METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
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Meeting Agenda
Air Quality Conformity Task Force

Thursday, August 27, 2026	9:30 AM	Remote - Zoom

Join Zoom Meeting @ Zoom
Meeting ID: 818 4063 2584
Passcode: 600327

MTC Staff Liaison: Lyric Greif, lgreif@bayareametro.gov

1. **Welcome and Introductions**

2. **$PM_{2.5}$ Project Conformity Interagency Consultations**
   a. Consultation to Determine Project of Air Quality Concern Status
      i. Staff Memo ..... Page 2
      ii. US 101/SR 25 Santa Teresa Blvd Extension ..... Page 3
      iii. US 101 Managed Lanes North Project..... Page 16

   b. Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern
      i. Staff Memo..... Page 27
      ii. Project List ..... Page 28

3. **2027 TIP Conformity Analysis Update**
   a. Staff Memo ..... Page 29

4. **Plan Bay Area 2050+ Potential Plan Revision Update**
   a. Staff Memo ..... Page 30

5. **Consent Calendar**
   a. July 23, 2026, Air Quality Conformity Task Force Meeting Summary ..... Page 33

6. **Next Meeting**
   The next meeting of the Air Quality Conformity Task Force will be held on Thursday, September 24, 2026, at 9:30 a.m. via Zoom. Any changes to the schedule will be duly noticed.

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Memorandum

TO: Air Quality Conformity Task Force DATE: August 27, 2026

FR: Lyric Greif

RE: **$PM_{2.5}$ Project Conformity Interagency Consultation**

Two project sponsors are seeking interagency consultation with the Air Quality Conformity Task Force at today's meeting to determine their Project of Air Quality Concern (POAQC) status.

1. US 101/SR 25 Santa Teresa Blvd Extension
2. US 101 Managed Lanes North Project

Application of Criteria for a Project of Air Quality Concern
Project Title: US 101/SR 25/Santa Teresa Boulevard Extension Project
Project Summary for Air Quality Conformity Task Force Meeting: August 27, 2026

Description

The California Department of Transportation (Caltrans), in cooperation with the Santa Clara Valley Transportation Authority (VTA), proposes to construct the United States Highway 101 (US 101)/ State Route 25 (SR 25)/ Santa Teresa Boulevard Extension Project (Project) in unincorporated Santa Clara County, just south of the City of Gilroy.

The proposed Project would reconfigure the existing intersection of Santa Teresa Boulevard and Castro Valley Road and extend Santa Teresa Boulevard to directly connect to the US 101/SR 25 interchange. Additionally, the Project would widen the new segment of Santa Teresa Boulevard from two to four lanes as it approaches the southbound ramps intersecting the US 101/SR 25 interchange to accommodate improvements constructed by the US 101/SR 25 Interchange Improvement Project Phase 1 (Phase 1).

Background

The Project was originally included in the US 101 Improvement Project between Monterey Street and State Route 129 CEQA Environmental Impact Report (EIR) completed in 2013. The 2013 EIR did envision phasing the improvements at US 101 because of foreseen funding constraints. As such, Phase 1 builds only a portion of the overall interchange improvements originally included in the 2013 EIR. The Phase 1 project will shift the existing US 101/ SR 25 interchange slightly north and includes operational improvements such as replacing the two-lane SR 25 overcrossing with an overcrossing that can accommodate four lanes, US 101 northbound and southbound ramp improvements, and the installation of new traffic signals. The Phase 1 project also includes the closure of the Mesa Road and Castro Valley Road access points to US 101. The Phase 1 project began construction in early 2025 and is anticipated to be completed in late 2028. While the Project is essentially building "Phase 2" of the interchange, which will connect Santa Teresa Boulevard to the new US 101/SR 25 interchange constructed under Phase 1, the official Project name reflects its locally driven purpose and need.

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?

- The project would extend Santa Teresa Boulevard to the US 101/SR 25 interchange but would not substantially increase regional travel demand.
- The project would redistribute existing traffic and is not expected to substantially increase diesel truck volumes or truck percentages on US 101, SR 25, or local streets.
- The project shifts traffic patterns but provides benefit for vehicles by providing a more direct route than under existing conditions, while not inducing an increase in vehicle miles traveled (VMT) or roadway capacity.

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

- The project would overall improve LOS and reduce delay compared to the No Build Alternative. Specifically, traffic along Monterey Road, Luchessa Avenue, and Thomas Road is shifted to Santa Teresa Boulevard/ SR 25. With this shift in travel patterns, the LOS and delay improves for intersections along Monterey Road, Luchessa Avenue, and Thomas Road with a reduction in demand volumes. Conversely, the LOS and delay slightly degrades along Santa Teresa Boulevard solely due to the increase in demand volumes. Although some intersections may experience some minor degradation in LOS and delay, overall, the project would improve average network travel speed, vehicle hours traveled, and vehicle hours of delay.
- The project would not result in substantial redistribution of truck traffic or changes in truck percentages through the project area.

(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_{10} or $PM_{2.5}$ implementation plan as site of violation?

- The project is consistent with MTC RTP (ID 25-T08-094) and addresses transportation needs in the area.
- The project would not substantially increase diesel truck volumes or percentages.

Project Assessment Form for $PM_{2.5}$ Interagency Consultation

RTP ID#: 25-T08-094
Other Principal Arterial Improvements VMT Mitigation Reserve (US 101/SR 25/Santa Teresa Boulevard Extension)

TIP ID# SCL230201

Air Quality Conformity Task Force Consideration Date
August 27, 2026

Project Description *(clearly describe project)*

The California Department of Transportation (Caltrans), in cooperation with the Santa Clara Valley Transportation Authority (VTA), proposes to construct the United States Highway 101 (US 101)/ State Route 25 (SR 25)/ Santa Teresa Boulevard Extension Project (Project) in unincorporated Santa Clara County, just south of the City of Gilroy. See Attachment A for the Project location and preliminary layouts.

The proposed Project would reconfigure the existing intersection of Santa Teresa Boulevard and Castro Valley Road and extend Santa Teresa Boulevard to directly connect to the US 101/SR 25 interchange. Additionally, the Project would widen the new segment of Santa Teresa Boulevard from two to four lanes as it approaches the southbound ramps intersecting the US 101/SR 25 interchange to accommodate improvements currently under construction by the US 101 Improvement Project (between Monterey Street and State Route 129).

Type of Project:
Roadway Extension Project

County	*Narrative Location/Route & Postmiles*
Santa Clara County	The project is located in unincorporated Santa Clara County, just south of the City of Gilroy, California. The project would extend Santa Teresa Boulevard from the existing Santa Teresa Boulevard/Castro Valley Road intersection to the US 101/SR 25 interchange. The project begins approximately 0.3 miles north of the existing Santa Teresa Boulevard/Castro Valley Road intersection and includes improvements extending approximately 0.2 miles east along SR 25 and 0.2 miles north along the southbound off-ramp of US 101 to accommodate interchange reconfigurations, signing, striping, and bicycle connectivity improvements.

Lead Agency: Santa Clara Valley Transportation Authority (VTA)

Contact Person	*Phone#*	*Fax#*	*Email*
Alex Bode	(408) 332-9344	n/a	Alex.Bode@vta.org

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)		**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	*Other*
	X				

Scheduled Date of Federal Action: 08/19/2027

NEPA Delegation – Project Type *(check appropriate box)*

	Section 326 – Categorical Exclusion		**Section 327 – Non-Categorical Exclusion**
		X	

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	Spring 2025	Summer 2027	Spring 2028	Fall 2029
End	Summer 2027	Summer 2029	Summer 2029	Fall 2031

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

Purpose

The purpose of the project is to:

- Reduce congestion on US 101 between the US 101/SR 25 and US 101/Monterey Road interchanges;
- Provide new vehicle and bicycle connectivity between Santa Teresa Boulevard and the US 101/SR 25 interchange; and
- Enhance local and regional access to the US 101 trade corridor.

Need

Increased freight and passenger vehicle traffic in the study area has resulted in peak-period congestion at the US 101/Monterey Road interchange, traffic queuing along city and county roads, increased vehicle idling, and unnecessary regional travel delays, with conditions likely worsening over time. Existing access patterns require drivers to rely on a limited number of routes to reach US 101, contributing to longer travel times and congestion on both local roadways and the US 101 corridor. In addition, recent access modifications associated with other highway improvements further limit local access to US 101 and SR 25. These conditions are expected to worsen as traffic demand increases. The study area also lacks safe and connected bicycle facilities, requiring cyclists to travel along US 101 shoulders near the US 101/SR 25 interchange. This creates safety concerns and limits access to community destinations, regional transit services, and other transportation options. Additionally, existing roadway conditions reduce the efficiency of regional transit and intercity bus services operating in the corridor.

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

The study area is located in a predominantly rural and agricultural area south of Gilroy, centered around the US 101/SR 25 interchange and Santa Teresa Boulevard. Surrounding land uses include agricultural and ranch lands, scattered rural residential properties, the Gavilan College campus and golf course, and regional transportation facilities along the US 101 trade corridor. Major traffic generators in the vicinity include Gavilan College, regional freight movement on US 101, commuter travel between Gilroy and San Benito County, and transit services connecting Gilroy, Hollister, and the Gilroy Transit Center. The project would improve passenger car and freight mobility by providing more direct access to the US 101/SR 25 interchange, reducing travel distances, congestion-related delays, and idling for diesel-powered trucks traveling through the corridor.

Brief summary of assumptions and methodology used for conducting analysis

Future traffic conditions were modeled using the VTA regional travel demand model and the City of Gilroy model, a refined version with added roadway detail and localized land use assumptions. The models were compared for network detail, segment and freeway volumes, ramp volumes, intersection turning movements, and VMT effects. The City of Gilroy model was selected because it better represents local roadway conditions and travel patterns near the Project. Future Year 2050 Build and No Project forecasts were developed, with volumes extracted for key roadway segments, freeway facilities, ramps, and study intersections. VMT was evaluated by comparing daily and annual VMT within the project influence area under both scenarios. Preliminary 2050 turning movements at Santa Teresa Boulevard and Castro Valley Road were developed using the National Cooperative Highway Research Program (NCHRP) 765 Difference Method, and side-street stop, all-way stop, and roundabout controls were evaluated in Synchro and Signalized Intersection Design and Research Aid (SIDRA) using Highway Capacity Manual methods.

