METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
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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, August 24, 2017
9:30 a.m. –11:00 a.m.

AGENDA

1. Welcome and Introductions

2. $PM_{2.5}$ Project Conformity Interagency Consultations

   a. Consultation to Determine Project of Air Quality Concern Status
      i. BART Transbay Corridor Core Capacity Project

   b. Confirm Projects Are Exempt from $PM_{2.5}$ 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_Updated_082417.pdf
      3a_Attachment-A_List_of_Proposed_New_Projects_082417.pdf

4. Consent Calendar

   a. June 22, 2017 Air Quality Conformity Task Force Meeting Summary (Task Force concurrence needed)
   b. July 27, 2017 Air Quality Conformity Task Force Meeting Summary

5. Other Items

   Next Meeting: September 28, 2017

MTC Staff Liaison: Harold Brazil hbrazil@mtc.ca.gov

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Memorandum

TO: Air Quality Conformity Task Force DATE: August 11, 2017

FR: Harold Brazil W. I.

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

A project sponsor is seeking interagency consultation from the Air Quality Conformity Task Force (AQCTF) at today's meeting and the project is as follows:

No.	Project Sponsor	Project Title
1	Bay Area Rapid Transit (BART)	BART Transbay Corridor Core Capacity Project

2ai_BART_Transbay_Corridor_Core_Capacity_Project_Assessment_Form.pdf (for the BART Transbay Corridor Core Capacity project)

MTC also requests the review and concurrence from the Task Force on projects which project sponsors have identified as exempt and likely not to be a POAQC. **2b_Exempt List 081117.pdf** lists exempt projects under 40 CFR 93.126

Application of Criteria for a Project of Air Quality Concern

Project Title: BART Transbay Corridor Core Capacity Project
Project Summary for Air Quality Conformity Task Force Meeting: August 24, 2017

Description

- Project will increase capacity of the BART system from the current 23 trains per hour to 30 ten-car trains per hour operating through the Transbay Tube between Oakland and San Francisco. The project includes four elements:
    - Acquisition of 306 additional electrically-powered rail vehicles
    - Construction of Phase 2 of the Hayward Maintenance Complex (HMC) for rail car storage
    - Installation of communications-based train control system (CBTC)
    - Addition of five traction power substations as required to operate 30 ten-car trains per hour
- The acquisition of 306 additional rail vehicles is not considered to be a minor expansion, and thus is not exempt from conformity per 40 CFR 93.126
- Phase 2 of the HMC has an existing categorical exclusion (CE) under 23 CFR 771 and is thus exempt from conformity per 40 CFR 93.126. AT FTA's direction, the Draft CE for BART's Transbay Corridor Core Capacity Project will also incorporate Phase 2 of HMC into that document.
- The CBTC and additional traction power substations are exempt from conformity per 40 CFR 93.126)

Background

- NEPA process for the acquisition of 306 additional rail vehicles, CBTC, and additional traction power substations is underway and is expected to result in a categorical exclusion. The prior HMC Phase 2 CE is also being incorporated into this document to provide one single CE covering the four scope items in the project.
- The project is not expected to impact air quality. BART vehicles are powered by electricity. By reducing headways and expanding BART's peak hour capacity, the project may make public transportation a more attractive alternative and, at the margin, attract additional riders to public transit and reduce automobile usage during peak periods.
- FTA has accepted the project into the Project Development phase of the Section 5309 Capital Investment Grant process. To meet FTA requirements for Core Capacity funding the NEPA process must be completed by the end of summer 2017.
- The full project is included in MTC's Plan Bay Area 2040 update, which was adopted by the MTC Commission on July 26, 2017. Thus, this project is now included in a conformed regional plan.
- Seeking air quality conformity determination at the August 24, 2017 AQCTF meeting.

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?

- The project has no effect on intersections or land use.

(iii) New bus and rail terminals and transfer points?— Not Applicable – no new bus/rail terminals or transfer points are included in the project.

(iv) Expanded bus and rail terminals and transfer points?—Not Applicable – no expanded bus/rail terminals or transfer points are included in the project.

(v) Affects areas identified in PM_{10} or $PM_{2.5}$ implementation plan as site of violation?

- Project concerns the purchase and operation only of electrically-powered rail vehicles. There is no effect on PM emissions.

RTIP ID# 17-10-0006

TIP ID# REG090037, BRT 030004, BRT 030005

Air Quality Conformity Task Force Consideration Date
August 24, 2017

Project Description *(clearly describe project)*

Project will increase capacity of the BART system from the current 23 trains per hour to 30 ten-car train hour operating through the Transbay Tube between Oakland and San Francisco. The project includes four elements:

- Acquisition of 306 additional electrically-powered rail vehicles
- Construction of Phase 2 of the Hayward Maintenance Complex (HMC) for rail car storage
- Installation of communications-based train control system (CBTC)
- Addition of five traction power substations as required to operate 30 ten-car trains per hour

The purpose of the project is to relieve overcrowding on the current BART system, which exceeds the FTA standards for crowding in the core of the system. Project will also provide capacity for additional riders generated by denser housing in the regional core as envisioned in Plan Bay Area 2040.

Type of Project: Public Transit

County	*Narrative Location/Route & Postmiles*
Bay Area Region/ Multi-County	The additional vehicles will be operated throughout BART's existing electrically-operated heavy rail system and on extensions currently under construction.

Lead Agency: BART

Contact Person	*Phone#*	*Fax#*	*Email*
Duncan Watry	510-287-4840		dwatry@bart.gov

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

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

Scheduled Date of Federal Action: August 31, 2017

NEPA Delegation – Project Type *(check appropriate box)* ***No Delegation, Decision by FTA***

x N/A	**Section 326 – Categorical Exclusion**	**Section 327 – Non-Categorical Exclusion**

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	8/2015	10/17	NA	2019
End	9/2017	2019	NA	2023

Project Purpose and Need (Summary): *(please be brief)*
The purpose of the project is to provide additional capacity on the existing BART system through the operation of more frequent service and longer trains. All four project elements are required to accomplish that purpose.

The need for the project is created by the current overcrowded conditions on BART trains operating between the East Bay, Oakland and San Francisco in peak periods. BART's peak-hour trains are significantly more crowded today than the FTA Core Capacity standard.

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

The BART system serves diverse land use patterns and traffic generators throughout the Bay Area, with service focused on downtown Oakland and San Francisco. The project is not expected to have an impact on diesel traffic. The project does not include any changes to bus terminals or bus routes.

Brief summary of assumptions and methodology used for conducting analysis
The project is not expected to have an impact on air quality and thus the assumption is that an analysis is not required. The project includes the acquisition and operation of electrically-powered rail vehicles, which create no local emissions. The project is not making any changes to bus terminals or bus transfer areas. The project is not making any changes to local bus routes or bus operations. Significant bus route and network changes typically result from large bus network restructuring programs, such as those recently undertaken by SFMTA (Muni Forward), AC Transit (ACgo) and VTA (Next Network), and those are subject to separate environmental review.

Access modes to BART have changed significantly in recent years. Based on BART's most recent Station Profile Survey, between 2008 and 2015, the percentage of BART riders accessing BART from home by walking and biking went up from 35% to 43% of riders and the percentage driving and parking at BART went down from 39% to 29%. Transit access also went down from 15% to 8% of riders. Walking is now the single largest home-based access mode, with 37% of riders walking from home. On the non-home end of the trip, approximately 79% of riders walk to their destination, with another 13% taking transit or bikes.

