



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105  
415.778.6700  
[www.mtc.ca.gov](http://www.mtc.ca.gov)

## **Air Quality Conformity Task Force**

Metropolitan Transportation Commission  
Bay Area Metro Center

### **Mount Hamilton Conference Room**

375 Beale Street, Suite 800

(Note: Visitors must check in with the receptionist on the 7th floor)  
San Francisco, CA

Conference Call Number: 888-273-3658 (Access Code: 9427202)

**Thursday, June 22, 2017**

**9:30 a.m. –11:00 a.m.**

## **AGENDA**

1. Welcome and Introductions
2. PM<sub>2.5</sub> Project Conformity Interagency Consultations
  - a. Consultation to Determine Project of Air Quality Concern Status
    - i. Danville Blvd/Orchard Ct Complete Streets Project
    - ii. San Pablo Complete Streets Project
    - iii. 37<sup>th</sup> Street Bicycle & Pedestrian Improvement Project
  - b. Confirm Projects Are Exempt from PM<sub>2.5</sub> Conformity
    - i. Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern
3. Projects with Regional Air Quality Conformity Concerns
  - a. Review of the Regional Conformity Status for New and Revised Projects  
3a\_Regional\_AQ\_Conformity\_Review.pdf  
3a\_Attachment-A\_List\_of\_Proposed\_New\_Projects.pdf
4. Consent Calendar
  - a. May 25, 2017 Air Quality Conformity Task Force Meeting Summary
5. Release of Draft Transportation Conformity Analysis for the Amended 2017 Transportation Improvement Program (TIP) and Plan Bay Area 2040 (Update)
6. Other Items

Next Meeting: July 27, 2017

MTC Staff Liaison: Harold Brazil [hbrazil@mtc.ca.gov](mailto:hbrazil@mtc.ca.gov)



*Memorandum*

TO: Air Quality Conformity Task Force

DATE: June 16, 2016

FR: Harold Brazil

W. I.

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

Project sponsors representing three projects, seek interagency consultation from the Air Quality Conformity Task Force (AQCTF) at today’s meeting and the projects are as follows:

No.	Project Sponsor	Project Title
1	Contra Costa County Public Works Department	Danville Blvd/Orchard Ct Complete Streets Project
2	City of San Pablo	San Pablo Complete Streets Project
3	City of Richmond	37 <sup>th</sup> Street Bicycle & Pedestrian Improvement Project

**2ai\_Danville\_Bldv\_Orchard\_Ct\_Complete\_Streets\_Project\_Assessment\_Form.pdf** (for the Danville Blvd/Orchard Ct Complete Streets project)

**2aii\_San\_Pablo\_Complete\_Streets\_Project\_Assessment\_Form.pdf** (for the San Pablo Complete Streets project)

**2aiii\_37<sup>th</sup>\_Street\_Bicycle\_&\_Pedestrian\_Improvement\_Project\_Assessment\_Form.pdf** (for the 37<sup>th</sup> Street Bicycle & Pedestrian Improvement project)

MTC also requests the review and concurrence from the Task Force on projects that project sponsors have identified as exempt and likely not to be a POAQC. **2b\_Exempt List 060917.pdf** lists exempt projects under 40 CFR 93.126

**Application of Criteria for a Project of Air Quality Concern**  
**Project Title: Danville Blvd/Orchard Ct Complete Streets Project**  
**Project Summary for Air Quality Conformity Task Force Meeting: May 25, 2017**

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**Description**

- Project will install a roundabout at the Danville Blvd/Orchard Ct intersection.
- The roundabout will be a single lane in order to slow vehicles, minimize vehicular conflicts, and better align existing driveways.
- Complete streets improvements include sidewalk reconstruction and curb extensions in order to meet ADA requirements.
- Continuous bicycle and pedestrian facilities along Danville Blvd will be maintained.
- The project is not expected to generate any additional traffic volumes.
- The existing intersection is side-street stop controlled and the proposed roundabout will improve safety along with LOS at the intersection.

**Background**

- NEPA process for Categorical Exclusion has not begun yet. The County is requesting a field review with Caltrans to begin the process.
- The project is a result of years of community outreach to improve safety and mobility in Downtown Alamo.
- This intersection has a high number of bicycle and/or pedestrian collisions with 15 total collisions occurring between 2010 and 2014.
- Construction anticipated in 2020.

**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

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

- Intersection at existing LOS F to be improved by the project to LOS B or C.
- No truck counts available.
- The project does not propose any changes to adjacent land uses.

*(iii) New bus and rail terminals and transfer points? Not Applicable*

*(iv) Expanded bus and rail terminals and transfer points? Not Applicable*

*(v) Affects areas identified in PM10 or PM2.5 implementation plan as site of violation?*

- The implementation of this project would not result in any changes in land uses or traffic volumes in the project area that could result in a change in the number of diesel vehicles in traffic in the project area. The project aims at improving the efficiency and safety of the intersection.

<b>RTIP ID# (required)</b> 240746					
<b>TIP ID# (required)</b> CC-110113					
<b>Air Quality Conformity Task Force Consideration Date</b> May 25, 2017					
<b>Project Description (clearly describe project)</b> The Danville Blvd/Orchard Ct Complete Streets Project will construct a roundabout at the Danville Boulevard/Orchard Court intersection. The roundabout will include curb extensions, curb ramps, and entry medians at the roundabout to reduce vehicle speeds and improve pedestrian crossings. Bicycle traffic can enter the roundabout with vehicle traffic or access will be provided in order for them to share the sidewalk with pedestrians through the roundabout. Sidewalks will be reconstructed through the corridor along with curb extensions and curb ramps in order to meet ADA requirements and accommodate existing mature trees in the sidewalk. The project includes a slurry seal and restriping of the roadway to reduce it to one travel lane in each direction through the roundabout. Other project features include storm drain modifications, landscaping, storm water treatment areas, signage, utility adjustments, and relocation of existing roadside features.					
<b>Type of Project:</b> Safety project/intersection reconfiguration					
<b>County</b>	<b>Narrative Location/Route &amp; Postmiles</b>				
Contra Costa	Along Danville Boulevard between Jackson Way and Stone Valley Road.				
<b>Lead Agency:</b> Contra Costa County Public Works Department					
Contact Person	Phone#	Fax#	Email		
Nancy Wein	925-313-2275	925-313-2333	Nancy.wein@pw.cccounty.us		
<b>Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)</b>					
X	<i>Categorical Exclusion (NEPA)</i>	<b>EA or Draft EIS</b>	<b>FONSI or Final EIS</b>	<b>PS&amp;E or Construction</b>	<i>Other</i>
<b>Scheduled Date of Federal Action:</b> June 2018					
<b>NEPA Delegation – Project Type (check appropriate box)</b>					
	X	<b>Section 326 – Categorical Exclusion</b>	<b>Section 327 – Non-Categorical Exclusion</b>		
<b>Current Programming Dates (as appropriate)</b>					
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>	
<b>Start</b>	1/1/17	3/1/17	7/1/18	4/1/20	
<b>End</b>	6/30/18	10/1/18	10/31/19	10/1/20	

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

With average daily traffic of approximately 20,000 vehicles per day and one of the highest rates of pedestrians and bicyclists within the County, this principal arterial is ranked in the County's top 20 corridors with the highest number of collisions in the past five years. The Danville Boulevard/Orchard Court intersection is ranked within the top five locations in the County with the highest number of bicycle and/or pedestrian collisions at an intersection. The increased amount of motorized and non-motorized users is due to this corridor being part of Downtown Alamo, with the Alamo Plaza shopping center on one side and another shopping center across the street. Mature trees in the sidewalk have damaged the existing sidewalks and made them uneven. The project aims to improve safety through the corridor for all users by improving sidewalks to meet ADA requirements and reducing conflicts at the Danville Blvd/Orchard Ct intersection. This will help residents to use active modes of transportation and encourage growth in local businesses.

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

Alamo Plaza shopping center and other commercial uses

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

The proposed project will increase efficiency and improve the LOS of the Danville Blvd/Orchard Ct intersection. This could result in vehicles traveling at lower MPH, however, the safety of the intersection would be improved for all users, especially bicyclists and pedestrians along Danville Blvd. Future volumes were estimated using the 2040 CCTA Travel Demand Model.

W-Trans prepared the Danville Boulevard Traffic Improvements Report in 2005 and updated the report in 2015 with 2013 AADT.

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

Not Applicable

**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 Applicable

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

	LOS (AM / PM)	AADT	Truck %	Truck AADT
<b>Build</b>	B / B	~18,000 (2013)	<2%	~360 (2013)
<b>No Build</b>	A / F	~18,000 (2013)	<2%	~360 (2013)

**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**

	LOS (AM / PM)	AADT	Truck %	Truck AADT
<b>Build</b>	B / C	~19,000 (2040 estimated)	<2%	~380 (2040 estimated)
<b>No Build</b>	A / F	~19,000 (2040 estimated)	<2%	~380 (2040 estimated)

Truck counts taken during the peak hour during the 2013 data collection were less than 2%. 2% is used as a conservative estimate and the truck percentage is not expected to change with the project.

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

Not Applicable

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

Not Applicable

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

There is no anticipated impact on other facilities.

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

Items attached:

- Vicinity Map
- Project Fact Sheet
- Preliminary Project Layout

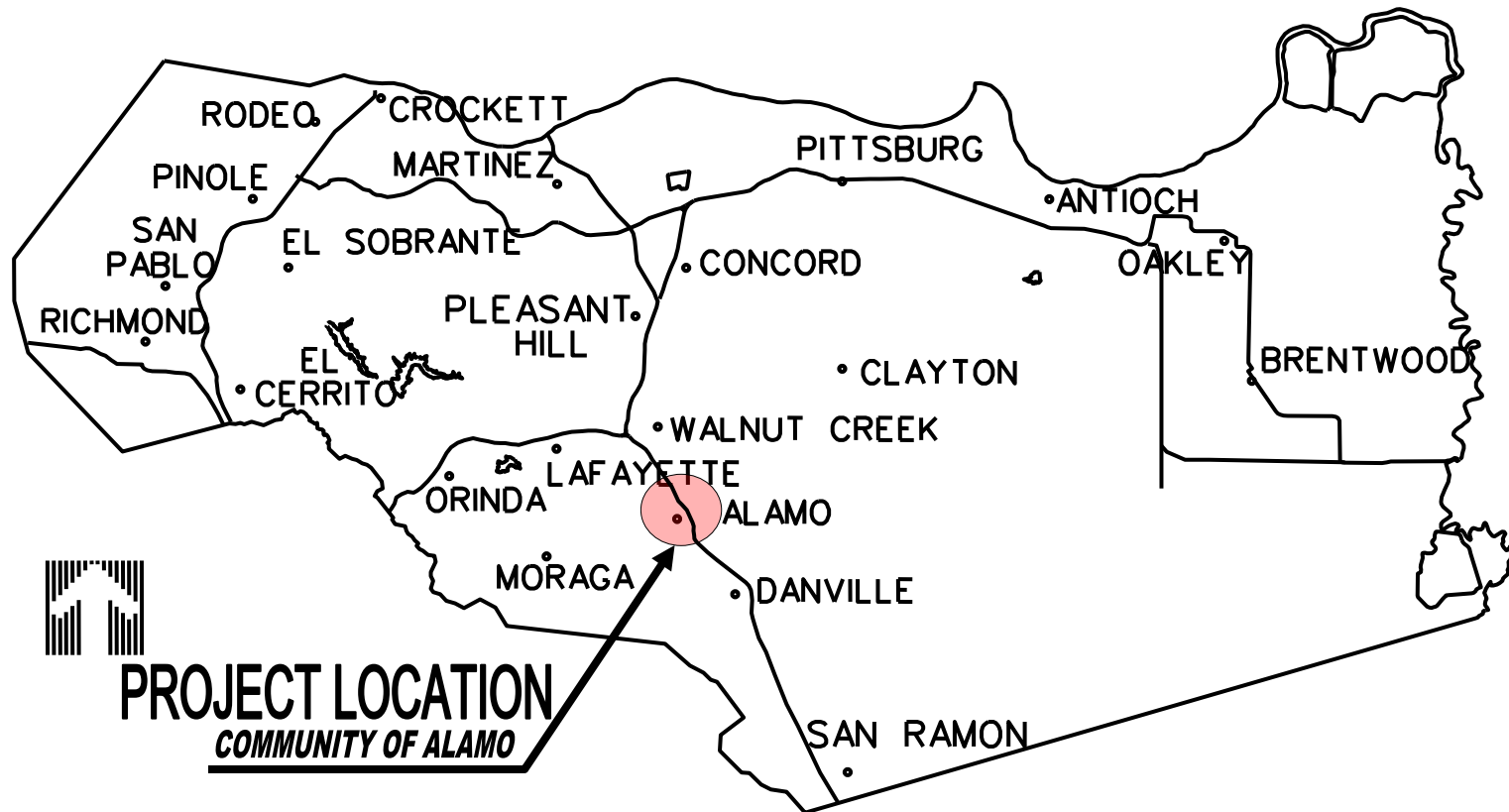
Danville Boulevard Traffic Improvements Report dated 2005 is available at this link:

