



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

Bay Area Metro Center  
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San Francisco, CA 94105  
415.778.6700  
[www.mtc.ca.gov](http://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)

**July 25, 2024**

**9:30 a.m. – 11:00 a.m.**

### **AGENDA**

1. Welcome and Introductions
2. PM<sub>2.5</sub> Project Conformity Interagency Consultations
  - a. Consultation to Determine Project of Air Quality Concern Status
    - i. Calaveras Boulevard Improvements Project
    - ii. 2<sup>nd</sup> and 4<sup>th</sup> Street Intersection Improvements Project
3. Plan Bay Area 2050 Amendment: Sonoma-Marin Rail Transit to Healdsburg
4. 2025 TIP Conformity Analysis Revision
5. Consent Calendar
  - a. June 27, 2024 Air Quality Conformity Task Force Meeting Summary
6. Other Items

Next Meeting: August 22, 2024

MTC Staff Liaison:

Harold Brazil

[hbrazil@bayareametro.gov](mailto: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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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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## *Memorandum*

TO: Air Quality Conformity Task Force

DATE: July 12, 2024

FR: Harold Brazil

W. I.

RE: PM<sub>2.5</sub> Project Conformity Interagency Consultation

Two project sponsors seek interagency consultation from the Air Quality Conformity Task Force (AQCTF) at today's meeting and the projects are as follows:

No.	Project Sponsor	Project Title
1	Santa Clara Valley Transportation Authority (VTA)	Calaveras Boulevard Improvements Project
2	City of San Rafael	2 <sup>nd</sup> and 4 <sup>th</sup> Street Intersection Improvements Project

**2ai\_Calaveras\_Blvd\_Improve\_Project\_Assessment\_Form.pdf** (for the Calaveras Boulevard Improvements project)

**2ai\_2<sup>nd</sup>\_&\_4<sup>th</sup>\_St\_Intersec\_Improve\_Project\_Assessment\_Form.pdf** (for the 2<sup>nd</sup> and 4<sup>th</sup> Street Intersection Improvements project)

**Example 1: Application of Criteria for a Project of Air Quality Concern**  
**Project Title: 2<sup>nd</sup> and 4<sup>th</sup> Street Intersection Improvements**  
**Project Summary for Air Quality Conformity Task Force Meeting: (July 25, 2024)**

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**Description**

- Project will reconfigure the non-conventional multi-legged intersection of 2<sup>nd</sup> and 4<sup>th</sup> Street at the City's westerly gateway, where a principal arterial and a minor arterial roadway meets a frontage road and residential streets
- The project limits include the intersection of 2<sup>nd</sup>, 4<sup>th</sup> Street, Marquard Avenue, and West End Avenue
- Existing unconventional interchange has five legs, which the project will reduce to three. This will shorten wait times and improve throughput for all users including public transit operations.
- The project will reconfigure the streets so they meet as a tee-intersection, shortening the crossing distances and minimizing the number of crossings for pedestrians and bicyclists.
- The project would also complete the Class IV bikeway connection from West Street to West End and the Greenfield Avenue bike facility, which is a critical connection listed as a top priority in the City's Bike and Pedestrian Master Plan.
- Other project improvements would include accessibility improvements, drainage, undergrounding of overhead electrical service, and the signalization of the intersection of West Crescent and Fourth Street providing safety and access improvements, and improving throughput at the currently non-signalized intersection.

**Background**

- The Project is included as Item 2C in Table 10-1, Major Planned Mobility Improvements, in the San Rafael General Plan 2040
- Caltrans Preliminary Environmental Study (PES) is currently underway
- Seeking air quality conformity determination on or before (July 2024)
- Schedule based on deadline for OBAG FY 24/25 Obligation Table

**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
- Reconfiguration of intersection – no additional lanes would be added
- No change in traffic volume or truck percentages

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

- Diesel vehicles represent approximately 2% of intersection traffic volume, according to transportation analysis studies conducted in 2019 for the San Rafael General Plan 2040 update.
- According to the San Rafael General Plan 2040, the intersection is operating at LOS D during AM and PM peak hours. The project is anticipated to decrease delays and reduce congestion at the intersection, which would improve the LOS during peak hours.
- 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 PM<sub>10</sub> or PM<sub>2.5</sub> implementation plan as site of violation?*

- No state or regional implementation plan for PM<sub>2.5</sub>
- Therefore, not identified in plan as an area of potential violation



<b>RTIP ID# (required):</b> 21-T08-060											
<b>TIP ID# (required):</b> MRN230201											
<b>Air Quality Conformity Task Force Consideration Date</b> July 2024											
<b>Project Description (clearly describe project)</b> This project improves access to the non-conventional multi-legged intersection at the City of San Rafael's (City) westerly gateway where two major arterial roadways meet a frontage road and residential streets. The intersection is difficult to navigate by motorists, bicyclists, and pedestrians. This project reconfigures the intersection and improves the traffic signal to extend the Cross Marin Bikeway while improving access and safety for pedestrians. These intersection enhancements are complementary to the Third Street improvements project, which includes a Class IV cycle track along the Second Street that is currently under construction. This project includes demolition; concrete work including sidewalks, curb ramps, and realigning curbs; traffic signal modifications and upgrades; street safety lighting; pavement work; landscape; signage; striping; bicycle improvements; and transit stops.											
<b>Type of Project:</b> Intersection Channelization Project											
<b>County</b> Marin	<b>Narrative Location/Route &amp; Postmiles</b> The project limits include the intersection of 2 <sup>nd</sup> Street, 4 <sup>th</sup> Street, Marquard Avenue, and West End Avenue in San Rafael, California <b>Caltrans Projects – EA#</b>										
<b>Lead Agency:</b> City of San Rafael											
<b>Contact Person</b> Grey Shankel Melgard	<b>Phone#</b> (415) 256-5501	<b>Fax#</b> NA	<b>Email</b> Grey.Melgard@cityofsanrafael.org								
<b>Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)</b>											
<input checked="" type="checkbox"/>	<b>Categorical Exclusion (NEPA)</b>	<input type="checkbox"/>	<b>EA or Draft EIS</b>	<input type="checkbox"/>	<b>FONSI or Final EIS</b>	<input type="checkbox"/>	<b>PS&amp;E or Construction</b>	<input type="checkbox"/>	<b>Other</b>		
<b>Scheduled Date of Federal Action:</b>											
<b>NEPA Delegation – Project Type (check appropriate box)</b>											
<input type="checkbox"/>		<input checked="" type="checkbox"/>		<b>Section 326 – Categorical Exclusion</b>			<input type="checkbox"/>			<b>Section 327 – Non-Categorical Exclusion</b>	
<b>Current Programming Dates (as appropriate)</b>											
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>							
<b>Start</b>	September 2023	July 2023	July 2025	March 2026							
<b>End</b>	May 2025	November 2025	November 2025	May 2027							

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

The project intersection was built in the mid-20<sup>th</sup> century and has surpassed its useful life. The traffic signals are outdated, pedestrian facilities do not meet current ADA standards, and the facility is in need of major improvements to accommodate the multi-modal traffic using it each day. The project would reconfigure the existing skewed intersection so that the streets meet as a tee-intersection, shortening the crossing distances and minimizing the number of crossings for pedestrians and bicyclists. The current five legs would be reduced to three, shortening the wait times and improving throughput for all users including public transit operations.

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

Retail/businesses on 4<sup>th</sup> Street and West End Avenue and multi-family residential along the south side of West End Avenue and Second Street.

**Brief summary of assumptions and methodology used for conducting analysis**

The most recent traffic analysis for the project area was conducted in 2019 for the San Rafael General Plan 2040 update. 24-hour traffic counts were collected at 41 road segments in the San Rafael Planning Area on three weekdays in April-May 2019. The area east of the project intersection was evaluated as 2<sup>nd</sup> Street, between 2<sup>nd</sup>-4<sup>th</sup>-Marquard & Hayes Street. The area west of the project intersection was evaluated as 4<sup>th</sup> Street, between Ross Valley & and-4<sup>th</sup>-Marquard, with 2<sup>nd</sup>-4<sup>th</sup>-Marquard being the project intersection.

The proposed improvements align with the City's General Plan and Bike and Pedestrian Master Plan, which include goals to improve bike and pedestrian facilities and enhance intersection safety. The project will not affect the amount of diesel traffic as this project is not a trip generator; but merely an intersection improvement project.

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

Approximately 1.2% of total traffic volume on 2<sup>nd</sup> Street and 1.2% on 4<sup>th</sup> Street in 2019 was heavy-duty vehicles, including FHWA Vehicle Classes 8-13. The average daily traffic (ADT) for 2<sup>nd</sup> Street was 17,029 vehicles eastbound and 15,418 vehicles westbound for the three day study period. The ADT for 4<sup>th</sup> Street was 19,541 vehicles eastbound and 19,735 vehicles westbound for the three day study period.

**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**

Existing								
Year	LOS		ADT		%Trucks		Truck ADT	
	AM	PM	Second St	Fourth St	Second St	Fourth St	Second St	Fourth St
2019	B	B	39700	45100	1.2%	1.2%	476	541
No Build								
2050	C	E	57600	65400	1.2%	1.2%	691	785
Build Alternative 1 - Complete Pedestrian Crossing								
2050	C	D	57600	65400	1.2%	1.2%	691	785
Build Alternative 2 - Staggered Pedestrian Crossing								
2050	C	D	57600	65400	1.2%	1.2%	691	785

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

See above for roadway traffic data section.

**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**

See above for roadway traffic data section.

**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**

The proposed project will not change the overall number of buses passing through the intersection.

**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**

The proposed project will not change the overall number of buses passing through the intersection.

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

The project is reconfiguring the intersection into three legs, rather than five, which would meet as a tee-shaped intersection. These improvements would reduce wait times at the intersection and overall congestion within the project area. This reconfiguration would also reduce the number of street crossings for bicyclists and pedestrians.

**Comments/Explanation/Details (please be brief)**

The purpose of the project is to:

- Improve the pedestrian and bicyclist experiences,
- Bring the intersection up to current design standards including compliance with ADA standards,
- Maintain critical access to neighborhoods and downtown, and reasonable vehicular traffic flow for local and regional traffic, and
- Improve the downtown gateway experience.

The project is included in the San Rafael General Plan 2040 update and the City's Bicycle and Pedestrian Master Plan.