Unfortunately, access by local bus transit to BART has declined, and this mirrors generally regionwide decline in bus ridership. Local bus ridership for the 5 largest connecting bus operators in the region is down in both the 10 and 20-year+ timeframes. Of the 5 largest operators, only SF Muni has remained relatively stable over the last 10 years, but the other 4 large bus operators that connect with BART have all experienced ridership losses over the last 10-20+ years. Rail ridership in the region (including BART and Caltrain) has grown significantly over the same period. Changes in demographics and rider habits, as well as technological advances, have also meant that an increasing amount of access to BART is now via Transportation Network Companies (TNCs).

It is possible that bus routes connecting to BART could change between now and 2040, but those changes to bus operations are likely to result from a variety of factors, including systemwide restructuring of the bus networks in response to changing transit ridership patterns and habits, implementation of BRT services, and changes in housing patterns and densities within the region. Bus technology is also changing, and recent bus purchases in the Bay Area have been for diesel-electric-battery hybrid buses, and hydrogen-powered buses (AC Transit).

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

Not applicable

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

Not applicable

Opening Year: 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

No changes to diesel bus emissions are anticipated as a result of the project in the opening year. No changes to bus terminals, bus transfer stations, parking facilities, or bus operations are included in the project. See discussion above under assumptions for information on recent trends in bus ridership in the region and access to BART by various modes.

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

No changes to diesel bus emissions are anticipated as a result of the project in the horizon year. No changes to bus terminals, bus transfer stations, parking facilities, or bus operations are included in the project. See discussion above under assumptions for information on trends in bus ridership in the region and access to BART by various modes.

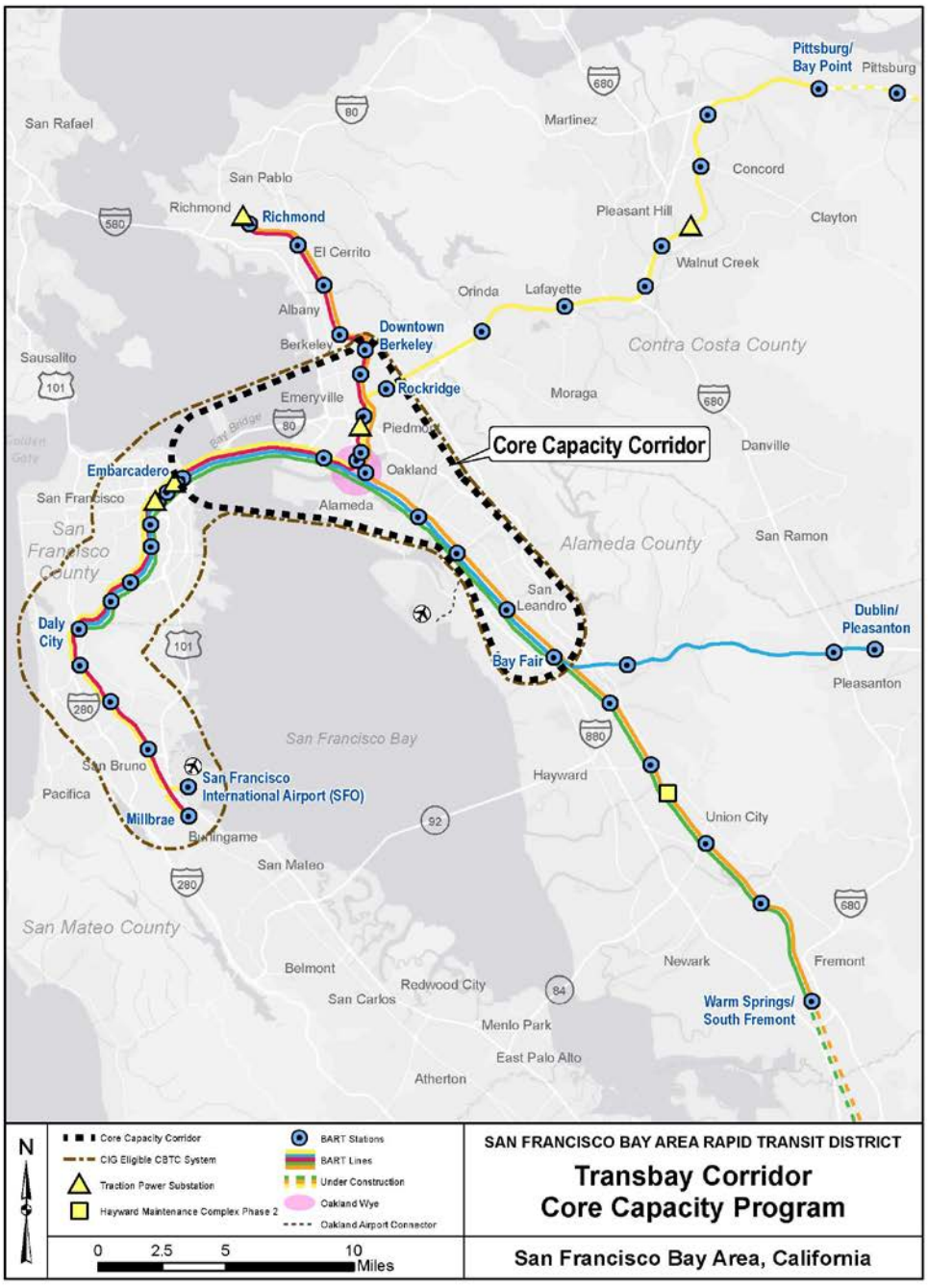
Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
The project is not expected to have any effect on highway traffic or congestion, but will relieve crowding on BART trains during peak periods and provide potential riders with additional options to use zero-emission public transit.

Comments/Explanation/Details (please be brief)

Eligibility for the FTA Capital Investment Grant (CIG) Core Capacity Program is based on current levels of crowding onboard the transit system. FTA uses a standard of 5.4 square feet per passenger to determine when a rail vehicle is over capacity. BART currently exceeds this standard between Embarcadero, Berkeley, Rockridge and Bayfair stations, with BART riders experiencing a condition of approximately 4.7 square feet per passenger at the most crowded point on the system in the Transbay Tube. BART ridership today is approximately 25% higher than it was 10 years ago, with approximately the same level of service provided. BART anticipates ridership may continue to grow in the future as the vision in Plan Bay Area is implemented, resulting in a denser regional core oriented around transit stations and higher transit ridership. The project will increase BART's capacity between these stations by more than 30 percent, which is needed to keep up with the natural growth in ridership.