<https://spaces.hightail.com/receive/8AfCJungow/fi-f25199d5-b754-4e03-9809-f43639662eda/fv-1a435ffe-a1df-4ca0-a5a3-7535383db411/Traffic%20Report%20by%20W-Trans%20-%202005-02-15.pdf>

Danville Boulevard Traffic Improvements Report Update 2015 is available at this link:

<https://spaces.hightail.com/receive/gMHOiElfV1/fi-0f7ec8b0-16d1-4511-90ba-a81877c84e01/fv-5f630569-ac1b-4c45-86e2-c1cc4a8f5743/Updated%20Traffic%20Report%20by%20W-Trans%201-5-15.pdf>

# CONTRA COSTA COUNTY CALIFORNIA



**PROJECT LOCATION**  
*COMMUNITY OF ALAMO*



Contra Costa County  
**Public Works**  
Department

255 GLACIER DRIVE, MARTINEZ, CA 94553 PH: (925)313-2000 FAX: (925)313-2333

## PROJECT LOCATION MAP

**Danville Blvd/Orchard Ct Complete Streets Improvements**

DB: TC CB:

DATE: Aug 2016

SHEET 1 OF 1

# Danville Boulevard / Orchard Court Complete Streets Improvements



Contra Costa County  
Public Works  
Department



Existing intersection of Danville Boulevard and Orchard Court will be converted into a roundabout. Off-center minor approaches have contributed toward high frequency of left-turn collisions and collisions involving pedestrians at the existing crosswalk. Additional sidewalk and landscaping improvements will also be made to improve accommodations for all modes of transportation along Danville Blvd through Downtown Alamo.



Mature trees have been damaging existing sidewalk.

## PROJECT DESCRIPTION

The Danville Blvd / Orchard Ct Complete Streets Improvements Project will construct a roundabout at the intersection of Danville Boulevard and Orchard Court to address broadside and head-on vehicle collisions caused by left-turns along with collisions involving pedestrians using the existing uncontrolled crosswalk. The project will also reconstruct sidewalk to provide ADA pedestrian access throughout the corridor and improve bicycle and pedestrian safety through implementation of the roundabout.

With average daily traffic of approximately 20,000 vehicles per day and one of the highest rates of pedestrians and bicyclists within the County, this principal arterial is ranked in the County's top 20 corridors with the highest number of collisions in the past five years. The Danville Boulevard / Orchard Court intersection is ranked within the top five locations in the County with the highest number of bicycle and/or pedestrian collisions at an intersection. The increased amount of motorized and non-motorized users is due to this corridor being part of Downtown Alamo, with the Alamo Plaza shopping center on one side and another shopping center across the street.

## Something to Think About....

Studies have linked roundabouts to a 75.8% reduction in injury collisions at intersections.

### PROVISIONS BY MODE



Roundabout will reduce vehicle speeds and collisions.



Improved pedestrian access with curb extensions, ADA curb ramps, and shorter crosswalks.



Class II bike lanes striped consistent with Countywide Bike and Pedestrian Plan.

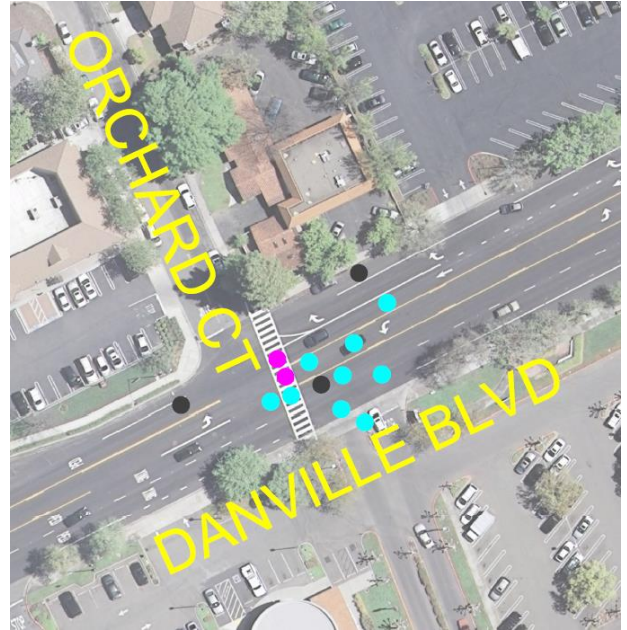


# Danville Boulevard / Orchard Court Complete Streets Improvements

**CONTACT:**  
 Contra Costa County Public Works  
 Michelle Cordis, (925) 313-2381  
 michelle.cordis@pw.cccounty.us

## COMPLETE STREETS GOALS

The Danville Blvd / Orchard Ct Complete Streets Improvements project will improve safety throughout the corridor for all users and will encourage residents to use active modes of transportation. The roundabout will help improve safety for all modes of transportation by reducing conflicts at the intersection. This project helps support the community of Alamo in their goal to reduce the use of motorized vehicles and increase walking and biking within their community. The project will also improve the Downtown Alamo corridor and help encourage growth in local businesses.



There were 15 collisions in the between 2010 and 2014 at the Danville Blvd / Orchard Ct intersection.

### FUNDING

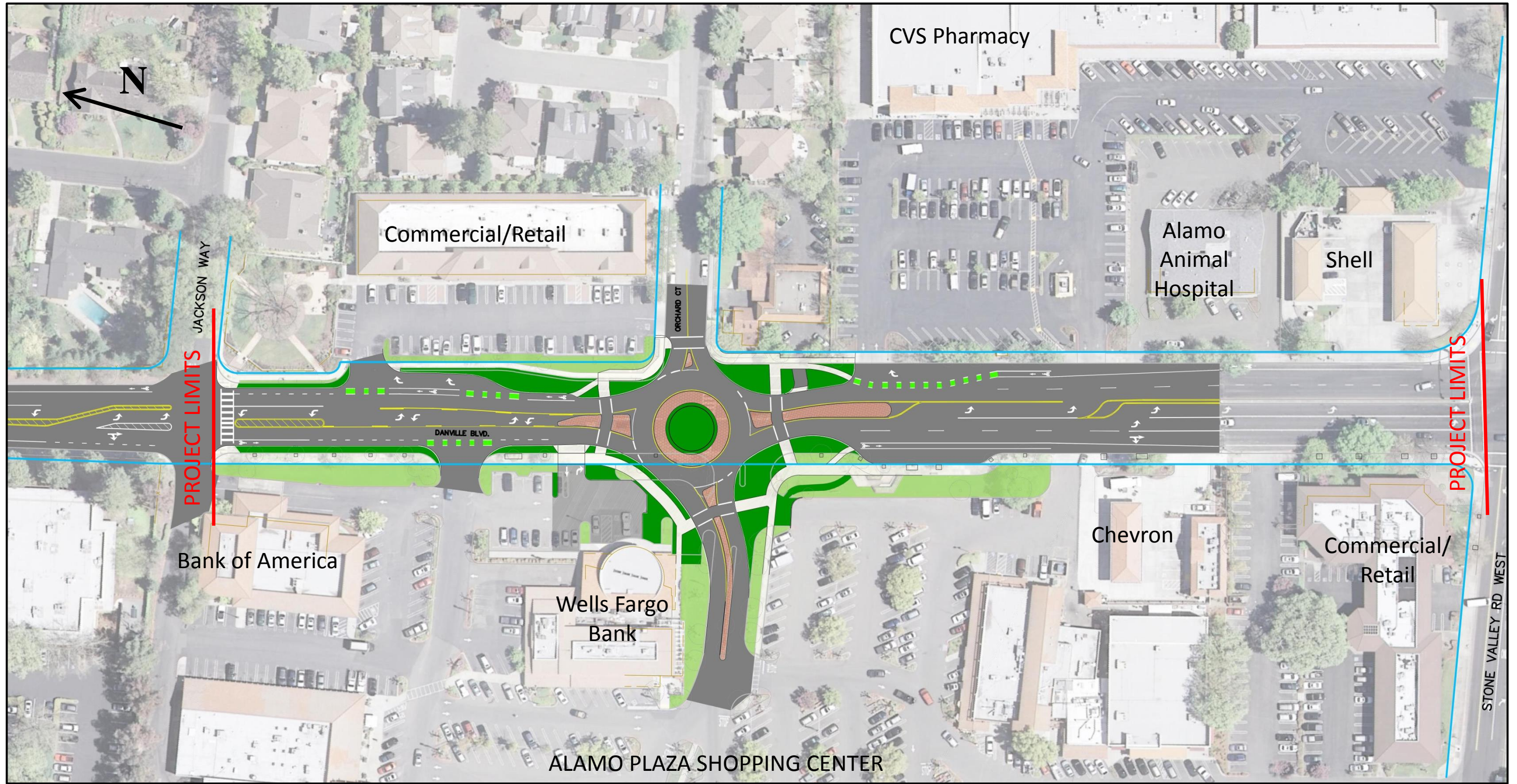
Measure J Funds: \$1.37 million  
 HSIP Grant: \$2.72 million  
 Total Project Cost : \$4.1 million

### SCHEDULE

DESIGN: Summer 2017  
 ENV STUDIES: Summer 2018  
 RIGHT OF WAY: Fall 2019  
 CONSTRUCTION: Summer 2020

**VIOLET:** Other visible injury  
**BLACK:** Complaint of pain  
**TEAL:** Property damage only





PROJECT LAYOUT

DANVILLE BOULEVARD-ORCHARD COURT  
 COMPLETE STREETS IMPROVEMENTS

SCALE: 1" = 90'

DB: TM

CB:

DATE: AUGUST 2016

SHEET 1 OF 1

**Application of Criteria for a Project of Air Quality Concern**  
**Project Title: San Pablo Complete Streets**  
**Project Summary for Air Quality Conformity Task Force Meeting**

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**Description**

The project includes improving multimodal access, safety and connection along the San Pablo corridor from Rumrill Blvd to Hilltop Drive by constructing Class 2 bike lanes and adding sidewalks along the eastern and western sides of the corridor. The project would remove and replace a slip lane into Robert H. Miller Drive with a right turn pocket, and would add a new traffic signal at La Puerta Drive. Additionally, three existing traffic signals, located at Rivers Street, Robert H. Miller Drive and Hilltop Drive would be either modified or replaced. Roadway lighting and retaining walls are expected to be built to accommodate the new facilities.

**Background**

- Caltrans NEPA determination 23 USC 326, categorical exclusion under 23 CFR 771.117 (c); activity (c)(3) as of October 12, 2016
- The project is listed in the Alameda CTC 2013 Congestion Management Program under bicycle and pedestrian improvements and received funding through the One Bay Area Grant Program (OBAG). The OBAG program was developed to integrate the region's transportation funding with SB 375 as part of 2040 Plan Bay Area, which was found to be conforming by the Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) on August 12, 2013. The project is also in the 2015 Transportation Improvement Program (TIP), which was found to be conforming by the FHWA/FTA on December 15, 2014 (Project ID: CC 130032; Description: San Pablo and Richmond: On San Pablo Avenue between Rivers Street and Hilltop Drive: Construct sidewalks and bicycle lanes). The project is consistent with the scope of design concept of the TIP. Therefore, the project is in conformance with the State Implementation Plan.

