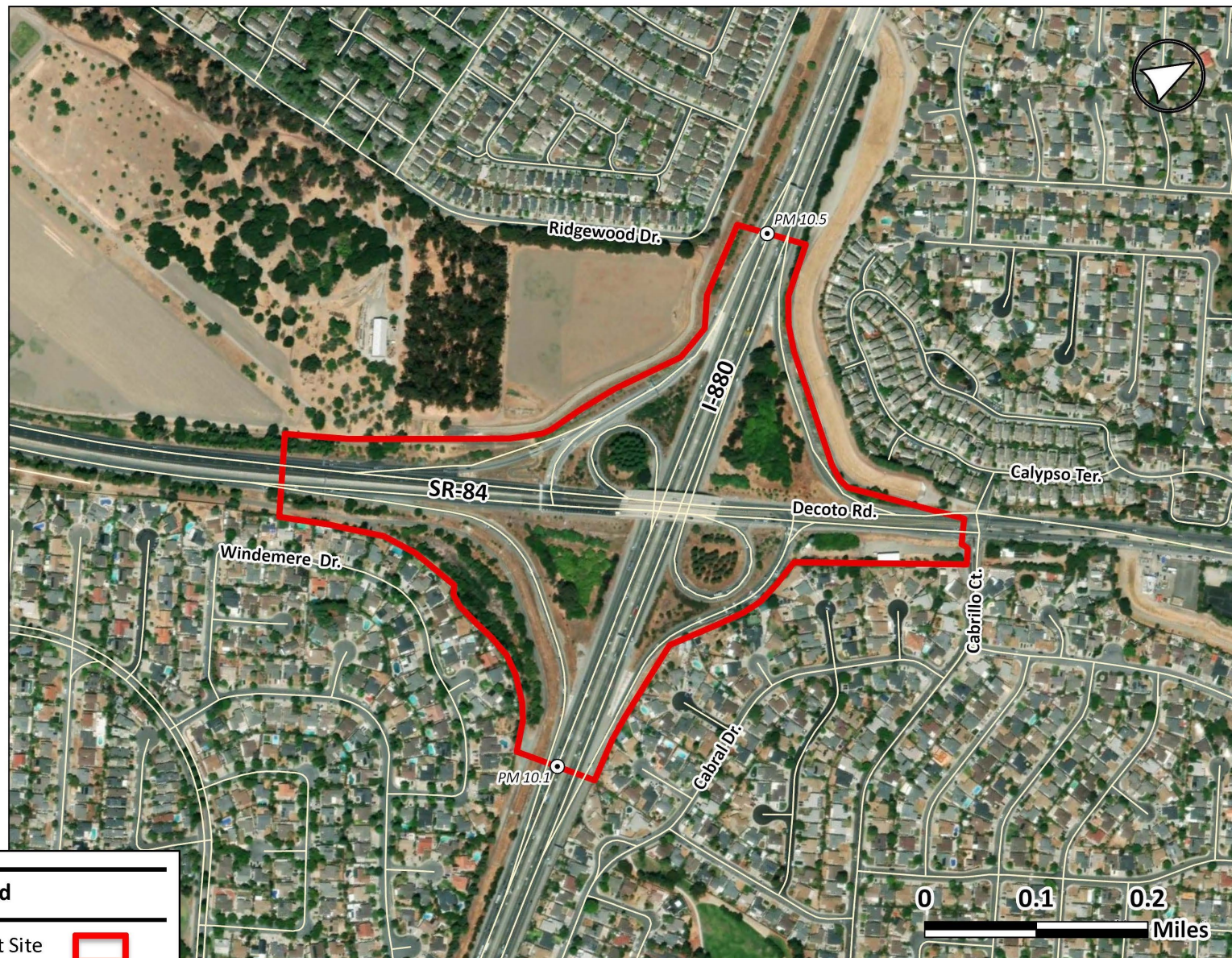
Regional Location

Figure

Source: Google Earth, 2023, Circlepoint, 2023



Project Site



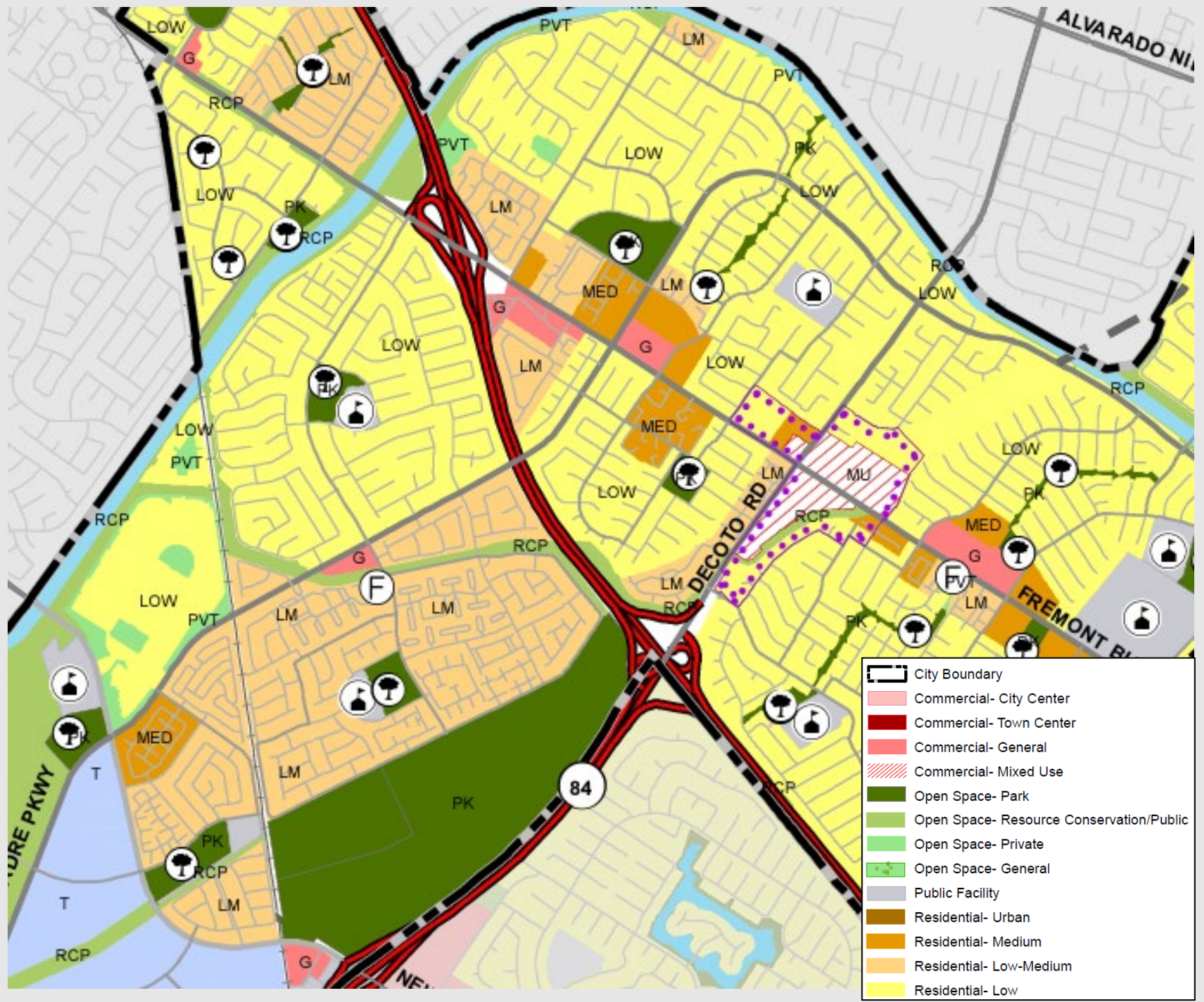
Legend

Project Site 

Project Site

Figure

Land Uses Surrounding Project



Purpose and Need

The purpose of this project is to:

- Enhance bicycle and pedestrian access, comfort, and safety to and through the I-880/Decoto Road Interchange.
- Improve transit operational efficiency and reliability along Decoto Road through the I-880/Decoto Road Interchange.
- Maintain non-transit efficiency.
- Improve safety for all travel modes.