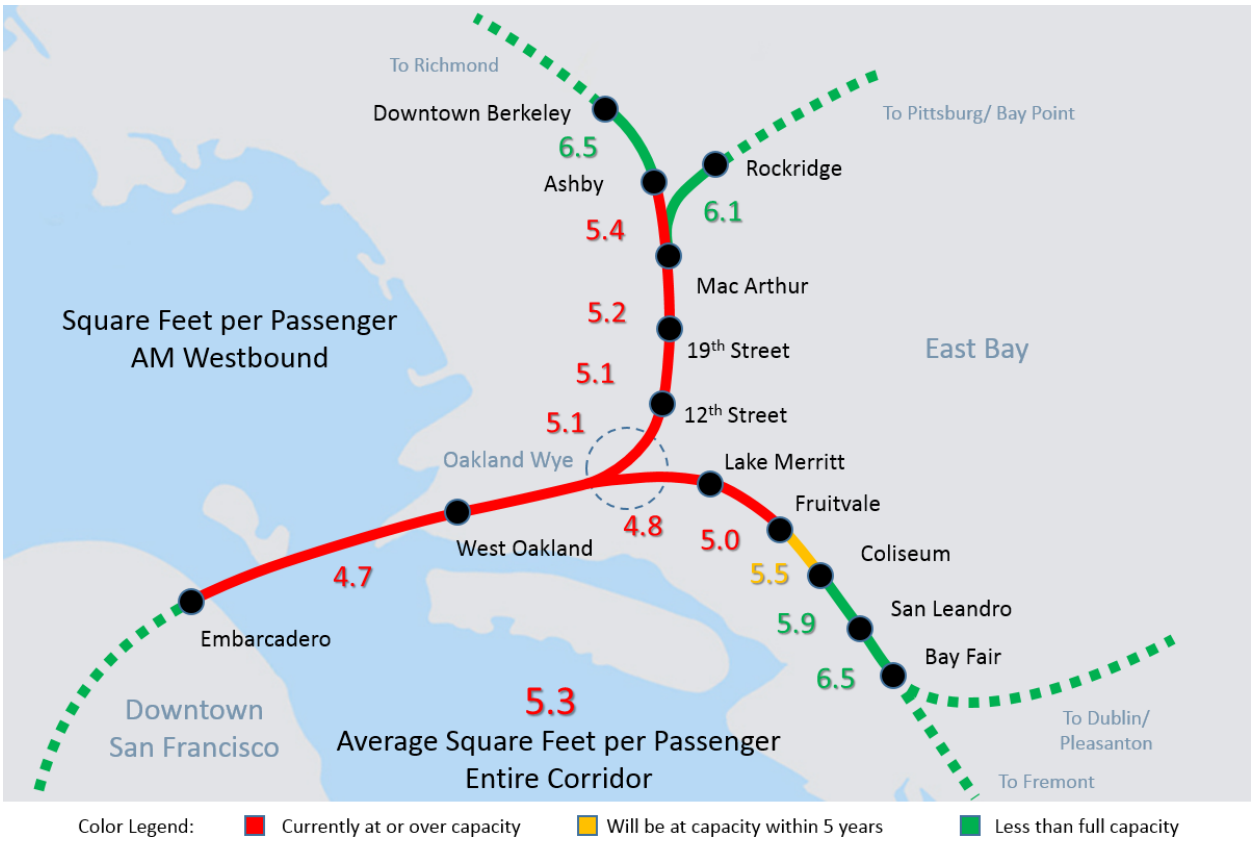
Access modes to BART have changed significantly in recent years. As noted in the assumptions summary section above, a higher percentage of BART passengers are walking and biking to BART, with lower percentages taking transit or driving. BART has an aggressive program to provide secure bike parking at stations.

BART Transbay Corridor Core Capacity Program



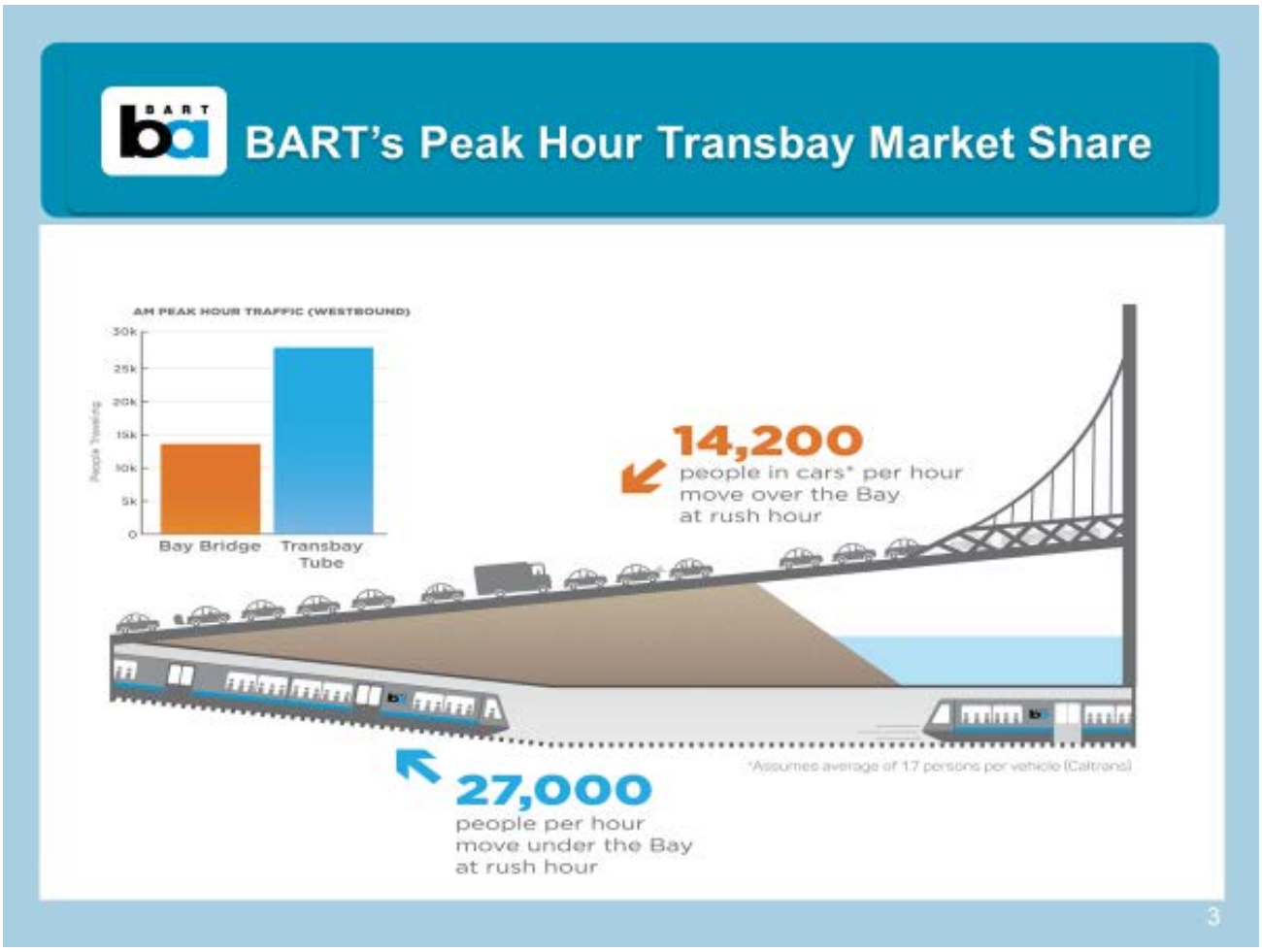
Note: Corridor limits shown are for FTA CIG Program funding eligibility purposes only.

BART Transbay Corridor Core Capacity Program
Crowding Onboard BART



Note: Figures shown represent crowding levels onboard trains today between station pairs, and these are also averaged over the entire corridor. FTA considers 5.4 square feet per passenger to be the threshold level to be considered as overcrowded today for the entire corridor.