**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 proposed project would improve bicycle and pedestrian facilities along San Pablo Avenue and would not add vehicles to the existing roadway. The number of vehicles on San Pablo Avenue would not change as part of the proposed project.

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

- The proposed project does not affect intersections that are at LOS D, E, or F with a significant number of diesel vehicles. The project would include intersection improvements for the implementation of the bicycle and pedestrian facilities. The project would not worsen existing LOS at the project intersections.

*(iii) New bus and rail terminals and transfer points?—Not Applicable*

*(iv) Expanded bus and rail terminals and transfer points?—Not Applicable*

*(v) Affects areas identified in PM<sub>10</sub> or PM<sub>2.5</sub> implementation plan as site of violation?*

- The proposed project is neither in nor does it affect locations, areas, or categories of sites that are identified in the applicable PM<sub>2.5</sub> or PM<sub>10</sub> implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

<b>RTIP ID# 240744</b>				
<b>TIP ID# CC-130032</b>				
<b>Air Quality Conformity Task Force Consideration Date</b> June 19, 2017				
<b>Project Description</b> The City of San Pablo proposes to modify a section of San Pablo Avenue, between Rivers Street and Hilltop Drive to allow for the installation of Class II bicycle lanes and grade-separated sidewalks. Work will include pavement maintenance, base failure, pavement edge grinding, demolition and replacement of existing medians and traffic signals and their foundations, removal and conversion of the existing slip lane into a sidewalk, lane adjustment, a new right turn lane, restriping, one new signal and modification of three existing signalized intersections, restriping, removal of several mature trees, roadway widening and possible installation of railings/fencing, barrier walls, installation of 8 driveways, retaining walls, signage, new culvert installation, drain inlet adjustment, possible replacement or modification of sanitary sewer, addition of 82 new street lights and their foundations, conductors, pull boxes, a trench for utility undergrounding, and the installation of landscaping. There is a possibility for right-of-way acquisition. The maximum depth of project excavation will be 6 feet. Also to be modified is the section of San Pablo Avenue, between Rivers Street and Rumrill Boulevard, to allow for the installation of Class II bicycle lanes. Work will consist of restriping only.				
<b>Type of Project:</b> Multimodal transit, intersection signalization, addition of bike lanes.				
<b>County</b> Contra Costa	San Pablo Avenue between Hilltop Drive to the north and Rumrill Boulevard to the south, 1.3 miles in length <b>Federal-Aid Project No. CML-5303 (016)</b>			
<b>Lead Agency: City of San Pablo</b>				
<b>Contact Person</b> Barbara Hawkins	<b>Phone#</b> 510.215.3061	<b>Fax#</b> 510.215.3013	<b>Email</b> barbarah@sanpabloca.gov	
<b>Federal Action for which Project-Level PM Conformity is Needed</b> (check appropriate box)				
<input checked="" type="checkbox"/> <b>Categorical Exclusion (NEPA)</b>	<input type="checkbox"/> <b>EA or Draft EIS</b>	<input type="checkbox"/> <b>FONSI or Final EIS</b>	<input checked="" type="checkbox"/> <b>PS&amp;E or Construction</b>	<input type="checkbox"/> <b>Other</b>
<b>Scheduled Date of Federal Action:</b>				
<b>NEPA Delegation – Project Type</b> (check appropriate box)				
<input type="checkbox"/>	<input checked="" type="checkbox"/> <b>Section 326 – Categorical Exclusion</b>	<input type="checkbox"/> <b>Section 327 – Non-Categorical Exclusion</b>		
<b>Current Programming Dates</b> (as appropriate)				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	6/20//2016		3/28/2017	9/7/2017
<b>End</b>	10/12/2016		4/10/2017	9/17/2017

**Project Purpose and Need (Summary):**

The project would enhance multi-modal transit access to expand ridership, increase accessibility for pedestrians and bicyclists, improve public safety, reorganize the public space to better accommodate non-automobile users, support the needs of adjacent land uses to support housing development, civic institutions, and economic development, provide public space for social, cultural and community activities, and improve the aesthetic quality of the area.

***Surrounding Land Use/Traffic Generators***

The proposed improvement project would not generate new regional vehicular trips. Therefore, no new regional vehicular emissions would occur. The proposed action is expected to improve bicycle and pedestrian facilities without significantly affecting traffic flow and congestion.

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

The assumptions used in the Plan Bay Area and 2015 transportation improvement program (TIP) are less than 5 years old. The modeling was conducted using current and future population, employment, traffic, and congestion estimates. The traffic data, including the fleet mix data, used in the TIP and Transportation Plan were based on the most recently available vehicle registration data. The design concept, scope, and open to traffic year of the proposed action are consistent with those in the TIP listing. Therefore, the San Pablo Complete Streets Project is in conformance with the state implementation plan (SIP).

The California Project-Level Carbon Monoxide Protocol (CO Protocol) was used to analyze CO impacts for the San Pablo Complete Streets Project. The ambient air quality effects of traffic emissions were evaluated qualitatively according to the CO Protocol. The project screens out at Level 2 of the flow chart of the CO Protocol, and therefore will not have the potential for causing or worsening violation of the National Ambient Air Quality Standards for CO.

Using the Caltrans Conformity Findings Checklist Protocol, a qualitative CO hot-spot flow chart analysis was conducted to determine whether the project would be exempt from the detailed CO hot spots analysis. It was determined that the project is exempt from further analysis under 40 CFR 93.126. In addition, the proposed project would not create a new, or worsen an existing, PM2.5 violation; therefore, the project is not a "Project of Air Quality Concern." No further particulate matter analysis is required.

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

The average daily traffic of the facility was measured as approximately 14,500 vehicles, with approximately 7,100 northbound vehicles and 7,400 southbound vehicles.

No.	Intersection	No Build		Build	
		Delay	LOS	Delay	LOS
1.	San Pablo Avenue / Rivers Street	11	B	11	B
2.	San Pablo Avenue / Robert Miller Drive	10	B	15	B
3.	San Pablo Avenue / La Puerta Drive	12	B	12	B
4.	San Pablo Avenue / Stanton Avenue	15	B	15	B
5.	San Pablo Avenue / Hilltop Drive	36	D	36	D

Only increase in delay is at San Pablo Avenue/Robert Miller Drive intersection.

**No Build:**

Rivers Street: 6,044 total vehicles during peak hours, 98 of those were heavy trucks, amounting to less than 2% of that total.

Robert Miller Drive: 5,844 total vehicles during peak hours, 80 of those were heavy trucks, amounting to less than 2% of that total.

La Puerta Road: 3,508 total vehicles during peak hours, 72 of those were heavy trucks, amounting to 2% of that total.

Hilltop Drive: 5,608 total vehicles during peak hours, 88 of those were heavy trucks, amounting to less than 2% of that total.

**Build:**

Rivers Street: 5,517 total vehicles during peak hours, 1.8% of those are heavy trucks.

Robert Miller Drive: 5,212 total vehicles during peak hours, 0.9% of those are heavy trucks.

La Puerta Road: 3,069 total vehicles during peak hours, 1.1% of those are heavy trucks.

Hilltop Drive: 5,029 total vehicles during peak hours, 2.4% of those are heavy trucks.

**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 5: FUTURE (2040) PEAK HOUR INTERSECTION LEVEL OF SERVICE**

	Intersection	Control <sup>1</sup>	Peak Hour <sup>2</sup>	Future without Project		Future with Project	
				Delay <sup>3</sup>	LOS <sup>4</sup>	Delay <sup>3</sup>	LOS <sup>4</sup>
1	San Pablo Avenue/ Rivers Street	Signal	AM	18.4	B	30.9	C
			PM	10.7	B	13.5	B
2	San Pablo Avenue/ Robert Miller Drive	Signal	AM	10.7 <sup>5</sup>	B <sup>5</sup>	22.7	C
			PM	15.2 <sup>5</sup>	B <sup>5</sup>	26.2	C
3	San Pablo Avenue/ La Puerta Road	SSSC/Signal <sup>6</sup>	AM	1.3 (77.3)	A (F)	1.0	A
			PM	1.0 (38.6)	A (E)	0.7	A
4	San Pablo Avenue/ Hilltop Drive	Signal	AM	44.7	D	39.5	D
			PM	52.5	D	47.8	D

**Notes:**

1. Signal = Signalized Intersection; SSSC = Side-Street Stop-Controlled Intersection.
2. AM Peak Hour = 7:35 AM; PM Peak Hour = 4:55 PM.
3. Delay presented in seconds per vehicle; for side-street stop-controlled intersections, delay presented in Intersection Average (Worst Movement).
4. LOS = Level of Service.
5. Due to limitations of Synchro's application of the 2010 HCM, 2000 HCM results are shown.
6. The project would signalize the intersection.

**No Build:**

Rivers Street: 6,705 total vehicles during peak hours, 1.8% of those are heavy trucks.  
 Robert Miller Drive: 4,840 total vehicles during peak hours, 1.7% of those are heavy trucks.  
 La Puerta Road: 3,845 total vehicles during peak hours, 0.9% of those are heavy trucks.  
 Hilltop Drive: 6,470 total vehicles during peak hours, 2.4% of those are heavy trucks.

**Build:**

Rivers Street: 6,705 total vehicles during peak hours, 1.7% of those are heavy trucks.  
 Robert Miller Drive: 6,365 total vehicles during peak hours, 0.9% of those are heavy trucks.  
 La Puerta Road: 3,845 total vehicles during peak hours, 1.1% of those are heavy trucks.  
 Hilltop Drive: 6,470 total vehicles during peak hours, 2.4% of those are heavy trucks.

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

The average daily traffic of the facility was measured as approximately 14,500 vehicles, with approximately 7,100 northbound vehicles and 7,400 southbound vehicles.

No.	Intersection	No Build		Build	
		Delay	LOS	Delay	LOS
1.	San Pablo Avenue / Rivers Street	11	B	11	B
2.	San Pablo Avenue / Robert Miller Drive	10	B	15	B
3.	San Pablo Avenue / La Puerta Drive	12	B	12	B
4.	San Pablo Avenue / Stanton Avenue	15	B	15	B
5.	San Pablo Avenue / Hilltop Drive	36	D	36	D

Only increase in delay is at San Pablo Avenue/Robert Miller Drive intersection.

**No Build:**

Rivers Street: 6,044 total vehicles during peak hours, 98 of those were heavy trucks, amounting to less than 2% of that total.

Robert Miller Drive: 5,844 total vehicles during peak hours, 80 of those were heavy trucks, amounting to less than 2% of that total.

La Puerta Road: 3,508 total vehicles during peak hours, 72 of those were heavy trucks, amounting to 2% of that total.

Hilltop Drive: 5,608 total vehicles during peak hours, 88 of those were heavy trucks, amounting to less than 2% of that total.

**Build:**

Rivers Street: 5,517 total vehicles during peak hours, 1.8% of those are heavy trucks.

Robert Miller Drive: 5,212 total vehicles during peak hours, 0.9% of those are heavy trucks.

La Puerta Road: 3,069 total vehicles during peak hours, 1.1% of those are heavy trucks.

Hilltop Drive: 5,029 total vehicles during peak hours, 2.4% of those are heavy trucks..