Purpose and Need

This project is needed to address:

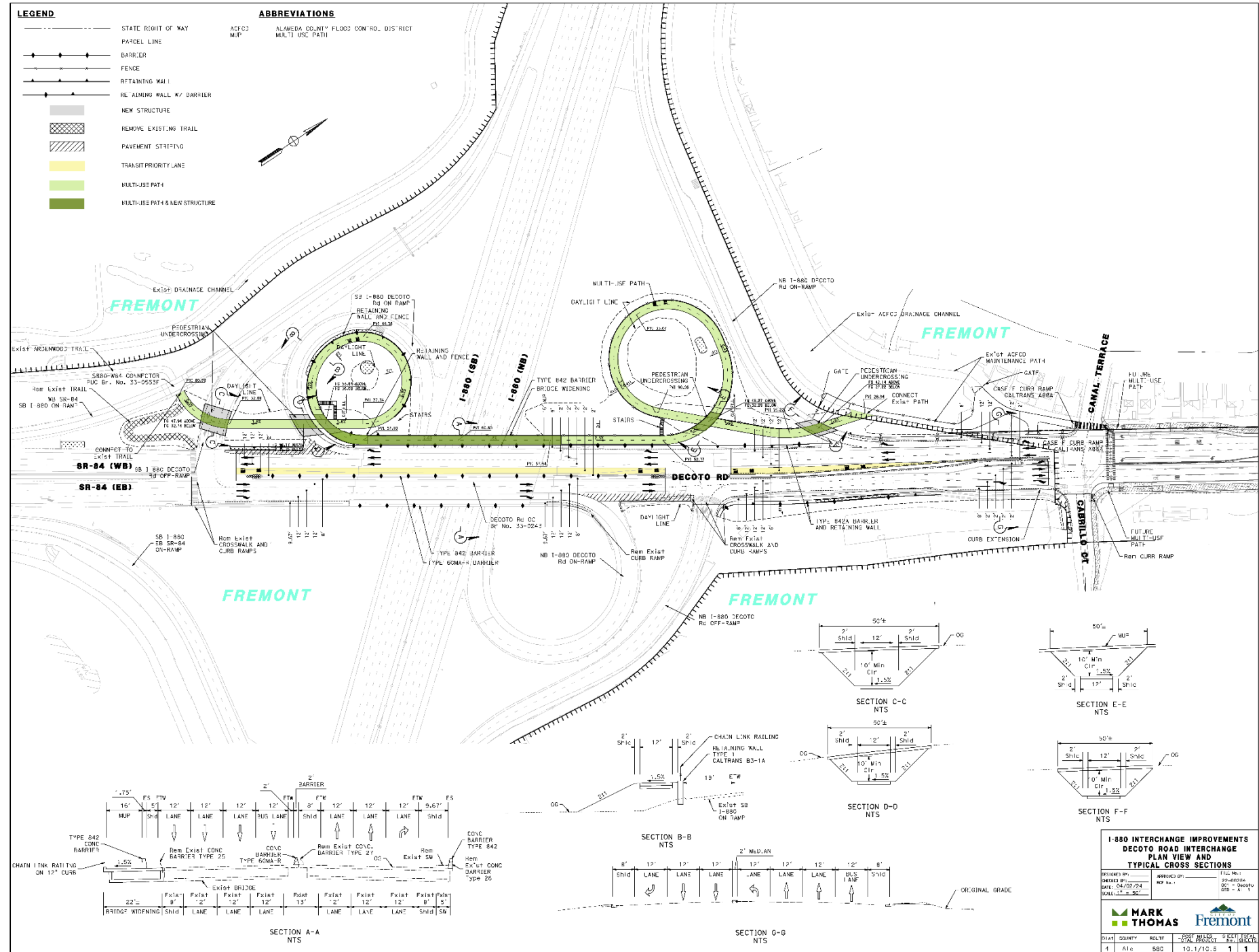
- The I-880/Decoto Road Interchange lies within a primary transit route, connecting riders through the Union City BART Station to and from destinations on the Peninsula west of the Dumbarton Bridge. A lack of dedicated transit facilities and persistent peak period vehicular congestion inhibits reliable and efficient transit operations.
- The I-880/Decoto Road Interchange is a Type L-9 interchange with high-speed diagonal and loop on-ramps, which provides efficient vehicular access to and from a freeway but results in high-speed conflict points between vehicles and non-motorized (bicycle and pedestrian) users. In addition, the interchange lacks adequate, complete, and comfortable pedestrian and bicycle facilities, resulting in an outmoded vehicular-focused design that does not enhance pedestrian and bicycle safety and comfort within the interchange.



Project Overview

PSR-PDS Completed
September 2021

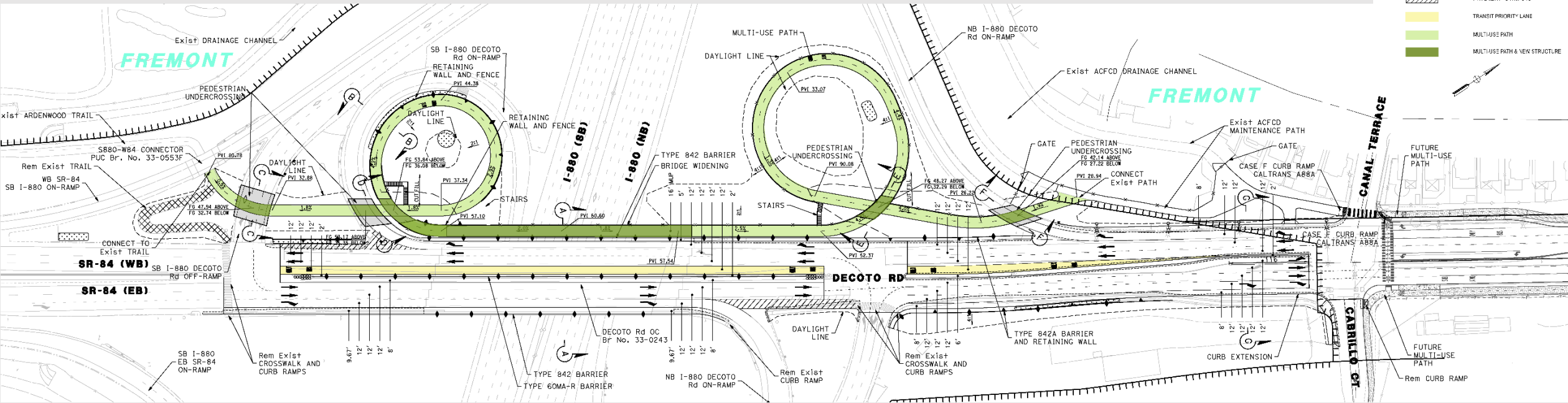
PA&ED Anticipated to be
Completed July 2024



Interchange Improvements

LEGEND

	STATE RIGHT-OF-WAY
	PARCEL LINE
	BARRIER
	FENCE
	RETAINING WALL
	RETAINING WALL W/ BARRIER
	NEW STRUCTURE
	REMOVE EXISTING T-SAIL
	PAVEMENT STRIPING
	TRANSIT PRIORITY LANE
	MULTI-USE PATH
	MULTI-USE PATH & NEW STRUCTURE



- The I-880/Decoto Road Interchange Project includes the addition of a transit priority lane (less than a mile) along the Decoto Road overpass within the interchange. The new transit priority lane is not considered capacity enhancing.
- The project would also include the addition of a Class I, continuous, grade-separated, multi-use path structure along the north side of the I-880/Decoto Road interchange between Cabrillo Court and the Ardenwood Trail.

Traffic Data

2026 Peak Hour LOS Summary

Alternative	No. Intersection at LOS E,F
No Build	2
Build Alternative	1

2050 Peak Hour LOS Summary

Alternative	No. Intersection at LOS E,F
No Build	4
Build Alternative	2

*LOS tables above depict how many of five (5) study intersections would operate at an unacceptable LOS **E** or **F** in one or more hours during the AM or PM peak period.