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

Table 1: Opening Year (2030) Peak Freeway Operations Level of Service (LOS) summarizes the opening year (2030) freeway and ramp operations within the study area under No Build and Build conditions. As shown in **Table 1**, under No Build conditions during the AM peak hour, Monterey Road at the SB US 101 Ramps, and Monterey Road at the NB US 101 Ramps both operate at LOS F. Under Build conditions during the AM peak hour, operations improve (i.e., delay

is reduced) at the Monterey Road ramp intersections. However, the NB US 101 ramps at SR 25 continue to operate at LOS B during the AM peak hour.

Table 1: Opening Year (2030) Peak Freeway Operations Level of Service (LOS)

Roadway Segment	Peak Hour	2030 No Build Delay (seconds)	2030 No Build LOS	2030 Build Delay (seconds)	2030 Build LOS
NB US 101 & SR 25 Ramps	AM	16.8	B	16.5	B
NB US 101 & SR 25 Ramps	PM	137.2	F	146.2	F
SB US 101 & SR 25 Ramps	AM	13.7	B	18.7	B
SB US 101 & SR 25 Ramps	PM	63.6	E	138.2	F
Monterey Road & SB US 101 Ramps	AM	270.9	F	184.1	F
Monterey Road & SB US 101 Ramps	PM	236.3	F	27.6	C
Monterey Road & NB US 101 Ramps	AM	203.6	F	87.5	F
Monterey Road & NB US 101 Ramps	PM	193.5	F	31.7	C

During the PM peak hour under No Build conditions, the Monterey Road and US 101 ramp intersections operate at LOS F. Under Build conditions, these ramp facilities would improve to LOS C during the PM peak hour. The PM peak hour conditions for the SB US 101 and SR 25 ramp intersections would change from LOS E to LOS F. The delay increase at the SB US 101 and SR 25 ramp intersections would be offset by the improvements at the Monterey Road and US 101 intersections.

Table 2: Opening Year (2030) Average Daily Traffic (ADT) summarizes the daily traffic volumes and truck activity at the analyzed road segments under No Build and Build conditions. As shown in **Table 2**, ADT volumes are generally similar between the No Build and Build conditions, with minor changes in daily traffic volumes at the US 101 and Monterey Road ramp facilities. Truck percentages range from approximately 0.1 to 9.9 percent under No Build conditions and 0.2 to 16.7 percent under Build conditions. The largest truck percentage increase occurs on the Monterey Road NB Ramps; however, the truck daily volume is 375 ADT (a decrease from 435 daily trucks during No Build conditions). Additionally, **Table 2** shows numerous road segment ADT decreasing (especially along Luchessa Avenue) during Build conditions. Overall, Build conditions result in an ADT decrease by 12,530 daily vehicles. None of the segments have more than 1,365 daily trucks, and most segments have 469 daily trucks or less.

Table 2: Opening Year (2030) Average Daily Traffic (ADT)

Segment	2030 No Build ADT	2030 Build ADT	2030 No Build Truck ADT	2030 Build Truck ADT	2030 No Build Truck %	2030 Build Truck %
NB US 101 Ramps	12,952	14,270	361	355	2.8%	2.5%
SB US 101 Ramps	13,953	15,204	1,306	1,365	9.4%	9.0%
Monterey Road SB US 101 Ramps	5,657	4,801	216	203	3.8%	4.2%
Monterey Road NB US 101 Ramps	4,411	2,240	435	375	9.9%	16.7%
Santa Teresa Boulevard n/o Castro Valley Road	18,828	19,031	73	162	0.4%	0.9%
Santa Teresa Boulevard n/o Gavilan College Loop (N)	18,828	19,031	73	162	0.4%	0.9%
Santa Teresa Boulevard n/o Buttercup Ln	18,828	19,031	73	162	0.4%	0.9%
Santa Teresa Boulevard n/o Thomas Road	10,351	12,449	11	140	0.1%	1.1%
Santa Teresa Boulevard n/o Miller Avenue	16,305	17,595	68	157	0.4%	0.9%
W Luchessa Avenue e/o Thomas Road	27,910	22,683	155	52	0.6%	0.2%
W Luchessa Avenue e/o Princevalle Street	24,490	19,818	184	83	0.8%	0.4%
W Luchessa Avenue e/o Church Street	17,069	11,390	155	64	0.9%	0.6%
W Luchessa Avenue e/o Monterey Road	10,310	10,505	375	375	3.6%	3.6%
Princevalle Street s/o 10th Street	6,671	6,953	63	64	1.0%	0.9%
10th Street e/o Monterey Road	30,461	29,493	485	469	1.6%	1.6%

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

Table 3: Horizon Year (2050) Peak Ramp Operations Level of Service (LOS) summarizes future ramp operations within the study area under No Build and Build conditions. As shown in **Table 3**, ramp operations vary between No Build and Build conditions. Under Build conditions, the delay at the US 101 and SR 25 Ramps would generally increase slightly but the Monterey Road ramp facilities would improve as delay is reduced. The ramps would operate at LOS D or better during the 2050 Build scenario.

Table 3: Horizon Year (2050) Peak Ramp Operations Level of Service (LOS)

Roadway Segment	Peak Hour	2050 No Build Delay (seconds)	2050 No Build LOS	2050 Build Delay (seconds)	2050 Build LOS
NB US 101 & SR 25 Ramps	AM	17.1	B	11.8	B
NB US 101 & SR 25 Ramps	PM	13.1	B	17.5	B
SB US 101 & SR 25 Ramps	AM	22.8	C	31.2	C
SB US 101 & SR 25Ramps	PM	11.2	B	45.8	D
Monterey Road & SB US 101 Ramps	AM	8.5	A	7.8	A
Monterey Road & SB US 101 Ramps	PM	65.9	E	15.9	B
Monterey Road & NB US 101 Ramps	AM	22.1	C	19.0	B
Monterey Road & NB US 101 Ramps	PM	90.3	F	37.2	D

Table 4: Horizon Year (2050) Average Daily Traffic (ADT) summarizes daily traffic volumes and truck activity at the analyzed road segments under No Build and Build conditions. As shown in **Table 4**, ADT volumes are generally similar between the No Build and Build conditions, with minor changes in traffic volumes at the analyzed ramp facilities. The largest truck percentage increase occurs on the Monterey Road NB Ramps; however, the truck daily volume is 620 ADT during Build conditions (a decrease from 682 daily trucks during No Build conditions). Additionally, **Table 4** shows numerous road segment ADT decreasing (especially along Luchessa Avenue) during Build conditions. Overall, Build conditions result in an ADT decrease by 14,999 daily vehicles. None of the segments have more than 1,437 daily trucks, and most segments have 620 daily trucks or less.

Table 4: Horizon Year (2050) Average Daily Traffic (ADT)

Roadway Segment	2050 No Build ADT	2050 Build ADT	2050 No Build Truck ADT	2050 Build Truck ADT	2050 No Build Truck %	2050 Build Truck %
NB US 101 Ramps	26,850	27,256	479	472	1.8%	1.7%
SB US 101 Ramps	26,001	26,829	1,424	1,437	5.5%	5.4%
Monterey Road & SB US 101 Ramps	8,079	7,760	332	335	4.1%	4.3%
Monterey Road & NB US 101 Ramps	6,201	3,480	682	620	11.0%	17.8%
Santa Teresa Boulevard n/o Castro Valley Road	24,339	24,488	77	187	0.3%	0.8%
Santa Teresa Boulevard n/o Gavilan College Loop (N)	24,339	24,488	77	187	0.3%	0.8%
Santa Teresa Boulevard n/o Buttercup Lane	24,339	24,488	77	187	0.3%	0.8%
Santa Teresa Boulevard n/o Thomas Road	19,458	19,981	30	154	0.2%	0.8%
Santa Teresa Boulevard n/o Miller Avenue	21,794	23,268	72	172	0.3%	0.7%
W Luchessa Avenue e/o Thomas Road	32,425	28,410	149	65	0.5%	0.2%
W Luchessa Avenue e/o Princevalle Street	28,486	24,986	178	99	0.6%	0.4%
W Luchessa Avenue e/o Church Street	21,318	16,291	153	82	0.7%	0.5%
W Luchessa Avenue e/o Monterey Road	14,279	14,356	474	472	3.3%	3.3%
Princevalle Street s/o 10th Street	7,529	7,080	71	68	0.9%	1.0%
10th Street e/o Monterey Road	38,358	35,635	621	593	1.6%	1.7%

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

Table 5: Opening Year (2030) Peak Intersection Operations Level of Service (LOS) summarizes intersection operations within the study area under No Build and Build conditions. As shown in **Table 5**, most study intersections operate at LOS C or better during both the AM and PM peak hours. Under No Build conditions, the intersections of W Luchessa Avenue & Thomas Road, W Luchessa Avenue & Church Street, and Monterey Road & W Luchessa Avenue operate at LOS E or worse during peak periods. Under Build conditions, operations (delay) improve at seven locations in the AM period and six locations in the PM period. LOS at two locations (both AM and PM periods) worsen along Santa Teresa Boulevard; however, the Build LOS remains acceptable. Delay decreases at three additional locations (one location only in the AM period); however, LOS does not change. Although W Luchessa Avenue & Church Street and Monterey Road & W Luchessa Avenue continue to operate at LOS E during peak periods, the delays at these intersections improve.

