



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
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San Francisco, CA 94105
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Meeting Agenda Air Quality Conformity Task Force

Thursday, October 22, 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. El Camino Real Bicycle and Pedestrian Improvements Project Page 3
 - iii. El Camino Real/El Monte/Escuela Intersection Improvements ProjectPage 16
- b. Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern
 - i. Staff MemoPage 21
 - ii. Project ListPage 22

3. Consent Calendar

- a. September 24, 2026, Air Quality Conformity Task Force Meeting Summary.....Page 23

4. Next Meeting

The next meeting of the Air Quality Conformity Task Force will be held on Thursday, December 3, 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: October 22, 2026

FR: Lyric Greif

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

Two project sponsor 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. El Camino Real Bicycle and Pedestrian Improvements Project
2. El Camino Real/El Monte/Escuela Intersection Improvements Project

Application of Criteria for a Project of Air Quality Concern

Project Title: El Camino Real Bicycle and Pedestrian Improvements Project Project Summary for Air Quality Conformity Task Force Meeting: June 25, 2026

Description

- The purpose of this Project is to:
 - improve multimodal infrastructure along El Camino Real (ECR)
 - improve connectivity and safety for pedestrians and bicyclists accessing the corridor
- The Project would provide intersection and local road improvements along the ECR corridor to address conflict points and safety issues within the roadway.
- The Project will improve bicycle and pedestrian mobility and connectivity within the ECR corridor and provide a comfortable and safe north-south connection for bicyclists and pedestrians.
- The Project includes one Build Alternative, which proposes to:
 - Construction of a Class IV for bicycles and pedestrians between Albert M Teglia and Mission Road, and a Class I multi-use path between Arlington Drive and Hickey Boulevard.
 - The realignment of the ECR and Mission Road Intersection.
 - The removal of one vehicle lane on the northbound side of ECR between Albert M Teglia Boulevard and Mission Road to accommodate new bicycle and pedestrian facilities
 - The installation of two new traffic signals at the intersections of ECR/Mission Road and ECR/Collins Avenue
 - The installation of two new retaining walls and the extension of the existing Colma Creek culvert to accommodate the new bicycle and pedestrian facilities
 - Relocations and improvements to existing bus stops within the Project site.

Background

- Technical studies are being prepared to support the CEQA/NEPA Categorical Exemption/Categorical Exclusion (CE/CE)
- Seeking air quality conformity determination by June 25, 2026

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
- Intersection improvements, safety improvements and bicycle/pedestrian improvements—no new or additional lanes on El Camino Real
- No change in truck percentages on El Camino Real
- No change to criteria pollutant and GHG emissions from vehicles as vehicle miles travelled (VMT) associated with the Build Alternative is anticipated to be consistent with existing conditions.

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

- The intersections impacted by the build alternative do not serve a significant number of diesel vehicles nor will the LOS of the intersections degrade due to increased traffic volumes from a significant number of diesel vehicles..

(iii) New bus and rail terminals and transfer points?

- Not Applicable

(iv) Expanded bus and rail terminals and transfer points?

- Not Applicable

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

- No state implementation plans for PM₁₀ or PM_{2.5}.

RTP ID# <i>(required)</i> 21-T08-060			
TIP ID# <i>(required)</i> SM-230202			
Air Quality Conformity Task Force Consideration Date June 25, 2026			
Project Description <i>(clearly describe project)</i> The Town of Colma (Town) and City of South San Francisco (City) in collaboration with the California Department of Transportation (Caltrans) proposes the Colma El Camino Real (ECR) Bicycle and Pedestrian Improvement Project (Project) to improve connectivity and safety for pedestrians and bicyclists accessing ECR by providing multimodal infrastructure along the corridor through the town of Colma and South San Francisco from post mile (PM) 21.9 to PM 23.4 The purpose of this Project is to improve multimodal infrastructure along the ECR corridor, and to improve connectivity and safety for pedestrians and bicyclists utilizing the corridor. One Build Alternative was developed to meet the Project's purpose and need, while avoiding or minimizing environmental impacts. The Build Alternative includes: • Construction of a Class IV for bicycles and pedestrians between Albert M Teglia and Mission Road, and Class I multi-use path between Arlington Drive and Hickey Boulevard • The realignment of the ECR and Mission Road Intersection • The installation of two new traffic signals at the intersections of ECR/Mission Road and ECR/Collins Avenue • The installation of two new retaining walls and the extension of the existing Colma Creek culvert to accommodate the new bicycle and pedestrian facilities • Relocations and improvements to existing bus stops within the Project site Under the No-Build Alternative, none of the improvements proposed under the Project would occur. Other planned and approved land use development and transportation improvements along the corridor may be implemented by local agencies or under other projects. The No-Build Alternative is considered the environmental baseline against which potential environmental effects of the Build Alternative is evaluated.			
Type of Project: Circulation improvements; bicycle/pedestrian improvements			
County	Narrative Location/Route & Postmiles As depicted in Figure 1, the Project is located within San Mateo County, within the Town of Colma, the City of South San Francisco, and unincorporated San Mateo County. Improvements associated with the Project will occur along the El Camino Real corridor, from south of the Albert M Teglia Boulevard/El Camino Real intersection to the Hickey Boulevard/ El Camino Real Intersection in the City of South San Francisco, in San Mateo County.		
Solano	Caltrans DISTRICT 04-SM-82 PM 21.9/23.4 EA# 04-2Y250 Project ID 0423000090		
Lead Agency: Town of Colma			
Contact Person	Phone#	Fax#	Email
Abdulkader Hashem	650.757.8897		abdulkaderh@csgengr.com

Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>					
X	<i>Categorical Exclusion (NEPA)</i>	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	<i>Other</i>
Scheduled Date of Federal Action: <i>Pending</i>					
NEPA Delegation – Project Type <i>(check appropriate box)</i>					
Not an exempt project	X	Section 326 – Categorical Exclusion	Section 327 – Non-Categorical Exclusion		
Current Programming Dates <i>(as appropriate)</i>					
	PE/Environmental	ENG	ROW	CON	
Start	February 2025			June 2028	
End	August 2026	December 2027	October 2027	December 2030	
Project Purpose and Need (Summary): <i>(please be brief)</i> Project Purpose: The purpose of the Project is to: • To improve multimodal infrastructure along El Camino Real • To improve connectivity and safety for pedestrians and bicyclists accessing the corridor Project Need: • El Camino Real has gaps in pedestrian and bicycle facilities along the corridor, including: ○ The absence of continuous, ADA-compliant sidewalks forces pedestrians to walk on the shoulder or on the road itself. ○ The absence of bicycle facilities along the entire corridor, despite being a designated bicycle route. • El Camino Real has uncontrolled intersections and consequently has a lack of adequate bicycle and pedestrian crossings. El Camino Real also has several conflicting and unprotected vehicular movements. ○ As a result, cyclists and pedestrians cross with no designated or marked crossings. This also discourages the use of public transportation facilities as users do not feel comfortable navigating to and from said facilities to their destination.					

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

Land uses within the Project limits primarily include transportation uses associated with the existing roadway. As established in the Town General Plan, land use designations along ECR within the Project limits include Cemetery, Commercial, Public, and Executive Administration. Land use designations surrounding ECR beyond the Project limits include Cemetery, Commercial, Executive Administrative, Public/Quasi-Public/Utility, and Medium Density Residential uses. There are low- and high-density residential zones surrounding the northern and southern bounds of the Project limits. The Project would not affect coastal resources or wild and scenic rivers, as the Project site is not within the coastal zone or a river crossing.

Specific land uses adjacent to the ECR corridor interchange include cemeteries, retail stores, an auto dealer and service center, a storage facility, a flower shop, administrative buildings, and single-family residential areas located in the northern and southern ends of the Project site.

The Project is not a new or expanded highway Project, and it will not add additional lanes on ECR nor change the percentages of trucks in the regional study area. The Project will improve the existing bicycle and pedestrian infrastructure network and improve the safety of the corridor for motorists, cyclists, and pedestrians.

Brief summary of assumptions and methodology used for conducting analysis

Fehr and Peers worked with Caltrans and the Project team to determine appropriate modeling assumptions for the Design Year, including land use quantities, placement of growth, and assumed improvements to the Town of Colma's roadway network. The Traffic Operations Analysis Report (TOAR) examines existing conditions (2024), Opening year conditions (2028), and Design year conditions (2048). The future year traffic forecasts were developed using the joint Santa Clara Valley Transportation Authority and City/County Association of Governments Travel Demand Model (TDM). It should be noted that a VMT analysis was not performed as this Project is not a capacity improvement project and therefore does not meet the requirements identified by the Office of Planning and Research (OPR) set forth in Senate Bill 743 (SB 743).

Traffic operational analysis for the three intersections along El Camino Real was conducted for the existing year 2024, Opening year 2028, and the Design year 2048 using SimTraffic 12 software. SimTraffic is a microscopic simulation tool that models individual vehicle behavior, queuing, and stochastic traffic flow to visualize and analyze network performance. Analysis utilizing SimTraffic was performed consistent with the Highway Capacity Manual's (HCM) 7th Edition, 2021.

REGIONAL STUDY AREA

Based on agreement with the Project Team and Caltrans, Fehr and Peers propose the following study area (See Figure 1), which covers the extents of the multi-modal improvements:

STUDY INTERSECTIONS

- El Camino Real/ B Street
- El Camino Real/ C Street
- El Camino Real/ Albert M Teglia Boulevard
- El Camino Real/ F Street (North)
- El Camino Real/ F Street (South)
- El Camino Real/ Woodlawn Memorial Park Driveway
- El Camino Real/ Flowerland Floral Shop Driveway
- El Camino Real/ Colma Boulevard
- El Camino Real/ Villa Avenue
- El Camino Real/ Eternal Home Parkway
- El Camino Real/ Serramonte Boulevard
- El Camino Real/ Kohl's Driveway
- El Camino Real/ Collins Avenue
- El Camino Real/Cypress Lawn Driveway
- El Camino Real/Cypress Avenue
- El Camino Real/ Mission Road
- El Camino Real/ Arlington Drive
- El Camino Real/ Hickey Boulevard

Source:

Fehr and Peers. (February 2026). *Traffic Operations Analysis Report Final- El Camino Real Bicycle and Pedestrian Improvement Project EA 04-2Y250*