Traffic Data

Opening Year (2026) AADT Summary

- No Build and Build
 - AADT – 60,700
 - Truck ADT – 2,100
 - Truck % - 3.5%

Horizon Year (2050) AADT Summary

- No Build and Build
 - AADT – 70,200
 - Truck ADT – 2,460
 - Truck % - 3.5%

*The future forecast volumes for the study were developed using the most current Alameda CTC Countywide Travel Demand Model. The VISSIM simulation modeling program covered the SR 84 mainline segments, ramps, arterial segments, and intersections along the study corridor. The AADT projections provided above includes vehicle trips along the Decoto Road overpass.

Summary

Not a Project of Air Quality Concern

- Not a new or expanded highway project
- Interchange reconfiguration — no additional lanes on Interstate 880
- No significant change in traffic volume or truck percentages on Interstate 880
- Diesel vehicles represent 3.5% of intersection traffic volume
- Proposed interchange improvements will improve intersections at LOS D, E, and F and delays decrease
- No project changes to land use that would affect diesel traffic percentage

I-880/Decoto Road Interchange Modernization

Questions?

40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Additional Description	Project Type under 40 CFR 93.126
CC	CC-230202	CCTA	CCTA - Countywide Smart Signals	Contra Costa County : Countywide : Develop, manage, and implement Intelligent Transportation System (ITS) initiatives	The project will develop, manage, and implement Intelligent Transportation System (ITS) initiatives such as upgrading the existing legacy systems, providing interconnectivity throughout Contra Costa County signal systems and enhance the sharing of real-time information between agencies and the public. A unified signal technology and communication system throughout the County will enable the region to prepare for emerging transportation technologies and future Smart Cities initiatives. The project includes cloud-based Transit Signal Priority (TSP) technologies to promote transit usage reducing delay and transit times for transit vehicles. The traffic signal upgrades also include video analytics that provides ability to identify "near miss" situations and take proactive approach to prevent future occurrences. Other State funds are LPP	Safety - Traffic control devices and operating assistance other than signalization projects
SF	SF-230208	Port of SF	POSF-MTC Parking Management Pilot	Port of San Francisco : Various parking lots and curbs across the Port's waterfront. : Purchase and installation of multi-vehicle parking pay stations.	Purchase and installation 28 multi-space meters that would be managed and maintained by SFMTA. The project will reduce local congestion caused by drivers by searching for parking without the benefit of real-time meter occupancy information; reduce delays to transit caused by local congestion, improving transit reliability and increasing transit patronage; and incentivize the use of alternative zero-emission transportation (public transit and bicycles) with adjustable meter pricing designed by SFMTA to manage demand and promote these alternatives.	Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
SF	SF-230209	SFMTA	Pay or Permit Parking Program Expansion	San Francisco City/County : Various neighborhoods in San Francisco : Installation of parking paystations and replacement of parking related signage. Project may have locations on Lombard Street (SR 101)	This project uses FHWA funds to purchase parking paystations to expand SFMTA's Pay or Permit Parking Program, which charges a fee to visitors to park on streets in residential neighborhoods to increase parking availability and reduce congestion.	Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
SF	SF-230210	SFMTA	Howard Streetscape Improvement Project	San Francisco City/County : On Howard Street, from 4th to 11th Streets, in San Francisco. : Remove a westbound vehicle lane, construct a two-way protected bikeway, upgraded bike and vehicle signals, bulb-outs and raised crosswalks, new midblock crosswalks, and improved curb management. Also included are public realm improvements such as landscaped medians, decorative pavement, cultural district signs and plaques, and additional streetlights.	San Francisco: Implement safety improvements on Howard Street from 4th to 11th Streets, which is on San Francisco's Vision Zero High Injury Network. The project will remove a westbound vehicle lane, construct a two-way protected bikeway, upgraded bike and vehicle signals, bulb-outs and raised crosswalks, new midblock crosswalks, and improved curb management. Also included are public realm improvements such as landscaped medians, decorative pavement, cultural district signs and plaques, and additional streetlights.	Safety - Projects that correct, improve, or eliminate a hazardous location or feature
SOL	SOL230207	STA	Bike Trail Pedestrian Improvements	Vacaville : At three (3) trail crossings, Arlene Drive, Briarwood Drive, and Fruitvale Road : Install crosswalks; Rapid Rectangular Flashing Beacons (RRFBs), and associated signing and striping.	Bike Trail Pedestrian Improvements at three (3) trail crossings, Arlene Drive west of Arlene Way; Briarwood Drive south of Florence Drive; and Fruitvale Road between Ridgewood Drive and Parkridge Drive: Install crosswalks; Rapid Rectangular Flashing Beacons (RRFBs), and associated signing and striping.	Air Quality - Bicycle and pedestrian facilities



TO: Air Quality Conformity Task Force

DATE: June 27, 2024

FR: John Saelee

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 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 2023 TIP

Staff is proposing to add a new project to the 2023 TIP through future revisions. The description of the new project along with the regional air quality category that staff believes best describes the project is included on Attachment A.

MTC staff is not seeking a determination on the status of this project 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	Expanded Project Description	Project Type
1	SCL	SCL230238	VTA	Audio Frequency Train Activated Circuit (AFTAC)	VTA: In Santa Clara County: Assessment, engineering, and construction to address reliability concerns for the Audio Frequency Train Activated Circuit (AFTAC) on the Vasona line.	VTA: In Santa Clara County: Assessment, engineering, and construction to address reliability concerns for the Audio Frequency Train Activated Circuit (AFTAC) on the Vasona line.	Exempt (40 CFR 93.126) - Mass Transit - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)



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375 Beale Street
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Memorandum

TO: Air Quality Conformity Task Force

DATE: June 18, 2024

FR: Libby Nachman

W. I.

RE: Draft 2025 Transportation Improvement Program (TIP) and Draft Transportation-Air Quality Conformity Analysis for the 2025 TIP

Background

The Draft 2025 TIP includes more than 300 transportation projects with approximately \$11.8 billion in committed federal, state, regional and local funding over the four-year TIP period from FY 2024-25 through FY 2027-28.

The federally required TIP is a comprehensive listing of Bay Area surface transportation projects that receive federal funds, are subject to a federally required action, or are regionally significant. The California Department of Transportation (Caltrans) requires MTC, as the federally designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area, to prepare and adopt a regional TIP concurrently with all other MPOs in the state.

All Draft 2025 TIP materials are available on MTC's website: mtc.ca.gov/TIP. This includes the full Draft 2025 TIP document and all appendices including the Draft Transportation-Air Quality Conformity Analysis for the 2025 TIP and the Investment Analysis. Also available for review on the website are public-facing materials including the Draft 2025 TIP Fact Sheet and interactive project maps and summary data.

Transportation-Air Quality Conformity Analysis

MTC has also prepared the Draft Transportation-Air Quality Conformity Analysis for the 2025 TIP in accordance with the latest U.S. Environmental Protection Agency transportation conformity regulations and the Bay Area Air Quality Conformity Protocol (MTC Resolution No. 3757, Revised). The Air Quality Conformity Task Force has been consulted throughout the development of the conformity analysis.

The draft conformity analysis demonstrates that both the Draft 2025 TIP and Plan Bay Area 2050 are consistent with ("conform to") the State Implementation Plan (SIP), meaning that the proposed transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the federal air quality standards. In addition, the draft conformity analysis finds that motor vehicle emissions in the Draft 2025 TIP and Plan Bay Area 2050 are lower than the applicable emission budgets and baseline year emissions requirements related to the ozone and PM2.5 pollutants. It also demonstrates the implementation of transportation control measures, previously approved in the 2001 1-hour Ozone Attainment Plan for the San Francisco Bay Area.

Investment Analysis

MTC staff has conducted an investment analysis of the Draft 2025 TIP with a focus on low-income households, people of color, seniors, and other potentially disadvantaged populations such as those in Equity Priority Communities. The results of analysis indicate that, overall, the Draft 2025 TIP directs an

equitable proportion of investments to projects that support the transportation of residents of low-income households, people of color, and seniors. The full investment analysis is available on MTC's website (mtc.ca.gov/TIP).