Table 5: Opening Year (2030) Peak Intersection Operations Level of Service (LOS)

Intersection / Roadway Segment	Peak Hour	2030 No Build Delay (seconds)	2030 No Build LOS	2030 Build Delay (seconds)	2030 Build LOS
Santa Teresa Boulevard & Castro Valley Road	AM	4.3	A	13.2	B
Santa Teresa Boulevard & Castro Valley Road	PM	3.8	A	20.0	C
Santa Teresa Boulevard & Gavilan College Loop (S)	AM	12.2	B	16.2	C
Santa Teresa Boulevard & Gavilan College Loop (S)	PM	10.7	B	15.5	C
Santa Teresa Boulevard & Gavilan College Loop (N)	AM	12.2	B	11.7	B
Santa Teresa Boulevard & Gavilan College Loop (N)	PM	11.9	B	12.3	B
Santa Teresa Boulevard & Thomas Road	AM	32.9	C	27.6	C
Santa Teresa Boulevard & Thomas Road	PM	30.4	C	23.9	C
Santa Teresa Boulevard & Miller Avenue	AM	19.6	C	23.2	C
Santa Teresa Boulevard & Miller Avenue	PM	7.2	A	8.0	A
W Luchessa Avenue & Thomas Road	AM	56.4	F	20.0	C
W Luchessa Avenue & Thomas Road	PM	18.2	C	9.1	A
W Luchessa Avenue & Princevalle Street	AM	33.5	C	26.6	C
W Luchessa Avenue & Princevalle Street	PM	27.2	C	23.5	C
W Luchessa Avenue & Church Street	AM	68.6	F	45.7	E
W Luchessa Avenue & Church Street	PM	173.2	F	40.5	E
Monterey Road & W Luchessa Avenue	AM	67.3	E	64.9	E
Monterey Road & W Luchessa Avenue	PM	83.6	F	69.2	E
Princevalle Street & 10th Street	AM	31.3	C	30.6	C
Princevalle Street & 10th Street	PM	28.9	C	29.1	C
Monterey Road & 10th Street	AM	22.7	C	23.0	C
Monterey Road & 10th Street	PM	29.7	C	28.5	C

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

Table 6: Horizon Year (2050) Peak Intersection Operations Level of Service (LOS) summarizes future intersection operations within the study area under No Build and Build conditions. As shown in **Table 6**, most study intersections operate at LOS C or better during the AM and PM peak hours. Under No Build conditions, several intersections would operate at LOS E or worse, including Santa Teresa Boulevard & Thomas Road, Santa Teresa Boulevard & Miller Avenue, W Luchessa Avenue & Thomas Road, W Luchessa Avenue & Church Street, and Monterey Road & W Luchessa Avenue. Under Build conditions, operations (delay) would improve at three locations in both AM and PM periods. Three locations would improve in the AM period but delay would increase in the PM period. Several intersections would continue to experience LOS E or F conditions during peak periods due to the project related shift in travel patterns. However, the project would improve operations at intersections along W Luchessa Avenue and Monterey Road as vehicles would shift away from these constrained facilities and utilize the new Santa Teresa Boulevard connection.

Table 6: Horizon Year (2050) Peak Intersection Operations Level of Service (LOS)

Intersection / Roadway Segment	Peak Hour	2050 No Build Delay (seconds)	2050 No Build LOS	2050 Build Delay (seconds)	2050 Build LOS
Santa Teresa Boulevard & Castro Valley Road	AM	5.0	A	22.0	C
Santa Teresa Boulevard & Castro Valley Road	PM	3.2	A	21.7	C
Santa Teresa Boulevard & Gavilan College Loop (S)	AM	11.7	B	40.0	E
Santa Teresa Boulevard & Gavilan College Loop (S)	PM	9.7	A	21.5	C
Santa Teresa Boulevard & Gavilan College Loop (N)	AM	14.2	B	43.9	D
Santa Teresa Boulevard & Gavilan College Loop (N)	PM	14.3	B	37.0	D
Santa Teresa Boulevard & Thomas Road	AM	68.5	E	71.1	E
Santa Teresa Boulevard & Thomas Road	PM	74.9	E	83.1	F
Santa Teresa Boulevard & Miller Avenue	AM	180.3	F	206.0	F
Santa Teresa Boulevard & Miller Avenue	PM	21.3	C	25.0	C
W Luchessa Avenue & Thomas Road	AM	190.3	F	68.8	F
W Luchessa Avenue & Thomas Road	PM	37.2	E	24.1	C
W Luchessa Avenue & Princevalle Street	AM	71.3	E	58.6	E
W Luchessa Avenue & Princevalle Street	PM	39.8	D	58.9	E
W Luchessa Avenue & Church Street	AM	72.9	E	21.0	C
W Luchessa Avenue & Church Street	PM	20.6	C	26.1	C
Monterey Road & W Luchessa Avenue	AM	54.3	D	41.1	D
Monterey Road & W Luchessa Avenue	PM	115.5	F	52.4	D
Princevalle Street & 10th Street	AM	37.2	D	33.8	C
Princevalle Street & 10th Street	PM	29.1	C	29.6	C
Monterey Road & 10th Street	AM	23.9	C	23.3	D
Monterey Road & 10th Street	PM	56.1	E	44.3	C

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. The project is not a bus, rail, or intermodal facility.

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. The project is not a bus, rail, or intermodal facility.

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

The Build Alternative would provide transportation benefits compared to the No Build Alternative by creating a new connection from Santa Teresa Boulevard to US 101/SR 25 and US 101/Monterey Road, as well as local City streets including Thomas Road and Luchessa Avenue. The Build Alternative also enhances bicycle connectivity and improve access to regional transportation facilities.

The primary congestion relief benefit would result from extending Santa Teresa Boulevard to provide a direct connection to the US 101/SR 25 interchange, reducing the need for vehicles to travel longer routes through existing local roadways, including Monterey Road, Thomas Road, and Luchessa Avenue, to access US 101. This improved connectivity would redistribute traffic within the local roadway network by shifting some trips away from constrained local routes and US 101 and onto the improved Santa Teresa Boulevard extension with the US 101/SR 25 interchange.

While the Build Alternative would reduce congestion at several existing bottleneck locations, the redistribution of traffic would result in increased volumes at some intersections along Santa Teresa Boulevard and near the US 101/SR 25 interchange. These locations would experience increased delay because the proposed roadway extension creates a more direct and attractive route to US 101/SR 25, resulting in additional vehicles traveling through intersections that currently serve lower traffic volumes. For example, intersections along Santa Teresa Boulevard, including the Castro Valley Road and Gavilan College Loop intersections, would experience increased traffic volumes as vehicles shift to the new connection between Santa Teresa Boulevard and the US 101/SR 25 interchange. The resulting increases in delay at these locations are associated with redistribution of existing trips onto the improved corridor. Conversely, intersections along W. Luchessa Avenue and Monterey Road would experience operational benefits because some trips would shift away from these constrained facilities and utilize the new Santa Teresa Boulevard connection. These localized increases in delay reflect changes in travel patterns associated with improved network connectivity rather than an overall increase in regional travel demand.

The Build Alternative condition results in an overall reduction in intersection delay compared to the No Build conditions, primarily due to substantial improvements at several high-delay intersections along W. Luchessa Avenue, Monterey Road, and the US 101 ramp system. Although these benefits are offset in part by increased delay at several Santa Teresa Boulevard intersections and at the SR 25 ramp intersections, the project improves systemwide operations overall.

Many of the worsening intersections either continue to operate at acceptable LOS or experience comparatively modest increases in delay, whereas several key bottleneck intersections experience reductions exceeding 100 to 200 seconds per vehicle. As a result, the operational benefits at the most constrained locations outweigh the localized increases in delay elsewhere, indicating an overall improvement in systemwide traffic operations.

Comments/Explanation/Details (please be brief)

The proposed project is in a nonattainment area for federal $PM_{2.5}$ standards. Therefore, according to 40 CFR Part 93, a hotspot analysis is required for conformity purposes. However, the Environmental Protection Agency (EPA) does not require a quantitative hotspot analysis for projects that are not a project of air quality concern (POAQC). Five types of projects listed in 40 CFR Section 93.123(b)(1) qualify as a POAQC. The following discussion evaluates whether the proposed project falls into any of these POAQC categories.

1. The project is not a new or expanded highway project that would have a significant number of or increase in the number of diesel vehicles (40 CFR Section 93.123 (b)(1)(i)).

   The project would extend Santa Teresa Boulevard to provide a direct connection to the US 101/SR 25 interchange and improve local and regional access. While the project would construct a new roadway connection and modify existing intersections near the interchange, it is not anticipated to substantially increase overall travel demand or regional truck activity. The project would primarily redistribute existing trips by providing a more direct route to US 101/SR 25 and reducing reliance on existing local routes. The project shifts traffic patterns but provides benefit for vehicles by providing a more direct route than under existing conditions, while not inducing an increase in vehicle miles traveled (VMT) or roadway capacity. Specifically, the travel demand model shows that the project would result in a net VMT decrease in reduce VMT by providing more direct connectivity.

2. The project is not likely to affect any intersections (40 CFR Section 93.123 (b)(1)(ii)).

   The project would modify the Santa Teresa Boulevard/Castro Valley Road intersection and the US 101/SR 25 interchange area. However, the project would improve intersection operations compared to the No Build Alternative and would not result in substantial changes to the percentage of truck trips through the study area. Traffic redistribution would primarily consist of shifting existing trips from local roadways and US 101 to the new Santa Teresa Boulevard connection and US 101/SR 25 interchange. In particular, the traffic along Monterey Road, Luchessa Avenue, and Thomas Road is shifted to Santa Teresa Boulevard/ SR 25. With this shift in travel patterns, the LOS and delay improve for intersections along Monterey Road, Luchessa Avenue, and Thomas Road with a reduction in demand volumes and conversely, the LOS and delay slightly degrades along Santa Teresa Boulevard solely due to the increase in demand volumes. Although some intersections may experience some minor degradation in LOS and delay, overall, the project would improve average network travel speed, vehicle hours traveled, and vehicle hours of delay.

3. The project does not include the construction of a new bus or rail terminal with a significant number of diesel vehicles congregating at a single location (40 CFR Section 93.123 (b)(1)(iii)).

   Not applicable - No bus or rail terminals are affected by the project.

4. The project does not expand an existing bus or rail terminal with significant increases in the number of diesel vehicles congregating at a single location (40 CFR Section 93.123 (b)(1)(iv)).

   Not applicable - No bus or rail terminals are affected by the project.