**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 5: FUTURE (2040) PEAK HOUR INTERSECTION LEVEL OF SERVICE**

	Intersection	Control <sup>1</sup>	Peak Hour <sup>2</sup>	Future without Project		Future with Project	
				Delay <sup>3</sup>	LOS <sup>4</sup>	Delay <sup>3</sup>	LOS <sup>4</sup>
1	San Pablo Avenue/ Rivers Street	Signal	AM	18.4	B	30.9	C
			PM	10.7	B	13.5	B
2	San Pablo Avenue/ Robert Miller Drive	Signal	AM	10.7 <sup>5</sup>	B <sup>5</sup>	22.7	C
			PM	15.2 <sup>5</sup>	B <sup>5</sup>	26.2	C
3	San Pablo Avenue/ La Puerta Road	SSSC/Signal <sup>6</sup>	AM	1.3 (77.3)	A (F)	1.0	A
			PM	1.0 (38.6)	A (E)	0.7	A
4	San Pablo Avenue/ Hilltop Drive	Signal	AM	44.7	D	39.5	D
			PM	52.5	D	47.8	D

**Notes:**

1. Signal = Signalized Intersection; SSSC = Side-Street Stop-Controlled Intersection.
2. AM Peak Hour = 7:35 AM; PM Peak Hour = 4:55 PM.
3. Delay presented in seconds per vehicle; for side-street stop-controlled intersections, delay presented in Intersection Average (Worst Movement).
4. LOS = Level of Service.
5. Due to limitations of Synchro's application of the 2010 HCM, 2000 HCM results are shown.
6. The project would signalize the intersection.

**No Build:**

Rivers Street: 6,705 total vehicles during peak hours, 1.8% of those are heavy trucks.  
 Robert Miller Drive: 4,840 total vehicles during peak hours, 1.7% of those are heavy trucks.  
 La Puerta Road: 3,845 total vehicles during peak hours, 0.9% of those are heavy trucks.  
 Hilltop Drive: 6,470 total vehicles during peak hours, 2.4% of those are heavy trucks.

**Build:**

Rivers Street: 6,705 total vehicles during peak hours, 1.7% of those are heavy trucks.  
 Robert Miller Drive: 6,365 total vehicles during peak hours, 0.9% of those are heavy trucks.  
 La Puerta Road: 3,845 total vehicles during peak hours, 1.1% of those are heavy trucks.  
 Hilltop Drive: 6,470 total vehicles during peak hours, 2.4% of those are heavy trucks.

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

Not Applicable

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

Not Applicable

**Describe potential traffic redistribution effects of congestion relief**

*The proposed project would improve bicycle and pedestrian facilities along San Pablo Avenue and would not add vehicles to the existing roadway. The number of vehicles on San Pablo Avenue would not change as part of the proposed project. The only delay increase would be at the intersection of San Pablo Avenue and Robert Miller Drive due to the removal of the slip lane.*

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



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

### Title: 37<sup>th</sup> Street Bicycle & Pedestrian Improvement Project

### Project Summary for Air Quality Conformity Task Force Meeting: (June 22, 2017)

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#### Description

- Project will implement “road diet” and “complete streets” concept to 37<sup>th</sup> Street in the City of Richmond.
- Project limits on 37<sup>th</sup> Street from Center Avenue to Cerrito Avenue
- Convert 4-lane roadway to 2-lanes, plus a single center left-turn lane
- Install a Class II dedicated bike lane for the entire project
- Upgrade existing curb ramps or install new curb ramps at multiple intersections
- Upgrade multiple pedestrian crossings

#### Background

- NEPA process in progress for Construction phase
- Seeking air quality conformity determination on or before (June 22, 2017)
- Schedule based on deadline for HSIP funding allocation

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

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

- Not a new or expanded highway project
- Roadway lane reduction project with no addition of lanes or widening of existing right-of-way
- No change in traffic volume or truck percentages on Carlson Boulevard

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

- LOS change at Barrett/37th from LOS C to LOS E for the Year 2040 scenario, as well as other locations of LOS D/E/F operations
- Project only proposes striping improvements at Barrett/37th (where the LOS C to LOS E condition occurs)
- City would be able to make further striping modifications for operational improvements if future conditions warrant

##### *(iii) New bus and rail terminals and transfer points?—Not Applicable*

##### *(iv) Expanded bus and rail terminals and transfer points?—Not Applicable*

##### *(v) Affects areas identified in PM<sub>10</sub> or PM<sub>2.5</sub> implementation plan as site of violation?*

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

<b>RTIP ID# (required)</b> 240746				
<b>TIP ID# (required)</b> CC-130047				
<b>Air Quality Conformity Task Force Consideration Date</b> June 2017				
<b>Project Description (clearly describe project)</b> Install bicycle and pedestrian improvements on 37 <sup>th</sup> Street from Center Avenue to Cerrito Avenue. Convert 4-lane roadway to 1 lane in each direction with center turn lane and bike lanes from Chanslor Avenue to Barrett Avenue, add bike lanes from Barrett Avenue to Cerrito Avenue. Install ADA-compliant curb ramps at all intersections, where needed. Install pedestrian countdown signal heads at Barrett Avenue and at Macdonald Avenue.				
<b>Type of Project:</b> This is a bicycle and pedestrian improvement project.				
<b>County</b> Contra Costa	<b>Narrative Location/Route &amp; Postmiles</b> The project is on 37 <sup>th</sup> Street in the City of Richmond, a local road, from Center Avenue to Cerrito Avenue.  <b>Caltrans Projects – EA#</b> N/A – This is a City of Richmond project and not a Caltrans project.			
<b>Lead Agency:</b> City of Richmond				
<b>Contact Person</b> Tawfic Halaby	<b>Phone#</b> (510) 621-1612	<b>Fax#</b> (510) 307-8116	<b>Email:</b> tawfic_halaby@ci.richmond.ca.us.	
<b>Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)</b>				
<input checked="" type="checkbox"/> <b>Categorical Exclusion (NEPA)</b>	<input type="checkbox"/> <b>EA or Draft EIS</b>	<input type="checkbox"/> <b>FONSI or Final EIS</b>	<input type="checkbox"/> <b>PS&amp;E or Construction</b>	<input type="checkbox"/> <b>Other</b>
<b>Scheduled Date of Federal Action:</b>				
<b>NEPA Delegation – Project Type (check appropriate box)</b>				
<input type="checkbox"/>	<input checked="" type="checkbox"/> <b>Section 326 – Categorical Exclusion</b>	<input type="checkbox"/> <b>Section 327 – Non-Categorical Exclusion</b>		
<b>Current Programming Dates (as appropriate)</b>				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	August 2016	August 2016	August 2016	October 2017
<b>End</b>	June 2017	August 2017	July 2017	September 2018

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

The City's Engineering Department hired a consultant to complete a Traffic Safety Study. A survey was sent to Richmond residents and the Study indicated 37<sup>th</sup> Street ranked high on the list.

This project addresses bicycle and pedestrian safety concerns by installing bicycle facilities, enhanced pedestrian crossings, and ADA accessible curb ramps.

Twenty one collisions were reported at the intersection of 37<sup>th</sup> Street and Barrett Avenue between 2002 and 2011. This project addresses vehicular traffic safety concerns by implementing a road diet to calm traffic.

This project embraces the complete street model to encourage bicycle, pedestrian, and transit use in the City of Richmond by creating safer facilities.

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

The project connects two residential neighborhoods and includes a BART undercrossing. The project crosses two Arterial Streets: Barrett Avenue, which contains one on-ramp and one off-ramp for highway 80 and connects Civic Center to Highway 80/San Pablo Avenue; and Macdonald Avenue, which contains one off-ramp for highway 80 and connects Civic Center to Highway 80/San Pablo Avenue. Macdonald Avenue is also a Bus Route and connects to the Richmond BART station and downtown Richmond. There are a few commercial properties at the intersection with Macdonald.

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

37<sup>th</sup> Street is highlighted as a Key Corridor in the City's Pedestrian Plan. The project will not affect the amount of diesel traffic as this project is not a trip generator; rather it is a striping modification and ADA project.

**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 (2017) intersection levels of service (LOS).**

TABLE 1: OPENING YEAR (YEAR 2017) PEAK HOUR INTERSECTION OPERATIONS							
Intersection		Intersection Control	Peak Hour <sup>1</sup>	Opening Year No Build Conditions		Opening Year Build Conditions	
				Delay <sup>2</sup>	LOS <sup>3</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>
1	Barrett Avenue/ 37 <sup>th</sup> Street	Signalized	AM	11.9	B	19.7	B
			PM	14.9	B	23.8	C
2	Nevin Avenue/ 37 <sup>th</sup> Street	Side-Street Stop-Controlled	AM	1.6 (15.3)	A (C)	1.9 (19.6)	A (C)
			PM	1.3 (15.4)	A (C)	1.4 (18.2)	A (C)
3	MacDonald Avenue/ 37 <sup>th</sup> Street	Signalized	AM	12.8	B	16.0	B
			PM	13.0	B	18.0	B
4	Bissell Avenue/ 37 <sup>th</sup> Street	Side-Street Stop-Controlled	AM	2.6 <b>(35.0)</b>	A <b>(E)</b>	3.1 <b>(47.2)</b>	A <b>(E)</b>
			PM	5.7 <b>(50.4)</b>	A <b>(F)</b>	8.6 <b>(77.6)</b>	A <b>(F)</b>
5	Chanslor Avenue/ 37 <sup>th</sup> Street	Side-Street Stop-Controlled	AM	0.5 (15.7)	A (C)	0.5 (16.6)	A (C)
			PM	0.3 (16.2)	A (C)	0.3 (14.9)	A (B)
6	Center Avenue/ 37 <sup>th</sup> Street	Side-Street Stop-Controlled	AM	4.2 <b>(47.0)</b>	A <b>(E)</b>	4.2 <b>(47.0)</b>	A <b>(E)</b>
			PM	2.8 <b>(38.9)</b>	A <b>(E)</b>	2.8 <b>(38.9)</b>	A <b>(E)</b>

Notes:

1. AM = morning peak hour, PM = evening peak hour

2. Whole intersection average delay in seconds presented for signalized intersections. Whole intersection delay in seconds (worst approach delay in seconds) reported for side-street stop-controlled intersections. Delays calculated per 2010 Highway Capacity Manual methodologies.

3. LOS per 2010 Highway Capacity Manual definitions.

**Bold** indicates unacceptable operations (below LOS D standard)

Source: Fehr & Peers, June 2017

**Table 2. Opening Year (2017) ADT, % Trucks and Truck ADT.**

Segment	ADT				Truck increase: Build over No Build
	No Build		Build		
	Total	Trucks (2.49%)	Total	Trucks (2.49%)	
37 <sup>th</sup> Street between Center Street and Chanslor Avenue (BART undercrossing segment)	12,220	310	12,220	310	No Change

Source: Fehr & Peers, June 2017

**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. RTP horizon year (2040) intersection levels of service (LOS).**

<b>TABLE 3: RTP HORIZON YEAR (YEAR 2040) PEAK HOUR INTERSECTIONS OPERATIONS</b>							
Intersection		Intersection Control	Peak Hour <sup>1</sup>	Horizon Year No Build Conditions		Horizon Year Build Conditions	
				Delay <sup>2</sup>	LOS <sup>3</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>
1	Barrett Avenue/ 37 <sup>th</sup> Street	Signalized	AM	22.1	C	<b>69.9</b>	<b>E</b>
			PM	31.7	C	<b>66.9</b>	<b>E</b>
2	Nevin Avenue/ 37 <sup>th</sup> Street	Side-Street Stop-Controlled	AM	2.6 (23.1)	A (C)	3.3 (34.1)	A (D)
			PM	2.4 (26.4)	A (D)	2.9 (34.7)	A (D)
3	MacDonald Avenue/ 37 <sup>th</sup> Street	Signalized	AM	15.5	B	18.5	B
			PM	19.2	B	28.7	C
4	Bissell Avenue/ 37 <sup>th</sup> Street	Side-Street Stop-Controlled	AM	6.8 ( <b>94.9</b> )	A ( <b>F</b> )	12.7 (> <b>120</b> )	A ( <b>F</b> )
			PM	32.5 (> <b>120</b> )	D ( <b>F</b> )	<b>50.3 (&gt;120)</b>	<b>E (F)</b>
5	Chanslor Avenue/ 37 <sup>th</sup> Street	Side-Street Stop-Controlled	AM	0.9 (21.2)	A (C)	0.8 (19.8)	A (C)
			PM	0.4 (17.2)	A (C)	0.4 (17.1)	A (C)
6	Center Avenue/ 37 <sup>th</sup> Street	Side-Street Stop-Controlled	AM	13.2 (> <b>120</b> )	B ( <b>F</b> )	13.2 (> <b>120</b> )	B ( <b>F</b> )
			PM	11.0 (> <b>120</b> )	B ( <b>F</b> )	11.0 (> <b>120</b> )	B ( <b>F</b> )

Notes:

1. AM = morning peak hour, PM = evening peak hour

2. Whole intersection average delay in seconds presented for signalized intersections. Whole intersection delay in seconds (worst approach delay in seconds) reported for side-street stop-controlled intersections. Delays calculated per 2010 Highway Capacity Manual methodologies.