# 2<sup>nd</sup> and 4<sup>th</sup> Street Intersection Improvements

July 2024 MTC Air Quality Conformity Task Force



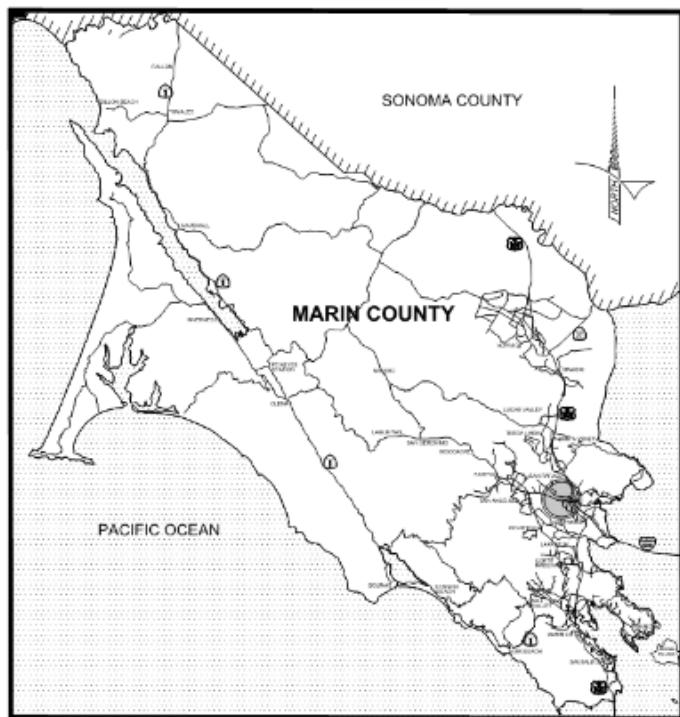
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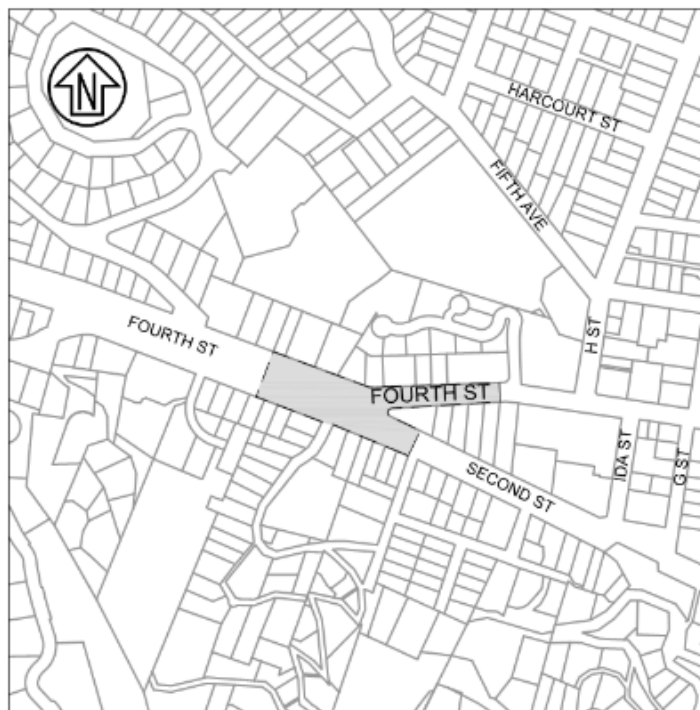


# Project Location

- Intersection of 2<sup>nd</sup> St / 4<sup>th</sup> St / Marquard Ave / West End Ave
- Westerly Gateway to the City of San Rafael, Marin County



LOCATION MAP



PROJECT VICINITY MAP



# Project Background (Existing Conditions)

- Non-conventional, multi-legged intersection
  - Built in the mid-20th century
  - Surpassed its useful life
- Traffic signals are outdated
- Pedestrian facilities do not meet current ADA standards
- Bicycle connectivity is lacking



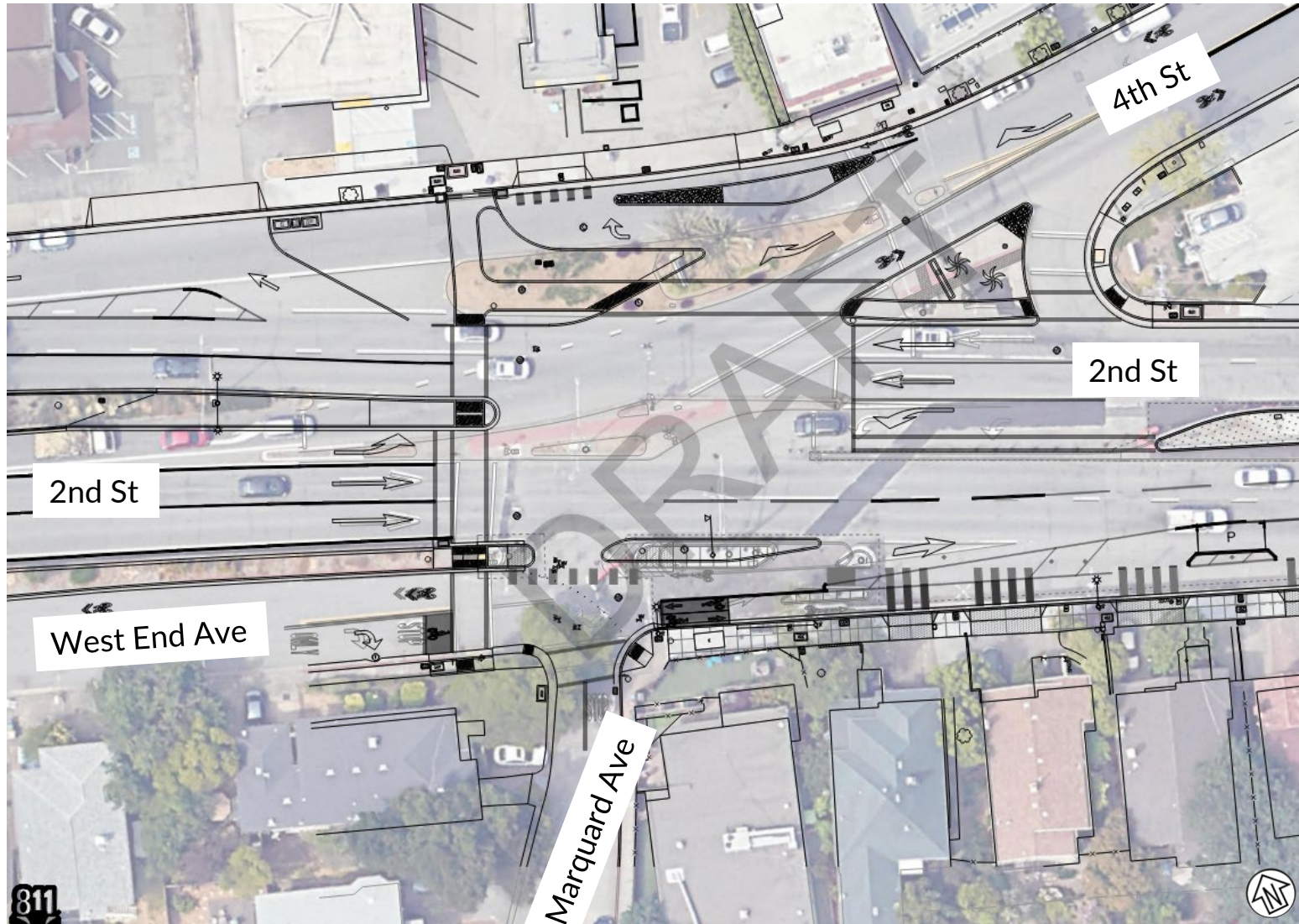
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# Project Background and Purpose

- Proposed in City of San Rafael's planning documents:
  - San Rafael [General Plan](#) 2040: Major Planned Mobility Improvements
  - 2018 [Bicycle and Pedestrian Plan](#) (2018 Update)
- Improve the pedestrian and bicyclist experience
- Maintain critical access to neighborhoods and downtown
- Improve the downtown gateway experience



# Project Plan – Current 65% Design



- Shorten and minimize Bike/Pedestrian crossings
- Complete Class IV bikeway connection
- ADA compliance



# Traffic Analysis

Existing								
Year	LOS		ADT		%Trucks		Truck ADT	
	AM	PM	Second St	Fourth St	Second St	Fourth St	Second St	Fourth St
2019	B	B	39700	45100	1.2%	1.2%	476	541
No Build								
2050	C	E	57600	65400	1.2%	1.2%	691	785
Build Alternative 1 - Complete Pedestrian Crossing								
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Build Alternative 2 - Staggered Pedestrian Crossing								
2050	C	D	57600	65400	1.2%	1.2%	691	785

\*Geometry of intersection is the same for Alternatives. Change is with signal timing of the intersection.

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# Project Status

- Caltrans Preliminary Environmental Study (PES) is currently underway
  - Seeking air quality conformity determination on or before (July 2024)
  - Schedule based on deadline for OBAG 3 FY 24/25 Obligation Table

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

- (i) New or expanded highway project with significant number/increase in diesel vehicles?
- Not a new or expanded highway project
  - Reconfiguration of intersection – no additional lanes would be added
  - No change in traffic volume or truck percentages

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

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

- Diesel vehicles represent approximately 2% of intersection traffic volume, according to transportation analysis studies conducted in 2019 for the San Rafael General Plan 2040 update.
- No project changes to land use that would affect diesel traffic percentage

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

(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 PM2.5 implementation plan as site of violation?

- No state or regional implementation plan for PM2.5, therefore, not identified in plan as an area of potential violation