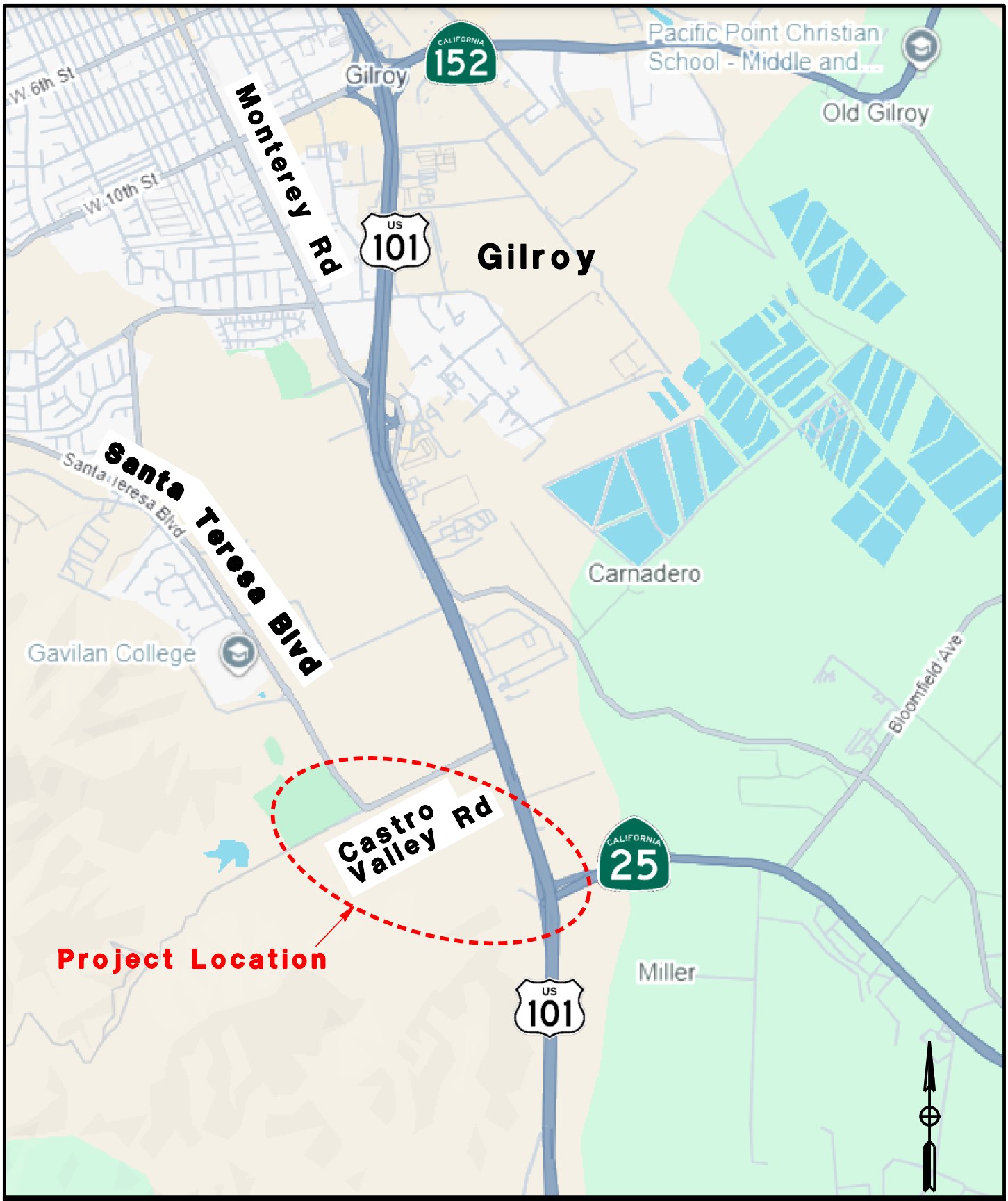
5. The project is not in or affecting locations, areas or categories of sites that are identified in the $PM_{2.5}$ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation (40 CFR Section 93.123 (b)(1)(v)).

   The proposed project is consistent with Plan Bay Area 2050+ RTP and is identified in the 2025 TIP (ID: 25-T08-094). The project is intended to address existing congestion, improve multimodal connectivity, and enhance access to the US 101 trade corridor. While the project would provide a new connection to US 101/SR 25, it would not substantially increase regional travel demand or diesel truck volumes and would not affect locations identified as sites of PM2.5 violation or possible violation.

Based on the evaluation above, the project should not be considered a POAQC and does not require a quantitative hot-spot analysis to demonstrate that it will not cause or worsen an existing $PM_{2.5}$ violation.

Attachment A

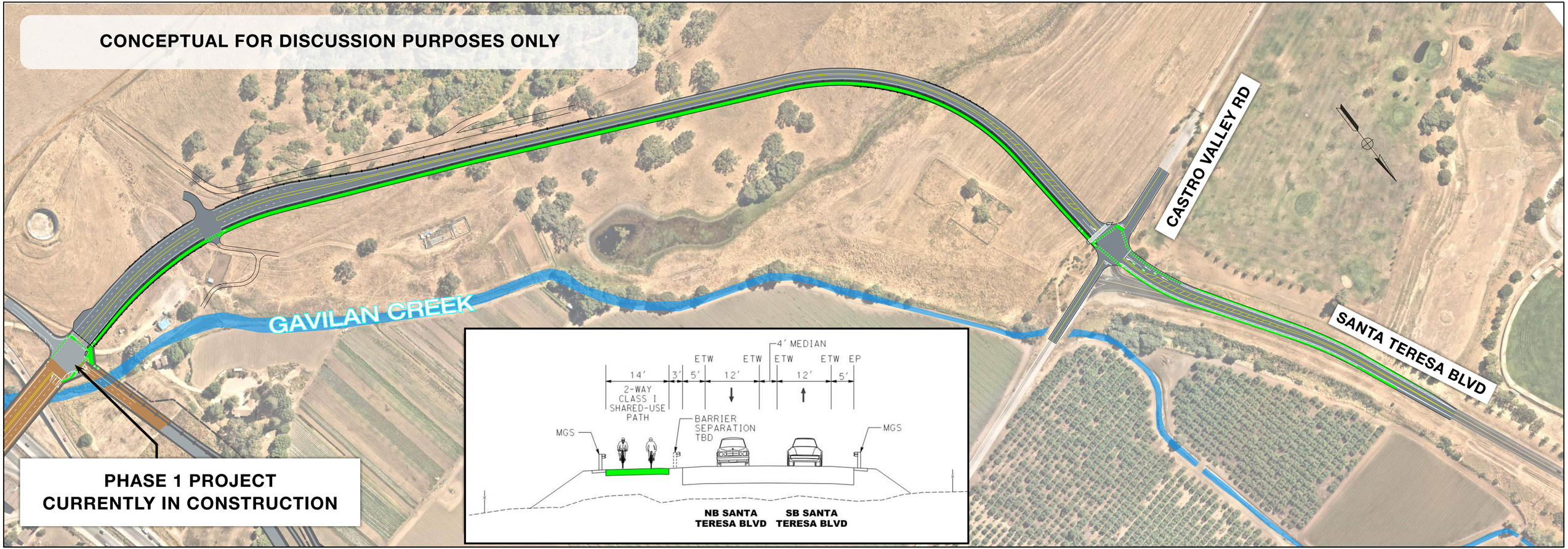
Project Figures



SANTA TERESA EXTENSION PROJECT

VICINITY MAP

CONCEPTUAL FOR DISCUSSION PURPOSES ONLY

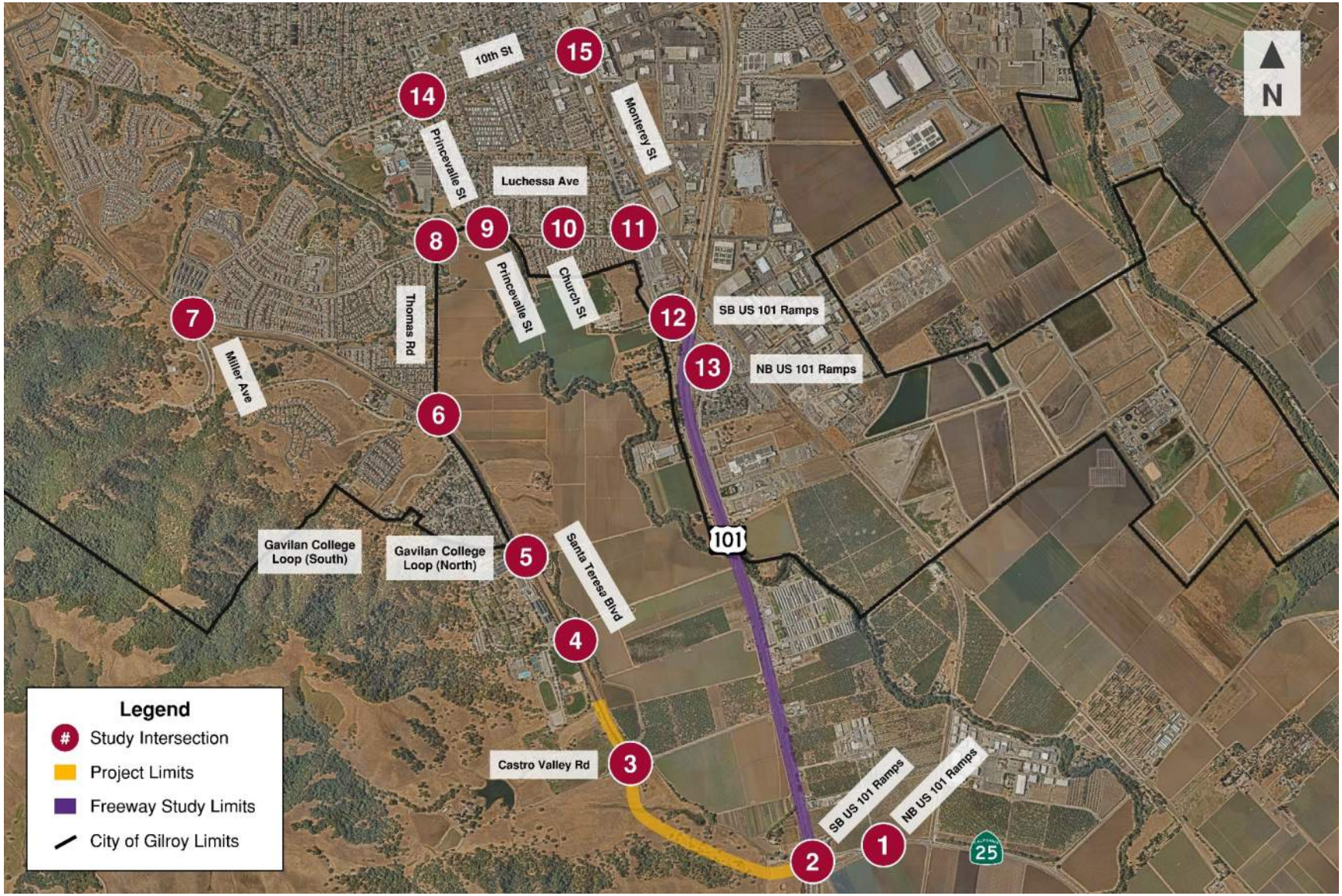


PHASE 1 PROJECT
CURRENTLY IN CONSTRUCTION

Kimley»Horn

SANTA TERESA BOULEVARD EXTENSION: PROPOSED PROJECT

PRELIMINARY LAYOUT
FOR DISCUSSION PURPOSES ONLY
June 29, 2026



Study Intersection Locations

Application of Criteria for a Project of Air Quality Concern

Project Title: US 101 Managed Lanes North Project
Project Summary for Air Quality Conformity Task Force Meeting: August 27, 2026