3. LOS per 2010 Highway Capacity Manual definitions.

**Bold** indicates unacceptable operations (below LOS D standard)

Source: Fehr & Peers, June 2017

**Table 4. RTP Horizon Year (2040) ADT, % Trucks and Truck ADT.**

Segment	ADT				Truck increase: Build over No Build
	No Build		Build		
	Total	Trucks (2.49%)	Total	Trucks (2.49%)	
37 <sup>th</sup> Street between Center Street and Chanslor Avenue (BART undercrossing segment)	15,100	380	15,100	380	No Change

Source: Fehr & Peers, June 2017

**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 new bike lanes and pedestrian facilities will encourage alternate modes of transportation. Macdonald Avenue is a bus route; Lovonya DeJean Middle School is located at 35<sup>th</sup> Street and Macdonald Avenue; A Target store and other commercial facilities are located at 42<sup>nd</sup> Street and Macdonald Avenue.

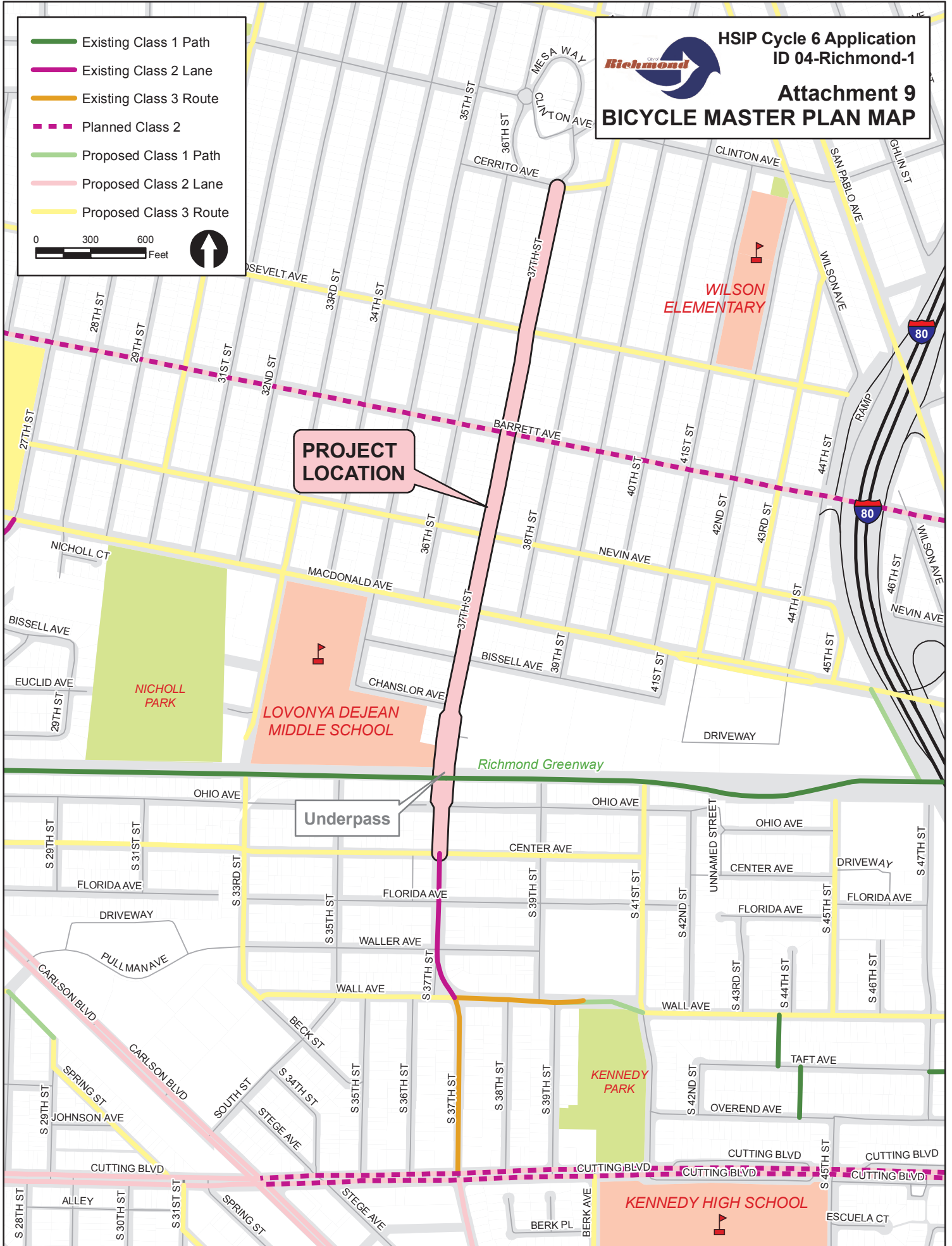
**Comments/Explanation/Details (please be brief)**



# Attachment 9 BICYCLE MASTER PLAN MAP

-  Existing Class 1 Path
-  Existing Class 2 Lane
-  Existing Class 3 Route
-  Planned Class 2
-  Proposed Class 1 Path
-  Proposed Class 2 Lane
-  Proposed Class 3 Route

0 300 600 Feet 



HSIP Cycle 6 Application  
ID 04-Richmond-1  
**Attachment 3-2**  
**EXISTING CONDITIONS**  
**COUNTERMEASURE 2**

**Current conditions along the route of the propose road diet on 37<sup>th</sup> Street between Barrett Ave and Center Ave. Photos are ordered north to south.**

**Intersection at Barrett Ave facing south, where road diet would begin. Road diet would create dedicated left turn lanes at intersections.**



**South of Barrett facing north. Typical lane configuration from here south to Chanslor Ave.**



HSIP Cycle 6 Application  
ID 04-Richmond-1  
**Attachment 3-2**  
**EXISTING CONDITIONS**  
**COUNTERMEASURE 2**

North of Macdonald Ave facing south



North of Chanslor Ave facing south



HSIP Cycle 6 Application  
ID 04-Richmond-1  
**Attachment 3-2**  
**EXISTING CONDITIONS**  
**COUNTERMEASURE 2**

North of underpass, south of Chanslor, facing south. Two lanes in each direction road configuration continues through underpass. Bicyclists much share outer lane with vehicles.



Just south of underpass *facing north*. Merging of two lanes in southbound direction begin in underpass, creating even worse conditions for bicyclists.



HSIP Cycle 6 Application  
ID 04-Richmond-1  
**Attachment 3-2**  
**EXISTING CONDITIONS**  
**COUNTERMEASURE 2**

**South of Center Ave at south limit of project, facing north. Merge signs are due to temporary construction. South of this intersection, one vehicle travel lane in each direction with bike lanes**



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	ALA170051	Oakland	Fruitvale Alive Gap Closure Project	In Oakland: On Fruitvale Ave between Alameda Ave and E. 12th: Install class 4 cycle tracks and landscaped buffers, widen sidewalks, improve ped crossings, add ped scale lighting, reconfigure conflicting auxil and slip lanes.	In Oakland, on Fruitvale Avenue between Alameda Avenue and E. 12th Street. Install class 4 cycle tracks and landscaped buffers, widen sidewalks, improve pedestrian crossings, add pedestrian scale lighting, reconfiguring/removing auxiliary and slip lanes to increase safety; no road diet.	Air Quality - Bicycle and pedestrian facilities
CC	CC-170020	CC County	Fred Jackson Way First Mile/Last Mile Connection	In Richmond: On Fred Jackson Way from Grove Avenue to Wildcat Creek Trail: Construct ADA accessible sidewalks with street trees; and from Wildcat Creek to Brookside Dr: Construct pedestrian path and Class II bike lanes	The proposed project, located on Fred Jackson Way in North Richmond between Grove Avenue and Brookside Drive, will construct complete streets improvements and streetscape enhancements. In the southern segment of the project, from Grove Avenue to Wildcat Creek, the current travel lane width will be reduced from 15' to 12' to construct 8' sidewalks on both sides of the street in order to remove barriers to active transportation and create ADA access. The new sidewalks will feature streetscape enhancements such as bulb outs and street trees. In the northern segment of the project, from Wildcat Creek to Brookside Drive, the project will construct 5' bike lanes on both sides of the street and 5' pedestrian path on the east side. The pedestrian path will be separated from the roadway by stormwater mitigation features.	Air Quality - Bicycle and pedestrian facilities
MRN	MRN170012	San Rafael	Francisco Boulevard East Sidewalk Widening	In San Rafael: Francisco Blvd East and Grand Ave from Vivian St to Second St: Widen existing sidewalk and construct a pedestrian/bicyclist bridge over the Canal Waterway and a sidewalk on the west side of Grand Ave. Project development done on MRN070009	Project includes installing ADA-compliant curb ramps, providing crosswalk enhancements, restriping roadway to accommodate widened sidewalk, providing streetlights and minor landscaping. Francisco Boulevard East and Grand Avenue from Vivian Street to Second Street, an arterial roadway parallel to Highway 101; an approximate 5,810-foot long corridor.	Air Quality - Bicycle and pedestrian facilities
SCL	SCL110139	Sunnyvale	Intersection of Mathilda Ave and Indio Way	HSIP7-04-025 Sunnyvale: Mathilda Ave. and Indio Way: Modify traffic signals to convert existing pedestal mounted traffic signals to mast arm, install countdown pedestrian signals, and a left turn lane/phase	Modify traffic signals to convert existing pedestal mounted traffic signals to mast arm, install countdown pedestrian signals, and a left turn lane/phase. Install vehicular and bike detection system. If possible reconfigure the intersection and eliminate right turn slip lanes to reduce pedestrian crossing distance	Safety - Safety improvement program
SF	SF-170012	Port of SF	Cargo Way and Amador Street Improvements	In San Francisco: On Cargo Way from Jennings to 3rd Street and Amador Street from Illinois Street to 2,300 ft. east; design and construct a complete street project.	In San Francisco: On Cargo Way from Jennings to 3rd Street and Amador Street from Illinois Street to 2,300 ft. east; design and construct a complete street project, including road resurfacing, separated bike lane on Cargo Way, expanded sidewalks, greening, and reduce stormwater run-off.	Safety - Pavement resurfacing or rehabilitation
SF	SF-170014	SFMTA	SF - Powell Street Safety Project	In SF: Powell Street from Ellis to Post: Improve pedestrian safety and reduce sidewalk crowding to encourage more people to walk, especially to jobs.	The Powell Street Safety Project is located in the heart of San Francisco, on the border of the disadvantaged Tenderloin neighborhood and Union Square retail district. The street has high pedestrian volumes, a disproportionate number of pedestrian-involved collisions and is shared by thousands of residents, workers and visitors annually.  The Powell Street Safety Project will widen sidewalks, upgrade traffic signals, improve signal timing, reduce crossing distances, and reduce vehicle volumes on three blocks of Powell Street to reduce sidewalk crowding and encourage more people to walk, especially to jobs, and improve overall pedestrian safety.	Air Quality - Bicycle and pedestrian facilities
SOL	SOL170006	Fairfield	East Tabor Tolenas SR25 Sidewalk Gap Closure	In Fairfield: On East Tabor Avenue (north side); Construct sidewalk across the railroad tracks including slight roadway widening. On Tolenas Avenue (east side); widen the existing sidewalk.	In Fairfield: On East Tabor Avenue; Construct new sidewalk on the north side across the railroad tracks to connect the ends of the existing sidewalk and close the gap. Project also includes slight roadway widening to place the sidewalk in the correct alignment, construction of curb and gutter, revised striping to add a class 2 bicycle lane, and improvements as needed for bicycles to use the new pathway across the railroad tracks. On Tolenas Avenue (east side); The existing sidewalk is to be widened from 4 feet to 6 feet, minimum.	Safety - Railroad/highway crossing warning devices
SOL	SOL170007	Suisun City	McCoy Creek Trail - Phase 2	In Suisun City: Along the west bank of the McCoy Creek canal and the north bank of the Laurel Creek canal between Pintail Dr and Worley Rd: Construct a Class I concrete pedestrian/bicycle trail with a bridge over Laurel Creek canal	The project will also install a prefabricated bridge over the Laurel Creek canal, fencing, railing, site furnishings, monument entrance signs, wayfinding signs, educational kiosk signs, roadway signs, striping, chokers, rectangular rapid flashing beacons, minor landscaping, and shaded vista areas.	Air Quality - Bicycle and pedestrian facilities
SOL	SOL170008	Vallejo	Vallejo Bay Trail / Vine Trail Gap Closure	In Vallejo: Between the existing Bay Trail to the south and the Bay Trail and Napa Vine Trail in American Canyon: Build multi-use path to close the gap between the existing trail segments	The Bay Trail/Vine Trail Gap Closure Project is the culmination of a multiyear feasibility study that investigated and evaluated multiple routes to close the gap between the Bay Trail to the south and the Bay Trail and Napa Vine Trail in American Canyon.	Air Quality - Bicycle and pedestrian facilities
SON	SON170009	Son Co TA	Sonoma County - County-Wide SRTS Program	Sonoma County: Countywide: Safe Routes to Schools Education Program in schools, while encouraging schools to lead their own ongoing programs, with a goal of increasing active or shared modes of transportation to school.	Implement an ongoing Safety and Education Program in schools in Sonoma County, while encouraging schools to lead their own ongoing programs, with a goal of increasing active or shared modes of transportation to school.	Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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## *Memorandum*