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

Project Area Roadways	2028 No Build			2028 Build		
	AADT ¹	% Truck ²	Truck AADT	AADT ¹	% Truck ²	Truck AADT
El Camino Real/ B Street	22,000	1.4%	300	22,000	1.4%	300
El Camino Real/ C Street	21,600	1.4%	300	21,600	1.4%	300
El Camino Real/ Albert M Teglia Boulevard	22,400	2.9%	640	22,400	2.9%	640
El Camino Real/ F Street (North)	23,400	2.4%	550	23,400	2.4%	550
El Camino Real/ F Street (South)	25,500	2.7%	690	25,500	2.7%	690
El Camino Real/ Woodlawn Memorial Park Driveway	20,600	1.7%	360	20,600	1.7%	360
El Camino Real/ Flowerland Floral Shop Driveway	20,400	1.3%	270	20,400	1.3%	270
El Camino Real/ Colma Boulevard	23,000	1.6%	360	23,000	1.6%	360
El Camino Real/ Villa Avenue	19,500	2.1%	420	19,500	2.1%	420
El Camino Real/ Eternal Home Parkway	19,800	2.2%	440	19,800	2.2%	440
El Camino Real/ Serramonte Boulevard	34,400	1.5%	500	34,400	1.5%	500
El Camino Real/ Kohl's Driveway	20,000	1.3%	260	20,000	1.3%	260
El Camino Real/ Collins Avenue	24,600	1.2%	310	24,600	1.2%	310
El Camino Real/Cypress Lawn Driveway	24,100	0.9%	220	24,100	0.9%	220
El Camino Real/Cypress Avenue	24,500	1.4%	350	24,500	1.4%	350
El Camino Real/ Mission Road	24,300	1.2%	300	24,300	1.2%	300
El Camino Real/ Arlington Drive	16,400	2.1%	350	16,400	2.1%	350
El Camino Real/ Hickey Boulevard	36,600	2.2%	810	36,000	2.2%	810
Intersection Delay	AM	PM		AM	PM	
El Camino Real/ B Street	6.7	3.0		6.6	3.3	
El Camino Real/ C Street	2.7	1.6		1.6	1.1	
El Camino Real/ Albert M Teglia Boulevard	8.4	6.9		8.9	7.2	
El Camino Real/ F Street (North)	3.8	2.6		3.2	3.5	
El Camino Real/ F Street (South)	11.8	12.2		11.2	13.6	
El Camino Real/ Woodlawn Memorial Park Driveway	1.5	2.2		1.5	2.2	
El Camino Real/ Flowerland Floral Shop Driveway	1.9	2.0		1.8	1.9	
El Camino Real/ Colma Boulevard	5.5	8.1		7.2	10.4	

El Camino Real/ Villa Avenue	1.8	2.7	1.9	3.2
El Camino Real/ Eternal Home Parkway	2.4	2.9	2.1	2.8
El Camino Real/ Serramonte Boulevard	26.5	35.0	34.5	50.9
El Camino Real/ Kohl's Driveway	1.9	2.2	2.1	7.9
El Camino Real/ Collins Avenue	7.1	4.7	15.0	11.6
El Camino Real/Cypress Lawn Driveway	2.6	2.3	1.8	2.8
El Camino Real/Cypress Avenue	2.2	3.0	3.1	2.9
El Camino Real/ Mission Road	4.6	6.4	17.0	21.9
El Camino Real/ Arlington Drive	3.6	4.3	5.5	4.9
El Camino Real/ Hickey Boulevard	23.8	22.1	27.7	25.3
Intersection LOS	AM	PM	AM	PM
El Camino Real/ B Street	A	A	A	A
El Camino Real/ C Street	A	A	A	A
El Camino Real/ Albert M Teglia Boulevard	A	A	A	A
El Camino Real/ F Street (North)	A	A	A	A
El Camino Real/ F Street (South)	B	B	B	B
El Camino Real/ Woodlawn Memorial Park Driveway	A	A	A	A
El Camino Real/ Flowerland Floral Shop Driveway	A	A	A	A
El Camino Real/ Colma Boulevard	A	B	A	B
El Camino Real/ Villa Avenue	A	A	A	A
El Camino Real/ Eternal Home Parkway	A	A	A	A
El Camino Real/ Serramonte Boulevard	C	C	B	D
El Camino Real/ Kohl's Driveway	A	A	A	A
El Camino Real/ Collins Avenue	A	B	B	B
El Camino Real/Cypress Lawn Driveway	A	A	A	A
El Camino Real/Cypress Avenue	A	A	A	A
El Camino Real/ Mission Road	A	A	B	C
El Camino Real/ Arlington Drive	A	A	A	A
El Camino Real/ Hickey Boulevard	C	C	C	C
¹ Estimated based on the total traffic volumes entering the intersection, using the forecasted peak hour demand and existing ADT.				
² Estimated using the AM and PM peak hour truck percentages collected in the Existing Year (2024 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