# Questions?

July 2024 MTC Air Quality Conformity Task Force

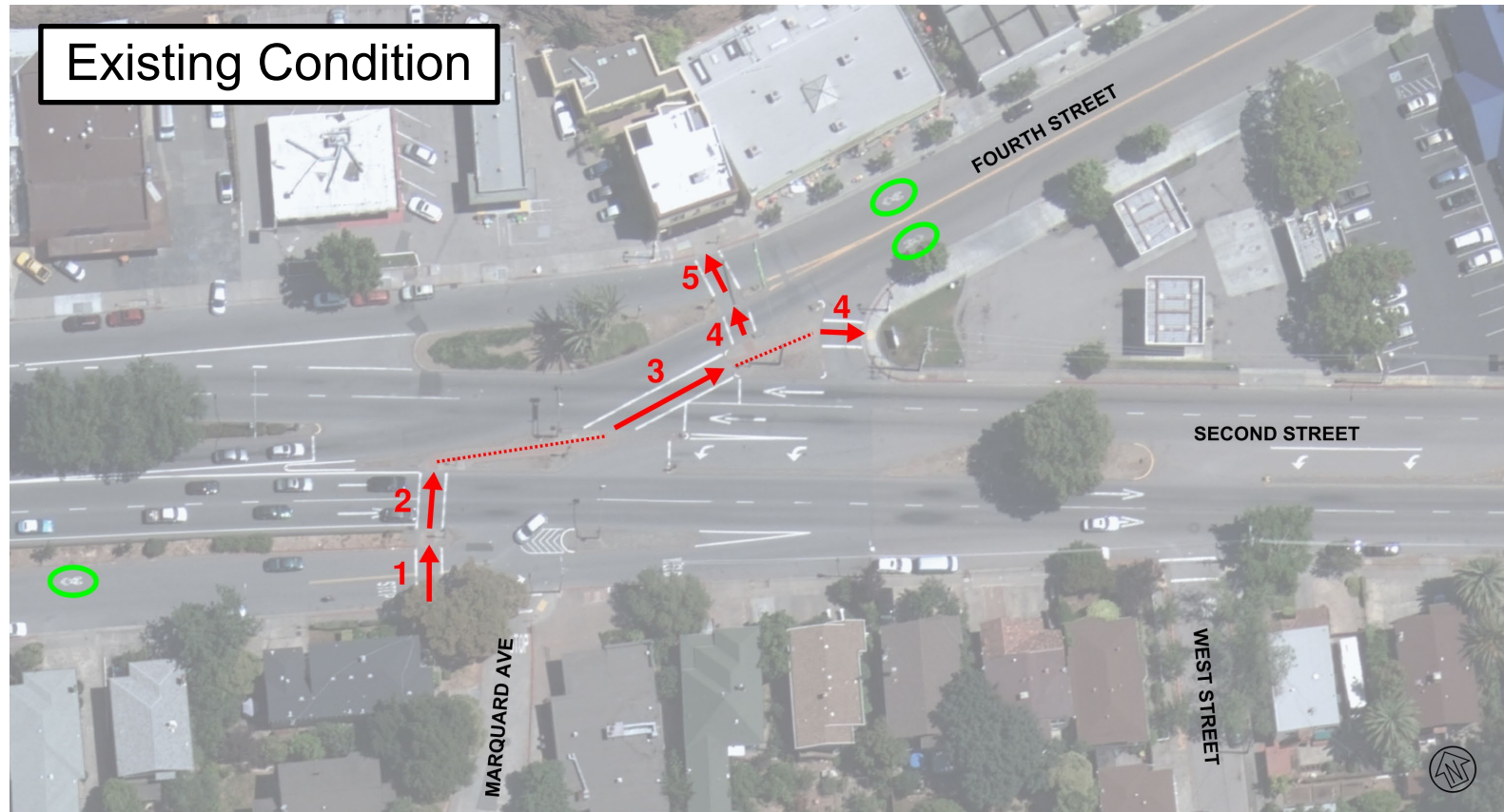


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# Existing Pedestrian Crossings



## Application of Criteria for a Project of Air Quality Concern

**Project Title:** Calaveras Boulevard Improvements Project

**Summary for Air Quality Conformity**

**Task Force Meeting:** July 25, 2024

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### Description

The Santa Clara Valley Transportation Authority (VTA), in partnership with California Department of Transportation (Caltrans) and the City of Milpitas (City), propose to modify the existing State Route 237 (SR 237), also known as Calaveras Boulevard, from Abel Street to Milpitas Boulevard in the City of Milpitas, Santa Clara County. The Project limits are along Calaveras Boulevard from approximately Abel Street to Milpitas Boulevard (Post Mile 9.9 to 10.5).

The Build Alternative proposes to replace the existing five-span Calaveras Boulevard Overhead structures over the Union Pacific Railroad (UPRR) and Bay Area Rapid Transit (BART) tracks with new multi-span overhead structures at a higher profile than the existing structures. The Build Alternative would also replace the existing seven-span Main Street Overhead structures with new multi-span overhead structures at a higher profile than the existing structures. The new structures would accommodate a Class IV bikeway with pedestrian sidewalks and three (3) through lanes in each direction on Calaveras Boulevard. To accommodate the raised profile and reduce right of way acquisition, six (6) retaining walls are proposed along Calaveras Boulevard. Both the east and west bound connections to Main Street would be realigned and squared up with new right turn lanes and raised crosswalks. The intersections at Abel Street and Milpitas Boulevard would be modified to be protected or partially protected intersections to accommodate the new Class IV bikeways and pedestrian sidewalks.

This Project is included in the MTC Regional Transportation Plan (RTP), Plan Bay Area 2050, as RTP ID 21-T07-056 and MTC's 2023 Transportation Improvement Program (TIP) as TIP ID SCL190009.

### Background

Interstate 680 and Interstate 880 (I-680 and I-880) serve as the main travel routes between Alameda County and Santa Clara County. Traffic along these parallel north-south routes has continued to increase as more commuters travel to and from the Silicon Valley, and particularly the "Golden Triangle" area bounded by Calaveras Boulevard (also designated as State Route 237), State Route 101, and I-880.

Currently, there are only two direct connections between I-680 and I-880 within the area bounded by Auto Mall Parkway in the north and Montague Expressway in the south. One of the connections being Calaveras Boulevard in the City of Milpitas and the other being State Route 262/Mission Boulevard in the City of Fremont. During morning and evening peak hours, these routes do not adequately handle the traffic volumes flowing in an east-west direction. As a result, numerous local streets routinely experience congestion. In the morning, westbound Calaveras Boulevard is congested from railroad overhead to I-880; similarly, in the afternoon, eastbound Calaveras Boulevard is congested from railroad overhead to I-680. Queues from this congestion spill back between intersections and towards the freeway ramps and mainline. Because the congestion is caused by a lane reduction on Calaveras Boulevard, upstream traffic demand diverts onto local roads (e.g., Abel Street, Milpitas Boulevard, etc.) that serve as neighborhood connections rather than arterial roadways. Traffic diversion onto local roads degrades the pedestrian and bicycle experience on these roads.

To improve traffic operations, the Project proposes to widen Calaveras Boulevard, between Abel Street to Milpitas Boulevard, from four to six lanes and to add Class IV bikeways and sidewalks on the eastbound and westbound directions.

Director's Policy 37 - Complete Streets High-Priority Implementation Actions Purpose, dated December 6, 2021, outlines specific high-priority actions that the Caltrans will initially take to immediately implement Caltrans' complete street goals. Accordingly, in locations with current



and/or future pedestrian, bicycle, or transit needs, all transportation projects funded or overseen by Caltrans will provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail unless an exception is documented and approved.

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

This project does not meet the definition of a Project of Air Quality Concern (POAQC) as defined by 40 CFR 93.123(b)(1). Specifically:

- The Project will not result in a significant number or significant increase in diesel vehicles.
- The Project does not change the percentage of diesel vehicles using Calaveras Boulevard nor does it degrade the LOS of the adjacent intersections near the Project area. The primary purpose of the project is to reduce congestion due to merging and provide upgraded bicycle and pedestrian facilities.
- The Project does not involve a bus terminal, rail terminal, or vehicle transfer points.
- Calaveras Boulevard between Abel Street and Milpitas Boulevard is not an area identified by the SIP as a location where the NAAQS for PM<sub>2.5</sub> could be violated or possibly violated.

RTIP ID# 21-T07-056

TIP ID# SLC190009

**Air Quality Conformity Task Force Consideration Date**

July 25, 2024

**Project Description** *(clearly describe project)*

Figure 1 shows the Project improvements proposed. The Build Alternative proposes the following improvements:

- Class IV bikeways and sidewalks would be added on both eastbound and westbound Calaveras Boulevard between Abel Street and Milpitas Boulevard. A pedestrian connection from westbound Calaveras Boulevard to Main Street would be replaced. A new pedestrian connection from westbound Calaveras Boulevard to the adjacent shopping center would be provided.
- The existing Abel Street intersection would be modified to accommodate the new Class IV bikeways and pedestrian sidewalks.
- The existing Milpitas Boulevard intersection would be modified to accommodate the new Class IV bikeways and pedestrian sidewalks.
- The existing eastbound Calaveras Boulevard connection to Main Street would be realigned and squared up with a new right-turn lane and a raised crosswalk.
- The existing westbound Calaveras Boulevard connection to Main Street would be realigned and squared up with a new right-turn lane and a raised crosswalk.
- The existing eastbound Calaveras Boulevard Overhead structure over UPRR and BART tracks would be removed and replaced with a new overhead structure. The new structure would accommodate an eastbound Class IV bikeway, a pedestrian sidewalk and three (3) eastbound through lanes. A portion of the new structure would be constructed south of the existing overhead structure to maintain traffic during construction.
- The existing westbound Calaveras Boulevard Overhead structure over UPRR and BART tracks would be removed and replaced with a new overhead structure. The new structure would accommodate a westbound Class IV bikeway, a pedestrian sidewalk and three (3) westbound through lanes.
- The existing Main Street Overhead eastbound structure over Main Street and a UPRR track would be removed and replaced with a new overhead structure. The new structure would accommodate an eastbound Class IV bikeway, a pedestrian sidewalk and three (3) eastbound through lanes. A portion of the new structure would be constructed south of the existing overhead structure to align with the Calaveras Boulevard Overhead eastbound structure and maintain traffic during construction.
- The existing Main Street Overhead westbound structure over Main Street and a UPRR track would be removed and replaced with a new overhead structure. The new structure would accommodate a westbound Class IV bikeway, a pedestrian sidewalk and three (3) westbound through lanes.
- Eastbound Calaveras Boulevard would be realigned to the south and raised by approximately six (6) feet to conform to the new alignment and raised profile of the new eastbound overhead structures. Retaining walls would be constructed at the approaches to and between the new eastbound structures.
- Westbound Calaveras Boulevard would be raised approximately six (6) feet to conform to the raised profile of the new westbound overhead structures. Retaining walls would be constructed at the approaches to and between the new westbound structures.

<b>Type of Project:</b> Arterial Roadway/Bridge Widening – Bottleneck Removal				
<b>County</b> Santa Clara	<b>Narrative Location/Route &amp; Postmiles</b> Calaveras Boulevard (State Route 237) between Abel Street and Milpitas Boulevard (PM 9.9 to 10.5) <b>Caltrans Projects – EA#</b> 04-4A280			
<b>Lead Agency:</b> Santa Clara Valley Transportation Authority (VTA)				
<b>Contact Person</b> Jasmin Mejia	<b>Phone#</b> (408) 321-5771	<b>Fax#</b>	<b>Email</b> Jasmin.Mejia@vta.org	
<b>Federal Action for which Project-Level PM Conformity is Needed</b> ( <i>check appropriate box</i> )				
<i>Categorical Exclusion (NEPA)</i>	<input checked="" type="checkbox"/> <b>EA or Draft EIS</b>	<input type="checkbox"/> <b>FONSI or Final EIS</b>	<input type="checkbox"/> <b>PS&amp;E or Construction</b>	<input type="checkbox"/> <i>Other</i>
<b>Scheduled Date of Federal Action:</b> December 2025				
<b>NEPA Delegation – Project Type</b> ( <i>check appropriate box</i> )				
<input type="checkbox"/>	<input type="checkbox"/> <b>Section 326 – Categorical Exclusion</b>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <b>Section 327 – Non-Categorical Exclusion</b>	
<b>Current Programming Dates</b> ( <i>as appropriate</i> )				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	2023	2023	2025	2028
<b>End</b>	2025	2027	2027	2030

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

The purpose of the proposed project is to:

- Improve bicycle and pedestrian facilities along Calaveras Boulevard at and between the intersections of Abel Street and Milpitas Boulevard.
- Reduce queuing and increase travel time reliability along the Calaveras Boulevard (State Route 237) corridor.
- Reduce the number of collisions that occur as a result of the Calaveras Boulevard bridge bottleneck.
- Improve emergency evacuation needs of the region.