TO: Air Quality Conformity Task Force

DATE: June 9, 2017

FR: Adam Crenshaw

RE: Review of the Regional Conformity Status for New and Revised Projects

Staff has prepared the following information in an effort to streamline the review of the regional air quality conformity implications of projects that staff proposes to revise or add into the 2017 TIP through current or future revisions. This item is for advisory purposes only. The inclusion of these projects and project changes in a proposed revision to the TIP is subject to Commission approval in the case of amendments and MTC's Executive Director or Deputy Executive Director in the case of administrative modifications. The final determination of the regional air quality conformity status of these projects will be made by the Federal Highway Administration, the Federal Transit Administration and the Environmental Protection Agency as part of their review of proposed final TIP amendments and by the Executive Director or Deputy Executive Director as part of their review for TIP administrative modifications.

### Projects Staff is Proposing to Include or Revise in the 2017 TIP

Staff has received requests from sponsors to revise one existing project and add three new individually listed projects and 65 new grouped listed projects to the 2017 TIP.

The revised project includes elements that may not be treated as exempt from regional-level conformity under 40 CFR 93.126 or 40 CFR 93.127. The Task Force has reviewed the existing scope of the project, but staff is now proposing to expand the project limits. However, staff believes that the expansion of this project's limits in the 2017 TIP would not require an update to the air quality conformity analysis for *Plan Bay Area* and the 2017 TIP.

### **Project with Proposed Revisions**

#### **US 101 HOV/HOT from Santa Clara to I-380**

TIP ID: SM-150017

Sponsor: San Mateo C/CAG

Current Description: In San Mateo County: On US 101 between 2 miles south of the Santa Clara County Line (P.M. 50.6 in SCL) and I-380: Install an HOV/Express Lane. Project also references RTP ID 240466

Current Expanded Description: On US 101 between 2 miles south of the Santa Clara County Line (P.M. 50.6 in SCL) and I-380, install an HOV/Express Lane. Utilize existing auxiliary lanes where possible and restore auxiliary lanes where needed for operations.

Proposed Description: In San Mateo County: On US 101 between 2 miles south of the Santa Clara County Line (P.M. 50.6 in SCL) and *0.3 mi south of Grand Avenue Interchange (SM 21.8)*: Install an HOV/Express Lane. Project also references RTP ID 240466



Proposed Expanded Description: On US 101 between 2 miles south of the Santa Clara County Line (P.M. 50.6 in SCL) and 0.3 mi south of Grand Avenue Interchange (SM 21.8), install an HOV/Express Lane. Utilize existing auxiliary lanes where possible and restore auxiliary lanes where needed for operations.

Conformity Issue: Neither the addition of HOV lanes or express lanes are exempt from regional air quality conformity analysis under 40 CFR 93.126 or 40 CFR 93.127. As such, the change proposed above would revise the scope of a project currently included in the 2017 TIP as a regionally non-exempt project.

However, the TIP project is included in the RTP under two projects (RTP IDs 240060 and 240466) that when combined will implement the specified improvements on a portion of US 101 that includes the current scope of the TIP project, the proposed additional scope, and scope to be included in a future TIP project. The full scope of the two RTP projects, including the revised scope of this TIP project, are currently modelled as being completed by the end of calendar year 2030 for regional air quality conformity purposes. As both the current scope and proposed additional scope are already included in the conformity analysis and the project schedule is not being changed by this revision, staff is requesting the Task Force's concurrence that the addition of this scope to the 2017 TIP will not require an update to the air quality conformity analysis.

Attachment A includes a list of the remaining projects along with the regional air quality category that staff believes best describes the projects.

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

**Item 3a - Attachment A**

County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
<b>Proposed New Individually Listed Projects for Regional Air Quality Conformity Status Review</b>						
San Francisco	SF-170015	SFMTA	SF - Adv Transportation and Congestion Management	San Francisco: Citywide: Implement innovative technologies such as connected traffic signals, bike/ped signal detection, carpool facilitation, autonomous shuttle and the construction of improvements related Treasure Island Congestion Pricing (SF-110049)	This project includes a number of innovative technologies that will move San Francisco towards a cleaner, safer, more equitable transportation future with projects that may include connected carpool lanes/dynamic carpool pick-up curbs, vision zero smart traffic signals and connected corridors, autonomous shuttles and a congestion toll system.	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization projects
San Francisco	SF-170012	Port of SF	Cargo Way and Amador Street Improvements	In San Francisco: On Cargo Way from Jennings to 3rd Street and Amador Street from Illinois Street to 2,300 ft. east; design and construct a complete street project.	In San Francisco: On Cargo Way from Jennings to 3rd Street and Amador Street from Illinois Street to 2,300 ft. east; design and construct a complete street project, including road resurfacing, separated bike lane on Cargo Way, expanded sidewalks, greening, and reduce stormwater run-off.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Marin	MRN170013	GGBHTD	San Rafael Transit Center Relocation	In San Rafael: San Rafael Transit Center: Relocate the existing San Rafael Transit Center (SRTC) to accommodate the extension of SMART service to Larkspur	The SMART extension will bisect the existing transit center, eliminate Platform C, reduce the facility's transit capacity, and affect the long-term efficiency and operability of the facility. Phase 1 of the project will analyze three previously identified potential long-term alternatives and a no-build alternative, include an option to assess the possibility of additional alternatives, conduct community outreach and environmental clearance, and provide preliminary engineering design. When SMART commences service on their Initial Operating Segment in 2017, the SRTC will be operating in an interim condition which will limit the fiscal and operational efficiency of transit services. Phase 2 will complete final design and construction of the permanent San Rafael Transit Center.	EXEMPT (40 CFR 93.127) - Bus terminals and transfer points

**Item 3a - Attachment A**

County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
<b>Proposed New Group Listed Projects for Regional Air Quality Conformity Status Review</b>						
Marin	REG150004	Marin Transit	GL: Lifeline 5307 JARC Set-Aside - Cycle 4	Route 257 Shuttle Service	Support for Route 257 shuttle service to connect welfare recipients and other low income individuals to jobs and employment-related services.	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
Solano	VAR170018	Dixon	GL: FTA 5311 Rural Area FY17	Operating Assistance (Readi-Ride)	Operating Assistance (Readi-Ride)	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
Solano	VAR170018	Fairfield and Suisun	GL: FTA 5311 Rural Area FY17	Operating Assistance (Route 30)	Operating Assistance (Route 30)	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
Marin	VAR170018	Marin Transit	GL: FTA 5311 Rural Area FY17	Operating Assistance (West Marin Stagecoach)	Operating Assistance (West Marin Stagecoach)	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
Napa	VAR170018	NVTA	GL: FTA 5311 Rural Area FY17	Operating Assistance (Northern Napa County)	Operating Assistance (Northern Napa County)	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
Solano	VAR170018	Rio Vista	GL: FTA 5311 Rural Area FY17	Operating Assistance (Delta Breeze)	Operating Assistance (Delta Breeze)	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
San Mateo	VAR170018	SAMTRANS	GL: FTA 5311 Rural Area FY17	Operating Assistance (Coastside Demand Response; Route 17)	Operating Assistance (Coastside Demand Response; Route 17)	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
Sonoma	VAR170018	Sonoma County Transit	GL: FTA 5311 Rural Area FY17	Vehicle Replacements	Vehicle Replacements	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
Santa Clara	VAR170018	VTA	GL: FTA 5311 Rural Area FY17	Operating Assistance (Route 68)	Operating Assistance (Route 68)	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
Napa	VAR170018	NVTA	GL: FTA 5311 Rural Area FY17	Napa VINE Intercity Bus Routes	Napa VINE Intercity Bus Routes	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
Contra Costa	VAR170019	CCCTA	GL: FTA 5311 Rural Area FY18	Operating Assistance (Rural Contra Costa County)	Operating Assistance (Rural Contra Costa County)	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
Solano	VAR170019	Dixon	GL: FTA 5311 Rural Area FY18	Operating Assistance (Readi-Ride)	Operating Assistance (Readi-Ride)	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
Solano	VAR170019	Fairfield and Suisun Transit	GL: FTA 5311 Rural Area FY18	Operating Assistance (Route 30)	Operating Assistance (Route 30)	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
Marin	VAR170019	Marin Transit	GL: FTA 5311 Rural Area FY18	Operating Assistance (West Marin Stagecoach)	Operating Assistance (West Marin Stagecoach)	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
Napa	VAR170019	NVTA	GL: FTA 5311 Rural Area FY18	Operating Assistance (Northern Napa County)	Operating Assistance (Northern Napa County)	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
San Mateo	VAR170019	SAMTRANS	GL: FTA 5311 Rural Area FY18	Operating Assistance (Coastside Demand Response; Route 17)	Operating Assistance (Coastside Demand Response; Route 17)	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
Sonoma	VAR170019	Sonoma County Transit	GL: FTA 5311 Rural Area FY18	Vehicle Replacements	Vehicle Replacements	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
Santa Clara	VAR170019	VTA	GL: FTA 5311 Rural Area FY18	Operating Assistance (Route 68)	Operating Assistance (Route 68)	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
Napa	VAR170019	NVTA	GL: FTA 5311 Rural Area FY18	Napa VINE Intercity Bus Routes	Napa VINE Intercity Bus Routes	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
Sonoma	VAR170020	Sonoma County Human Services Department Area Agency on Aging	GL: FTA Section 5310 Program FY15, FY16 and FY17	Mobility Management: Continued support for countywide coordination: Expanded partnerships, integration of non-emergency medical trips, outreach and survey, individualized trip planning; information and referral, and travel training	Mobility Management: Continued support for countywide coordination: Expanded partnerships, integration of non-emergency medical trips, outreach and survey, individualized trip planning; information and referral, and travel training	EXEMPT (40 CFR 93.126) - Grants for training and research programs
Sonoma	VAR170020	Sonoma County Human Services Department Area Agency on Aging	GL: FTA Section 5310 Program FY15, FY16 and FY17	Operating: Continued and expanded support for volunteer driver programs; operations support for travel voucher program	Operating: Continued and expanded support for volunteer driver programs; operations support for travel voucher program	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies

**Item 3a - Attachment A**

<b>County</b>	<b>TIP ID/FMS ID</b>	<b>Sponsor</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Project Expanded Description</b>	<b>Project Type</b>
Contra Costa	VAR170020	Mobility Matters	GL: FTA Section 5310 Program FY15, FY16 and FY17	Operating Assistance: Rides for Seniors volunteer driver program in eastern Contra Costa County	Operating Assistance: Rides for Seniors volunteer driver program in eastern Contra Costa County	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
Contra Costa	VAR170020	Choice in Aging	GL: FTA Section 5310 Program FY15, FY16 and FY17	Operating Assistance: Mobilizer	Operating Assistance: Mobilizer	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
Contra Costa	VAR170020	City of Lafayette: Lamorinda Sprit Van Program	GL: FTA Section 5310 Program FY15, FY16 and FY17	Operating Assistance: Lamorinda Spirit Van	Operating Assistance: Lamorinda Spirit Van	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
Contra Costa	VAR170020	Mobility Matters	GL: FTA Section 5310 Program FY15, FY16 and FY17	Operating Assistance: Rides for Seniors volunteer driver program in central Contra Costa County	Operating Assistance: Rides for Seniors volunteer driver program in central Contra Costa County	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
Marin	VAR170020	Marin County Transit District	GL: FTA Section 5310 Program FY15, FY16 and FY17	Operating Assistance: same-day accessible vans	Operating Assistance: same-day accessible vans	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
San Mateo	VAR170020	San Mateo County Transit District	GL: FTA Section 5310 Program FY15, FY16 and FY17	Operating Assistance: Taxi voucher program	Operating Assistance: Taxi voucher program	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
Marin	VAR170020	Marin Senior Coordinating Council, Inc	GL: FTA Section 5310 Program FY15, FY16 and FY17	Operating Assistance: Carepool volunteer driver program	Operating Assistance: Carepool volunteer driver program	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
San Mateo	VAR170020	Peninsula Jewish Community Center	GL: FTA Section 5310 Program FY15, FY16 and FY17	Operating Assistance: Get Up & Go program	Operating Assistance: Get Up & Go program	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
Alameda	VAR170020	LIFE ElderCare	GL: FTA Section 5310 Program FY15, FY16 and FY17	Operating Assistance: VIP Rides volunteer driver program	Operating Assistance: VIP Rides volunteer driver program	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
Alameda	VAR170020	Friends of Children with Special Needs	GL: FTA Section 5310 Program FY15, FY16 and FY17	Operating Assistance: escorted door through door service	Operating Assistance: escorted door through door service	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
Alameda	VAR170020	Drivers for Survivors, Inc.	GL: FTA Section 5310 Program FY15, FY16 and FY17	Operating Assistance: Volunteer driver program	Operating Assistance: Volunteer driver program	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
Santa Clara	VAR170020	Santa Clara Valley Transportation Authority	GL: FTA Section 5310 Program FY15, FY16 and FY17	Mobility Management: Santa Clara County	Mobility Management: Santa Clara County	EXEMPT (40 CFR 93.126) - Grants for training and research programs
Sonoma	VAR170020	County of Sonoma, HS Department, Area Agency on Aging	GL: FTA Section 5310 Program FY15, FY16 and FY17	Operating Assistance: Travel voucher	Operating Assistance: Travel voucher	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
Regional	VAR170020	MTC	GL: FTA Section 5310 Program FY15, FY16 and FY17	Coordinated Plan & Mobility Management Implementation	Coordinated Plan & Mobility Management Implementation	EXEMPT (40 CFR 93.126) - Grants for training and research programs
Contra Costa	VAR170020	Contra Costa ARC	GL: FTA Section 5310 Program FY15, FY16 and FY17	Service Expansion vehicle	Service Expansion vehicle	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
Contra Costa	VAR170020	Mobility Matters	GL: FTA Section 5310 Program FY15, FY16 and FY17	Mobility Management assistance: eastern Contra Costa County	Mobility Management assistance: eastern Contra Costa County	EXEMPT (40 CFR 93.126) - Grants for training and research programs
Contra Costa	VAR170020	Choice in Aging	GL: FTA Section 5310 Program FY15, FY16 and FY17	Service Expansion vehicle	Service Expansion vehicle	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet

**Item 3a - Attachment A**

<b>County</b>	<b>TIP ID/FMS ID</b>	<b>Sponsor</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Project Expanded Description</b>	<b>Project Type</b>
Contra Costa	VAR170020	Contra Costa ARC	GL: FTA Section 5310 Program FY15, FY16 and FY17	Service Expansion vehicles	Service Expansion vehicles	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
Contra Costa	VAR170020	Futures Explored, Inc.	GL: FTA Section 5310 Program FY15, FY16 and FY17	Replacement and Service Expansion vehicles	Replacement and Service Expansion vehicles	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
Contra Costa	VAR170020	Mobility Matters	GL: FTA Section 5310 Program FY15, FY16 and FY17	Mobility Management assistance: central Contra Costa County	Mobility Management assistance: central Contra Costa County	EXEMPT (40 CFR 93.126) - Grants for training and research programs
Alameda	VAR170020	Livermore Amador Valley Transit Authority	GL: FTA Section 5310 Program FY15, FY16 and FY17	Mobility Management	Mobility Management	EXEMPT (40 CFR 93.126) - Grants for training and research programs
San Francisco	VAR170020	On Lok Senior Health Services	GL: FTA Section 5310 Program FY15, FY16 and FY17	Replacement vehicles	Replacement vehicles	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
Marin	VAR170020	Casa Allegra Community Services	GL: FTA Section 5310 Program FY15, FY16 and FY17	Replacement vehicles	Replacement vehicles	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
Alameda	VAR170020	East Bay Services to the Developmentally Disabled	GL: FTA Section 5310 Program FY15, FY16 and FY17	Replacement vehicle	Replacement vehicle	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
Alameda	VAR170020	Family Bridges, Inc.	GL: FTA Section 5310 Program FY15, FY16 and FY17	Replacement vehicle	Replacement vehicle	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
Marin	VAR170020	Marin County Transit District	GL: FTA Section 5310 Program FY15, FY16 and FY17	Mobility Management: Marin County	Mobility Management: Marin County	EXEMPT (40 CFR 93.126) - Grants for training and research programs
San Francisco	VAR170020	San Francisco Municipal Transportation Agency	GL: FTA Section 5310 Program FY15, FY16 and FY17	Mobility Management Center	Mobility Management Center	EXEMPT (40 CFR 93.126) - Grants for training and research programs
San Francisco	VAR170020	Institute on Aging	GL: FTA Section 5310 Program FY15, FY16 and FY17	Replacement vehicles	Replacement vehicles	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
San Francisco	VAR170020	Institute on Aging	GL: FTA Section 5310 Program FY15, FY16 and FY17	Purchase of Equipment	Purchase of Equipment	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
Marin	VAR170020	Marin Senior Coordinating Council, Inc	GL: FTA Section 5310 Program FY15, FY16 and FY17	Replacement vehicles	Replacement vehicles	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
Alameda	VAR170020	Center for Independent Living, Inc.	GL: FTA Section 5310 Program FY15, FY16 and FY17	Mobility Management: Alameda County	Mobility Management: Alameda County	EXEMPT (40 CFR 93.126) - Grants for training and research programs
Contra Costa	VAR170020	Center for Independent Living, Inc.	GL: FTA Section 5310 Program FY15, FY16 and FY17	Mobility Management: West Contra Costa County	Mobility Management: West Contra Costa County	EXEMPT (40 CFR 93.126) - Grants for training and research programs

**Item 3a - Attachment A**

<b>County</b>	<b>TIP ID/FMS ID</b>	<b>Sponsor</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Project Expanded Description</b>	<b>Project Type</b>
San Francisco	VAR170020	LightHouse for the Blind and Visually Impaired	GL: FTA Section 5310 Program FY15, FY16 and FY17	Mobility Management: travel training	Mobility Management: travel training	EXEMPT (40 CFR 93.126) - Grants for training and research programs
Alameda	VAR170020	Center for Elders Independence	GL: FTA Section 5310 Program FY15, FY16 and FY17	Service Expansion vehicles	Service Expansion vehicles	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
Alameda	VAR170020	Center for Elders Independence	GL: FTA Section 5310 Program FY15, FY16 and FY17	Purchase of Equipment	Purchase of Equipment	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
Alameda	VAR170020	Satellite Affordable Housing Associates	GL: FTA Section 5310 Program FY15, FY16 and FY17	Service Expansion vehicle	Service Expansion vehicle	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
San Francisco	VAR170020	North and South of Market Adult Day Health	GL: FTA Section 5310 Program FY15, FY16 and FY17	Replacement vehicle	Replacement vehicle	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
San Francisco	VAR170020	North and South of Market Adult Day Health	GL: FTA Section 5310 Program FY15, FY16 and FY17	Purchase of Equipment	Purchase of Equipment	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)
Santa Clara	VAR170020	Avenidas	GL: FTA Section 5310 Program FY15, FY16 and FY17	Replacement vehicles	Replacement vehicles	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
Santa Clara	VAR170020	Friends of Children with Special Needs	GL: FTA Section 5310 Program FY15, FY16 and FY17	Service Expansion vehicles	Service Expansion vehicles	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
Santa Clara	VAR170020	Santa Clara Valley Transportation Authority	GL: FTA Section 5310 Program FY15, FY16 and FY17	Mobility Management: Santa Clara County	Mobility Management: Santa Clara County	EXEMPT (40 CFR 93.126) - Grants for training and research programs
Sonoma	VAR170020	County of Sonoma, HS Department, Area Agency on Aging	GL: FTA Section 5310 Program FY15, FY16 and FY17	Purchase of Equipment	Purchase of Equipment	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)
Sonoma	VAR170020	County of Sonoma, HS Department, Area Agency on Aging	GL: FTA Section 5310 Program FY15, FY16 and FY17	Mobility Management: Sonoma County	Mobility Management: Sonoma County	EXEMPT (40 CFR 93.126) - Grants for training and research programs
Sonoma	VAR170020	City of Santa Rosa	GL: FTA Section 5310 Program FY15, FY16 and FY17	Replacement vehicles	Replacement vehicles	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet

**Air Quality Conformity Task Force  
Summary Meeting Notes  
May 25, 2017**

Participants:

Andrea Gordon – BAAQMD	Dick Fahey – Caltrans
Amir Fanai – BAAQMD	Ginger Vagenas – EPA
Christine Fukasawa – ICF	Rodney Tavitas – Caltrans
Michael Brady – ICF Jones & Stoke	Shalanda Christian – Caltrans
Matthew Bomberg – ICF	Cecilia Crenshaw-Godfrey – FHWA
Larry Leong – Contra Costa County Public Works Department	Adam Crenshaw – MTC
	Harold Brazil – MTC

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

**2. PM<sub>2.5</sub> Project Conformity Interagency Consultations**

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

**i. East Bay Greenway Project**

Matthew Bomberg (ICF) started his presentation of the East Bay Greenway project by stating that the project would construct a regional trail facility using the Bay Area Rapid Transit (BART), Union Pacific Railroad (UPRR) Oakland Subdivision, and adjacent public street rights-of-way (ROW) consisting of Class I Multi-Use Path (Class I) and Class IV Separated Bikeway (Class IV) facilities. Mr. Bomberg went onto note that a significant portion of project corridor shared by an active freight rail line.