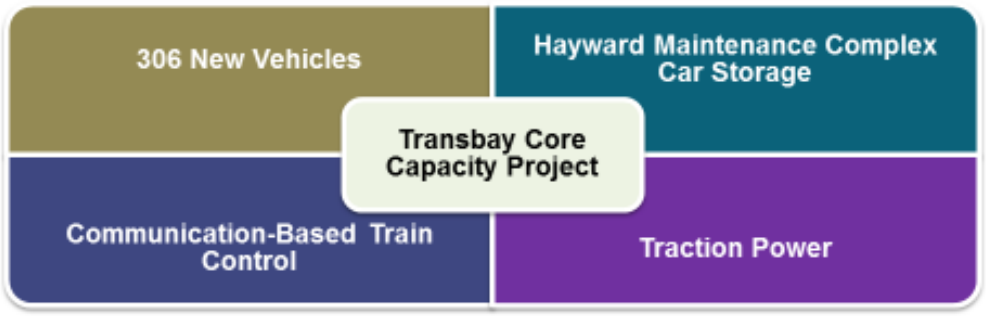
BART Transbay Corridor Core Capacity Program
Transbay Corridor Market Share



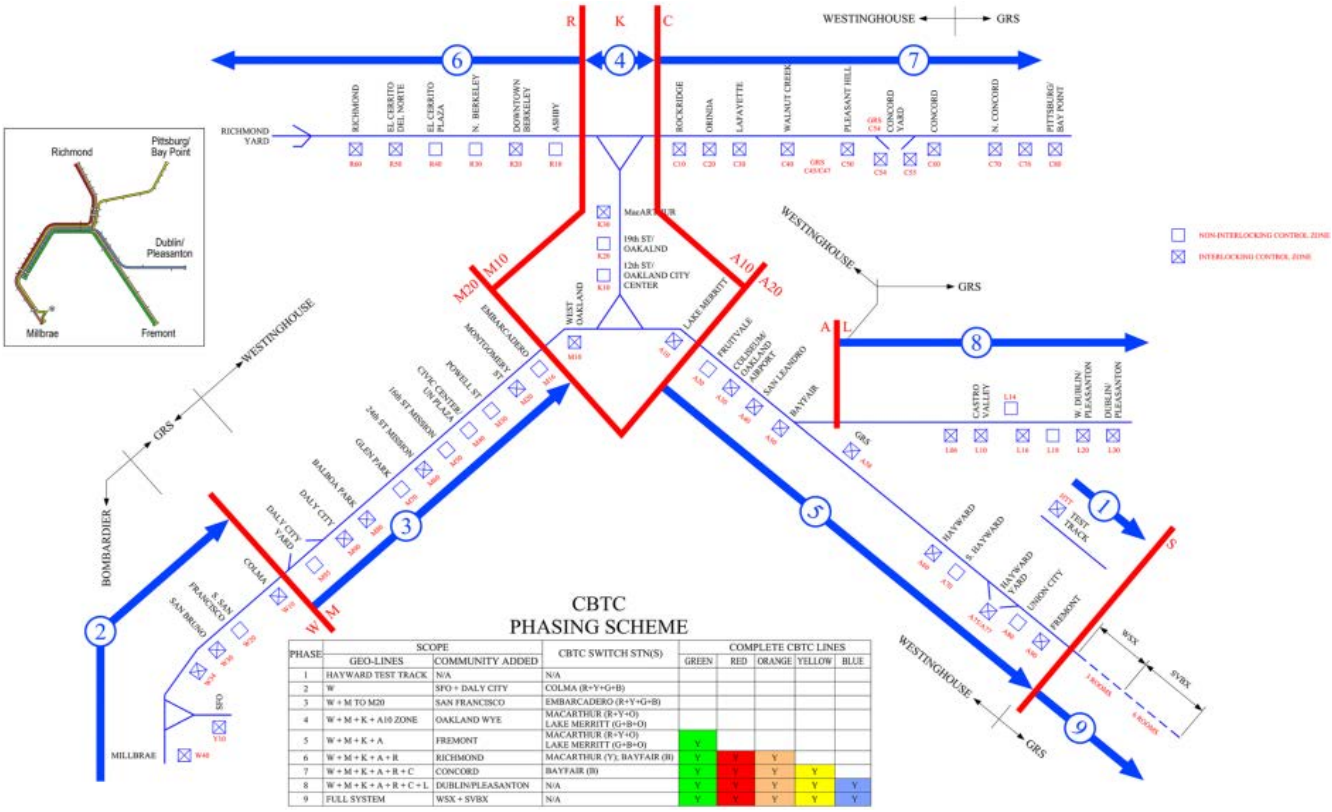
BART Transbay Corridor Core Capacity Program
Overview of Scope

Project Overview

- **Project Objective: To increase Transbay capacity from 24 trains to up to 30 trains per hour in each direction**
- **Project elements:**



BART Transbay Corridor Core Capacity Program
BART Train Control Modernization Program
Communications-Based Train Control
Phased Migration Strategy