The project is needed because:

- There are insufficient bicycle and pedestrian facilities along Calaveras Boulevard between Abel Street and Milpitas Boulevard, which creates a major east-west barrier for cyclists and pedestrians within the City of Milpitas. Currently, there are only pedestrian facilities along the north side of Calaveras Boulevard between Abel Street and Milpitas Boulevard. There is insufficient width in the street for cyclists; consequently, cyclists often ride on the sidewalk, conflicting with pedestrian movements. Informal trails to Calaveras Boulevard from adjacent roadways and developments have been established. The informal pedestrian connections can result in pedestrian injuries and embankment erosion. Caltrans District 4 Bike Plan identifies Calaveras as Very High Traffic Stress. VTA's Countywide Bike Plan identifies Calaveras Boulevard as a planned Cross County Bicycle Corridor (CCBC) and the Calaveras Boulevard bridge over the railroad tracks as an Inadequate Roadway Crossing. The City of Milpitas's Trail, Pedestrian and Bicycle Master Plan describes the Calaveras corridor as High Need, Low Feasibility for pedestrian and bicycle improvements.

- There is recurring daily traffic congestion resulting in queue spillback between and through adjacent intersections along Calaveras Boulevard between I-680 and I-880. The State Highway System lacks adequate east-west connection between I-880 and I-680. Calaveras Boulevard (State Route 237) is one of two direct connections between I-880 and I-680 and is congested during peak hours between Abel Street and Milpitas Boulevard. This impacts reliability to transit service. MTC classified Calaveras Boulevard as a Primary Route.
- The collision rate along Calaveras Boulevard between I-880 and I-680 is higher than the Statewide average, with 62% of collisions being rear-ends and sideswipes. Between 2016 and 2019, the actual total collision rate on Calaveras Boulevard between I-880 and I-680 was 1.45 collisions per million vehicle miles, while the Statewide average for similar facility types was 0.90 collisions per million vehicle miles. The actual “fatal+injury” collision rate along this segment of Calaveras Boulevard is 0.72, almost double what the State average was (0.41). The two most common collision types that result from Calaveras Boulevard narrowing from 6 lanes to 4 lanes are sideswipes (merging) and rear ends (queue spillback). In this three-year period there were three pedestrian-auto collisions.
- The existing bottleneck on Calaveras Boulevard reduces the effectiveness of this facility to be used for an evacuation. State Route 237 provides one of the few roadways out of the East Bay Regional Park hills to the east of Milpitas (a fire-prone area) and access out of the Bay Area in the case of an emergency evacuation, such as flood or earthquake. The bottleneck on this facility reduces the effectiveness of this route for evacuation.

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

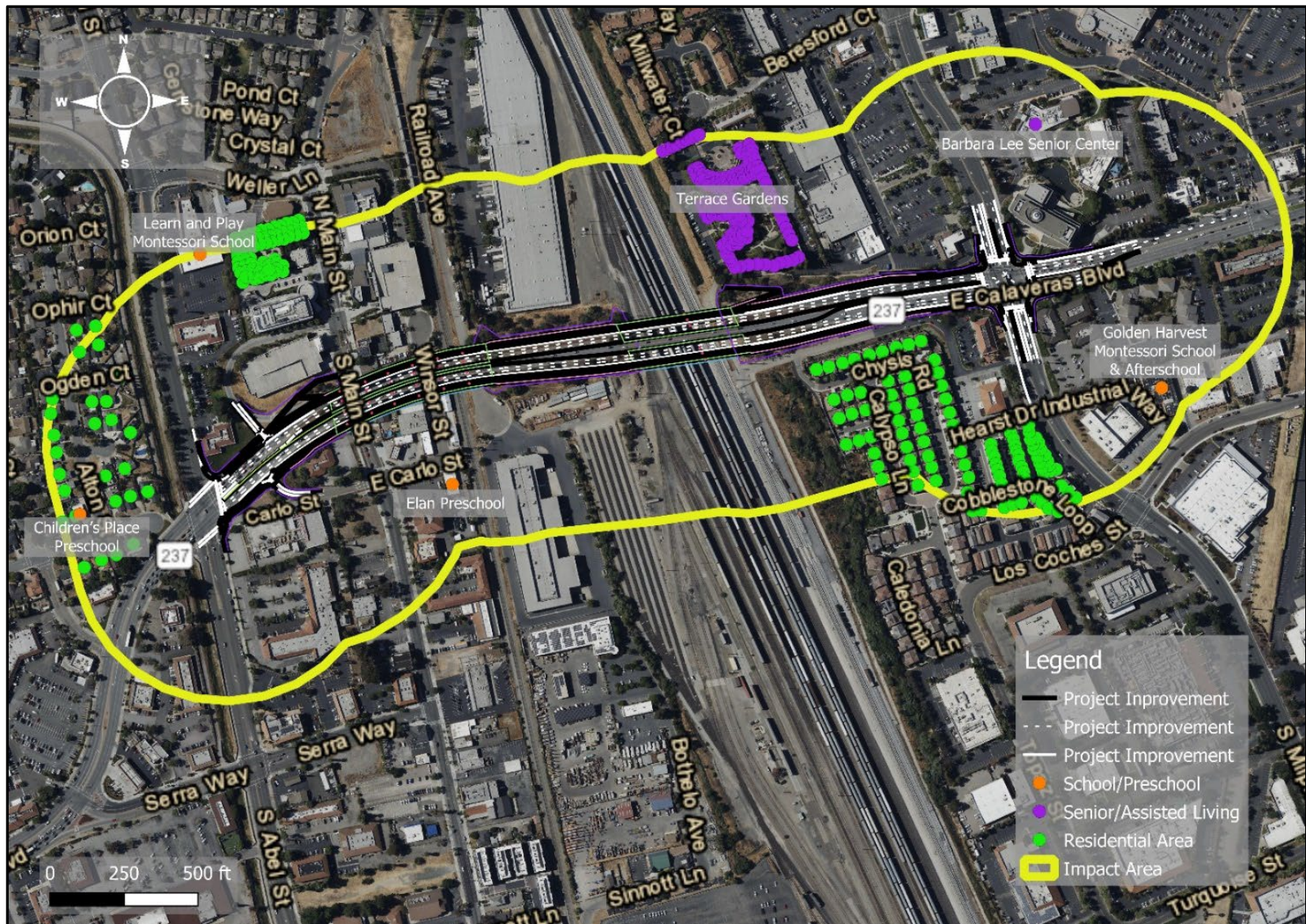
The Project is located within the City of Milpitas, which is a densely populated urban area. The land uses adjacent to the Project primarily include single-family and multi-family residential, commercial/retail, and industrial developments. The proposed Project would not alter the existing land use/development patterns nor impact truck trip generation. Figure 2 shows the sensitive receptor types located near the proposed Project.

**Brief summary of assumptions and methodology used for conducting analysis**

Traffic forecasts were developed by Fehr & Peers using the VTA travel demand forecasting model for an area that includes both Alameda and Santa Clara Counties. Land use forecasts were the same as those used for the Plan Bay Area 2050 RTP conformity analysis.







**Figure 2. Sensitive Receptors Located Near the Project**

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

Not Applicable

**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**

Not Applicable

**Opening Year 2030: AADT, Build and No Build LOS, % and, truck AADT**

2030							
Location		No Build			Build		
		AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic	AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic
<b>Calaveras Boulevard</b>	West of Abel St.	34,600	692	2	36,400	728	2
	Between Milpitas Blvd. and Abel St.	44,200	884	2	46,600	932	2
	East of Milpitas Blvd.	35,100	702	2	36,800	736	2
<b>Abel Street</b>	North of Calaveras Blvd.	14,800	296	2	14,500	290	2
	South of Calaveras Blvd.	19,100	382	2	18,800	376	2
<b>Milpitas Boulevard</b>	North of Calaveras Blvd.	20,000	400	2	20,000	400	2
	South of Calaveras Blvd.	20,100	402	2	20,200	404	2
Intersection LOS		AM		PM		PM	
Calaveras Boulevard at Abel Street		D	F	D	F		
Calaveras Boulevard at Milpitas Boulevard		F	D	D	D		



**RTP Horizon Year / Design Year 2050: AADT, Build and No Build LOS, % and, truck AADT**

2050							
Location		No Build			Build		
		AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic	AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic
<b>Calaveras Boulevard</b>	West of Abel St.	40,200	804	2	47,600	952	2
	Between Milpitas Blvd. and Abel St.	51,600	1,032	2	61,100	1,222	2
	East of Milpitas Blvd.	42,200	844	2	48,700	974	2
<b>Abel Street</b>	North of Calaveras Blvd.	21,100	422	2	20,200	404	2
	South of Calaveras Blvd.	27,700	554	2	26,800	536	2
<b>Milpitas Boulevard</b>	North of Calaveras Blvd.	28,100	562	2	28,400	568	2
	South of Calaveras Blvd.	32,700	654	2	33,200	664	2
<b>Intersection LOS</b>		<b>AM</b>		<b>PM</b>	<b>AM</b>		<b>PM</b>
Calaveras Boulevard at Abel Street		F		F	E		F
Calaveras Boulevard at Milpitas Boulevard		F		F	F		F

**Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses**

Not Applicable

**RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses**

Not Applicable

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

Interstate 680 and Interstate 880 (I-680 and I-880) serve as the main travel routes between Alameda County and Santa Clara County. Traffic along these parallel north-south routes has continued to increase as more commuters travel to and from the Silicon Valley, and particularly the “Golden Triangle” area bounded by Calaveras Boulevard (also designated as State Route 237), State Route 101, and I-880.

Currently, there are only two direct connections between I-680 and I-880 within the area bounded by Auto Mall Parkway in the north and Montague Expressway in the south. One of the connections being Calaveras Boulevard in the City of Milpitas and the other being State Route 262/Mission Boulevard in the City of Fremont. During morning and evening peak hours, these routes do not adequately handle the traffic volumes flowing in an east-west direction. As a result, numerous local streets routinely experience congestion. In the morning, westbound Calaveras Boulevard is congested from I-680 to the railroad overhead; similarly, in the afternoon, eastbound Calaveras Boulevard is congested from I-880 to the railroad overhead. Queues from this congestion spillback between intersections and towards the freeway ramps and mainline. Because the congestion is caused by a lane reduction on Calaveras Boulevard, upstream traffic demand diverts onto local roads (e.g., Abel Street, Milpitas Boulevard, etc.) that serve as neighborhood connections rather than arterial roadways. Traffic diversion onto local roads degrades the pedestrian and bicycle experience on these roads.

To improve traffic operations and remove the existing bottleneck on Calaveras Boulevard, the Project proposes to widen Calaveras Boulevard, between Abel Street to Milpitas Boulevard, from four to six lanes and to add Class IV bikeways and sidewalks on the eastbound and westbound directions. The project would result in a reduction of traffic diversion onto local roads in the project area, thereby improving the pedestrian and bicycle experience on these local roads. While the traffic diversion would incrementally increase traffic volumes on Calaveras Boulevard, including the number of both passenger vehicles and diesel trucks, the percentage of diesel trucks on Calaveras Boulevard would remain the same when compared to existing conditions.

Calaveras Boulevard is also identified as a planned Cross County Bicycle Corridor (CCBC). Once the Project is complete, the corridor would be able to accommodate more bicycle/pedestrian trips.