Mr. Bomberg listed the partner agencies and governments in the East Bay Greenway project:

- Alameda CTC (Project sponsor and CEQA lead)
- City of Oakland
- City of San Leandro
- City of Hayward
- Alameda County
- BART
- East Bay Regional Park District
- Caltrans (NEPA lead)

Michael Brady (ICF Jones & Stoke) went over the general characteristics of the East Bay Greenway project by indicating:

- Where not fully in BART/UPRR ROW project uses E. 10th, E. 8th, E. 12th, and San Leandro Streets in Oakland, and San Leandro Blvd. in San Leandro
  - All but E. 10th(Major Collector) are classified as “Minor Arterials” in Caltrans Functional Classification maps

- Existing 2-lane (E. 10th) and 4-lane streets
- Project does not add through lanes
- Intersection modifications for Class IV bikeway
  - New signal at minor cross streets, turn pocket/slip lane removal, signal phasing changes
- Two road diet segments
  - San Leandro St (0.66 mi) and San Leandro Blvd (0.44 mi) changes

Mr. Brady also reviewed the project-level conformity history of the East Bay Greenway project by pointing out:

- The CTF previously concurred that the project was exempt (126) due to the project type (bike/ped)
- Intersection modifications are now needed, so it is returning to the CTF for review as exempt from regional analysis (127)
- Concurrence that it is Not a Project of Air Quality Concern (Not a POAQC) is requested.
  - Road diet segments were determined not to be Regionally Significant on March 23, 2017 by the CTF

Rodney Tavitas (Caltrans) thanked the Mr. Bomberg and Mr. Brady for identifying and updating the East Bay Greenway project as a 40 CFR 93.127 project. Ginger Vagenas (EPA) felt that the presentation of the East Bay Greenway project was excellent and expressed her appreciation to Mr. Bomberg and Mr. Brady for expressing the vehicle amounts as “commonly considered” phrase as opposed to misquoting the EPA guidance on this issue (which other project sponsors commonly do). Both Ms. Vagenas and Mr. Tavitas did not think the East Bay Greenway project was of air quality concern.

Dick Fahey (Caltrans) also did not think the East Bay Greenway project was of air quality concern, but asked if any traffic redistribution effects were looked at. Mr. Brady responded by indicating that he did not come across a major analysis for redistribution effects in the traffic report, but they did look at other intersections that were outside of the project footprint. Mr. Brady added that some of these intersections experienced left turn movements blocked due to the project.

***Final Determination:*** With input from FHWA (deferring their determination to Caltrans), EPA, Caltrans and FTA (via email follow-up before the meeting), the Task Force concluded that the East Bay Greenway project was not of air quality concern.

## **ii. Byron Highway/Byer Road Safety Improvements Project**

Larry Leong (Contra Costa County Public Works Department) began his presentation Byron Highway/Byer Road Safety Improvements project by saying the project will install a left turn pocket on southbound Byron Highway onto Byer Road, a two-way left turn lane along Byron Highway and wider paved shoulders along the Highway. Mr. Leong also mentioned that these traffic safety countermeasures will improve the safety of drivers along Byron Highway, a principal arterial, and also improve the traffic circulation along the frontage of the middle school.

Mr. Leong gave an overall description of the Byron Highway/Byer Road Safety Improvements by saying:



- Identifying the project length: 2000 feet of Byron Highway
- Three Main HSIP Counter Measures to be constructed:
  - Dedicated left turn pocket at Byer Road
  - Two-way left turn lane, and
  - Wider paved shoulders.
- Resulting Cross Section: 6 feet wide shoulders on both sides, two 12 feet wide travel lanes, and a 12 feet wide two-way left turn lane/left turn pocket
- Approximately 9800 square feet will need to be acquired along the school's frontage.
- Utility coordination will be conducted for relocation of overhead lines.

Mr. Leong wrapped up his Byron Highway/Byer Road Safety Improvements project presentation by concluding that:

- The project does not generate new vehicle trips, so there will be no increase in traffic volumes. Therefore, this project does not change the percentage of heavy trucks passing through the intersection.
- This project is a safety project to improve the traffic circulation on the principal arterial, localized to the adjacent middle school in a rural area of east Contra Costa County.
- Intersection at LOS C for no build scenario and will improve to LOS A for build scenario.
- No project changes to land use that would affect diesel traffic percentage.
- This project does not include or expand an existing bus or rail terminal.
- Based on the project information provided, we believe that it should not be considered a project of air quality concern and, therefore, should not be required to complete PM<sub>2.5</sub> hot-spot analysis for project-level conformity determination.

Amir Fanai (BAAQMD) asked how the 8.4% truck AADT truck share was defined and Mr. Leong answered by indicating that the vehicle counting system identified vehicle-type axle distances and the cutoff between passenger vehicles and trucks was 18 feet, less than 24 feet vehicles were determined to be vans and pick-ups.

Both Ginger Vagenas (EPA) and Rodney Tavitas (Caltrans) requested Mr. Leong to update the "opening year" traffic data in the Byron Highway/Byer Road Safety Improvements assessment form from year 2014 to the actual planned project opening year of 2021. Mr. Leong agreed to forward the opening year 2021 traffic data to Harold Brazil (MTC).

***Final Determination:*** With input from FTA (via email follow-up before the meeting), EPA, Caltrans and FHWA, the Task Force concluded that the Byron Highway/Byer Road Safety Improvements project was not of air quality concern.

### **iii. Newell Road Bridge Replacement Project**

Christine Fukasawa (ICF) described the purpose and need of the Newell Road Bridge Replacement project by stating:

- The project maintains connections for vehicular, bicycle, and pedestrian transportation across San Francisquito Creek at Newell Road
- The project provides a pedestrian sidewalk and improve bicycle access across San Francisquito Creek at Newell Road

- The project improves traffic safety for all modes across San Francisquito Creek at Newell Road (motorists, bicyclists, and pedestrians)
- The project accommodate increased flows related to San Francisquito Creek improvements to address flooding risk

Ms. Fukasawa also identified the various alternative/scenarios in the Newell Road Bridge Replacement project:

- Existing Condition
  - Two-lane bridge with bi-directional traffic, substandard lane width, no sidewalks, hydraulically capacity is less than natural capacity of the creek
- Five Project Alternatives
  - “No-Build (No Action)” Project Alternative
  - Alternative 1: One-lane bridge with bi-directional traffic signal control
  - Alternative 2: Two-lane bridge on existing alignment
  - Alternative 3: Two-lane bridge on partial realignment
  - Alternative 4: Two-lane bridge on full realignment

Michael Brady (ICF Jones & Stoke) discussed the project-level conformity aspects of the Newell Road Bridge Replacement project by stating that the project falls under regional conformity exemption 40 CFR 93.127 – a “127” project and:

- Existing bridge has two substandard lanes now
- Vertical alignment of a new bridge is raised for creek flow reasons – reduce potential flooding
- Alt 1: One-lane bridge uses signals to control traffic direction
- Alt 2 –4: Two-lane bridges are stop controlled
- All Build Alternatives (Alt 1 –Alt 4) change vertical alignment, two of the two-lane alternatives (Alt 3 and Alt 4) change horizontal alignment

Mr. Brady discussed the purpose of the Newell Road Bridge Replacement project is to replace a bridge which is functionally obsolete, does not provide pedestrian or bicycle facilities, and limits the hydraulic capacity of the creek. Mr. Brady went on to say that all replacement Build Alternatives would include vehicular access, provide pedestrian/bicycle improvements, and take hydraulic capacity into consideration. Mr. Brady stated that in particular the 2-lane Build Alternatives would provide similar/improved vehicular access to existing conditions, and greater access compared to the 1-lane bidirectional Build Alternative.

Amir Fanai (BAAQMD) asked how weight restrictions would be addressed on the bridges and Ms. Fukasawa responded by indicating the bridge would be signed accordingly. Ginger Vagenas (EPA) and Cecilia Crenshaw-Godfrey (FHWA) thanked Ms. Fukasawa for including pictures of the existing Newell Road Bridge and Ms. Vagenas noted that truck AADT percentage numbers were missing from the project assessment form and presentation. Mr. Brady indicated he would follow-up with Harold Brazil (MTC) and provide written documentation for why the truck percentage information was missing.

**Final Determination:** With input from FTA (via email follow-up before the meeting), EPA, Caltrans and FHWA, the Task Force concluded that the Newell Road Bridge Replacement project was not of air quality concern.

**b. Confirm Projects Are Exempt from PM<sub>2.5</sub> Conformity**

**i. Confirmation of the list of exempt projects from PM<sub>2.5</sub> conformity (2b\_Exempt List 051217.pdf)**

All three projects in the **2b\_Exempt List 051217.pdf** list could not be verified to be considered exempt from PM<sub>2.5</sub> project level analysis due to:

- For TIP ID numbers **SCL110139** and **SF-170012**, more information was needed from the project sponsor to an exempt determination.
- For TIP ID number **SF-130008**, would need to go thru consultation with the Task Force.

**Final Determination:** With input from FTA, EPA, Caltrans and FHWA, the Task Force deferred their exempt determination on TIP ID project numbers **SCL110139** and **SF-170012** until receipt of additional information from the project sponsors.

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

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

Projects Staff Proposing to Include in the 2017 TIP

Adam Crenshaw (MTC) stated that MTC staff had received requests from sponsors to revise two existing projects and add 23 new individually listed and 11 new group listed projects to the 2017 TIP. Mr. Crenshaw went on to say that one of the new projects proposed to be added includes road diet elements and two existing projects are being revised to include road diet elements which (for all three projects) may not be treated as exempt from regional conformity under 40 CFR 93.126 or 40 CFR 93.127.

Mr. Crenshaw identified these road diet projects as:

- Fruitvale Ave HSIP Improvements (Revised Project)
- 35<sup>th</sup> Ave HSIP Improvements (Revised Project)
- Alameda - Central Ave Safety Improvements (New Project)

Mr. Crenshaw concluded his discussion of these projects by stating that road diets are not treated as exempt from regional conformity, but all three road diet project segments have an estimated AADT of under 20,000 vehicles. As such, Mr. Crenshaw staff requested the Task Force's concurrence that the addition of this scope to the 2017 TIP will not require an update to the air quality conformity analysis.

Mr. Crenshaw also indicated that staff also received a request to add the US 101/Peninsula Avenue Interchange Improvements project to the 2017 TIP. Mr. Crenshaw stated that staff is proposing to add only the preliminary engineering phases of this project to the active years of the 2017 TIP at this time. Mr. Crenshaw added that the remaining phases of the project will be programmed

outside of the active years of the TIP for informational purposes only and staff requested the Task Force's concurrence that the addition of this phase to the active years of the 2017 TIP will not require an update to the air quality conformity analysis.

#### **4. Release of Draft Transportation Conformity Analysis for the Amended 2017 Transportation Improvement Program (TIP) and Plan Bay Area 2040 (Update)**

Harold Brazil (MTC) stated that MTC completed its Regional Transportation Plan (Plan Bay Area 2040) and the amended 2017 Transportation Improvement Program (TIP) conformity analysis and the comment period on the document began at the beginning of May 2017 and was scheduled to end on June 1<sup>st</sup>. Ginger Vagenas (EPA) noted that some of the language used in the "Bay Area Air Pollutant Designations" section of the conformity analysis needed updating and she agreed to work with Mr. Brazil off-line to do this. The Task Force members had no other questions or comments on this agenda item.

#### **5. Consent Calendar**

##### **a. April 27, 2017 Air Quality Conformity Task Force Meeting Summary**

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

#### **6. Other Items**

Harold Brazil (MTC) stated that Ginger Vagenas (EPA) wanted to clarify her comments in the summary meeting notes from the April 2017 Task Force meeting concerning increases in truck traffic. Ms. Vagenas explained that she did not think I did not think the increase in truck traffic (in the SR 84 Widening, Pigeon Pass to I-680 project) was large enough to make the project a POAQC, but she wanted to convey that my decision was based on the **localized** impact of the increase. Ms. Vagenas specifically wanted to point out the fact that there was no net increase when the reduction in truck traffic on the other route was considered was not relevant to that determination.