Public Comment Period

The draft TIP and draft Air Quality Conformity Analysis documents were released for public review and comment beginning on June 27, 2024 and are available at: mtc.ca.gov/TIP. The draft Air Quality Conformity Analysis is scheduled to be presented to the regional Air Quality Conformity Task Force at its meeting on June 27, 2024. Both documents will be presented to the Programming and Allocations Committee on July 10, 2024. The close of the comment period is scheduled for 5:00 pm on July 26, 2024. MTC staff will review and develop responses to comments submitted during the public comment period. Staff will also review relevant comments and responses with the Air Quality Conformity Task Force prior to presenting the final recommendations to the Commission, per the Bay Area Air Quality Conformity Protocol.

The TIP public participation process also serves to satisfy the public involvement requirements of the Federal Transit Administration (FTA) annual Program of Projects, for applicable funds.

Next Steps

The final 2025 TIP documents, comments received, and the agency's responses are scheduled to be considered at the September Programming and Allocations Committee meeting and presented for approval at the September Commission meeting. Final federal approval of the 2025 TIP is expected in December 2024.

Following adoption, the 2025 TIP is expected to be routinely revised to accommodate changes to project scopes and funding and to reflect the latest programming decisions.

Draft 2025 Transportation Improvement Program (TIP)

and

Draft Transportation-Air Quality Conformity Analysis for the 2025 TIP



METROPOLITAN
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Air Quality Conformity Task Force

June 27, 2024

What is the TIP?

- Federal requirement
- Updated every two years
- Four-year spending plan for transportation projects that:
 - Receive federal funding
 - Require a federal action
 - Are regionally significant for air quality purposes
- Reflects prior programming decisions

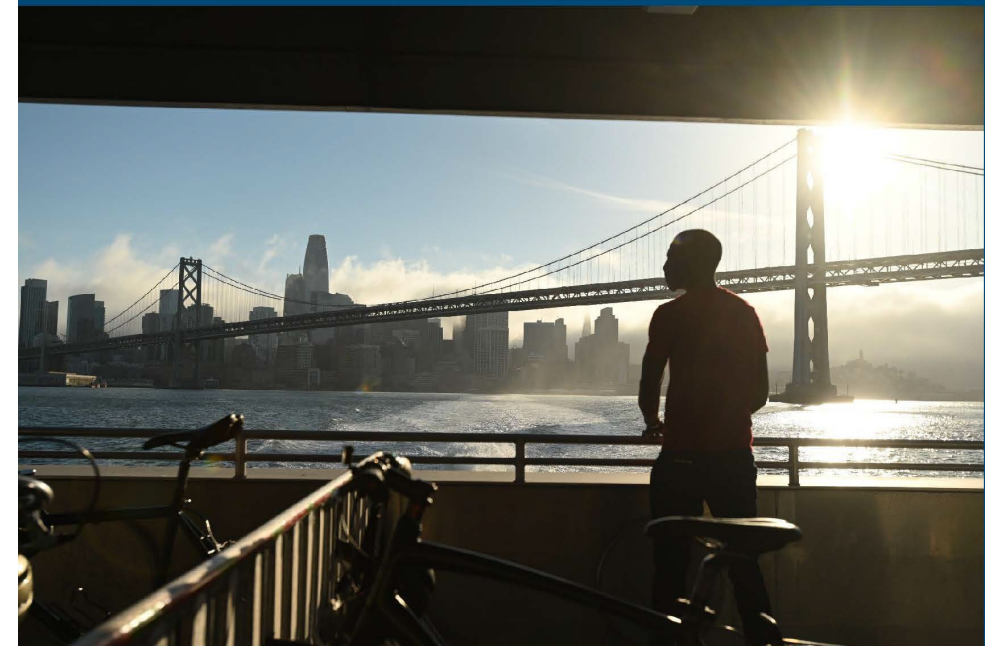
DRAFT 2025 TRANSPORTATION IMPROVEMENT PROGRAM

For the Nine-County San Francisco Bay Area

Volume 1

Overview

MTC Resolution No. 4646
June 27, 2024



Highlights from the Draft 2025 TIP



Draft 2025 TIP: Investment Summary

305 total projects

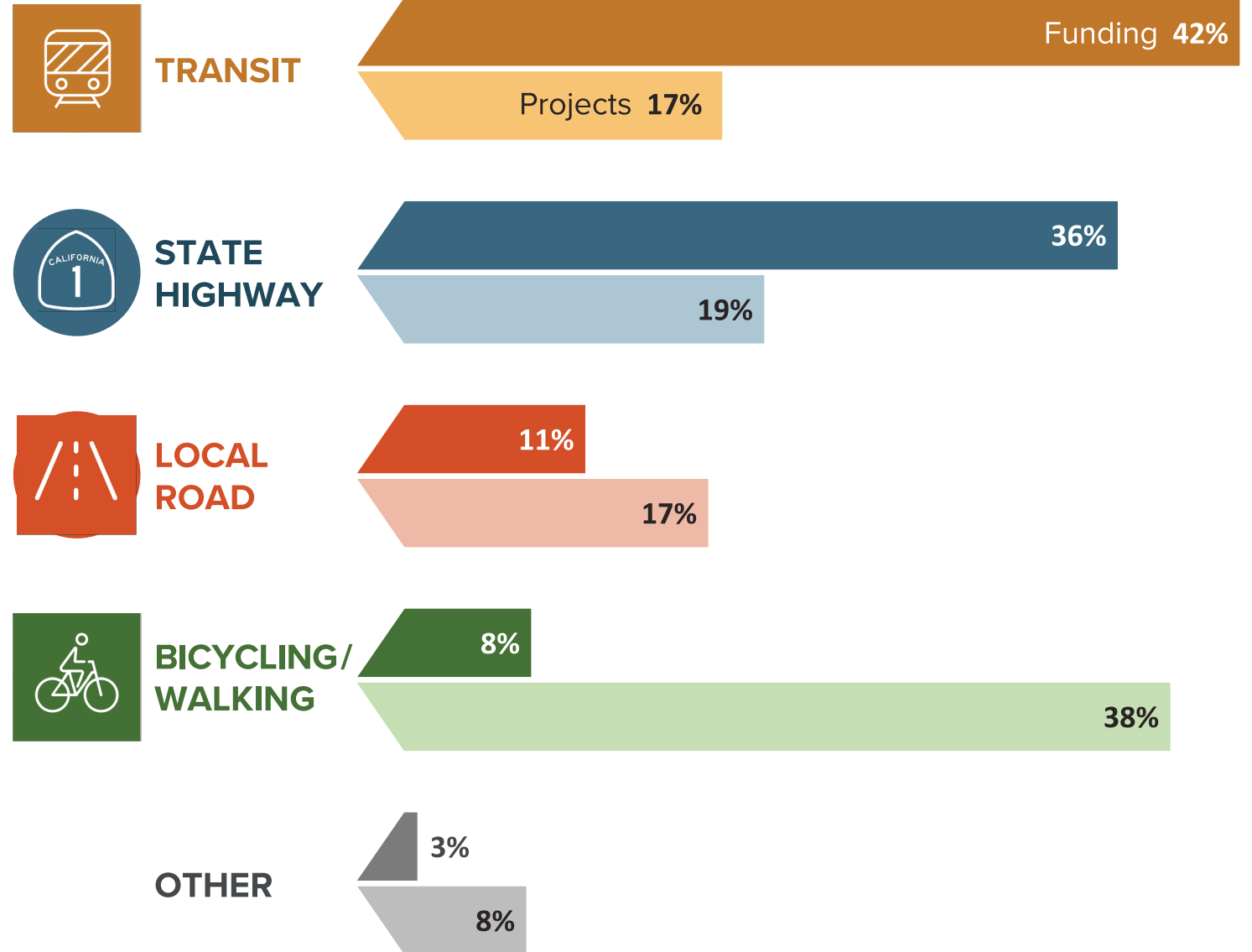
\$11.8 billion in committed funds
from FY 2025 through FY 2028