MTC classified Calaveras Boulevard as a Primary Route for transit service. Once the project is complete, transit service along the corridor would be more predictable and consistent.

**Comments/Explanation/Details (please be brief)**

This project does not meet the definition of a Project of Air Quality Concern (POAQC) as defined by 40 CFR 93.123(b)(1). Specifically:

- The Project will not result in a significant number or significant increase in diesel vehicles in the area.
- The Project does not change the percentage of diesel vehicles using Calaveras Boulevard nor does it degrade the LOS of the adjacent intersections. The primary purpose of the project is to reduce congestion on Calaveras Boulevard between Abel Street and Milpitas Boulevard.
- The Project does not involve a bus terminal, rail terminal, or vehicle transfer points.
- Calaveras Boulevard is not an area identified by the SIP as a location where the NAAQS for PM<sub>2.5</sub> could be violated or possibly violated.

# Calaveras Boulevard Improvements Project Milpitas, California

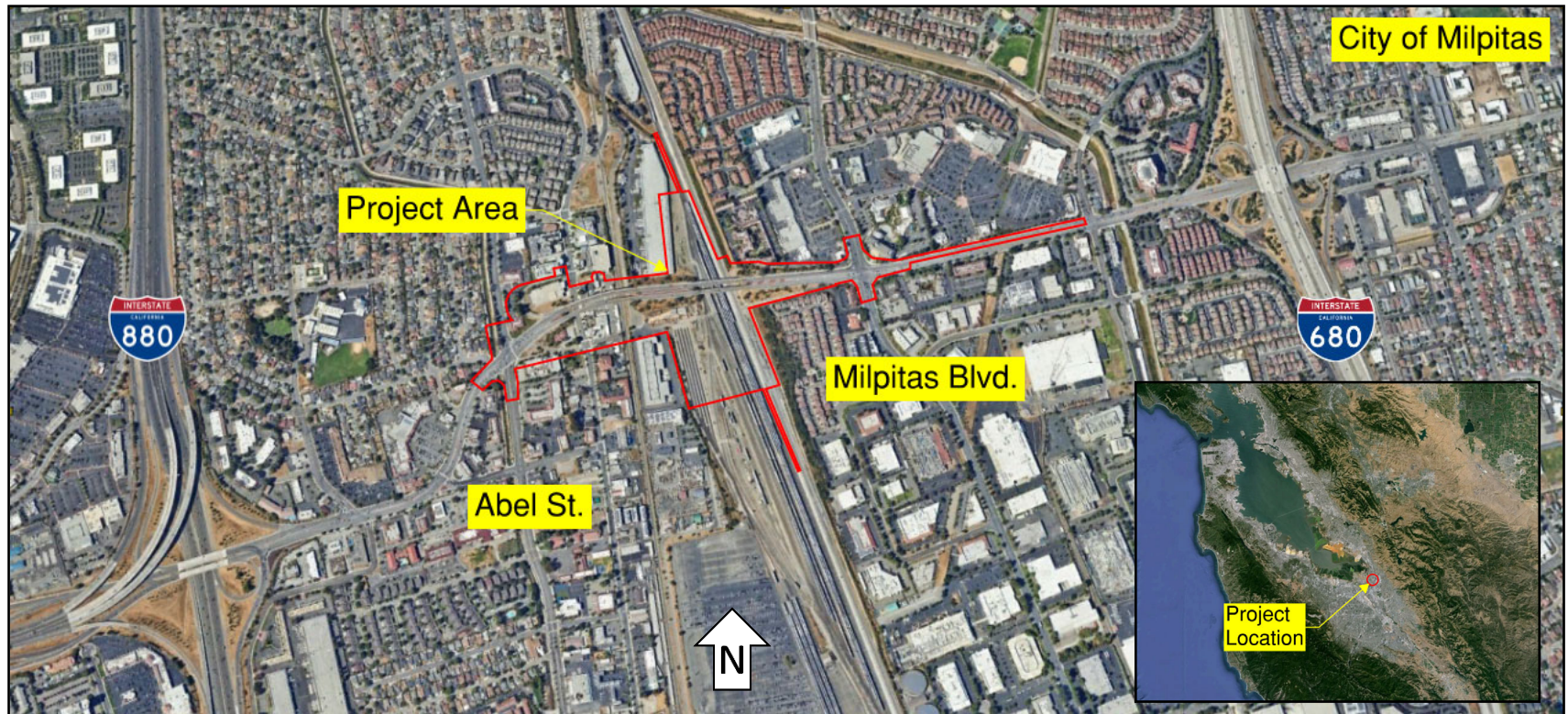
## Prepared for the Bay Area Air Quality Conformity Task Force

July 25, 2024

Presented by  
Jasmin Mejia, Santa Clara Valley Transportation Authority  
Ramsey Hissen, Biggs Cardosa Associates Inc.

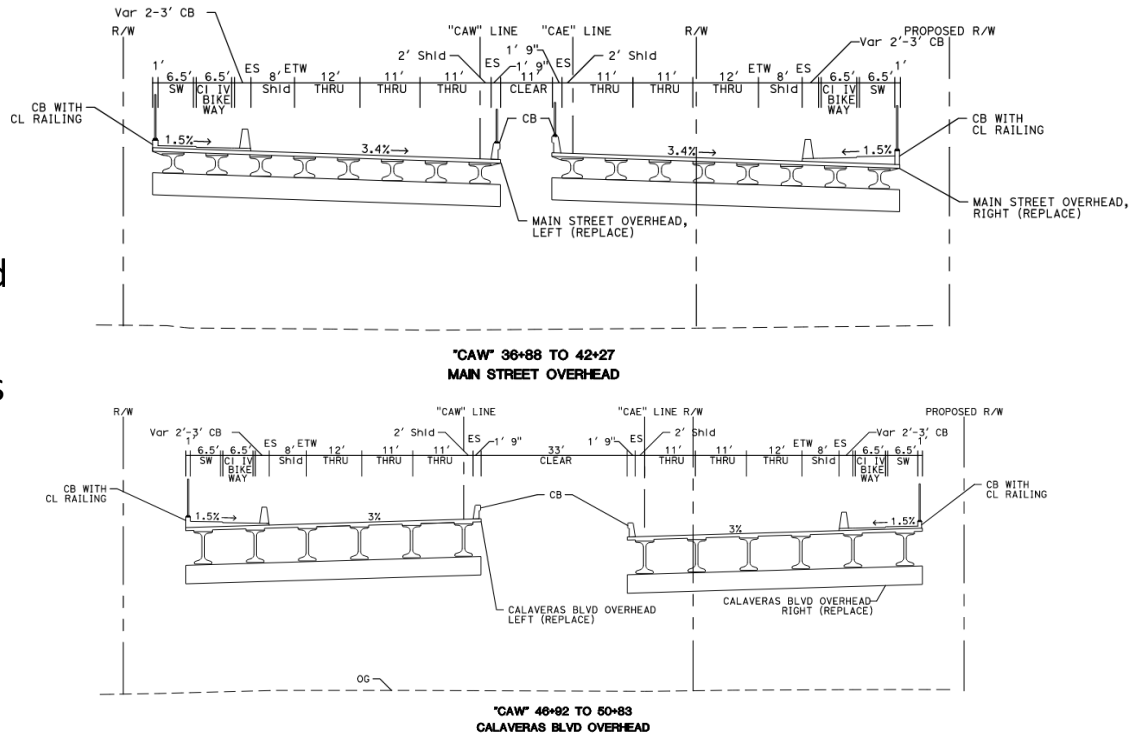


# Project Location



# Project Description

- Widens Calaveras Boulevard between Abel Street and Milpitas Boulevard from 2 lanes to 3 lanes in each direction.
- Replaces bridge structures over Main Street and the Union Pacific Railroad and Bay Area Rapid Transit tracks.
- Provides Class IV bikeways and sidewalks on Calaveras Boulevard.
- Provides Class II bikeways on Milpitas Boulevard within project limits to close bikeway gap.





# Project Purpose

- Implement “Complete Streets” elements such as bikeways and sidewalks.
- Remove bottleneck on Calaveras Boulevard between Abel Street and Milpitas Boulevard.
- Reduce the number of collisions that occur as a result of the bottleneck.
- Provide better connections to local roadways and developments in the area.
- Improve emergency evacuation needs of the region.



# Project Need

- Recurring daily traffic congestion resulting in queue spillback between and through adjacent intersections along Calaveras Blvd. between I-680 and I-880.
- Collision rate is higher than statewide average with 62 percent being rear-ends and sideswipes.
- Insufficient bicycle and pedestrian facilities between Abel St. and Milpitas Blvd with one pedestrian facility along the north side of Calaveras Blvd.
- Bottleneck and congestion is negatively impacting the reliability of the transit service and effectiveness of emergency evacuation.





# Existing Traffic Data

2023				
Location		No Build		
		AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic
Calaveras Boulevard	West of Abel St.	32,300	650	2%
	Between Milpitas Blvd. and Abel St.	41,570	830	2%
	East of Milpitas Blvd.	32,440	650	2%
Abel Street	North of Calaveras Blvd.	12,460	250	2%
	South of Calaveras Blvd.	15,860	320	2%
Milpitas Boulevard	North of Calaveras Blvd.	16,760	340	2%
	South of Calaveras Blvd.	15,430	310	2%
Intersection LOS		AM		PM
Calaveras Boulevard at Abel Street		D		F
Calaveras Boulevard at Milpitas Boulevard		D		D



# Traffic Data: Opening Year (2030)

Location		2030					
		No Build			Build		
		AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic	AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic
Calaveras Boulevard	West of Abel St.	34,600	692	2	36,400	728	2
	Between Milpitas Blvd. and Abel St.	44,200	884	2	46,600	932	2
	East of Milpitas Blvd.	35,100	702	2	36,800	736	2
Abel Street	North of Calaveras Blvd.	14,800	296	2	14,500	290	2
	South of Calaveras Blvd.	19,100	382	2	18,800	376	2
Milpitas Boulevard	North of Calaveras Blvd.	20,000	400	2	20,000	400	2
	South of Calaveras Blvd.	20,100	402	2	20,200	404	2
Intersection LOS		AM		PM	AM		PM
Calaveras Boulevard at Abel Street		D		F	D		F
Calaveras Boulevard at Milpitas Boulevard		F		D	D		D



# Traffic Data: RTP Horizon Year/ Design Year (2050)

Location		2050							
		No Build			Build				
		AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic	AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic		
Calaveras Boulevard	West of Abel St.	40,200	804	2	47,600	952	2		
	Between Milpitas Blvd. and Abel St.	51,600	1,032	2	61,100	1,222	2		
	East of Milpitas Blvd.	42,200	844	2	48,700	974	2		
Abel Street	North of Calaveras Blvd.	21,100	422	2	20,200	404	2		
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Milpitas Boulevard	North of Calaveras Blvd.	28,100	562	2	28,400	568	2		
	South of Calaveras Blvd.	32,700	654	2	33,200	664	2		
Intersection LOS		AM		PM		AM		PM	
Calaveras Boulevard at Abel Street		F		F		E		F	
Calaveras Boulevard at Milpitas Boulevard		F		F		F		F	



## Not a Project of Air Quality Concern:

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- The Project will not result in significant increase in diesel trucks.
- No change in diesel vehicle percentage using Calaveras Boulevard.
- Intersections at LOS D, E, or F and delay times do not degrade with the Project Scenario in 2030 and 2050.
- The Project does not involve a bus terminal, rail terminal, or vehicle transfer points.
- Calaveras Boulevard is not an area identified by the SIP as a location where the NAAQS for PM2.5 could be violated or possibly violated.