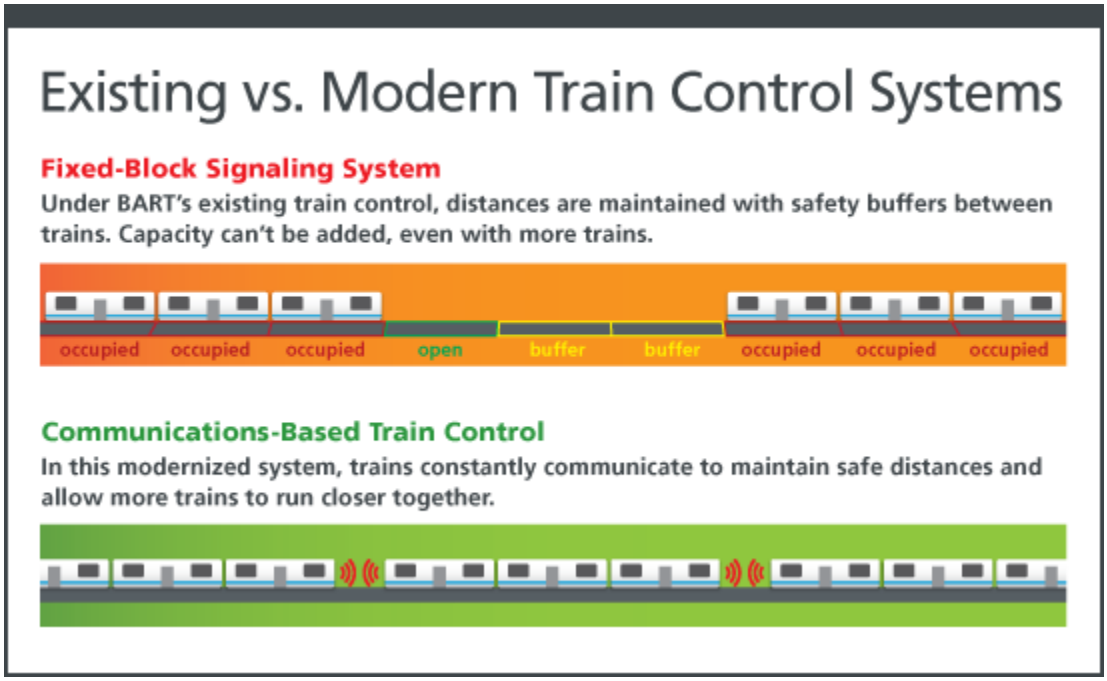


CBTC PHASING SCHEME

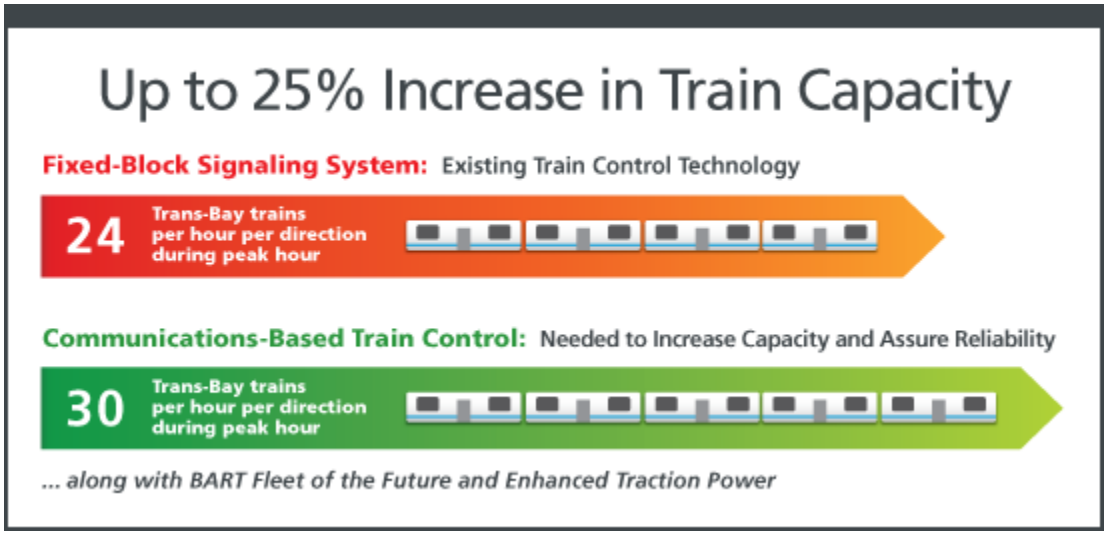
PHASE	SCOPE		CBTC SWITCH STN(S)	COMPLETE CBTC LINES				
	GEO-LINES	COMMUNITY ADDED		GREEN	RED	ORANGE	YELLOW	BLUE
1	HAYWARD TEST TRACK	N/A	N/A					
2	W	SFO + DALY CITY	COLMA (R+Y+G+B)					
3	W + M TO M20	SAN FRANCISCO	EMBARCADERO (R+Y+G+B)					
4	W + M + K + A10 ZONE	OAKLAND WYE	MACARTHUR (R+Y+O) LAKE MERRITT (G+B+O)					
5	W + M + K + A	FREMONT	MACARTHUR (R+Y+O) LAKE MERRITT (G+B+O)	Y				
6	W + M + K + A + R	RICHMOND	MACARTHUR (Y); BAYFAIR (B)	Y	Y	Y		
7	W + M + K + A + R + C	CONCORD	BAYFAIR (B)	Y	Y	Y	Y	
8	W + M + K + A + R + C + L	DUBLIN/PLEASANTON	N/A	Y	Y	Y	Y	Y
9	FULL SYSTEM	WSX + SVBX	N/A	Y	Y	Y	Y	Y

BART Transbay Corridor Core Capacity Program
BART Train Control Modernization Program
Communications-Based Train Control
How CBTC Works

Source: http://www.bart.gov/news/articles/2016/news20160502-0



Source: http://www.bart.gov/news/articles/2016/news20160502-0



BART Transbay Corridor Core Capacity Program
BART Train Control Modernization Program
Communications-Based Train Control
Equipment to be Replaced

BART Transbay Corridor Core Capacity Program
306 Additional Rail Vehicles

306 Add'l Cars Needed to Achieve up to 30 TPH

Contract	Project	No. of Cars	Running Total
Bombardier (funded)	Replace Current Fleet	669	669
	Capacity – train length	13	682
	WSX	33	715
	SVBX	60	775
Funded but not part of Bombardier contract	Capacity – train length	75	850
Not funded	Capacity – more frequent service	231*	1081

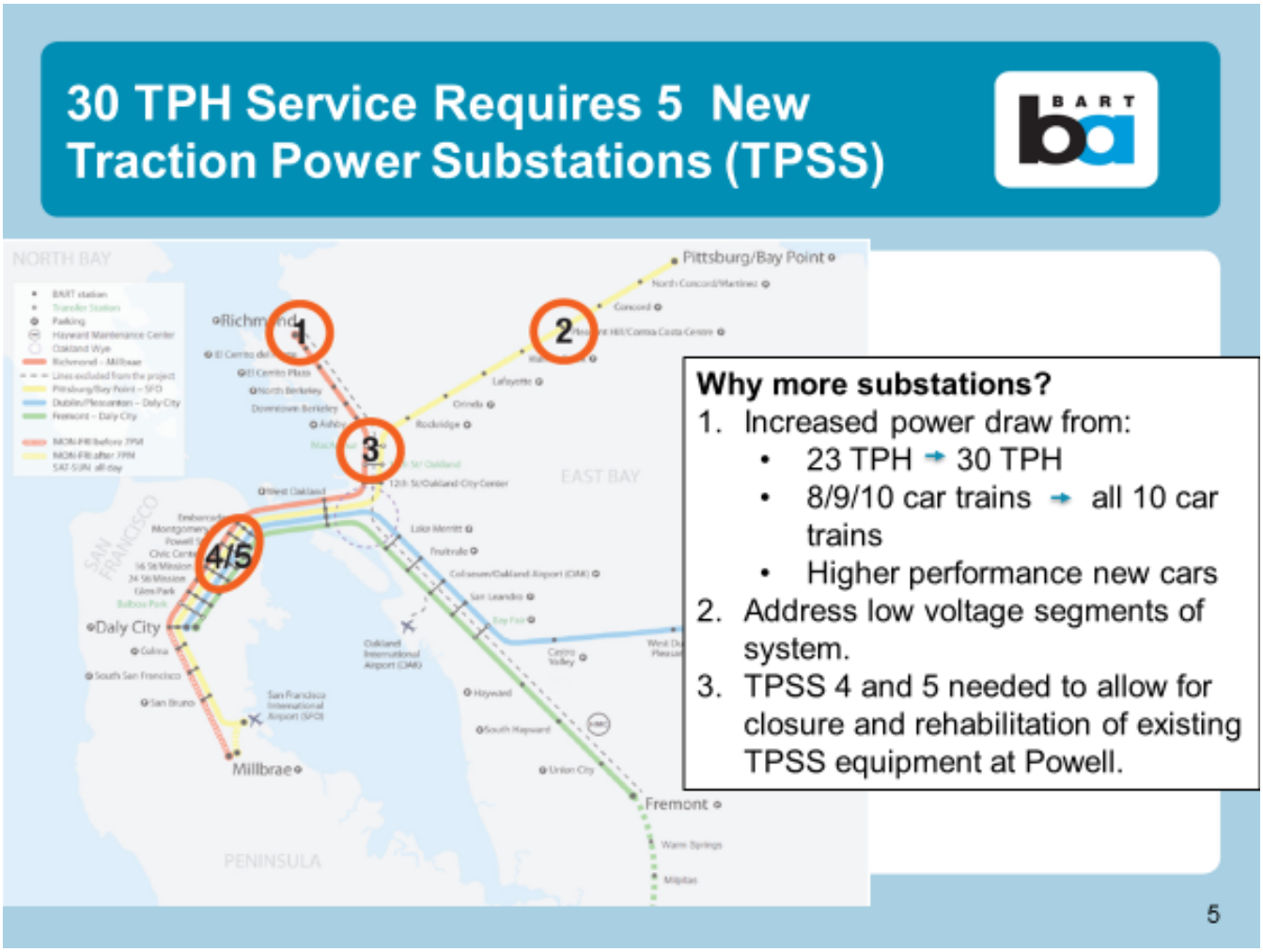
306

** Orange Line cars included. Note – SVRT Ph 2 not included in this plan.*

18

BART Transbay Corridor Core Capacity Program
Hayward Maintenance Complex, Phase 2
Storage for Additional Railcars