\$53.4 billion total project costs

Draft 2025 TIP: Investments By Mode

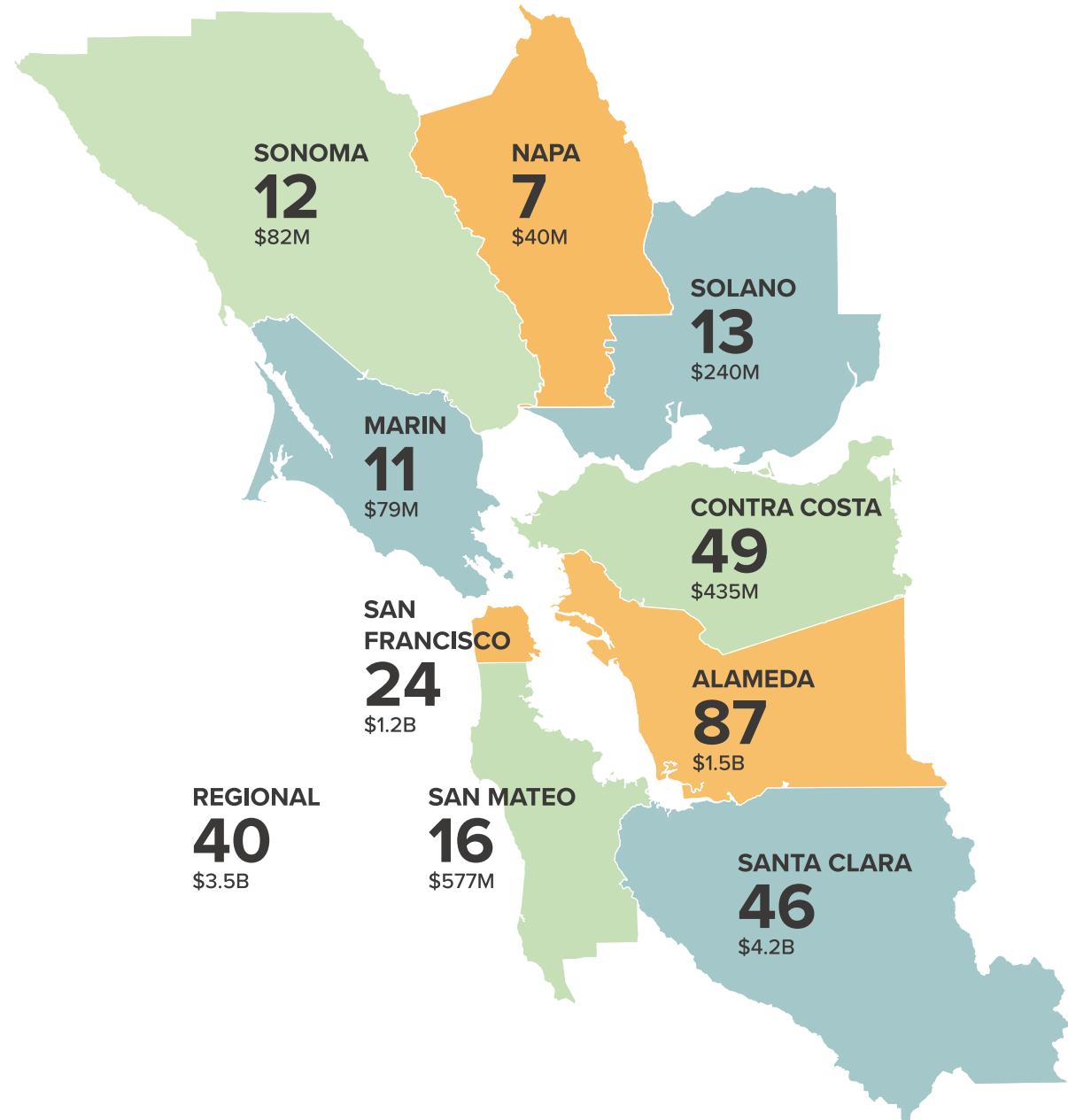
- Projects are categorized by primary mode but many projects fit into multiple categories
- “Other” includes port, freight rail, planning activities, commuter programs, and technology projects

MTC'S DRAFT 2025 TIP BY MODE



Draft 2025 TIP: Investments By County

- Regional projects include regional planning processes, regional commuter programs, freeway express lane projects, and projects affecting regional transit systems such as BART, WETA, etc.
- Funds are rounded and include funds committed during the TIP period (2025-2028)



Draft 2025 TIP: Projects with Costs of \$200M+



Key Additional Materials

- Draft Transportation-Air Quality Conformity Analysis for the 2025 Transportation Improvement Program
- Draft 2025 TIP Investment Analysis
- Draft 2025 TIP Federal Performance Report

Draft Transportation-Air Quality
Conformity Analysis for the 2025
Transportation Improvement Program

June 2024



METROPOLITAN
TRANSPORTATION
COMMISSION



Association of
Bay Area Governments

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Public Comment Period: June 27-July 26, 2024

For the Draft 2025 TIP and Draft Transportation-Air Quality Conformity
Analysis for the 2025 TIP



Public-Facing Materials: Fact Sheet

DRAFT 2025 Transportation Improvement Program FACT SHEET

June 2024

METROPOLITAN TRANSPORTATION COMMISSION

The Transportation Improvement Program (TIP) is a funding document that helps implement the policy and investment priorities expressed by the public and adopted by the Metropolitan Transportation Commission (MTC) in Plan Bay Area 2050 (mtc.ca.gov/PBA2050), the region's long-range plan.

The TIP is a list of projects and programs developed by MTC that support a wide range of transportation modes, such as transit, highways, bridges, local streets and roads, bicycling, walking and freight movement.

Not all Bay Area projects are listed in the TIP, but the following project types must be included before project sponsors can receive federal funds or begin certain activities:

- **Projects that are federally funded** by a program created by Congress and administered through a federal agency, such as the United States Department of Transportation. Most projects included in the TIP are federally funded.
- **Projects that are regionally significant**, meaning those that change travel patterns over a relatively large geographic area and/or may have a significant impact on air quality (e.g., a carpool lane, new ferry terminal, etc.).
- **Projects that require action by a federal agency**, such as approval of an environmental analysis document or issuance of a permit from a federal resource agency like the Army Corps of Engineers or U.S. Fish and Wildlife Service.

To comply with federal and state regulations, MTC prepares and adopts a new TIP every two years and makes revisions on a regular basis to reflect the latest funding, scope and schedule information. Many transportation projects in the Bay Area are funded with local or state dollars and/or are not deemed regionally significant for air quality purposes. These projects, such as roadway paving projects, ongoing transit operations and minor sidewalk or intersection improvements, are therefore generally not included in the TIP.

Helping the Bay Area Achieve its Goals

The TIP aims to demonstrate to state and federal regulators that our region is investing in transportation projects that support national and regional goals.

The TIP includes multiple funding sources (often called funding "programs") that support different types of transportation projects. These programs—and the projects they fund—all work together to help advance the vision of Plan Bay Area 2050.

Why is the TIP important?

Inclusion in the TIP is critical for major projects that use federal funds or otherwise require federal actions.

A major transportation project cannot receive federal funds or approvals unless it is included in the TIP. Large projects that affect regional air quality also must be in the TIP to ensure that the Bay Area complies with the federal Clean Air Act.

SUPPORTING FEDERAL GOALS The process for deciding which projects and programs get included in the TIP begins with the federal government. Congress establishes performance goals for different aspects of the transportation system. MTC then develops Plan Bay Area and identifies strategies that will support these goals. After Plan Bay Area is adopted, MTC distributes public funds through various funding programs that each support one or more of the strategies identified in the plan. The final allocation of funds through these funding programs is captured in the TIP document and shared back with the federal government to show how MTC advances federal performance goals.