Description and Background

This application is an update to the original Air Quality Task Force approval of the US 101 Managed Lanes North Project (the project) at a Task Force meeting on November 8, 2023. The reason for this update and re-consultation is because more than 3 years will transpire before final project approval is anticipated in 2027 and Caltrans and the project sponsors are seeking concurrence that the minor adjustments to the travel demand modeling during final review and approval by Caltrans are still consistent with the original finding that this is Not a Project of Air Quality Concern. The proposed project and alternatives have not changed since the Task Force meeting in November 2023.

The proposed project is a managed lanes facility in the north and southbound directions of US 101 between the Interstate 380 (I-380) interchange and approximately the San Mateo/San Francisco County line. The overall project limits extend further to accommodate project staging and lane restriping from the San Francisco International Airport interchange to 0.5 mile north of the San Mateo/San Francisco County line. Project alternatives include the No Build, Alternative 1 (lane addition in each direction) and Alternative 2 (lane conversion in each direction with some north and southbound transition lanes needed for traffic management). The proposed managed lanes for either Alternative 1 or 2 could be designated HOV 2+ and 3+ occupancy, or express lanes (HOV lanes that allow toll-paying single occupancy vehicles when there is available capacity).

The project purposes are to increase mobility in the corridor; encourage carpooling and transit use; improve travel time savings and reliability for managed lane users; minimize operational degradation (increased congestion) in the general-purpose lanes; provide continuity with the managed lane facility to the south; and increase person throughput (the number of people moved).

Draft EIR/EA is planned for public release in January 2027 and Final EIR/EA in mid to late 2027.

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

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

- There is no change in the proposed use of US 101 Managed Lanes facility since the previous Task Force approval. The project will not expand or increase capacity for diesel vehicles within the project corridor. The proposed new or converted lanes will be designated for HOV and/or express lane use, serving multi-occupant vehicles and/or toll-paying single occupant passenger vehicles.
- Large trucks would be restricted from using the proposed HOV or express lanes by California Vehicle Code Section 21655(b).
- There are no current designated HOV or express lanes on US 101 between I-380 and the San Mateo/San Francisco County line.

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

- No. For similar reasons stated in (*i*) above the alternatives would improve flow of multi-occupancy vehicles.
- Trucks represent 2% to 3% of the traffic flow on US 101 and this proportion is not changed since the previous Task Force approval. Additionally, the project would not change truck percentage compared to the No Build Alternative.
- The US 101 on- and off-ramp intersection operations are not predicted to significantly change with respect to large vehicles since the alternatives are not designed to serve or attract large trucks.
- The project does not change land uses along the corridor. No new or capacity changes are proposed at any of the existing interchanges serving the corridor.

(iii) *New bus and rail terminals and transfer points?*—Not Applicable. The alternatives do not involve bus or rail terminals.

(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?

- The project would not result in an increase in PM10 or PM2.5 levels compared to the No Build alternative.
- San Mateo County and San Francisco County are not areas identified in a State Implementation Plan (SIP) for PM2.5 that would apply to the project.
- There are no monitored violations of either PM10 or PM2.5 criteria at the nearby Peninsula air quality monitoring stations.

RTIP ID# 21-T12-116

TIP ID# SM-190009

Air Quality Conformity Task Force Consideration Date
August 27, 2026

Project Description *(clearly describe project)*
Description
The California Department of Transportation (Caltrans) in cooperation with the San Mateo County Transportation Authority (SMCTA) and the City/County Association of Governments of San Mateo County (C/CAG) propose to provide a managed lanes facility in the northbound and southbound directions of U.S. Highway 101 (US 101) primarily in San Mateo County. The overall project limits covering all roadway, signage, and ancillary facilities are from the San Francisco International Airport interchange (at San Mateo post mile [PM] 19.2) to 0.5 mile north of the San Mateo/San Francisco County line (San Francisco PM 0.5). The project location is shown in Figure 1, which also shows a schematic of the limits, the managed lanes, and auxiliary/transition lanes. Three alternatives are being evaluated: A No Build Alternative and two Build Alternatives. With both Build Alternatives, the managed lanes could be constructed as either High Occupancy Vehicle (HOV) or express lanes.

No Build Alternative. Under the No-Build Alternative, US 101 in San Mateo County would remain in its current configuration and no improvements other than routine maintenance would be made.

Build Alternative 1 – Lane Add. Alternative 1 would create managed lanes by adding a new through lane in both the northbound and southbound directions of US 101, adjacent to the median. The managed lanes would be accommodated by reconstructing the paved median and widening the pavement as necessary on the inside or outside shoulders. No auxiliary lanes are proposed for Alternative 1. New retaining walls or concrete barriers would be installed along the edge of shoulder in the northbound direction at the South San Francisco Overhead (at Grand Avenue) and where US 101 parallels Dubuque Avenue, and in the southbound direction where US 101 parallels Airport Boulevard and at the South San Francisco Overhead. At Sierra Point Parkway, the northbound on-ramp would be realigned to the east. The northbound Sierra Point Parkway off-ramp would be replaced and reconstructed slightly south of its current location; this off-ramp exits northbound US 101 on the right side and crosses over the freeway to connect to northbound Bayshore Boulevard (Bridge # 35-0131S, signed on US 101 as Bayshore Boulevard/Cow Palace exit). The Colma Creek Bridge structure would also be widened.

Build Alternative 2 – Lane Convert. Alternative 2 would convert one existing general-purpose lane in the northbound and southbound directions of US 101 to a managed lane in each direction. The converted lanes would be created primarily by restriping lanes and shoulders to utilize the existing paved highway and by adding additional pavement width where needed. This alternative would require the addition of segments of transition or auxiliary lanes in both the northbound and southbound directions to provide adequate distance for merging and weaving at congested areas. Alternative 2 would widen one structure at the Sierra Point Overhead (Caltrain bridge). No new retaining walls or concrete barriers are anticipated along the edge of shoulder.

Design Features of the Build Alternatives. If HOV lanes are constructed, the lanes would be signed and restricted to HOV eligible vehicles during peak AM and PM travel periods. If express lanes are constructed, they would be designated with striping and include tolling zones, overhead signage, electronic tolling equipment, toll collection system, power and communication systems, and lane monitoring equipment. Hours of operation would be consistent with the express lanes to the south of I-380. Additional overhead lighting would be installed in the median. CHP enforcement areas would be installed in the median. The center median barrier would be replaced.

Type of Project:
Managed Lane Project, constructed as either an HOV lane or an express lane.

County	***Narrative Location/Route & Postmiles***
San Mateo County	On US 101, from I-380 to just north of the SM/SF County Line in San Mateo and San Francisco Counties. Project limits extend from the SFO Interchange to the Bayshore Blvd/3rd Street overcrossing to accommodate all work (SM PM 19.2 to SF PM 0.5). **Caltrans Projects – EA#** 04-0W150

Lead Agency: Caltrans, in cooperation with SMCTA and C/CAG

Contact Person	*Phone#*	*Fax#*	*Email*
Vamsi Tabjulu, SMCTA	(650) 508-6200		TabjuluV@Samtrans.com

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)		**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	*Other*
	X				

Scheduled Date of Federal Action: Caltrans PA&ED approval of FEIR/EA in 2024

NEPA Delegation – Project Type *(check appropriate box)*

	Section 326 – Categorical Exclusion		**Section 327 – Non-Categorical Exclusion**
		X	

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	2020	2027	2027	2033
End	2027	2030	2030	2035

Project Purpose and Need (Summary): *(please be brief)*
Purposes are to increase mobility in the corridor; encourage carpooling and transit use; improve travel time savings and reliability for managed lane users; minimize operational degradation (increased congestion) in the general-purpose lanes; provide continuity with the managed lane facility to the south; and increase person throughput (the number of people moved).
The project is needed to address current and future congestion and to address the lack of carpool infrastructure within the project limits. Congestion is a result of existing lane reductions and high demand associated with regional traffic and highly developed land uses.

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

The project corridor traverses the northern Bay Area Peninsula that includes the cities of San Bruno, South San Francisco, Brisbane, and San Francisco (Figure 1). The proposed build alternatives extend from I-380 to 0.5 mile north of the San Mateo/San Francisco County line. US 101 serves regional Bay Area traffic and trips generated by access to the San Francisco International Airport as well as the businesses, shopping centers, parking lots and garages, fuel stations, maintenance facilities, restaurants, and residential areas adjacent to US 101 in the Peninsula and greater regional area.

US 101 on the San Francisco Peninsula is the main access route to San Francisco International Airport from the North and South Bay. US 101 connects San Francisco and the Silicon Valley, and provides access to San Jose International Airport in the South Bay. US 101 also links to the East Bay via State Route 84, State Route 92, and Interstate 80.

Land uses adjacent to the project area consist of both urban/developed land and open space and includes industrial, residential, public/semi-public development. US 101 truck traffic is intra-state and regional, as well as from/to local and regional light industrial and commercial land uses. As a restricted or managed HOV or express lane, the project would not result in changes to land use that would affect diesel truck traffic in the area.