BART Transbay Corridor Core Capacity Program
Traction Power Substations



BART Transbay Corridor Core Capacity Program
Typical Traction Power Substations

Typical TPSS within Existing Station

June 2017

Typical At-Grade AC Switchgear House

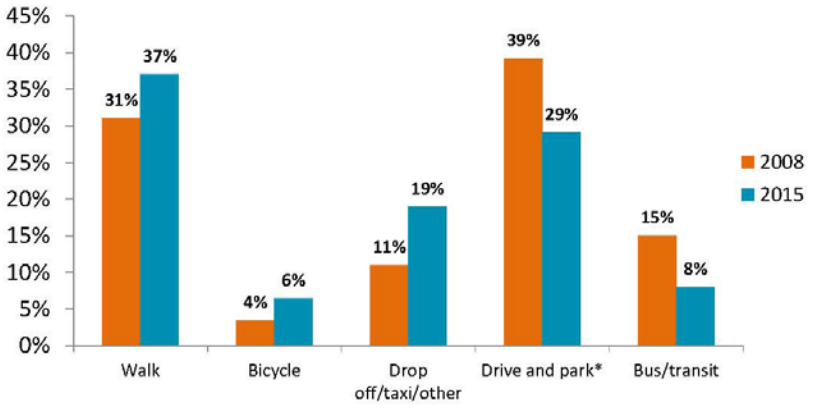
June 2017

BART Station Profile Survey
Access to BART Trends 2008-2015

BART Board Workshop 2016

Access from Home to BART

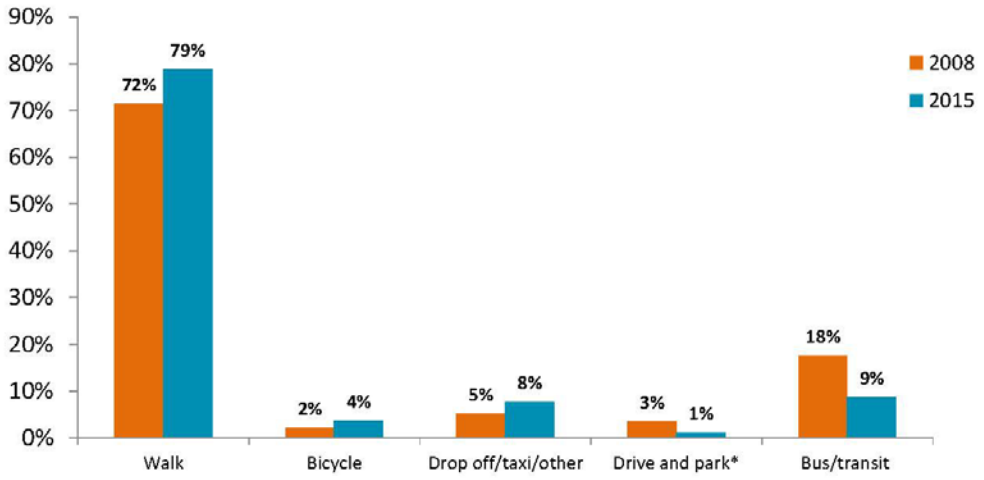
- With BART's parking supply approximately flat since 2008, ridership growth has been accommodated by walking, cycling or getting dropped off at stations. Fewer are driving or taking transit.



Q: How did you get from (origin trip purpose) to the (entry station) for this trip?
Base: weekday trips with home origins
PRELIMINARY RESULTS
**Includes motorcycle/motorized scooter and carpool*

BART Board Workshop 2016

Access from Non-home Origin to BART



Q: How did you get from (origin trip purpose) to the (entry station) for this trip?
Base: weekday trips with non-home origins
PRELIMINARY RESULTS
**Includes motorcycle/motorized scooter and carpooled*

Regional Bus Ridership Trends
5 Largest Connecting Bus Operators

NTD Bus Ridership Data - 5 Largest Connecting Bus Operators												
Year	AC Transit	Annual Change	Muni (Bus)	Annual Change	SamTrans	Annual Change	VTA (Bus)	Annual Change	CCCTA	Annual Change	Total	Annual Change
1991	218,287		627,493		63,715		153,672		14,351		1,077,517	
1992	232,274	6%	628,680	0%	65,136	2%	143,930	-6%	14,393	0%	1,084,412	1%
1993	203,985	-12%	603,267	-4%	63,969	-2%	152,240	6%	13,838	-4%	1,037,299	-4%
1994	209,183	3%	575,819	-5%	65,215	2%	129,590	-15%	15,495	12%	995,301	-4%
1995	206,478	-1%	566,397	-2%	64,967	0%	131,292	1%	13,567	-12%	982,700	-1%
1996	213,845	4%	559,012	-1%	62,998	-3%	142,809	9%	16,982	25%	995,647	1%
1997	210,183	-2%	568,791	2%	61,517	-2%	153,936	8%	17,875	5%	1,012,301	2%
1998	211,551	1%	567,695	0%	63,292	3%	154,856	1%	12,840	-28%	1,010,234	0%
1999	219,657	4%	570,845	1%	59,430	-6%	159,955	3%	16,359	27%	1,026,246	2%
2000	225,442	3%	582,852	2%	59,097	-1%	158,849	-1%	15,597	-5%	1,041,837	2%
2001	236,029	5%	589,668	1%	59,746	1%	160,211	1%	16,636	7%	1,062,291	2%
2002	230,284	-2%	591,294	0%	57,010	-5%	152,072	-5%	18,016	8%	1,048,675	-1%
2003	207,643	-10%	550,932	-7%	55,160	-3%	132,582	-13%	15,483	-14%	961,800	-8%
2004	215,545	4%	542,292	-2%	50,486	-8%	111,240	-16%	15,384	-1%	934,946	-3%
2005	215,336	0%	543,832	0%	48,495	-4%	102,612	-8%	14,655	-5%	924,930	-1%
2006	223,209	4%	532,316	-2%	48,970	1%	105,580	3%	14,266	-3%	924,341	0%
2007	223,234	0%	525,334	-1%	49,642	1%	107,099	1%	14,602	2%	919,912	0%
2008	217,314	-3%	541,025	3%	50,689	2%	111,294	4%	15,216	4%	935,539	2%
2009	201,561	-7%	557,776	3%	51,830	2%	115,928	4%	14,163	-7%	941,258	1%
2010	204,636	2%	528,590	-5%	48,072	-7%	107,369	-7%	11,360	-20%	900,027	-4%
2011	191,111	-7%	518,948	-2%	45,638	-5%	105,508	-2%	11,569	2%	872,773	-3%
2012	178,810	-6%	543,899	5%	43,728	-4%	107,795	2%	10,869	-6%	885,100	1%
2013	184,116	3%	541,428	0%	42,476	-3%	109,153	1%	11,506	6%	888,680	0%
2014	186,862	1%	545,647	1%	44,161	4%	109,529	0%	11,624	1%	897,822	1%
24-Yr Change		-14%		-13%		-31%		-29%		-19%		-17%
10-Yr Change		-13%		0%		-9%		7%		-21%		-3%

Note: Muni (Bus) figures also include electrically-operated trolleycoach lines)