FEDERAL PERFORMANCE GOALS

- Safety
- Infrastructure Condition
- Congestion Reduction
- Freight Movement & Economic Vitality
- System Reliability
- Environmental Sustainability

PLAN BAY AREA 2050

- Transportation:** Advances public policies and investment strategies to create a well-maintained, safer and more connected transportation network.
- Housing:** Advances the preservation and protection of affordable housing and the production of housing for residents at all income levels to create inclusive communities.
- Economy:** Improves economic mobility and balance the location of jobs and housing.
- Environment:** Advances environmental resilience and access to parks and open space to address climate challenges.

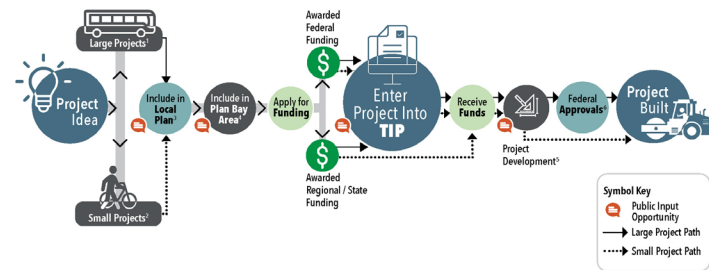
FUNDING PROGRAMS IN THE TIP

- One Bay Area Grant Program:** Funds broad range of transportation projects.
- Regional Transportation Improvement Program:** Funds broad range of transportation projects.
- Active Transportation Program:** Funds bicycle and pedestrian projects.
- Transit Capital Priorities:** Funds "state of good repair" transit capital projects.

DRAFT 2025 TRANSPORTATION IMPROVEMENT PROGRAM FACT SHEET | JUNE 2024 | 2

From Idea to Implementation – the TIP in Context

The TIP is an essential step in the project delivery process. If a project that needs federal funds or is regionally significant is not included in the TIP, it cannot receive federal funding or receive a required federal action (like approval of an environmental document); therefore, it cannot move forward into further project development and into implementation phases.



FROM IDEA TO IMPLEMENTATION The chart above illustrates how a project goes from idea to construction or implementation—and it highlights the importance of the TIP in making large projects a reality. It also highlights several opportunities for the public to get involved.

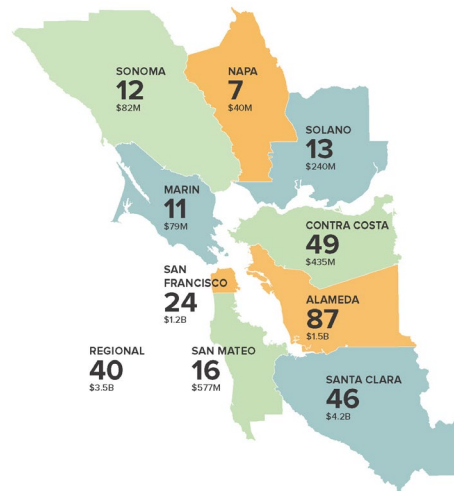
- 1 These projects are considered regionally significant and/or will need federal approvals before being built.
- 2 These projects are neighborhood-scale improvements that don't require federal approvals and can be built with local funds and/or with regional, state, or federal grants.
- 3 For example, a transportation or capital improvement plan.
- 4 Include in Plan Bay Area definition to come.
- 5 Includes project phases such as design, engineering and environmental studies. Agencies may apply for funding again between project phases if the original grant funding did not cover total project costs.
- 6 If necessary.

What's in the Draft 2025 Transportation Improvement Program?

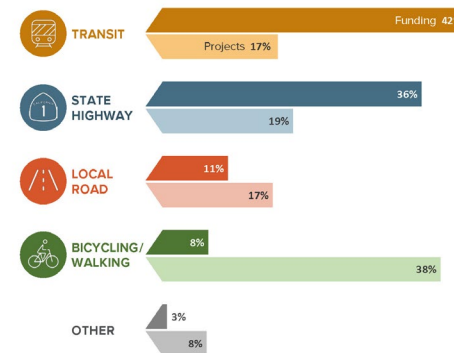
Over 300 projects across the region—totaling over \$11.8 billion—will receive funding to support environmental, design, engineering and construction activities over the next four years (2025-2028).

The funding primarily will be invested in four different focus areas: transit, state highways, local roads and biking/walking improvements. The remainder of the TIP investments are directed towards planning, port and freight rail, along with regionwide activities such as bridge maintenance, Clipper card improvements and bikeshare programs.

NUMBER OF PROJECTS AND FUNDING IN THE DRAFT 2025 TIP BY BAY AREA COUNTY The map on the right shows the total number of projects included in the Draft 2025 TIP by county and regionally, as well as the total funding invested by county and regionally over the next four years (note: funds are rounded). Regional projects include highway repaving and maintenance, carpool and vanpool programs, new vehicles for multi-county transit agencies such as BART, SMART and Caltrain, among others.



MTC'S DRAFT 2025 TIP BY MODE




SHARE OF FUNDING AND PROJECTS IN THE DRAFT 2025 TIP BY MODE The chart above shows the percent share of funding and number of projects by mode included in the Draft 2025 TIP. Transit and bicycling/walking projects lead the investment priorities of the Draft 2025 TIP. Transit projects have the most funding, while the total number of projects supporting walking and bicycling is higher than any other mode.

Looking Back: Progress Since the 2023 TIP

Since the previous TIP was adopted in September 2022, over \$7.4 billion were spent across the region, including \$6.5 billion in COVID-19 Emergency Transit Operations funds. Across the nine Bay Area counties, over 140 TIP projects were completed or began construction, including:

- **Alameda:** I-680 Express Lanes
- **Contra Costa:** El Cerrito del Norte Transit-Oriented Development Complete Streets Improvements
- **Marin:** Old Redwood Highway Multi-Use Path
- **Napa:** Devlin Road and Vine Trail Extension
- **San Francisco:** Vin Ness Avenue Bus Rapid Transit
- **San Mateo:** South San Francisco Grand Boulevard Complete Streets, Phase 3
- **Santa Clara:** Los Gatos Creek Trail to Highway 9 Trailhead Connector
- **Solano:** SolTrans Electric Bus Charging Infrastructure
- **Sonoma:** Windsor River Road/Windsor Road Roundabout and Multi-Use Pathway Connector