Project Area Roadways	2048 No Build			2048 Build		
	AADT ¹	% Truck ²	Truck AADT	AADT ¹	% Truck ²	Truck AADT
El Camino Real/ B Street	27,700	1.4%	380	27,700	1.4%	380
El Camino Real/ C Street	27,200	1.4%	380	27,200	1.4%	380
El Camino Real/ Albert M Teglia Boulevard	28,100	2.9%	800	28,100	2.9%	800
El Camino Real/ F Street (North)	29,400	2.4%	690	29,400	2.4%	690
El Camino Real/ F Street (South)	32,000	2.7%	860	32,000	2.7%	860
El Camino Real/ Woodlawn Memorial Park Driveway	25,900	1.7%	450	25,900	1.7%	450
El Camino Real/ Flowerland Floral Shop Driveway	25,600	1.3%	340	25,600	1.3%	340
El Camino Real/ Colma Boulevard	28,900	1.6%	450	28,900	1.6%	450
El Camino Real/ Villa Avenue	24,500	2.1%	530	24,500	2.1%	530
El Camino Real/ Eternal Home Parkway	24,900	2.2%	560	24,900	2.2%	560
El Camino Real/ Serramonte Boulevard	43,200	1.5%	630	43,200	1.5%	630
El Camino Real/ Kohl's Driveway	25,000	1.3%	330	25,000	1.3%	330
El Camino Real/ Collins Avenue	30,800	1.2%	380	30,800	1.2%	380
El Camino Real/Cypress Lawn Driveway	30,200	0.9%	270	30,200	0.9%	270
El Camino Real/Cypress Avenue	30,800	1.4%	440	30,800	1.4%	440
El Camino Real/ Mission Road	30,500	1.2%	370	30,500	1.2%	370
El Camino Real/ Arlington Drive	20,600	2.1%	440	20,600	2.1%	440
El Camino Real/ Hickey Boulevard	46,000	2.2%	1,010	45,200	2.2%	1,010
Intersection Delay	AM	PM		AM	PM	
El Camino Real/ B Street	3.4	3.8		4.7	3.8	
El Camino Real/ C Street	1.6	1.7		2.1	1.8	
El Camino Real/ Albert M Teglia Boulevard	8.1	8.7		7.7	8.9	
El Camino Real/ F Street (North)	6.3	4.3		5.2	4.2	
El Camino Real/ F Street (South)	17.1	14.7		15.6	15.1	
El Camino Real/ Woodlawn Memorial Park Driveway	1.7	2.5		1.6	2.8	
El Camino Real/ Flowerland Floral Shop Driveway	2.5	2.0		2.0	2.3	

El Camino Real/ Colma Boulevard	6.3	9.7	7.6	12
El Camino Real/ Villa Avenue	2.3	3.2	2.0	3.8
El Camino Real/ Eternal Home Parkway	3.2	3.2	2.2	4.1
El Camino Real/ Serramonte Boulevard	32.2	62.3	55	101.9
El Camino Real/ Kohl's Driveway	1.9	18.2	9.9	12.0
El Camino Real/ Collins Avenue	12.8	46.2	21.6	40.6
El Camino Real/Cypress Lawn Driveway	5.3	31.1	2.9	7.7
El Camino Real/Cypress Avenue	5.7	41.0	4.7	12.9
El Camino Real/ Mission Road	9.7	28.7	19.7	47.3
El Camino Real/ Arlington Drive	4.6	5.8	6.0	5.5
El Camino Real/ Hickey Boulevard	34.9	38.7	32	37.6
Intersection LOS	AM	PM	AM	PM
El Camino Real/ B Street	A	A	A	A
El Camino Real/ C Street	A	A	A	A
El Camino Real/ Albert M Teglia Boulevard	A	A	A	A
El Camino Real/ F Street (North)	A	A	A	A
El Camino Real/ F Street (South)	B	B	B	A
El Camino Real/ Woodlawn Memorial Park Driveway	A	A	A	B
El Camino Real/ Flowerland Floral Shop Driveway	A	A	A	A
El Camino Real/ Colma Boulevard	A	A	A	A
El Camino Real/ Villa Avenue	A	A	A	B
El Camino Real/ Eternal Home Parkway	A	A	A	A
El Camino Real/ Serramonte Boulevard	C	E	D	A
El Camino Real/ Kohl's Driveway	A	C	A	F
El Camino Real/ Collins Avenue	B	E	C	D
El Camino Real/Cypress Lawn Driveway	A	D	A	A
El Camino Real/Cypress Avenue	A	E	A	B
El Camino Real/ Mission Road	A	D	B	D
El Camino Real/ Arlington Drive	A	A	A	A
El Camino Real/ Hickey Boulevard	C	D	C	D

¹ Estimated based on the total traffic volumes entering the intersection, using the forecasted peak hour demand and existing ADT.

² Estimated using the AM and PM peak hour truck percentages collected in the Existing Year (2024)

Source: Fehr and Peers. (May 2026). *AQ Conformity Data Request_FP_5.13.26*

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

The Project would improve operations, install new bike/ped facilities, and enhance safety within the roadway corridor. It will also involve modifying signals and reconfiguring intersections to improve safety and address existing conflict points. The Project does not include capacity improvements. Therefore, the No Build and Build ADT are the same. See tables above for AADT, percent and number of trucks for No Build, Opening Year, and Future.

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

The Project would improve operations, install new bike/ped facilities, enhance safety within the roadway corridor. It will also involve modifying signals and reconfiguring intersections to improve safety and address existing conflict points. The Project does not include capacity improvements. Therefore, the No Build and Build ADT are the same. See tables above for AADT, percent and number of trucks for No Build, Opening Year, and Future.