# Questions and Discussions

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For Additional Information, contact:

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## *Memorandum*

TO: Air Quality Conformity Task Force

DATE: July 18, 2024

FR: Harold Brazil

W. I.

RE: Approach to Draft Conformity Analysis for the Plan Bay Area 2050 Amendment: Sonoma-Marín Rail Transit to Healdsburg

MTC staff is preparing an amendment to its Regional Transportation Plan (called Plan Bay Area 2050) and will also conduct a conformity analysis of Plan Bay Area 2050 to include a proposed amendment to extend the Sonoma-Marín Rail Transit (SMART) passenger rail service to Healdsburg. MTC staff seeks the Task Force's review of the proposed approach to conform the Amended Plan Bay Area 2050 in accordance with federal conformity regulations.

### **Background**

SMART began initial operations between downtown San Rafael and northern Santa Rosa in 2017, and in 2019, service was extended south to Larkspur to enhance connections to the Golden Gate ferry terminal. Construction is currently underway on a northern extension to Windsor, which was included in the adopted Plan Bay Area 2050, providing additional connectivity to northern Sonoma County.

Earlier this year, MTC received a request from Caltrans to amend Plan Bay Area 2050 to further extend SMART passenger rail, with the next phase stretching from Windsor to Healdsburg. This request requires the Healdsburg extension to be included in and amended to the current fiscally-constrained regional plan, Plan Bay Area 2050 and also included in a corresponding regional conformity analysis.

Transportation conformity is required under CAA section 176(c) (42 U.S.C. 7506(c)) to ensure that federally funded or approved highway and transit activities are consistent with ("conform to") the purpose of the state air quality implementation plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones. EPA's transportation conformity rule (40 CFR Parts 51 and 93) establishes the criteria and procedures for determining whether metropolitan transportation plans, TIPs, and federally supported highway and transit projects conform to the SIP. Transportation conformity applies to designated nonattainment and maintenance areas<sup>1</sup> for transportation-related criteria pollutants: ozone, PM<sub>2.5</sub>, PM<sub>10</sub>, carbon monoxide, and nitrogen dioxide.<sup>2</sup>

### **Ozone Requirements**

On February 13, 2015, the U.S. Environmental Protection Agency (EPA) issued a final rule that addresses a range of implementation requirements for the 2008 National Ambient Air Quality Standards (NAAQS)

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<sup>1</sup> "Maintenance areas" are those areas that were initially designated nonattainment for a criteria pollutant and subsequently redesignated to attainment after 1990. Maintenance areas have SIPs developed under CAA section 175A.

<sup>2</sup> See "Current Law, Regulations and Guidance for State and Local Transportation"; <https://www.epa.gov/state-and-local-transportation/current-law-regulations-and-guidance-state-and-local-transportation>

for ground-level ozone. The EPA set the final primary and secondary standards at 0.075 ppm on March 12, 2008.

This final rule addresses a range of nonattainment area state implementation plan (SIP) requirements for the 2008 ozone NAAQS, including requirements pertaining to attainment demonstrations, reasonable further progress (RFP), reasonably available control technology (RACT), reasonably available control measures (RACM), major new source review (NSR), emission inventories, and the timing of SIP submissions and of compliance with emission control measures in the SIP

On Oct. 1, 2015, the U.S. Environmental Protection Agency (EPA) strengthened the National Ambient Air Quality Standards (NAAQS) for ground-level ozone to 70 parts per billion (ppb), based on extensive scientific evidence about ozone's effects on public health and welfare. On June 28, 2017, EPA announced that it is using its authority under the Clean Air Act (CAA) to extend by 1 year the deadline for promulgating initial area designations for the ozone national ambient air quality standards (NAAQS) that were promulgated in October 2015. The deadline was October 1, 2018 and based monitoring data<sup>3</sup>, the San Francisco Bay Area nonattainment area was designated to be in nonattainment by EPA.

The San Francisco Bay Area region, being in nonattainment for the 2015 ozone NAAQS, must show compliance with these requirements by completing the transportation conformity process, which conforms the most recent Regional Transportation Plan (RTP) – currently the Plan Bay Area 2050 – and Transportation Improvement Program (TIP) – currently the MTC's 2021 TIP to the State Implementation Plan (SIP).

### **Carbon Monoxide (CO) Requirements**

The approved 1998 maintenance plan for the San Francisco-Oakland-San Jose Carbon Monoxide nonattainment area did not extend the maintenance plan period beyond 20 years from re-designation. Consequently, transportation conformity requirements for CO ceased to apply after June 1, 2018 (i.e., 20 years after the effective date of the EPA's approval of the first 10-year maintenance plan and redesignation of the area to attainment for CO NAAQS). As a result, as of June 1, 2018 – transportation conformity requirements no longer applies for the CO NAAQS in the San Francisco-Oakland-San Jose CO nonattainment area for Federal Highway Administration/Federal Transit Association projects as defined in 40 CFR 93.101.

### **PM<sub>2.5</sub> Requirements**

The Bay Area's designation as nonattainment was published in the Federal Register on November 13, 2009 and the designation became effective on December 14, 2009. Nonattainment areas were required to meet the standard by 2014 and transportation conformity requirements began to apply to the Bay Area on December 14, 2010.

On February 8, 2013, EPA took final action and determined that the San Francisco Bay Area nonattainment area attained the 2006 24-hour PM<sub>2.5</sub> National Ambient Air Quality Standard (NAAQS). This determination was based upon complete, quality-assured, and certified ambient air monitoring data showing that this area has monitored attainment of the 2006 24-hour PM<sub>2.5</sub> NAAQS based on the 2009–2011 monitoring period. Based on the above determination, the requirements for the San Francisco Bay Area nonattainment area to submit an attainment demonstration (including transportation conformity emission budgets), together with reasonably available control measures (RACM), a reasonable further progress (RFP) plan, and contingency measures for failure to meet RFP and attainment deadlines were suspended for as long as the Bay Area continues to attain the 2006 24-hour PM<sub>2.5</sub> NAAQS.

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<sup>3</sup> See "Final 2017 Clean Air Plan. Spare the Air and Cool the Climate"; [https://www.baaqmd.gov/~media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a\\_-\\_proposed-final-cap-vol-1-pdf.pdf?la=en](https://www.baaqmd.gov/~media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-_proposed-final-cap-vol-1-pdf.pdf?la=en)

On February 7, 2024, EPA strengthened the standards for the PM NAAQS to protect millions of Americans from harmful and costly health impacts, such as heart attacks and premature death. EPA set the level of the primary (health-based) annual PM<sub>2.5</sub> standard at 9.0 µg/m<sup>3</sup> meter to provide increased public health protection, consistent with the available health science.

EPA did not changing the current:

- primary and secondary (welfare-based) 24-hour PM<sub>2.5</sub> standards,
- secondary annual PM<sub>2.5</sub> standard, and
- primary and secondary PM<sub>10</sub> standards. (as shown in the table below)

### Proposed 2024 PM NAAQS (Primary)

Indicator	Averaging Time	Previous Level	Existing Bay Area Status	EPA Proposal
PM <sub>2.5</sub>	Annual	12.0 µg/m <sup>3</sup>	Unclassifiable/Attainment	9.0 µg/m <sup>3</sup>
PM <sub>2.5</sub>	24-Hours	35 µg/m <sup>3</sup>	<b>Nonattainment</b>	No change/ Retain
PM <sub>10</sub>	24-Hours	150 µg/m <sup>3</sup>	Unclassifiable/Attainment	No change/ Retain

Source: BAAQMD

Next steps for the implementation of the new PM NAAQS will include:

- Review the final NAAQS and forthcoming designations guidance
- Initial Area Designations

Since approved motor vehicle emissions budgets for PM<sub>2.5</sub> are not available for use in this conformity analysis, MTC must complete one of the two interim emissions tests:

1. “Baseline Year Test”. Emissions for each analysis year for the “Action” are less than or equal to the level of emissions in the year 2008<sup>4</sup>; or
2. “Build/No-Build Test”. Emissions for each analysis year in the “Action” scenario are less than or equal to emissions from the “Baseline” scenario.

### Analysis Approach

MTC will review the proposed conformity approach at this July 25, 2024 Conformity Task Force meeting. MTC will review the approach with the Conformity Task Force again when the draft conformity analysis at the August 2024 meeting. Key aspects of the conformity analysis are as follows:

1. Regional Emissions Analysis: MTC will conduct a new regional emissions analysis to conform the 2025 TIP.
2. Latest Planning Assumptions: MTC will use the latest planning assumptions, including:
  - **UrbanSim**; regional land use forecasting model – **UrbanSim** relies on regional control totals of jobs, housing, and population, developed and adopted by ABAG, to analyze the effects of land use and transportation strategies on the forecasted regional development pattern. **UrbanSim** simulates the interactions of households, businesses, developers, and governments within the urban market. **UrbanSim** produces land use outputs, including the forecasted location of new jobs and housing for a forecasted

<sup>4</sup> See 40 CFR 93.119; <http://www.epa.gov/otaq/stateresources/transconf/baseline.htm>

scenario. MTC and ABAG staff have evaluated the model outputs through an extensive planning process which involved input by local jurisdictions.

- **Travel Model One**; Updated travel demand forecasts using MTC's **Travel Model One** (version 1.5.2), released March 2019, was developed for the Horizon initiative, so it added representation for:
  - i. ride-hailing (or Transportation Network Company - TNC) and taxi modes
  - ii. autonomous vehicleswith the most up to date highway and transit networks.
- **EMFAC2021**; VMT estimates used in the federally approved **EMFAC2021** emission model will be consistent with the California Air Resources Board's (CARB) recommended adjustment methods. CARB officially released an updated version of the EMFAC2021 software to the public on Monday, May 2, 2022. This version replaced the v1.0.1 version that was previously released on April 30, 2021. The newer version addresses a bug related to NOx idling exhaust emissions from newer heavy-duty trucks that are affected by the Heavy-Duty Omnibus regulation and reflects the revocation of the Safer Affordable Fuel-Efficient or SAFE Vehicles Rule. In addition, an air conditioning correction factor for plug-in-electric vehicle CO running exhaust emissions has also been updated. EMFAC2021 is the latest emission inventory model that CARB uses to assess emissions from on-road motor vehicles including cars, trucks, and buses in California, and to support CARB's planning and policy development. This newest model reflects CARB's current understanding of statewide and regional vehicle activities, emissions, and recently adopted regulations such as Advanced Clean Trucks (ACT) and Heavy Duty Omnibus regulations. It represents the next step forward in the ongoing improvement for EMFAC. EPA's approval of the EMFAC2021 emissions model (and EMFAC2017 adjustment factors) for SIP, conformity purposes, and applicable CAA purposes effective November 15, 2022.
- **2025 TIP Analysis Highway Modeling Network Planning Assumption**; The last approved regional conformity analysis was in September 2022, assessing Plan Bay Area 2050 and the 2023 TIP. This spring, MTC staff prepared and released for public review and comment the Draft Transportation-Air Quality Conformity Analysis for Plan Bay Area 2050 and the 2025 Transportation Improvement Program (TIP). The draft analysis finds that Plan Bay Area 2050 and the 2025 TIP are in conformance with the State Implementation Plan to achieve National Ambient Air Quality Standards.