Public-Facing Materials: Online Map

 Draft 2025 Transportation Improvement Program Projects

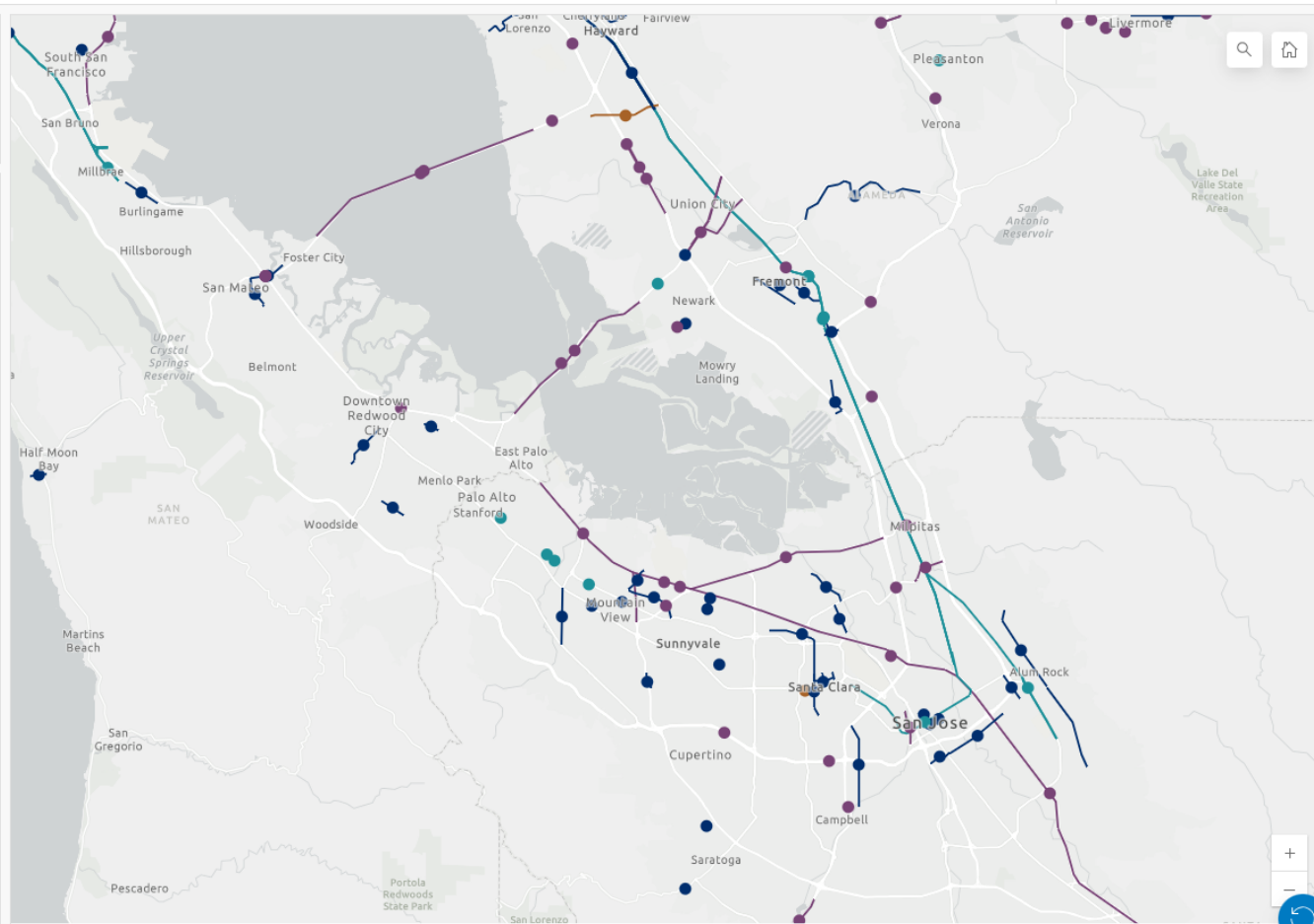
Category Selector
All

Project Mode

- Transit
- Auto
- Bicycle/Pedestrian
- Other

Search...

- State Route 262 (Mission Blvd) Improvements**
County: Alameda
Sponsor: ACTC
- I-880 Interchange Improvements (Winton Ave and A St)**
County: Alameda
Sponsor: Hayward
- ACE Platform Extensions**
County: Alameda
Sponsor: ACE
- I-680/Mission Boulevard Interchange Modernization**
County: Alameda
Sponsor: Fremont
- SR 84 Intermodal Bus Facility**
County: Alameda
Sponsor: CCJPA
- I-880/Decoto Road Interchange Modernization**
County: Alameda
Sponsor: Fremont
- Irvington BART Station**
County: Alameda
Sponsor: Fremont
- I-880/Industrial Parkway West Interchange**
County: Alameda
Sponsor: Hayward
- I-880/Whipple Rd Interchange Improvements**
County: Alameda
Sponsor: ACTC
- West Las Positas Blvd Multimodal Reconstruction**
County: Alameda
Sponsor: Pleasanton



City of Fremont, County of Santa Clara, California State Parks, Esri, TomTom, Garmin, SafeGraph, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS | Metropolitan Transpor... Powered by



Next Steps

- **July 2024**

- Present to PAC on July 10, 2024
- **Public comment period through July 26, 2024**
- All materials available at mtc.ca.gov/TIP

- **September 2024**

- Review public comments and responses
- Commission approval of 2025 TIP and Transportation-Air Quality Conformity Analysis for the 2025 TIP
- Documents submitted to Caltrans for review and approval

- **December 2024**

- Anticipated federal approval of 2025 TIP and Transportation-Air Quality Conformity Analysis for the 2025 TIP

**Air Quality Conformity Task Force
Summary Meeting Notes
May 23, 2024**

Participants:

Peter Kang – Caltrans	Chris Barney – SCTA/RCPA
Olguin Caban – SoCo Public Infrastructure	Naomi Gregorio – City of San José
Celine Chen – FTA	Andrew Bayne – TYLin
David Loftus – HNTB	Andrea Gordon – BAAQMD
Radhika Mothkuri – Caltrans	Neil Ong – City of San José
Michael Dorantes – EPA	Fabian Hernandez – City of San José
Emma Maggioncalda – Caltrans	Ashley Weiss – Fehr & Peers
Cidney Chiu – Caltrans	Mallory Atkinson – MTC
Libby Nachman – MTC	John Saelee – MTC
Connor Tutino – DJP&A	Harold Brazil – MTC
Jasmine Amanin – FHWA	Karishma Becha – Caltrans
Paul Hensleigh – YSAQMD	Erika Espinosa Araiza – Caltrans
Carie Montero – HNTB	Erika Vaca – Caltrans

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

2. PM_{2.5} Project Conformity Interagency Consultation

a. Consultation to Determine Project of Air Quality Concern Status

i. US 101 Mabury-Berryessa-Oakland Road Corridor Project

Neil Ong (City of San José) began the presentation for the US 101 Mabury-Berryessa-Oakland Road Corridor project by providing a summary saying that the City of San José, in cooperation with the Caltrans, proposes to improve access to US 101 between the McKee Road and I-880 interchanges. The Project would include a new interchange at Berryessa Road, and the Oakland Road interchange would be closed. It would also include new or reconfigured on- and off-ramps, ramp metering, auxiliary lanes, retaining walls, overcrossings, and realigned frontage roads. Multimodal improvements would address deficiencies in pedestrian and bicycle connectivity across US 101 and along local roadways.

David Loftus (HNTB) continued the presentation and discussed the US 101 Mabury-Berryessa-Oakland Road Corridor project's purpose and need as follows:

- Improve mobility and accessibility for all users between US 101, the Bay Area Rapid Transit (BART) Berryessa station, Oakland Road, Berryessa Road, and Mabury Road.
- Improve local road access to US 101 in the Project area.
- Enhance bicycle and pedestrian accessibility and connectivity in the Project area



Cars blocking bike lane at the intersection of Mabury Road and East Taylor Street

Mr. Loftus went on to say the US 101 Mabury-Berryessa-Oakland Road Corridor project is needed because:

- Lack of direct access to the BART Berryessa Station causes local motorists to use indirect routes on local roadways to access US 101, causing congestion in the surrounding neighborhoods.
- Planned developments in the Project area are anticipated to require infrastructure improvements to accommodate future growth.
- There are gaps in the existing bike network in the Project area, including Oakland Road crossing US 101. The existing bike facilities along Oakland Road, Berryessa Road, and McKee Road are classified as “high stress” facilities, which discourages bike ridership along those roadways.
- Pedestrian accessibility and connectivity are limited in the Project area. Pedestrian facilities at several interchanges are not ADA compliant. Sidewalks are discontinuous in some locations and lack painted crosswalks. Pedestrians also experience long crossing distances.



Taylor Street Overcrossing

Mr. Loftus went on to identify US 101 Mabury-Berryessa-Oakland Road Corridor project location as:

- In City of San José
- US 101 between the McKee Road and I-880 interchanges (~2.3 miles)
- Includes major transportation corridors:
 - Mabury Road/Taylor Street
 - Berryessa Road/Hedding Street
 - Oakland Road



Project Location

Mr. Loftus added to the description of the US 101 Mabury-Berryessa-Oakland Road Corridor project by indicating that it includes:

- A new US 101 interchange at Berryessa Road
- Closure of US 101 interchange at Oakland Road
- The proposed Project would include:
 - New/reconfigured on- and off-ramps
 - Auxiliary lanes
 - Realigned frontage roads
 - Multimodal improvements (bicycle/pedestrian)
- Two build alternatives
 - Build Alternative A – Berryessa Tight Diamond

Question and Answer Discussion

Jasmine Amanin (FHWA) if there were existing auxiliary lanes exiting on n US 101 and Mr. Loftus answered by saying that there are existing auxiliary lanes between I-880 and Oakland Road and the project will be extending these auxiliary lane limits with the closure of the interchange at Oakland Road to Berryessa Road.