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

NA

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

NA

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

The Project would not result in the redistribution of traffic and would not change regional VMT as it is not increasing roadway capacity.

Comments/Explanation/Details (please be brief)

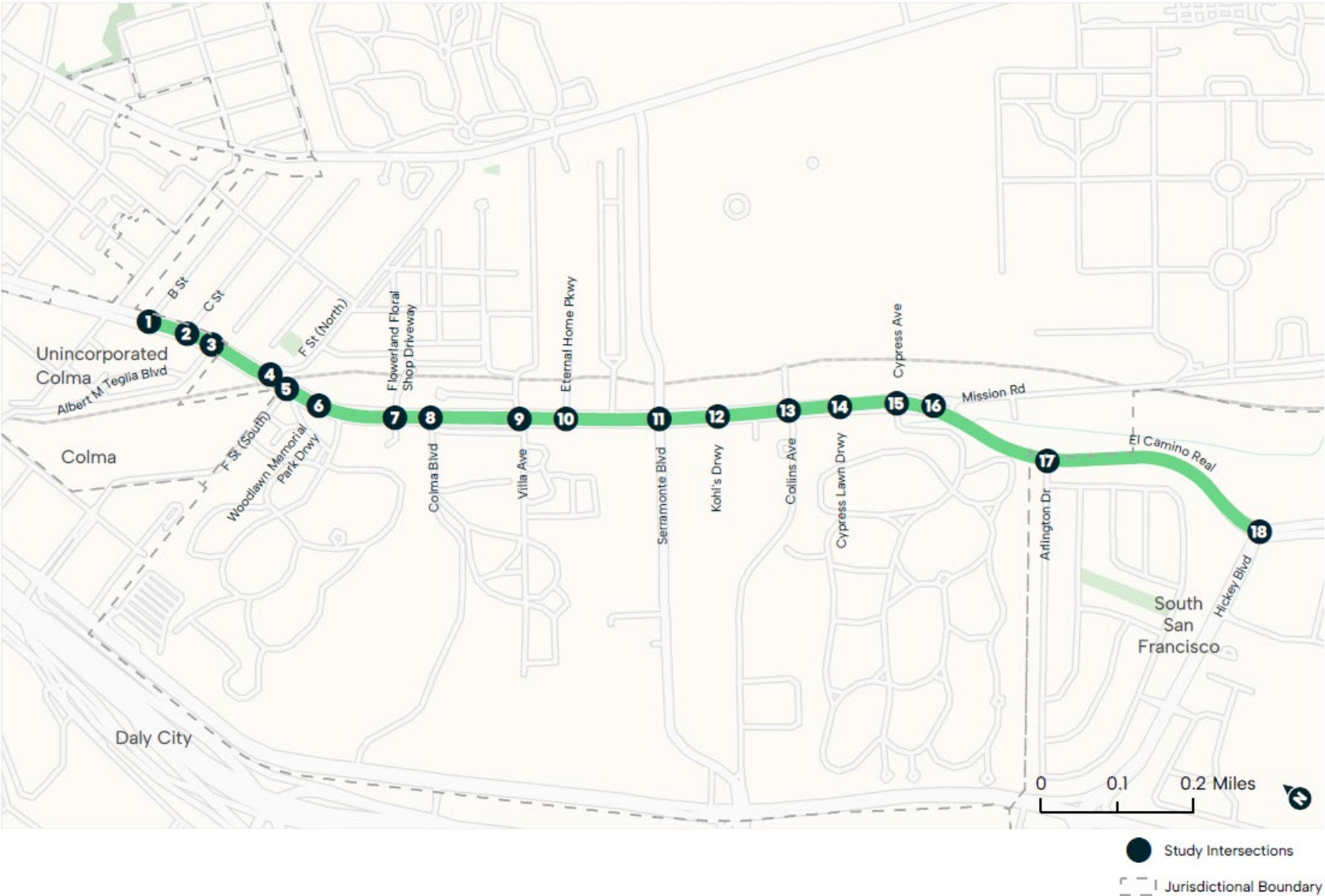
Under 40 CFR 93.123(b)(1), the following criteria are utilized to determine the potential for a proposed Project to qualify as a Project of Air Quality Concern.

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 is exempt from regional emissions analysis per 40 CFR 93.127 as it meets the definition of an intersection channelization project.
- The Project will not result in a significant number or a significant increase in diesel vehicles in the area.
- The intersections impacted by the build alternative do not serve a significant number of diesel vehicles nor will the LOS of the intersections degrade due to increased traffic volumes from a significant number of diesel vehicles.
- 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 Project location is not in an area identified by the SIP as one that could violate or possibly violate the NAAQS for PM_{2.5}.

Therefore, the Project would not be considered a Project of Air Quality Concern under this criterion.