The 2025 TIP analysis, though still in draft form, reflects the most recent planning assumptions, including the list of projects and their scopes. These assumptions are unlikely to change before the approval in September. MTC proposes to use the latest planning assumptions of the Draft Transportation-Air Quality Conformity Analysis for Plan Bay Area 2050 and the 2025 Transportation Improvement Program, incorporating the most recent list of projects and their scopes, as the basis for the regional conformity analysis for the amendment to Plan Bay Area 2050. This approach ensures that the conformity analysis is based on the most current information. Additionally, MTC staff proposes adding conditional language to the conformity analysis for the Plan Bay Area 2050 amendment. This language would state that the final approval and determination for the Plan Bay Area 2050 amendment conformity analysis is contingent upon a positive conformity finding and approval of the 2025 TIP.

3. Latest Emissions Model: As mentioned above, MTC will apply EMFAC2021 model system to produce emission estimates.
4. Emissions Budget/Interim Emissions:

- **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. The ozone budget for ROG and NOx was compared to quantified emissions for analysis years **2025, 2030, 2040 and 2050**.
  - **PM<sub>2.5</sub>:** MTC will use the “Baseline Year Test” interim emission test to demonstrate conformity with the 24-hour PM<sub>2.5</sub> standard. Consistent with EPA’s Transportation Conformity Rule PM<sub>2.5</sub> and PM<sub>10</sub> Amendments; Final Rule published in the federal register in March 2010. MTC will quantify emissions for both directly emitted PM<sub>2.5</sub> and NOx (as the precursor to PM<sub>2.5</sub> emissions) and for the baseline year test, emissions from the planned transportation system are compared to emissions that occurred in the baseline year for analysis years **2025, 2030, 2040 and 2050**. The analysis will be carried out using inputs for the winter season, during which the Bay Area experiences its highest levels of PM<sub>2.5</sub> concentrations.
5. **Transportation Control Measure (TCM) Implementation:** The motor vehicle emission estimates for ROG and NOx will include the effects of TCMs A-E in the 2001 Ozone Attainment Plan. These TCMs are now fully implemented.
  6. **Financial Constraint:** The Plan Bay Area 2050 must be financially constrained, meaning that the amount of funding programmed must not exceed the amount of funding estimated to be reasonably available. Financial constraint must be demonstrated by program and by year for the active years to the horizon year of Plan Bay Area 2050.
  7. **Interagency and Public Consultation:** MTC will conduct the appropriate agency and public consultation for the Draft Transportation Air Quality Conformity Analysis for the 2025 TIP.

**Attachment A: Draft Schedule for the Transportation Air Quality Conformity Analysis for the Plan Bay Area 2050 Amendment: Sonoma-Marin Rail Transit to Healdsburg**

<b>Activity</b>	<b>Timeline</b>
Conformity Task Force Reviews Proposed Conformity Approach	July 25, 2024
MTC Staff Conducts Technical Analysis & Report Preparation	July 2024
Provide Update on Draft Conformity Analysis with AQCTF	July 25, 2024
Release Draft Conformity Analysis for Public Review and Begin Public Comment Period	July 29, 2024
Provide Update on Draft Conformity Analysis with AQCTF	August 22, 2024
End of Public Comment Period	August 28, 2024
AQCTF Briefing on Responses to Comments	September 26, 2024
Committee Approval	October 11, 2024
Commission Approval	October 23, 2024
Expected FHWA/FTA Final Approval of Plan Bay Area 2050 Smart Amendment and AQ Conformity Analysis	<i>Later Fall 2024</i>





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## *Memorandum*

TO: Air Quality Conformity Task Force

DATE: July 23, 2024

FR: Libby Nachman and Harold Brazil

W. I.

RE: 2025 TIP Conformity Analysis Revision

When preparing data input files for the Plan Bay Area 2050 amendment conformity analysis, 2025 TIP conformity analysis, formatting errors were discovered in the EMFAC2021 speed bin tables. These formatting errors omitted emission calculations for multiple passenger vehicle types and thereby producing incorrect results. The formatting errors have been corrected with technical revisions in the 2025 TIP conformity analysis and the differences for wintertime emissions (PM<sub>2.5</sub> and wintertime NO<sub>x</sub>) show the biggest change.

MTC's Regional Planning Program section considers these technical revisions to be non-material and although these changes affect the emissions results – they do not significantly alter the overall emissions estimates, the conformity determination, or compliance with air quality standards. In addition, the conformity analysis results remain well below the thresholds and these revisions do not meaningfully alter the emissions estimates or the conclusions of the analysis.

MTC staff is addressing this change according to the MTC public participation plan requirements and is asking the AQCTF if there are any questions or concerns.

**Air Quality Conformity Task Force  
Summary Meeting Notes  
June 27, 2024**

Participants:

Peter Kang – Caltrans	Chris Barney – SCTA/RCPA
Eric Hu – City of Fremont	Shilpa Mareddy – Caltrans
Celine Chen – FTA	Brianna Bohonok – Circlepoint
Jason Fong – Mark Thomas	Andrea Gordon – BAAQMD
Ada Marquez – FHWA	Ashlyn Reining – Circlepoint
Nicole Ortiz-Hernandez – FHWA	John Alciati – BCA
Michael Dorantes – EPA	Ravi Puttagunta – Kimley Horn
Emma Maggioncalda – Caltrans	Mallory Atkinson – MTC
Cidney Chiu – Caltrans	John Saelee – MTC
Libby Nachman – MTC	Adam Crenshaw – MTC
Mary Nguyen – FTA	Adam Noelting – MTC
Matthew Moore – Circlepoint	Harold Brazil – MTC
Jasmine Amanin – FHWA	Karishma Becha – Caltrans
Eden Winniford – YSAQMD	Erika Espinosa Araiza – Caltrans
Paul Hensleigh – YSAQMD	Erika Vaca – Caltrans
Kien Le – Caltrans	

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

**2. Regional Conformity Approach: Plan Bay Area 2050 Amendment (Discussion)**

Adam Noelting (MTC) began the discussion by stating the draft 2025 TIP conformity analysis is being released for public review and this would support the process to get the 2025 TIP approved by the Commission and sent to Caltrans to meet their statewide TIP programming schedule.

Mr. Noelting went on to say that MTC has also been asked to prepare a plan amendment to Plan Bay Area 2050 – which is the current regional transportation plan for the Bay Area – and incorporate a project in Sonoma County which would extend the current smart passenger rail service north to the City of Healdsburg. The service extension would be about 5 miles in length from the SMART station in the City of Windsor, but currently this project is not included in Plan Bay Area 2050.

Mr. Noelting indicated that MTC staff are proposing a plan amendment to add this rail extension project to Plan Area 2050, and doing so, there would be a need to adjust modeling assumptions in the conformity analysis to include this project. Mr. Noelting added that the question and proposal MTC staff is bringing to the Conformity Task Force is to use the draft 2025 TIP conformity analysis planning assumptions as the baseline for the SMART project amendment conformity analysis, and then incorporate the changes for the Sonoma project to account for the extension of the passenger service to Healdsburg. Mr. Noelting also identified a complicating factor with this approach in that the SMART amendment conformity analysis would have started point referencing a document which would still be under public review and Mr. Noelting suggested MTC staff add language to the document signifying that the that Plan amendment is, and it's conformity analysis contingent upon an approval of the draft 2025 TIP.

Question and Answer Discussion

Questioner	Question	Mr. Noelting (MTC) Answer
Michael Dorantes (EPA)	Could you discuss what update(s) to planning assumptions for this amendment – other than what the addition of this project –what might be changing?	The actual only change is the addition of the project itself (incorporating the SMART extension further north to Healdsburg) and the assumption changes relative to the draft 2025 TIP document would be the only change.
Michael Dorantes (EPA)	Will EMFAC2021 be used for this conformity analysis?	Yes, EMFAC2021 will be used with the same project scopes and assumptions as what was employed with the draft 2025 TIP for all the projects that have incorporated, plus the long-range plan projects would also be included, therefore everything would be essentially the same as the document that's being released in the draft 2025 TIP. EMFAC2021 analysis years will be 2025, 2030, 2040, and 2050.
Michael Dorantes (EPA)	Would the adoption of the draft 2025 TIP come prior to this amendment, or what? How is the timing line up?	Yes, it would. The draft 2025 TIP and its conforming analysis are going out for public review and there's a 30-day comment period for those documents, and there would be a Commission action on that document in September. We wouldn't propose an action on the Plan amendment until October at the soonest – so it would be subsequent from the that Commission action in on the draft 2025 TIP in September.
Michael Dorantes (EPA)	Does the draft 2025 TIP conformity analysis and related documentation need to be signed off on (preferably) before the end of this year? Does the Plan amendment conformity analysis also have similar timeframes?	The idea and suggestion from MTC staff to make an approval on both items by the end of the calendar year.
Jasmine Amanin (FHWA)  Michael Dorantes (EPA)	To confirm, the project being considered in this amendment, is the only project included in this amendment? Or are there additional projects that are being considered for this amendment?  Could you dive in maybe a little bit of what those revisions?	In this case, it's just the one project and the planning process will ensure that the plan remains fiscally constrained and by adding a project and additional costs that do have implications for other projects that may be in the in our existing plan. MTC staff are working with our partners in Sonoma to make some modifications to the project list to account for the increased costs of this new passenger rail service or the extended passenger rail service. MTC staff is not proposing to add additional projects, but there may be some revisions to the project list to account for this amendment to Plan Bay Area 2050.  Generally, when MTC is making these types of adjustments, there are projects that are captured in our regional travel model because they are of regional significance by either adding capacity to our highways or adding new, (like this project) fixed rail service. There's a whole host of other types of projects that are exempt to regional conformity and aren't accounted for in the revisions to a project list and MTC is targeting those types of investments that can be that won't have an effect on regional conformity and it becomes a matter of making some adjustments to the project costs and make changes to projects in the programmatic categories.
Jasmine Amanin (FHWA)	Could you please re-summarize the request MTC is making today?	MTC's proposal is to release the draft conformity analysis for the amended plan the summer – sometime in July, if not early August, and the our question to the Conformity Task Force is that MTC staff wanted to use the draft 2025 TIP as the baseline that we're building the planning assumptions on to make this revision – mainly because it includes the most up to date information from project sponsors on project assumptions to make sure that we are, you know, reflecting the most recent available info, but that document isn't going to be approved till September. MTC staff wanted to make sure the Conformity Task Force was comfortable with or can at least raise concerns if you are not comfortable with is that MTC would be releasing a conformity analysis for the Plan and draft 2025 TIP prior to the approval of the 2025 TIP in September. MTC's action on the Plan amendment wouldn't occur until October at the soonest, so MTC