Brief summary of assumptions and methodology used for conducting analysis

The air quality assessment and traffic analysis prepared for the project was based on the traffic forecast modeling. Kittelson & Associates, Inc. developed the traffic forecasts and truck percentages by using the C/CAG-VTA travel demand model. The model is updated with the latest Association of Bay Area Governments (ABAG) Plan Bay Area land use projections and assumptions, and is consistent with the MTC Plan Bay Area RTP. Traffic counts were conducted in 2019 (pre-pandemic; considered worst-case for traffic analysis purposes) and used to correlate the model to the 2019 demand forecast volumes that were then reviewed and approved by the Caltrans Highway Operations Branch. This calibration step was completed prior to generating the travel demand model to forecast the alternatives for the project's opening year (2030) and design year (2050).

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

See attached Table 1.

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

See attached Table 2.

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

Not Applicable – facility is an Interstate corridor.

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 – facility is an Interstate corridor.

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 – facility is an Interstate corridor.

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

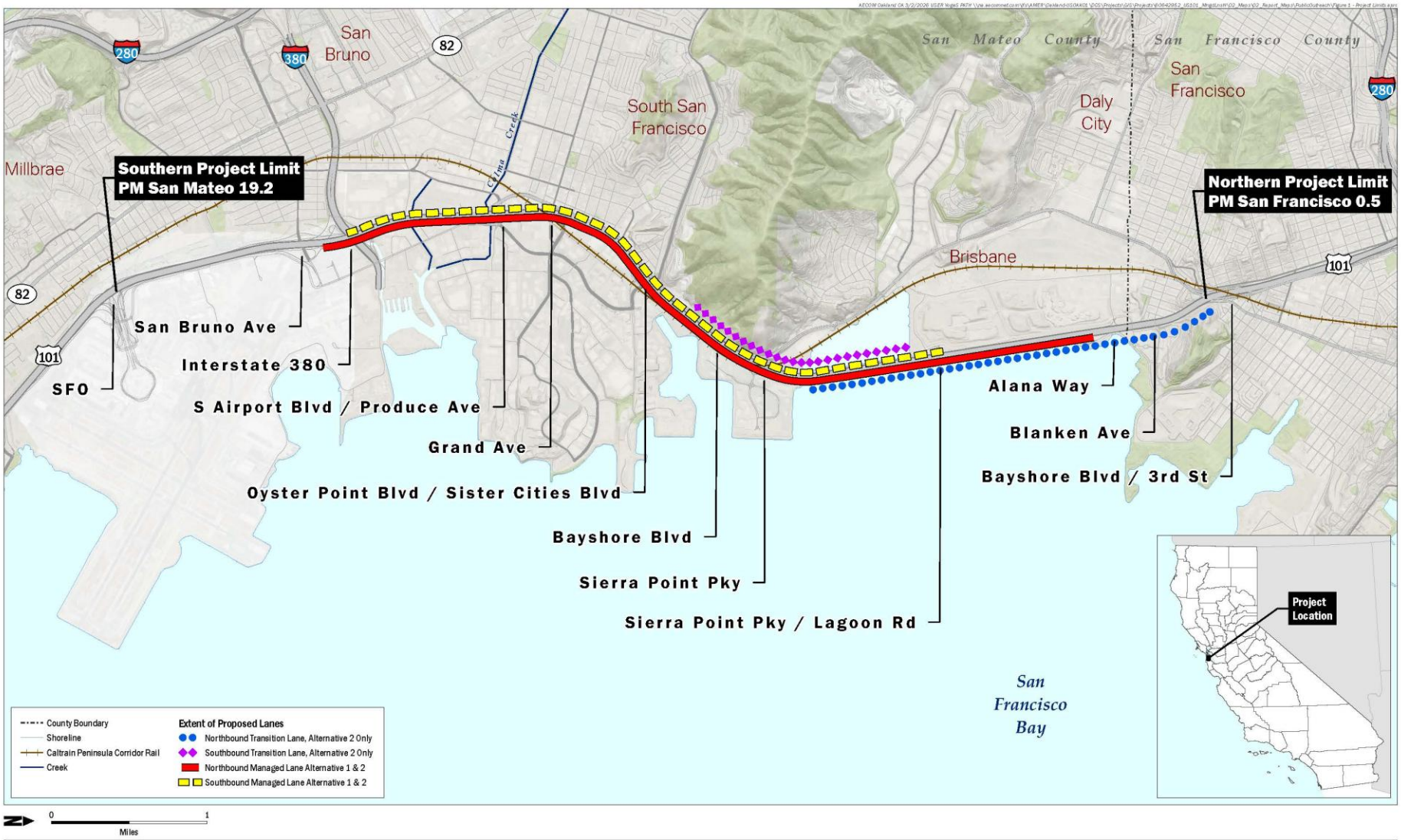
Not Applicable – facility is an Interstate corridor.

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
The proposed managed lane facility would implement either HOV lanes or express lanes in each direction of US 101, providing the opportunity to encourage multiple occupant vehicles to gain time savings over single occupant vehicles (SOVs). With the express lane, congestion priced tolling would provide a more reliable travel time option to travelers. Either the HOV lane option or the express lane option would encourage use of high occupancy vehicles and transit service by offering free or discounted access to the managed lane. This would shift SOV drivers choosing to pay a toll from the general-purpose lanes to the proposed managed lanes, reducing recurring peak-period traffic congestion and delay on northbound and southbound US 101, which would reduce travel times for all travelers. In addition, the project would tie in with the existing managed lanes on US 101 south of I-380 in San Mateo County.

Only two-axle vehicles are permitted in managed lanes (California Vehicle Code Section 21655[b]). This project would not serve trucks or encourage greater truck use of US 101.

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 Build Alternatives would not change the number of diesel vehicles using the corridor. The primary purpose of the project is to provide a reliable travel time option and to encourage use of high occupancy vehicles and transit service. The express lane option would optimize the use of the existing managed lane capacity in the US 101 corridor to better meet current and future traffic demands for personal vehicles and transit. There is no designated HOV or express lane within the project limits.
- The project does not involve a bus terminal, rail terminal, or transfer points involving a significant number of diesel vehicles congregating at a single location.
- The US 101 corridor is not an area identified in a SIP as a location where the NAAQS for $PM_{2.5}$ could be violated or possibly violated (there is no Statewide SIP for PM2.5 that would apply in the Bay Area).


Southern Project Limit
PM San Mateo 19.2
Northern Project Limit
PM San Francisco 0.5
San Bruno Ave
Interstate 380
S Airport Blvd / Produce Ave
Grand Ave
Oyster Point Blvd / Sister Cities Blvd
Bayshore Blvd
Sierra Point Pky
Sierra Point Pky / Lagoon Rd
Alana Way
Blanken Ave
Bayshore Blvd / 3rd St
SFO
San Bruno
South San Francisco
Daly City
San Francisco
Millbrae
Brisbane
San Mateo County
San Francisco County
San Francisco Bay
Project Location
County Boundary
Shoreline
Caltrain Peninsula Corridor Rail
Creek
Extent of Proposed Lanes
Northbound Transition Lane, Alternative 2 Only
Southbound Transition Lane, Alternative 2 Only
Northbound Managed Lane Alternative 1 & 2
Southbound Managed Lane Alternative 1 & 2
0
1
Miles

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

Table 1. Opening Year 2030

2030 Daily Traffic and Truck Volumes											
Location	US 101 Northbound AADT			Northbound Truck AADT			Northbound % Trucks			Truck % Change from No Build	
	No Build	Alt 1	Alt 2	No Build	Alt 1	Alt 2	No Build	Alt 1	Alt 2	Alt 1	Alt 2
South of Airport Access	131,842	134,190	132,751	2,901	2,952	2,921	2.2	2.2	2.2	0.0	0.0
Between Airport Access and San Bruno Ave.	144,672	147,636	145,892	3,038	3,100	3,064	2.1	2.1	2.1	0.0	0.0
Between San Bruno Ave. and I-380	132,768	137,109	134,372	2,788	2,879	2,822	2.1	2.1	2.1	0.0	0.0
Between I-380 and Airport Ave.	141,026	147,405	143,186	3,949	3,833	3,723	2.8	2.6	2.6	-0.1	-0.1
Between Airport Ave. and Grand Ave.	126,355	136,009	128,992	3,791	3,672	3,483	3	2.7	2.7	-0.1	-0.1
Between Grand Ave. and Sister Cities Blvd./Oyster Point Blvd.	137,416	146,737	140,142	3,848	3,228	3,083	2.8	2.2	2.2	-0.2	-0.2
Between Sister Cities Blvd./Oyster Point Blvd. and Sierra Point Parkway	131,686	142,023	136,981	3,951	3,977	3,698	3	2.8	2.7	-0.1	-0.1
Between Sierra Point Parkway and Lagoon Rd.	130,047	140,055	135,397	3,901	4,062	3,656	3	2.9	2.7	0.0	-0.1
Between Lagoon Rd. and Harney Way/Beatty Ave.	130,047	140,055	135,397	3,901	4,062	3,656	3	2.9	2.7	0.0	-0.1
Between Harney Way/Beatty Ave. and Bayshore Ave.	124,568	134,417	130,541	3,862	4,033	4,047	3.1	3	3.1	0.0	0.0
Between Bayshore Ave. and I-280	138,575	145,678	142,409	4,019	4,079	4,130	2.9	2.8	2.9	0.0	0.0

Notes: Updated August 2026 based on approved travel demand forecast volumes
Red box indicates traffic data that is within the project limits