Figure 1: Study Area



Example 1: Application of Criteria for a Project of Air Quality Concern
Project Title: El Camino Real/El Monte/Escuela Intersection Imps, STPL 5124(040)

Project Summary for Air Quality Conformity Task Force Meeting: October 22, 2026

Description

- The project includes repaving El Monte Avenue, removal of slip lane at the El Camino Real and El Monte Avenue intersection, installation of high visibility crosswalks, installation of RRFB at the Hollingworth Drive intersection, installation of Class II bicycle facilities with green dashed conflict zones, median improvements, a road diet along El Monte Avenue, and installation of ADA-compliant curb ramps and bulb outs. The project includes signal modifications at the Escuela Avenue/El Camino Real intersection and the El Monte Avenue/El Camino Real intersection. There will be no lane configuration changes to El Camino Real (State Route 82).

Background

- No comments received on air quality thus far
- Seeking air quality conformity determination on or before (October 22, 2026)
- Project is seeking Environmental Clearance by 2027 Q1, and Caltrans RFA by 2027 Q4

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
- No change in truck percentages
-

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

- Per the project [traffic study](#), the project will not have an adverse effect on LOS at the study intersections.
- No project changes to land use that would affect diesel traffic percentage
-

(iii) New bus and rail terminals and transfer points?

—Not Applicable

(iv) Expanded bus and rail terminals and transfer points?

—Not Applicable

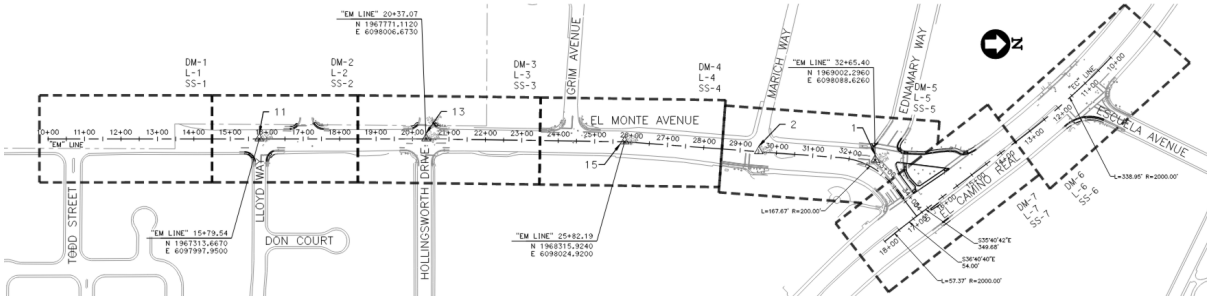
(v) Affects areas identified in PM₁₀ or PM_{2.5} implementation plan as site of violation?

- A review of available PM₁₀ and PM_{2.5} planning and monitoring information did not identify the project area as a location specifically identified in an applicable implementation plan as a site of violation or possible violation.

RTIP ID# <i>(required)</i> 21-T08-060				
TIP ID# <i>(required)</i> SCL230213				
Air Quality Conformity Task Force Consideration Date October 22, 2026				
Project Description <i>(clearly describe project)</i> The project includes repaving El Monte Avenue, removal of slip lane at the El Camino Real and El Monte Avenue intersection, installation of high visibility crosswalks, installation of RRFB at the Hollingworth Drive intersection, installation of Class II bicycle facilities with green dashed conflict zones, median improvements, a road diet along El Monte Avenue, and installation of ADA-compliant curb ramps and bulb outs. The project includes signal modifications at the Escuela Avenue/El Camino Real intersection and the El Monte Avenue/El Camino Real intersection.				
Type of Project: Intersection channelization.				
County	<i>Narrative Location/Route & Postmiles</i>			
Santa Clara	Caltrans Projects – EA#			
Lead Agency: City of Mountain View				
Contact Person	Phone#	Fax#	Email	
Marichrisse Hoang	650-903-6991		Marichrisse.hoang@mountainviewca.gov	
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
X	<i>Categorical Exclusion (NEPA)</i>	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction
				<i>Other</i>
Scheduled Date of Federal Action: 10/22/2026				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
	X	Section 326 – Categorical Exclusion	Section 327 – Non-Categorical Exclusion	
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start				
End				
Project Purpose and Need (Summary): <i>(please be brief)</i> The purpose of the project is to improve pedestrian and bicycle safety and circulation and to rehabilitate the pavement along El Monte Avenue (approximately a 0.4 mile segment). The project area has seen an increase in pedestrian collisions, has some non-ADA compliant curb ramps, and has a PCI of 64.				

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

The project corridor is located in an urban environment, surrounded by residential use on the southern portion, commercial use on the northern portion, and is adjacent to a religious facility. It serves as a collector street, distributing traffic from El Camino Real to neighboring homes.



Brief summary of assumptions and methodology used for conducting analysis

The analysis started with a visual field assessment of existing site conditions, vehicular and pedestrian behavior at intersections and corridors, and ADA accessibility along the corridor. A Traffic Operations Analysis (TOA) memo was prepared and included traffic signal timing data for Caltrans-controlled intersections that were obtained from Caltrans District 4, typical weekday morning and afternoon peak hour traffic operating conditions, peak hour operational LOS and peak hour volume based traffic signal warrant evaluation for all-way stop or two-way stop controlled intersections and all-way stop control warrant for two-way stop-controlled intersections, and a description of recent three-year collision data within the study corridor (See [Mott MacDonald El Monte Avenue Corridor Study](#) from September 2023).