Source: - http://www.vitalsigns.mtc.ca.gov/data/81

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	ALA170024	San Leandro	E.14th St/144th Ave. Signal Improvements	H8-04-024. Install pedestrian activated or HAWK signal with Accessible Pedestrian Signal Equipment; improve street lighting and signing & striping for crosswalks; and upgrade disabled curb ramps to enhance pedestrian and bike safety crossing.	The intersection of East 14th Street (SR 185) and 144th Avenue is included on the City's High Col l ision Intersections list, which is mon itored and updated every year by City staff. Thirteen collisions were repo1ted in the past five years between 201 1 and 2015. The intersection is one of the intersections with highest crash concentration, and it experienced four bicycle and pedestrian related collisions in the five years.The non-signalized intersection of East 14th Street and 144th Avenue is about 430 feet south of a signalized intersection of East 14th Street and 143rd Avenue. However, given a couple of multi-housing complexes are along the east side of East 14th Street and a cluster of small retail shops are in the west side of East 14th Street, pedestrians and bicyclists are unlikely to cross East 14th Street at 143rd Aven ue. The intersection was also one of seven intersections included in the 2015 City of San Leandro Traffic Safety Assessment conducted by University of California, Institute of Transpo1tation Studies' Technology Transfer Program. The Traffic Safety Assessment identifies that a pedestrian signal or HAWK is one of the most effective solutions at the intersection of East 14th Street and 144th Avenue. Last but not least, the intersection of East 14th Street and l 44th Avenue has also been identified by Caltrans District 4 Office of Traffic Safety as one of the top safety priorities for improvements in San Leandro with a potential improvement of a HAWK signal or a set of Rectangular Rapid Flash Beacon (RRFB).	Safety - Safety improvement program
ALA	ALA170025	San Leandro	E.14th St. / Joaquin Ave. Signal Improvements	H8-04-023. The project will upgrade the existing, aged traffic signal equipment, will add a scramble pedestrian crosswalk with a dedicated pedestrian signal phase as well as accessible pedestrian signals and improving signing, striping and curb ramps.	In light of relat ive high frequencies of pedestrian related collisions taking place on East 14th Street in the San Leandro Downtown area, The San Leandro Improvement Association (SLIA) in Downtown San Leandro has urged the City and Caltrans to enhance the traffic safety along the East 14th Street corridor, including one request of installing the speed feedback signs to calm down the vehicular speeds. The East 14th Street/Joaquin Avenue intersection has also been identified as one of the top pedestrian collision locations in San Leandro. The intersection experienced five pedestrian and one bike related collisions in a five-year period between 201 1 and 2015 . The collision rate of the combined pedestrian and bicycle collisions was calculated at 0.13 Crash per Million Vehicles Entering the Intersection, based on the aforementioned collision data and the total traffic volume of 24,600 vehicles per day. With a total of 11 collisions in five years, the overall collision rate is calculated at 0.25 Crash per Million Vehicles Entering the Intersection.	Safety - Safety improvement program
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
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
SM	SM-170009	Woodside	Woodside School Safety Pathway Phase 3	Woodside: Along SR-84 from Woodside Elementary to west of the intersection with Canada Rd: Create a pathway, paved shoulders for bikes and extend the current multi-use pathway improvements; near Woodside Elementary: implement bike/ped safety improvements	The Pathway Project is a multi-use pathway along State Route 84 that will make active transportation safer and more accessible for families and other trail users. The project proposal includes a separated walking route as well as shoulder paving for cyclists.	Safety - Safety improvement program

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Memorandum

TO: Air Quality Conformity Task Force DATE: July 14, 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 one new individually listed projects and 10 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 revise the scope of the project. However, staff believes that the revision of this project scope in the 2017 TIP would not require an update to the air quality conformity analysis for *Plan Bay Area* and the 2017 TIP or the air quality conformity analysis for *Plan Bay Area 2040* and the 2017 TIP.

Project with Proposed Revisions

US 101 / Blossom Hill I/C Reconst & Road Widening
TIP ID: SCL030006
Sponsor: San Jose
Current Description: San Jose: US-101/Blossom Hill Rd interchange; widen Blossom Hill Road and reconstruct interchange to provide an additional lane in each direction, including the bridge structure over US-101 plus other improvements.
Current Expanded Description: Reconstruct US 101 interchange with Blossom Hill Road in South San Jose to eliminate congestion caused by merge and weave problems. Project will (1) widen Blossom Hill from 4 to 7 lanes (3 WB, 4 EB) (2) widen N. Coyote Rd. from 3 to 4 lanes (3) widen US-101 SB off ramp from 1 to 2 lanes (4) widen US 101 NB off-ramp for dual right turns (5) install 2 traffic signals and one (1) ramp metering system.

Proposed Description: San Jose: At US101/Blossom Hill I/C: Reconstruct I/C including the widening of Blossom Hill Rd, signal upgrades and other modifications to eliminate to eliminate congestion caused by merge and weave problems and accommodate bicyclists and pedestrians
Proposed Expanded Description: San Jose: Reconstruct US 101/Blossom Hill Interchange in South San José to eliminate congestion caused by merge and weave problems and accommodate bicyclists and pedestrians. Project will: 1. Widen Blossom Hill Rd from 4 to 7 lanes (3 WB, 4 EB) 2. Widen US 101 NB and SB off ramps 3. Upgrade 2 signalized intersections 4. Reconfigure Monterey Rd to EB Blossom Hill Rd connector ramp to SB US 101 5. Construct a Class I grade-separated bicycle and pedestrian facility through the interchange.
Conformity Issue: Among other changes, the revision described above removes the widening of N. Coyote Rd. from the scope of the project. This element cannot be considered exempt from regional air quality conformity analysis under 40 CFR 93.126 or 40 CFR 93.127. However, this portion of N. Coyote Rd is classified as a major collector and, as such, the widening of this segment of roadway is not considered regionally significant.

Other revisions to the project scope only affect elements that may be considered exempt from regional conformity analysis. Staff is not proposing changes to other non-exempt scope elements.

Since the proposed scope changes only affect exempt and non-exempt, not regionally significant scope elements, 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**
Proposed New Individually Listed Projects for Regional Air Quality Conformity Status Review						
Regional	6642	MTC	Active Operations Management	SF Bay Area: Regionwide: Pursue the planning and implementation various multi-modal operational policies	Pursue the planning & implementation of a various multi-modal operational policies, including but not limited to operational strategies to increase person throughput through shoulder running lanes for buses and HOVs, congestion pricing, shared mobility strategies; applying ITS/ATS to improve the operations and safety of arterials, highways, transit and toll bridges; Deploying AT along major arterials to upgrade arterial signals, transit signal priorities, and commuter parking availability that directly support existing and new express bus services; Closing first/last mile gaps & supporting mode shift through commuter parking, parking management systems with real-time parking info and fee payments, dynamic on-demand transit, carpooling strategies, app development etc; pursuing pilot/near-term managed lanes strategies, including conversions of HOV to express lanes, HOV enforcement technologies, shared mobility strategies, etc; Pursuing promising active traffic management and demand management strategies	EXEMPT (40 CFR 93.126) - Planning and technical studies.
Alameda	6720	MTC	880 Integrated Corridor Management Central Segment	Alameda County: I-880 from Davis Street in San Leandro to Whipple Road in Union City: Identify how existing and planned incident management strategies and operations can be better coordinated and integrated across networks and jurisdictional boundaries	Alameda County: I-880 Corridor from Davis Street in San Leandro to Whipple Road in Union City: Building on the ICM work being done in the northern segment of the I-880 corridor, the I-880 ICM Central Alameda Project will identify how existing and planned incident management strategies and operations can be better coordinated and integrated across networks and jurisdictional boundaries in the central segment of the I-880 Corridor	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization projects
Marin	6470	San Rafael	Francisco Blvd West Multi-Use Pathway	San Rafael: On Francisco Blvd West between Second St. and Anderson Dr.: Construct a multi-use path	In San Rafael: on Francisco Blvd West between Second Street and Anderson Drive: Construct class 1 bike/pedestrian pathway adjacent to the SMART rail as a part of the Bay Trail. The new multi-use path is a gap closure connecting the San Rafael Transit Center and the Larkspur Ferry Terminal.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
Proposed New Group Listed Projects for Regional Air Quality Conformity Status Review						
Alameda	VAR170010	Caltrans	GL: Bridge Rehab and Reconstruction - SHOPP	In Fremont, at Crandall Creek Bridge No. 33-0273. Seismic retrofit.	In Fremont, at Crandall Creek Bridge No. 33-0273. Seismic retrofit.	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
Alameda	VAR170010	Caltrans	GL: Bridge Rehab and Reconstruction - SHOPP	In Berkeley, at University Avenue Overcrossing No. 33-0023. Establish standard vertical clearance. (PA&ED Only)	In Berkeley, at University Avenue Overcrossing No. 33-0023. Establish standard vertical clearance. (PA&ED Only)	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
Alameda	VAR170010	Caltrans	GL: Bridge Rehab and Reconstruction - SHOPP	In Oakland, at the Routes 80/580/680 MacArthur Maze (Bridge No. 33-0061R, 33-0061L, 33-0061L and 33-0611L). Establish standard vertical clearance. (PA&ED Only)	In Oakland, at the Routes 80/580/680 MacArthur Maze (Bridge No. 33-0061R, 33-0061L, 33-0061L and 33-0611L). Establish standard vertical clearance. (PA&ED Only)	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
Solano	VAR170010	Caltrans	GL: Bridge Rehab and Reconstruction - SHOPP	In Vallejo, at Route 80/29 Separation Bridge No. 23-0087. Replace bridge. (PA&ED Only)	In Vallejo, at Route 80/29 Separation Bridge No. 23-0087. Replace bridge. (PA&ED Only)	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
Alameda/ Contra Costa	VAR170009	Caltrans	GL: Safety Improvements · SHOPP Mandates	In Alameda and Contra Costa Counties at various locations. Construct curb ramps and sidewalks.	In Alameda and Contra Costa Counties at various locations. Construct curb ramps and sidewalks.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
Santa Clara	VAR170007	Caltrans	GL: Safety Imprv. - SHOPP Collision Reduction	In Cupertino, at northbound off-ramp to Foothill Expressway. Upgrade traffic signal system for right-turn movement.	In Cupertino, at northbound off-ramp to Foothill Expressway. Upgrade traffic signal system for right-turn movement.	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization projects.