2030 Daily Traffic and Truck Volumes

Location	US 101 Southbound AADT			Southbound Truck AADT			Southbound % Trucks			Truck % Change from No Build	
	No Build	Alt 1	Alt 2	No Build	Alt 1	Alt 2	No Build	Alt 1	Alt 2	Alt 1	Alt 2
Between I-280 and Bayshore Ave.	137,510	146,692	141,205	3,438	3,667	3,389	2.5	2.5	2.4	0.0	0.0
Between Bayshore Ave. and Harney Way/Beatty Ave.	120,991	124,061	124,860	3,267	3,350	3,371	2.7	2.7	2.7	0.0	0.0
Between Harney Way/Beatty Ave. and Lagoon Rd.	128,627	131,440	133,437	3,344	3,417	3,469	2.6	2.6	2.6	0.0	0.0
Between Lagoon Rd. and Sierra Point Parkway	132,234	141,049	137,979	3,438	2,962	2,898	2.6	2.1	2.1	-0.2	-0.2
Between Sierra Point Parkway and Sister Cities Blvd./Oyster Point Blvd.	129,251	135,350	134,419	3,361	3,519	3,495	2.6	2.6	2.6	0.0	0.0
Between Sister Cities Blvd./Oyster Point Blvd. and Grand Ave.	135,138	141,078	139,838	3,378	3,386	3,216	2.5	2.4	2.3	0.0	-0.1
Between Grand Ave. and Airport Ave.	119,519	132,786	123,898	3,107	3,452	2,974	2.6	2.6	2.4	0.0	-0.1
Between Airport Ave. and I-380	138,293	147,528	142,104	3,319	3,098	2,984	2.4	2.1	2.1	-0.1	-0.1
Between I-380 and San Bruno Ave.	110,395	115,312	112,432	2,208	2,306	2,249	2	2	2	0.0	0.0
Between San Bruno Ave. and Airport Access	138,175	142,929	139,938	3,178	3,287	3,219	2.3	2.3	2.3	0.0	0.0
South of Airport Access	146,778	147,877	146,804	2,642	2,662	2,642	1.8	1.8	1.8	0.0	0.0

Notes: Updated August 2026 based on approved travel demand forecast volumes

Red box indicates traffic data that is within the project limits

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

Table 2. Design Year / RTP Horizon Year 2050

2050 Daily Traffic and Truck Volumes											
Location	US 101 Northbound AADT			Northbound Truck AADT			Northbound % Trucks			Truck % Change from No Build	
	No Build	Alt 1	Alt 2	No Build	Alt 1	Alt 2	No Build	Alt 1	Alt 2	Alt 1	Alt 2
South of Airport Access	151,677	154,056	152,554	3,792	3,851	3,814	2.5	2.5	2.5	0.0	0.0
Between Airport Access and San Bruno Ave.	165,313	168,946	166,412	3,968	4,055	3,994	2.4	2.4	2.4	0.0	0.0
Between San Bruno Ave. and I-380	150,454	155,933	152,210	3,761	3,898	3,805	2.5	2.5	2.5	0.0	0.0
Between I-380 and Airport Ave.	156,141	166,000	159,530	4,840	4,814	4,626	3.1	2.9	2.9	-0.1	-0.1
Between Airport Ave. and Grand Ave.	139,168	151,946	143,376	4,593	4,710	4,301	3.3	3.1	3.0	-0.1	-0.1
Between Grand Ave. and Sister Cities Blvd./Oyster Point Blvd.	150,436	164,896	153,782	4,814	4,122	3,845	3.2	2.5	2.5	-0.2	-0.2
Between Sister Cities Blvd./Oyster Point Blvd. and Sierra Point Parkway	147,276	161,524	154,425	4,860	5,007	4,478	3.3	3.1	2.9	-0.1	-0.1
Between Sierra Point Parkway and Lagoon Rd.	142,912	158,226	151,566	4,716	5,063	4,547	3.3	3.2	3.0	0.0	-0.1
Between Lagoon Rd. and Harney Way/Beatty Ave.	142,912	158,226	151,566	4,716	5,063	4,547	3.3	3.2	3.0	0.0	-0.1
Between Harney Way/Beatty Ave. and Bayshore Ave.	138,287	151,822	146,184	4,702	5,162	4,970	3.4	3.4	3.4	0.0	0.0
Between Bayshore Ave. and I-280	150,084	160,561	155,476	4,803	5,138	4,975	3.2	3.2	3.2	0.0	0.0

Notes: Updated August 2026 based on approved travel demand forecast volumes
Red box indicates traffic data that is within the project limits

2050 Daily Traffic and Truck Volumes

Location	US 101 Southbound AADT			Southbound Truck AADT			Southbound % Trucks			Truck % Change from No Build	
	No Build	Alt 1	Alt 2	No Build	Alt 1	Alt 2	No Build	Alt 1	Alt 2	Alt 1	Alt 2
Between I-280 and Bayshore Ave.	153,933	172,206	161,412	4,310	4,822	4,358	2.8	2.8	2.7	0.0	0.0
Between Bayshore Ave. and Harney Way/Beatty Ave.	128,073	146,477	137,657	3,970	4,541	4,130	3.1	3.1	3	0.0	0.0
Between Harney Way/Beatty Ave. and Lagoon Rd.	135,091	152,646	146,687	4,053	4,579	4,254	3	3	2.9	0.0	0.0
Between Lagoon Rd. and Sierra Point Parkway	144,039	162,609	156,677	4,321	3,903	3,760	3	2.4	2.4	-0.2	-0.2
Between Sierra Point Parkway and Sister Cities Blvd./Oyster Point Blvd.	135,091	152,646	146,687	4,053	4,427	4,254	3	2.9	2.9	0.0	0.0
Between Sister Cities Blvd./Oyster Point Blvd. and Grand Ave.	150,607	169,394	158,578	4,217	4,574	4,123	2.8	2.7	2.6	0.0	-0.1
Between Grand Ave. and Airport Ave.	132,666	150,173	139,450	3,980	4,505	3,905	3	3	2.8	0.0	-0.1
Between Airport Ave. and I-380	154,461	171,119	162,053	4,325	4,278	3,889	2.8	2.5	2.4	-0.1	-0.1
Between I-380 and San Bruno Ave.	127,963	133,512	130,815	3,071	3,071	3,140	2.4	2.3	2.4	0.0	0.0
Between San Bruno Ave. and Airport Access	157,356	162,409	159,562	4,249	4,223	4,308	2.7	2.6	2.7	0.0	0.0
South of Airport Access	160,961	165,449	162,967	3,380	3,640	3,422	2.1	2.2	2.1	0.0	0.0

Notes: Updated August 2026 based on approved travel demand forecast volumes
Red box indicates traffic data that is within the project limits

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Memorandum

TO: Air Quality Conformity Task Force DATE: August 27, 2026

FR: Lyric Greif

RE: **$PM_{2.5}$ Project Conformity Interagency Consultation**

Ten project sponsors are seeking interagency consultation with the Air Quality Conformity Task Force at today's meeting to obtain concurrence on their exemption classifications under 40 CFR §93.126. The list of projects follows on the next page.

40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Expanded Description	Project Type under 40 CFR 93.126
CC	CC-TR0210	Walnut Creek	HBP GL - VAR170012 - Various Bridge Repairs Projec	Walnut Creek : Creekside Dr, Ygnacio Valley Rd, Deer Park Dr : Perform the following work on various bridges: polyester concrete overlay, methacrylate overlay, expansion joint replacement	The project will repair various bridges throughout the City of Walnut Creek. The work will include the following: polyester concrete overlay, methacrylate overlay, and expansion joint replacement. Bridge No. PM00231	Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
CC	CC-TR0210	Walnut Creek	HBP GL - VAR170012 - Various Bridge Repairs Projec	Walnut Creek : Creekside Dr, Ygnacio Valley Rd, Deer Park Dr : Perform the following work on various bridges: polyester concrete overlay, methacrylate overlay, expansion joint replacement	The project will repair various bridges throughout the City of Walnut Creek. The work will include the following: polyester concrete overlay, methacrylate overlay, and expansion joint replacement. Bridge No. PM00231	Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
SCL	SCL250251	Morgan Hill	City of Morgan Hill Transit Hub Charging Stations	Morgan Hill : Citywide : The City of Morgan Hill is proposing the installation of a total of fifteen (15) DC Fast Charging (DCFC)/Level 3 ports, ten (10) Level 2 ports, and six (6) micromobility charging bike racks situated on three City-owned parking lots to provide 24-7 access to residents and visitors with a goal of augmenting EV charging opportunities and achieving related environmental benefits.	The City of Morgan Hill is proposing the installation of a total of fifteen (15) DC Fast Charging (DCFC)/Level 3 ports, ten (10) Level 2 ports, and six (6) micromobility charging bike racks situated on three City-owned parking lots to provide 24-7 access to residents and visitors with a goal of augmenting EV charging opportunities and achieving related environmental benefits.	Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
SM	SM-230207	Redwood City	Bay Road Complete Street Rehabilitation	San Mateo County : Unincorporated San Mateo County; Bay Road, between 5th Avenue and 15th Avenue/Spring Street : Implement complete streets improvements including rehabilitation	The Project is a joint effort with the City of Redwood City and County of San Mateo to make improvements within the Project limits for all road users who use or cross Bay Road, between 5th Avenue and 15th Avenue/Spring Street. The Project will include pedestrian crossing improvements, new bicycle facilities, traffic circles, new ADA-compliant curb ramps, traffic stripings and markings, pavement repairs, improved transit facilities, and green infrastructure.	Safety - Pavement resurfacing and/or rehabilitation
SM	SM-250213	Colma	El Camino Real Complete Streets - Segment A	Colma : El Camino Real (SR 82) between Albert M Teglia Boulevard and Mission Road within the Town of Colma. : Design work for Bicycle and Pedestrian Facilities with Green Stormwater Infrastructure	El Camino Real Complete Streets Project (Segment A) is a component of a larger El Camino Real Improvement Project. The overall Project is divided into three segments: Segment A from Albert M. Teglia Boulevard to Mission Road, Segment B from Mission Road to Arlington Drive in the Town of Colma, and Segment C from Arlington Drive to Hickey Boulevard in the City of South San Francisco. The Project aims to enhance safety, provide multimodal accessibility, improve connectivity and access to public transportation, and support economic growth by providing continuous sidewalks and dedicated bicycle lanes along approximately 1.5 miles of El Camino Real (SR 82). The scope for the El Camino Real Complete Streets Project (Segment A) involves the design of green infrastructure and sustainable landscaping. These features provide stormwater treatment and detention of stormwater flow into the Town's drainage system, enhancing urban greening, and improving overall community health, climate resiliency and an aesthetic landscape that delineates pedestrian and bicycle facilities.	Air Quality - Bicycle and pedestrian facilities
SOL	SOL250211	Fairfield	Downtown Streetscape (Phase 2)	Fairfield : Texas Street from Pennsylvania Avenue to Jefferson Street. Intersection corners of: Empire Street and Great Jones St/Taylor St/ Jackson St/ Webster St and Missouri Street and Great Jones St/Taylor St/ Jackson St/ Webster St. : The proposed scope of work includes ADA compliant curb ramps, high visibility crosswalk enhancements, intersection improvements, new pavement, refreshed striping, redesign curb returns to reduce vehicle curb impacts and new landscaping to increase pedestrian visibility.	Phase 2 of the project will complete the final leg of the Complete Street vision for Texas Street. The proposed scope of work includes ADA compliant curb ramps, high visibility cross walk enhancements, intersection improvements, new pavement, refreshed striping, redesign curb returns to reduce vehicle curb impacts and new landscaping to increase pedestrian visibility.	Safety - Pavement resurfacing and/or rehabilitation
SOL	SOLTR0202	Solano County	HSIP 11 Guardrail Safety Improvement Project	Solano County : Five rural corridors with various locations on each corridor within Solano County: Putah Creek Road, Vaca Valley Road, Cordelia Road, Pleasants Valley Road, and Gibson Canyon Road. : Guardrail and/or High Friction Surface Treatment along Putah Creek Road, Vaca Valley Road, Cordelia Road, Pleasants Valley Road, and Gibson Canyon Road.	Install Guardrail and/or High Friction Surface Treatment at horizontal curve and spot locations. HSIPL-5923(135). H11-04-053	Safety - Highway Safety Improvement Program implementation
SOL	SOLTR0203	Solano County	HSIP 11 Intersection Improvement Project	Solano County : 11 Intersections within Solano County : Install street lights, place high friction surface treatment, restripe, and relocate various markings or utility poles or signs to correct sight distance.	Install street lights, place high friction surface treatment, restripe, and relocate various markings or utility poles or signs to correct sight distance. HSIPL 5923(136). H11-04-052	Safety - Highway Safety Improvement Program implementation
SOL	SOLTR0204	Solano County	HSIP 11 Sign Safety Improvement Project	Solano County : Eleven rural corridors with various locations on each corridor within Solano: Lyon Road, Vaca Valley, Dixon Avenue, Putah Creek Road, Cordelia Road, Fry Road, Rockville Road, Pleasants Valley Road, Meridian Road, Holland Road, and Pedrick Road. : Install Curve Advance Warning Signs with Flashing Beacons, Delineators, Reflectors Object Markers and install or upgrade signs with new fluorescent sheathing.	Install Curve Advance Warning Signs with Flashing Beacons, Delineators, Reflectors Object Markers and install or upgrade signs with new fluorescent sheathing along Lyon Road, Vaca Valley, Dixon Avenue, Putah Creek Road, Cordelia Road, Fry Road, Rockville Road, Pleasants Valley Road, Meridian Road, Holland Road, and Pedrick Road. HSIPL 5923(133). H11-04-051	Safety - Highway Safety Improvement Program implementation
MRN	VAR170002	Marin County	HSIP 11 Guardrail Safety Improvement Project	Marin County: Various rural arterials and major collector roadways in the County of Marin: Replace/ upgrade existing guardrails and end treatments. Replace nonstandard guardrails that have nonstandard end treatments and lower than minimum guardrail height required. The guardrails are located along high traffic volume and speed.	Replace/ upgrade existing guardrails and end treatments. Replace nonstandard guardrails that have nonstandard end treatments and lower than minimum guardrail height required. The guardrails are located along high traffic volume and speed. H11-04-027	Safety - Highway Safety Improvement Program implementation