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

Table 2: Study Intersection Operations under “No Build” Conditions and “Road Diet” Alternative

#	Study Intersection	Control Type	"NO BUILD" CONDITIONS				"ROAD DIET" ALTERNATIVE			
			AM PEAK HOUR		PM PEAK HOUR		AM PEAK HOUR		PM PEAK HOUR	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1	El Camino Real / Escuela Avenue	Signal	27.2	C	31.6	C	28.2	C	37.9	D
2	El Camino Real / El Monte Avenue	Signal	72.5	E	42.1	D	17.6	C	20.0	C
3	El Monte Avenue / Ednamary Way	TWSC	11.4	B	14.1	B	10.1	B	10.4	B
4	El Monte Avenue / Marich Way	TWSC	161.9	F	125.1	F	19.0	C	17.5	C
5	El Monte Avenue / Pilgrim Avenue	TWSC	48.9	E	43.8	E	13.6	B	12.0	B
6	El Monte Avenue / Hollingsworth Drive	TWSC	66.7	F	69.3	F	15.2	C	18.0	C
7	El Monte Avenue / Spargur Drive	TWSC	30.5	D	33.1	D	11.4	B	12.6	B
8	El Monte Avenue / Lloyd Way	TWSC	45.9	E	37.9	E	13.1	B	13.7	B
9	El Monte Avenue / Springer St / Jay St	AWSC	33.2	D	25.1	D	11.3	B	12.1	B

Notes:

TWSC = Two-way-Stop Control; AWSC = All-way-Stop Control; LOS = Level of Service; Sec/Veh = Seconds/Vehicle

LOS evaluation methodologies per HCM 6th Edition were used. All reported delay and LOS values are computed values using Synchro 10 software.

For TWSC intersections, average control delays and LOS for the worst-case (side-street) movement/approach are reported.

For Signalized and AWSC intersections, average control delay and LOS for the overall intersection are reported.

"Signal Warrant" refers to Peak Hour Volume based "Warrant 3" (Urban Areas) as defined in the CA-MUTCD (2014)

(See [Mott MacDonald El Monte Avenue Corridor Study](#) from September 2023)

AADT is approximately 19,000 on El Monte Ave between Springer St and El Camino Real. Traffic counts show heavy vehicle counts are less than 1% of the total AADT.

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

Not available

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

N/A

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

N/A

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

N/A

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

N/A

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

The Road Diet option drops one vehicle through lane in each direction and provides 6' buffered Class II bike lanes with a 14' two-way left turn median lane. Two parallel routes, Clark Avenue between El Camino Real and Jardin Drive & Mountain View Avenue between El Camino Real and Vista Grande Avenue, were determined to have adequate available travel capacity to accommodate traffic diversions from the El Monte Avenue study corridor through the analysis of 24-hour bi-directional traffic volume data (See [Mott MacDonald El Monte Avenue Corridor Study](#) from September 2023).

Comments/Explanation/Details (please be brief)

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

- The Project is exempt from a regional emissions analysis as it meets the criteria of an intersection channelization project.
- The Project is not a new or expanded highway project.
- The Project does not anticipate significant changes in diesel or truck percentages.
- The Project does not involve new or expanded bus and rail terminals and transfer points.
- The Project is not in nor does it affect locations, areas, or categories of sites identified in an applicable implementation plan or implementation plan submission, as sites of violation or possible violation. “

Therefore, the Project is not considered a Project of Air Quality Concern, under 40 CFR 93.123(b)(1), subject to concurrence by the Air Quality Conformity Task Force.



METROPOLITAN
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COMMISSION

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Memorandum

TO: Air Quality Conformity Task Force

DATE: October 22, 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 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
ALA	ALA230203	Newark	Old Town Streetscape and Complete Streets	Newark : Thornton Avenue between Olive Street and Ash Street : Reduce the number of travel lanes and install bicycle lanes, wider sidewalks, high visibility crosswalks, curb extensions, bus stop amenities, and landscaping.	The Project will improve access, safety, and connections for pedestrians, bicyclists, and transit users, while also serving as a catalyst for private investment in buildings and uses within the Old Town PDA. The Project reduces the number of travel lanes on Thornton Avenue, freeing up space for wider sidewalks and bicycle lanes, where there are currently none. Additional safety and connectivity improvements include new high visibility crosswalks, curb extensions, bus stop amenities, and landscaping to improve the convenience and comfort of alternative travel modes. The Project is a key part of the City of Newark's Old Town Specific Plan's coordinated land use, economic development, and transportation strategy to inspire reinvestment and revitalization.	Safety - Projects that correct, improve, or eliminate a hazardous location or feature
SCL	SCL230205	Santa Clara	Central Santa Clara Bicycle and Pedestrian Improve	Santa Clara (City) : Various locations along Cabrillo Ave, Lafayette St, Monroe St, Royal Dr, Scott Blvd, and Warburton Ave : Implement bike/ped improvements	Construct various bicycle and pedestrian improvements in the central part of the city which could include Class II and Class III bicycle facilities, curb ramps, curb bulb-outs, sidewalks, crosswalks, traffic signals, Pedestrian Hybrid Beacons, Rectangular Rapid Flashing Beacons, streetlights, fiber optic, etc.	Air Quality - Bicycle and pedestrian facilities

Meeting Notes**Air Quality Conformity Task Force Meeting****Metropolitan Transportation Commission****Date:** 9/24/26**Time:** 9:30AM**Location:** Zoom**Facilitator:** Lyric Greif, MTC**Attendees:**

- John Saelee, MTC
- Mallory Atkinson, MTC
- Rachel Hartofelis, MTC
- Rodney Tavitass, Caltrans
- Kevin Hernandez Rios, Caltrans
- Shilpa Mareddy, Caltrans
- Jennifer Ashby-Camp, Caltrans
- Cid Chiu, Caltrans
- Erika Vaca, Caltrans
- Michael Dorantes, EPA
- Monte DiPalma, BAAQMD

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**

No projects were presented for item 2a.