Ms. Amanin and Michael Dorantes (EPA) both asked for clarification on the level-of-service data in the project assessment form and Ashley Weiss (Fehr & Peers) explained the US 101 Mabury-Berryessa-Oakland Road Corridor project shifts vehicles over to Berryessa from Oakland Road and the analysis sees either shifting these vehicles or using Commercial Street. Ms. Weiss added that there is that primary shift in traffic produced which is also why there is a slight worsening of level of service on Berryessa. Ms. Weiss added that the project team did their best to increase capacity along Commercial Street and then also along the Mayberry frontage road, to accommodate as much of that demand as possible.

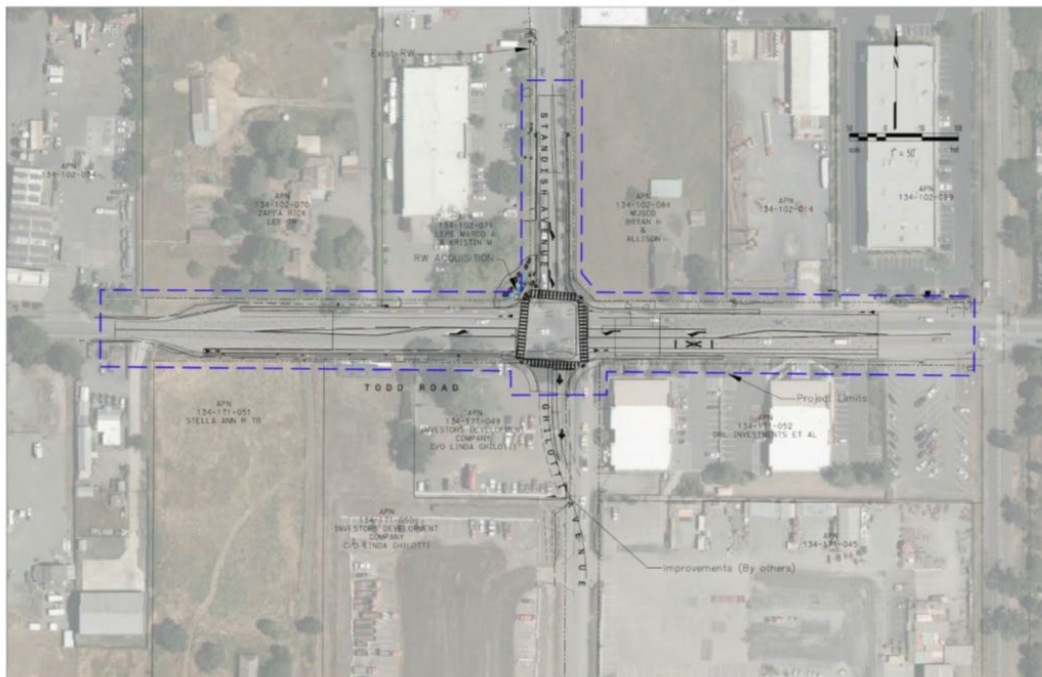
Final Determination: With input from EPA, FTA (no comment), FHWA and Caltrans (deferring their determination to FHWA), the Task Force concluded the US 101 Mabury-Berryessa-Oakland Road Corridor project was not of air quality concern.

ii. Todd Road and Standish Avenue Intersection Improvements Project

Andrew Bayne (TYLin) began the presentation for the Todd Road and Standish Avenue Intersection Improvements project by stating Sonoma County is proposing to upgrade the intersection with the installation of a traffic signal, storm drain inlets and sidewalk improvements. The intersection improvements would include a traffic signal, standard curb radii improvement with sidewalk improvements and ADA compliant curb ramps at each leg of the intersection, including the connection to the privately developed road at Ghilotti Avenue. Mr. Bayne added that additional crossing improvements include intersection crossing striping and push button crossings at each of the four new crossings, as well as Class II bicycle lanes and signage provided on both sides of Todd Road within the project limits. Mr. Bayne said that the purpose of the proposed Todd Road and Standish Avenue Intersection Improvements project is to improve the intersection of Todd Road at Standish Avenue to meet current Sonoma County standards and signalize the intersection to facilitate current and projected traffic movements including large truck traffic.

Mr. Bayne also indicated that excavation would occur to connect improvements to underground utility lines, such as connecting new drainage inlets to existing or relocated storm drain lines and the existing sidewalk in the northeast quadrant would be upgraded to Sonoma County standards for approximately 85 feet east of the intersection and can be widened while still allowing the utility pole to remain in place. Mr. Bayne added bicycle lanes would extend approximately 450 feet west of the Todd Road/Standish Avenue intersection and approximately 550 feet east to the Sonoma Marin Area Rail Transit right-of-way for a total distance of approximately 1,000 feet.

The Todd Road and Standish Avenue intersection is located approximately 1,900 feet west of the Highway 101 and approximately 600 feet west of the railroad tracks upon which the Sonoma-Marin Area Rail Transit runs regular passenger train service, just south of the City of Santa Rosa limits.



Project Limits and Conceptual Design

Opening year 2025 traffic data: The capacity and number of through lanes would not be changed because of signalizing and adding a south bound left turn lane at the project intersection. Therefore, the Build and No Build AADT as well as the percentage of and number of trucks is anticipated to be unchanged because of the project. The analysis projected volumes using existing 2017 volume data (W-Trans 2018). For the year 2021 the projected LOS for the intersection with no improvements is LOS F for the AM peak and LOS E for the PM peak and average delays of 78.1 and 35.0 seconds (TJKM 2021). With the installation of the traffic signal, the intersection is projected to operate at acceptable LOS B during the AM and PM peak hours with reduced delay times of 16.9-18.2 seconds.

RTP horizon year 2050 traffic year data: Like above the Build and No Build AADT as well as the percentage of and number of trucks is anticipated to be unchanged because of the project. For year 2040 (horizon year used in the analysis) the projected LOS for the intersection with no improvements is LOS F for both the AM and PM peak and average delay would be greater than 120 seconds for both AM and PM peak hour. With the installation of the traffic signal, the intersection is projected to operate at acceptable LOS D during the AM and PM peak hour with reduced delay times of 36.6 and 44.1 seconds.

Question and Answer Discussion

Michael Dorantes (EPA) asked to clear up the expected no change between the build and no-build alternative truck ADTs project and Mr. Bayne indicated that there would be an increase over time – just the proportion is not going to be, adding that the increase is not going to induce travel volumes beyond what's already expected in the general plan. Mr. Dorantes followed-up and asked if the project construction itself would bring any associated increases in truck traffic and Mr. Bayne said there would not be increases (due to the project's construction).

Mr. Dorantes also asked to confirm whether to whether there's any planned construction of any facilities that might bring more truck traffic that's hinging on this intersection being approved and Mr. Bayne deferred to Olguin Caban (SoCo Public Infrastructure) to answer and Mr. Caban responded by saying the Todd Road and Standish Avenue Intersection Improvements project is in an industrial area and there is no projected growth – although, this could change in the future.

Final Determination: With input from EPA, FTA (no comment), Caltrans and FHWA (deferring their determination to Caltrans), the Task Force concluded the Todd Road and Standish Avenue Intersection Improvements 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

Michael Dorantes (EPA) wanted to make sure that the Task Force was concurred with the transportation enhancement activities exemption code being used for projects on the current draft 40 CFR 93.126 exempt list of projects and to make sure that we're being consistent across the State – since what is done for MTC should be applied towards any other MPO across the State. Karishma Becha (Caltrans), Jasmine Amanin (FHWA) and Celine Chen (FTA) all agreed with Mr. Dorantes comments.

Final Determination: With input from FTA, FHWA, EPA, Caltrans and MTC, the Task Force agreed that the projects on the exempt list **2b_POAQC_Exempt_List_051524.pdf** are exempt from PM_{2.5} project level analysis.

3. Consent Calendar

a. May 23, 2024 Air Quality Conformity Task Force Meeting Summary

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

Task Force members had no questions or comments.