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Memorandum

TO: Air Quality Conformity Task Force DATE: August 27, 2026

FR: Lyric Greif

RE: **2027 TIP Draft Transportation-Air Quality Conformity Analysis Update**

The 2027 TIP Draft Transportation-Air Quality Conformity Analysis is available for viewing at: https://mtc.ca.gov/digital-library/5136915-draft-2027-tip-volume-3-technical-appendix-updated-july-15-2026. The public comment period for the draft analysis opened on July 14, 2026 and closed on August 13, 2026. A summary of public comments will be provided at the August 27, 2026 meeting.

The 2027 TIP Draft Transportation-Air Quality Conformity Analysis is anticipated to be adopted by the Commission in September 2026.

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Memorandum

TO: Air Quality Conformity Task Force DATE: August 27, 2026

FR: Lyric Greif

RE: **Potential Revision to Plan Bay Area 2050+**

MTC staff is seeking early feedback from the Air Quality Conformity Task Force on a potential revision to a fixed guideway rail project included in the adopted RTP and current air quality conformity analysis. The adopted RTP and conformity analysis currently assume rail service extending from Healdsburg to Cloverdale as a single segment in Sonoma County. The potential revision would add an infill station at Geyserville within that planned extension corridor.

MTC staff is also aware of another potential RTP revision involving a separate fixed guideway system. If the Geyserville station request moves forward on its own, staff would propose to evaluate it using the approach described below. If multiple fixed guideway revisions are submitted or processed together, staff may evaluate the combined revision package differently, including whether the cumulative changes warrant a different RTP revision pathway through consultation.

SMART is conducting community outreach for station planning and is expected to bring an item to its Board in August. MTC staff is raising the issue now to be prepared in the event that SMART submits a formal request to revise the RTP transportation project list. No formal RTP revision request has been submitted at this time.

Staff's proposed approach is informed by the Task Force's prior review of the Downtown Novato SMART infill station in July 2018. The station was determined to be non-exempt, but not regionally significant for air quality conformity purposes, based primarily on lower

expected station and system boardings compared to larger regionally significant systems. Staff believes the potential Geyserville station presents a similar circumstance.

Based on the information currently available, the proposed Geyserville station would not change the core service assumptions used for the project in the conformity analysis. The revision is not expected to change service frequency, the number of trains per day or hour, train size, or the ultimate extension to Cloverdale. For modeling purposes, the Geyserville station is expected to open within the same analysis-year period as the Cloverdale segment, between 2030 and 2040. The Healdsburg segment is currently expected to open by late 2028 and is included in the 2030 analysis year.

Staff's preliminary view is that the proposed revision may change project details and potentially model representation, but it is not expected to materially affect regional travel or emissions outcomes. Geyserville is a small unincorporated rural community in Sonoma County with an estimated population of fewer than 1,000 residents. While SMART ridership has grown, the system is averaging approximately 4,525 weekday riders in FY'26. By comparison, BART averaged approximately 210,000 weekday riders in June 2026. Given the community context, expected modes station ridership, unchanged service assumptions, and the prior Downtown Novato precedent, staff does not anticipate a noticeable effect on regional VMT, mode share, ridership patterns, or emissions results in the current regional air quality conformity analysis.

If a formal request is received, staff would first review and vet the request, including the project description, schedule, cost, fiscal-constraint treatment, and any other relevant considerations. If staff determines that the request is complete and appropriate to move forward, staff proposes to advance the revision as an RTP administrative modification rather than an RTP amendment. The administrative modification would revise the RTP transportation project list to reflect the Geyserville infill station within the planned Healdsburg-to-Cloverdale extension, subject to applicable RTP revision requirements, including maintaining fiscal constraint. Staff would not prepare a new regional conformity analysis at this time, based on the preliminary finding that the revision is not expected to materially affect modeled outcomes or the current conformity determination. Staff would

instead incorporate the Geyserville station refinement into future RTP and conformity analyses.

Staff is seeking Task Force feedback on the proposed approach before proceeding with an administrative modification if a formal request is submitted.

Meeting Notes
Air Quality Conformity Task Force Meeting
Metropolitan Transportation Commission
Date: 7/23/26

Time: 9:30AM
Location: Zoom
Facilitator: Lyric Greif, MTC
Attendees:

- **John Saelee, MTC**
- **Adam Noelting, MTC**
- **Rachel Hartofelis, MTC**
- **Karishma Becha, Caltrans**
- **Kevin Hernandez Rios, Caltrans**
- **Shilpa Mareddy, Caltrans**
- **Jennifer Ashby-Camp, Caltrans**
- **Michael Dorantes, EPA**
- **Jasmine Amanin, FHWA**
- **Andrea Gordon, BAAD**
- **Monte DiPalma, BAAD**
- **Erika Vaca, Caltrans**
- **Sarah Chan, Fehr and Peers**
- **Catarina Kidd, Fivepoint**
- **Eden Winniford, Yolo-Solano AQMD**
- **Katherine Chan, Ramboll**
- **Boris Deunert, SFDPW**

1. **Welcome and Introductions**

   The meeting began with introductions led by MTC staff.

2. **PM2.5 Project Conformity Interagency Consultations**
   a. **Consultation to Determine POAQC Status**

   i. **Bayview Connections**
   Presenters: Sarah Chan, Catarina Kidd, Katherine Chan

Project staff presented an updated overview of the Bayview Connections project, highlighting new data collected and four scenarios: existing conditions (2026), 2028 no-project and build conditions, and a horizon year of 2050. Staff explained that the project aims to support the Candlestick-Hunters Point development by improving multimodal

access, including BRT lanes, cycle tracks, and new roadways. The project is not anticipated to generate changes in travel demand, and while VMT slightly increases under certain conditions, level of service is expected to improve overall. Staff also noted that SFMTA has adopted a zero-emissions bus rollout plan, ensuring a fully electric transit fleet in the future. Staff presented the air quality conclusions for the Bayview Connections project, determining that it does not meet the definition of a project of air quality concern as defined under 40 CFR. Staff explained that the project does not meet the specific criteria, including not being a newer expanded highway project, not affecting intersections with significant diesel vehicles, and not generating new trips. The project includes bus stops and traffic to support development, but it does not significantly increase vehicle congestion.

Determination: The Task Force concurred that the Bayview Connections Project is not a project of air quality concern (POAQC).

Follow-up Action: MTC to submit concurrence email.

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

The Task Force reviewed three projects for concurrence on exemption classifications under 40 CFR 93.126.

Determination: The Task Force confirmed that all projects were exempt from regional air quality conformity.

Follow-up Action: MTC to submit concurrence emails.

3. Consent Calendar

June 25, 2026, Air Quality Conformity Task Force Meeting Summary

The meeting concluded with a review of the prior meeting summary, with no comments.

4. Next Meeting

MTC Staff gave a reminder that the next meeting of the Air Quality Conformity Task Force is scheduled for August 27, 2026.