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

The Task Force reviewed five projects for concurrence on exemption classifications under 40 CFR 93.126. EPA staff raised a question about the exemption category for the San Fernando Street Mobility Hubs Project, suggesting a revision to the exemption to better capture the project's focus on bike and pedestrian issues rather than mass transit. MTC staff explained the classification decision based on the project's connection to mass transit. EPA and Caltrans staff agreed with the listed exemptions, with no further comments on other projects. FHWA provided email concurrence on the five projects prior to the meeting.

Determination: The Task Force confirmed that all projects were exempt under 40 CFR 93.126.

Follow-up Action: MTC to submit concurrence emails and submit a revision to update the air quality exemption for the San Fernando Street Mobility Hubs Project.

3. Additional Comments

a. Comments Related to Jepson Parkway

Caltrans staff emphasized that the sponsors of the Jepson Parkway Project must address all Caltrans comments, including updating open-to-traffic dates and completing RTP and CTIP amendments. Staff stated that if these requirements are not met, the project will not be able to follow the federal process and receive approval. EPA concurred with Caltrans's perspective, emphasizing that their review processes are structured based on federal regulations and that they take seriously any feedback from Caltrans headquarters. Caltrans staff requested the following be included in the September meeting minutes:

Key Issues Requiring Resolution

The following are the most significant issues identified during Caltrans Headquarters' review and coordination with the project sponsors, Metropolitan Planning Commission (MTC), FHWA, and the US Environmental Protection Agency (EPA):

Issue	Required Action
Inconsistent project descriptions	Revise the Regional Transportation Plan (RTP) listing, California Transportation Improvement Program System (CTIPS) listing, Federal Transportation Improvement Program (FTIP) listing, Interagency Consultation documentation, Air Quality Conformity Analysis, Public Notice, and other applicable documents so that the project description is consistent across all documents. This includes the project scope, limits, roadway configuration, and proposed improvements. Corrections include but are not limited to: • Resolve inconsistencies between descriptions of widening Vanden Road from two to four lanes and references to a broader four- to six-lane north-south facility. The documents must accurately describe the improvements proposed as part of Phases 2B and 2C. • Update applicable planning and programming documents to explain the Vanden Road realignment and elevation and its relationship to the future Canon Road overpass over the Union Pacific Railroad tracks. • Ensure major improvements identified in the AQCA, including the Union Creek bridge, are appropriately reflected in the applicable project documentation and are consistent with the project scope.
Open-to-traffic date discrepancy	Resolve the discrepancy between the RTP open-to-traffic date of 2036–2050 and the 2030 date identified in other project documents. Establish the appropriate opening year and ensure it is consistently reflected in the applicable documents. Complete any required RTP/TIP amendment and associated conformity or modeling actions.
Fiscal Constraint and Project Cost	• Provide documentation demonstrating how project funding will be allocated through implementation. Address the absence of funding in the applicable programming years and provide an explanation of the funding schedule consistent with federal fiscal constraint requirements. • Resolve the discrepancy between the \$40 million project cost identified in the RTP and the \$34 million costs identified in the TIP and CTIPS.

The items listed above represent the most significant comments and issues identified during the current review. Additionally, more minor comments remain applicable to the project and are documented in the previously provided comment matrix. The District and project sponsors should review the prior comment matrix in its entirety when preparing the revised submittal.

Submittal and HQ Quality Assurance Review Process

After completing the necessary revisions, District 4 and the project sponsor must follow the established project-level conformity submittal process and submit the revised package to Caltrans Headquarters for review. Caltrans Headquarters will evaluate the revised package to determine whether the identified issues have been adequately addressed and whether the project is ready to proceed toward a conformity determination.

Caltrans Headquarters approval is required before the project can proceed to FHWA to complete the federal conformity process. Submission of a revised package does not constitute approval or a conformity determination.

The current review is based on the information provided to Caltrans Headquarters to date. If the revised submittal is incomplete, does not adequately address the identified issues, or introduces additional inconsistencies or changes to the project not consistent with the FHWA submittal form, Caltrans Headquarters may return additional comments and/or request additional information or revisions.

b. Comments Related to the SMART Geyserville Infill Station

EPA recommended treating the future RTP revision to include the proposed Geyserville infill station as a formal amendment rather than an administrative modification, citing Title 23, Part 450 of the CFR, which identifies changes in the number of stations in a fixed guideway project as updates which require amendments.

4. Consent Calendar**August 27, 2026, Air Quality Conformity Task Force Meeting Summary**

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

5. Next Meeting

MTC Staff gave a reminder that the next meeting of the Air Quality Conformity Task Force is scheduled for October 22, 2026.