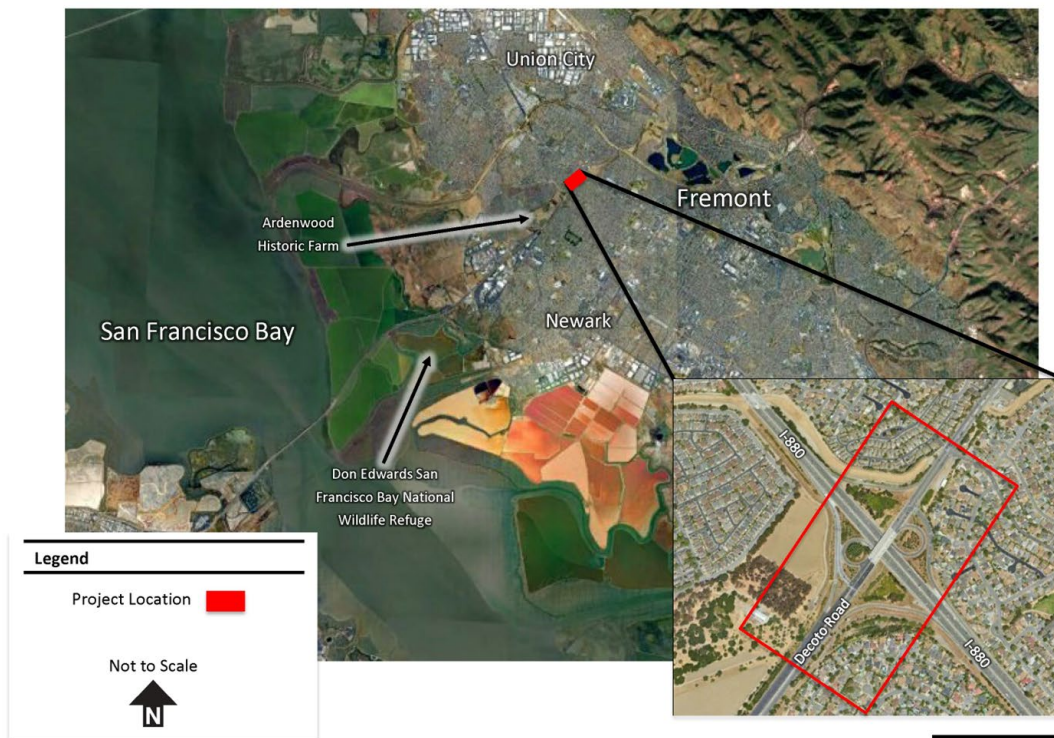
		staff would know the answer that from the September Commission meeting, whether they've taken an action, but the analysis would still be structured, based off of that draft analysis yet to be approved.
Questioner	Question	Mr. Dorantes (EPA) Answer
Mallory Atkinson (MTC)	Is it feasible to have Federal approvals of our conformity analyses for the 2025 TIP and simultaneous approval of this updated conformity analysis for the Plan amendment, both in mid December?	For EPA it is a workload question, and it is a workload question especially for Federal highways, because their review is more extensive than just any one particular aspect of any other agency. But as early as you can provide the documents to EPA – that would be ideal and continuous communication as to the progress of review, public comment periods and planned adoptions would also be extremely helpful for workload planning. The premise of what MTC staff is asking for is what EPA can agree on is there's no concerns there. Jasmine Amanin (FHWA) agreed and FHWA agrees with the path that MTC is taking, FHWA cannot commit to a particular timeline but is aware of the urgency here FHWA will do its best to meet the schedule.

### 3. PM<sub>2.5</sub> Project Conformity Interagency Consultation

#### a. Consultation to Determine Project of Air Quality Concern Status

##### i. Interstate 880/Decoto Road Interchange Modernization Project

Matthew Moore (Circlepoint) began the presentation for the Interstate 880/Decoto Road Interchange Modernization project by describing the project location in western Fremont close to the city's border with the city of Newark in a largely residential area with low to medium densities in the surrounding area with parks and trails.

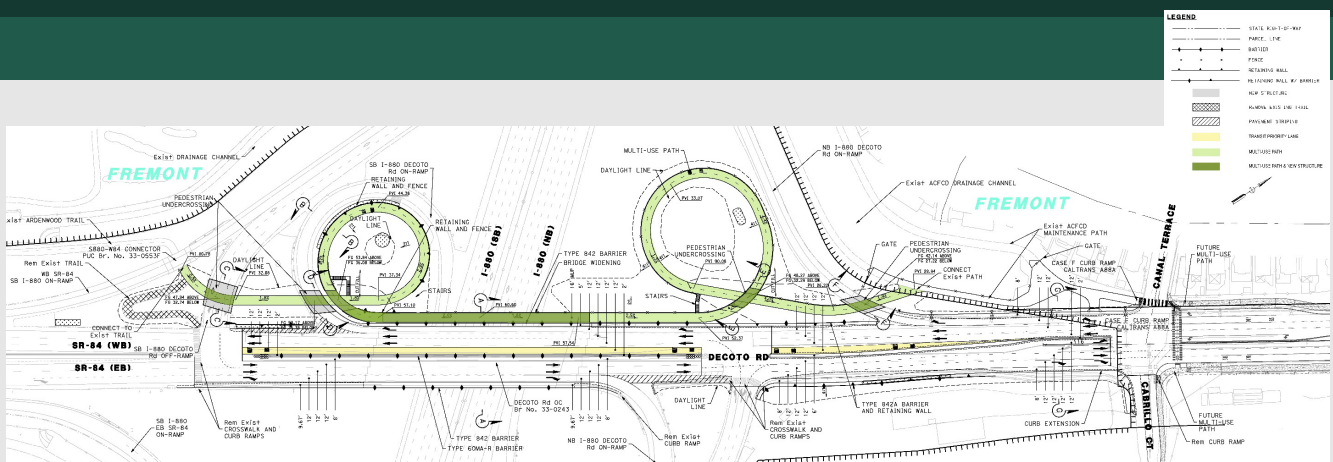


Regional Location Figure 1

Mr. Moore indicated that the purpose of the Interstate 880/Decoto Road Interchange Modernization 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.

## Interchange Improvements



- 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.

Mr. Moore also added that the I-880/Decoto Road Interchange Modernization 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, Mr. Moore said that the project includes the addition of a transit priority lane (less than a mile) along the Decoto Road overpass (within the interchange) and the project is not considered to be capacity enhancing.

### Question and Answer Discussion

Michael Dorantes (EPA) asked for a description of what a transit lane priority is? And, what keeps other vehicles from potentially accessing that lane? Jason Fong (Mark Thomas) answered saying the I-880/Decoto Road Interchange Modernization project introduces a gap closure to connect the bus only lane north of Cabrillo Court to the existing HOV Lane – making a continuation of the bus only lane through the corridor with no new bus routes or services will be added as part of the project.



Celine Chen (FTA) asked if there were any plans to add dedicated transit facilities in the corridor which might affect land use in the future and Eric Hu (City of Fremont) responded by indicating:

- The I-880/Decoto Road Interchange Modernization project is related to the complete street projects the City of Fremont will be conducting from the Interchange east to Union City.
- The barrier removal part of the project will improve active transportation and transit priority lane infrastructure.

Ada Marquez (FHWA) and Mr. Dorantes asked for the website location of the project's NEPA process and more public documentation verification, and Brianna Bohonok (Circlepoint) and Mr. Hu provided clarification on the information's whereabouts.

**Final Determination:** With input from EPA, FTA, FHWA (deferring their determination to Caltrans), and Caltrans the Task Force concluded the I-880/Decoto Road Interchange Modernization project was not of air quality concern.

**b. Confirm Projects Are Exempt from PM2.5 Conformity**

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

Celine Chen (FTA) asked if the smart signals project (CCTA - Countywide Smart Signals project – TIP ID #CC-230202) includes signal synchronization components other than for transit signal and prioritization and John Salee (MTC) indicated he would follow up with an answer. After the Task Force meeting, the CCTA - Countywide Smart Signals project sponsor indicated the project would not install “new” signals and upgrades existing equipment, hardware and software and installation for ITS such as CCTV, detection, TSP, communication and signal timing.

**Final Determination:** With input from FTA, FHWA, EPA, Caltrans and MTC, the Task Force agreed that the projects on the exempt list **3b\_POAQC\_Exempt\_List\_061424.pdf** are exempt from PM<sub>2.5</sub> project level analysis.

**4. Projects with Regional Air Quality Conformity Concerns**

**a. Review of the Regional Conformity Status for New and Revised Projects**

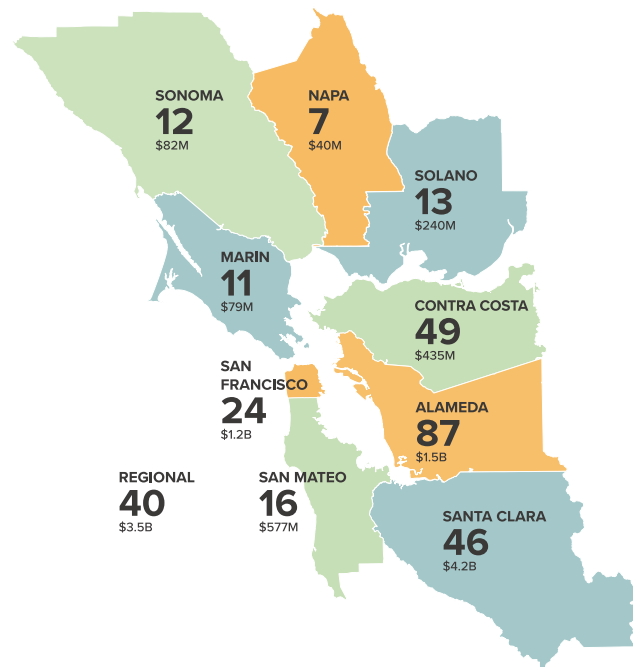
John Saelee (MTC) notified the Task Force that MTC staff have included a listing of a projects MTC is proposing to add to the 2023 TIP – which would be the final amendment to the MTC 2023 TIP. Task Force members had no questions or comments.

**5. Draft 2025 TIP Conformity Analysis (Discussion)**

Libby Nachman (MTC) provided an overview presentation of the Draft 2025 Transportation Improvement Program (TIP) and Draft Transportation-Air Quality Conformity Analysis for the 2025 TIP with noting the program's funding distribution around the region:

## 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)



Michael Dorantes (EPA) asked if any public comments received on the 2025 TIP Conformity Analysis would be responded to in writing and if there was a particular portion of the MTC website where these responses will be posted, and Ms. Nachman responded by saying the responses will be incorporated as part of the final 2025 TIP documentation and the responses will be included in the final posting.

### 6. Consent Calendar

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

The Task Force members had no comments.