Item 3a - Attachment A						
County	**TIP ID/FMS ID**	**Sponsor**	**Project Name**	**Project Description**	**Project Expanded Description**	**Project Type**
San Franciso	VAR170007	Caltrans	GL: Safety Imprv. - SHOPP Collision Reduction	In the city and county of San Francisco, from San Mateo County Line to Route 101/80 junction. Overlay existing pavement with open graded asphalt, groove concrete pavement, and upgrade drainage system.	In the city and county of San Francisco, from San Mateo County Line to Route 101/80 junction. Overlay existing pavement with open graded asphalt, groove concrete pavement, and upgrade drainage system.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Alameda	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	In Oakland, at Calaveras Avenue. Reconstruct embankment slipout, stabilize slope, and construct soldier pile retaining wall.	In Oakland, at Calaveras Avenue. Reconstruct embankment slipout, stabilize slope, and construct soldier pile retaining wall.	EXEMPT (40 CFR 93.126) - Shoulder improvements
Alameda	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	In Oakland, at 0.1 mile north of Broadway Terrace. Backfill sinkhole, replace damaged culvert, and reconstruct roadway.	In Oakland, at 0.1 mile north of Broadway Terrace. Backfill sinkhole, replace damaged culvert, and reconstruct roadway.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Alameda	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	In Hayward, from Route 580 to Route 880. Repair storm damaged roadway.	In Hayward, from Route 580 to Route 880. Repair storm damaged roadway.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Alameda	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near Livermore, from 1.5 miles west of the San Joaquin County line to 1.9 miles east of North Flynn Road. Repair water saturated asphalt pavement with asphalt overlay and digout repairs.	Near Livermore, from 1.5 miles west of the San Joaquin County line to 1.9 miles east of North Flynn Road. Repair water saturated asphalt pavement with asphalt overlay and digout repairs.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Alameda	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	In Oakland, from Oak Knoll Boulevard to 0.4 mile east of Seminary Avenue. Stabilize embankment settlement, repair drainage systems, and restore roadway.	In Oakland, from Oak Knoll Boulevard to 0.4 mile east of Seminary Avenue. Stabilize embankment settlement, repair drainage systems, and restore roadway.	EXEMPT (40 CFR 93.126) - Shoulder improvements
Alameda	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	In Fremont, at Scott Creek Road southbound off-ramp. Repair embankment slipout and place RSP.	In Fremont, at Scott Creek Road southbound off-ramp. Repair embankment slipout and place RSP.	EXEMPT (40 CFR 93.126) - Shoulder improvements
Alameda	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near Livermore, from 0.8 mile west of Ruby Hill Drive to 0.5 mile west of Ruby Hill Drive. Remove slide debris and repair concrete lined drainage ditches.	Near Livermore, from 0.8 mile west of Ruby Hill Drive to 0.5 mile west of Ruby Hill Drive. Remove slide debris and repair concrete lined drainage ditches.	EXEMPT (40 CFR 93.126) - Shoulder improvements
Marin	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near Mill Valley, at Richardson Bay Bridge and Separation. Modify drainage systems, relocate electrical facilities, and repair roadway.	Near Mill Valley, at Richardson Bay Bridge and Separation. Modify drainage systems, relocate electrical facilities, and repair roadway.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Marin	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near Muir Beach, from 0.1 mile north of Shasta Way to W. California Avenue. Reconstruct embankment slipout, construct sheet pile wall shoring, construct timber retaining wall, and install rock slope protection (RSP) to temporarily stabilize roadway.	Near Muir Beach, from 0.1 mile north of Shasta Way to W. California Avenue. Reconstruct embankment slipout, construct sheet pile wall shoring, construct timber retaining wall, and install rock slope protection (RSP) to temporarily stabilize roadway.	EXEMPT (40 CFR 93.126) - Shoulder improvements
Marin	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near Muir Beach, from 0.7 mile to 1.7 miles north of Panoramic Highway South. Repair slope failure by constructing soldier pile retaining wall and replace culvert.	Near Muir Beach, from 0.7 mile to 1.7 miles north of Panoramic Highway South. Repair slope failure by constructing soldier pile retaining wall and replace culvert.	EXEMPT (40 CFR 93.126) - Shoulder improvements
Marin	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near Stinson Beach, at 1.3 miles south of Panoramic Highway north. Repair slope slipout by constructing soldier pile retaining wall.	Near Stinson Beach, at 1.3 miles south of Panoramic Highway north. Repair slope slipout by constructing soldier pile retaining wall.	EXEMPT (40 CFR 93.126) - Shoulder improvements

Item 3a - Attachment A						
County	**TIP ID/FMS ID**	**Sponsor**	**Project Name**	**Project Description**	**Project Expanded Description**	**Project Type**
Marin	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near Stinson Beach, at 0.6 mile south of Panoramic Highway. Repair slipout, construct soldier pile retaining wall, and restore roadway.	Near Stinson Beach, at 0.6 mile south of Panoramic Highway. Repair slipout, construct soldier pile retaining wall, and restore roadway.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Marin	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near Olema, at Olema Creek Bridge No. 27-0020. Construct sheet pile retaining wall and replace culvert.	Near Olema, at Olema Creek Bridge No. 27-0020. Construct sheet pile retaining wall and replace culvert.	EXEMPT (40 CFR 93.126) - Shoulder improvements
Marin	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near Point Reyes Station, at Millerton Gulch Bridge No. 27-0114. Reconstruct embankment washout, strengthen bio-armoring of slope, repair drainage system, and construct sheet pile retaining wall.	Near Point Reyes Station, at Millerton Gulch Bridge No. 27-0114. Reconstruct embankment washout, strengthen bio-armoring of slope, repair drainage system, and construct sheet pile retaining wall.	EXEMPT (40 CFR 93.126) - Shoulder improvements
Marin	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near Marshall, at 3.2 miles south of Marshall Petaluma Road. Reconstruct embankment washout and modify drainage system.	Near Marshall, at 3.2 miles south of Marshall Petaluma Road. Reconstruct embankment washout and modify drainage system.	EXEMPT (40 CFR 93.126) - Shoulder improvements
Marin	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	In and near Novato, from Route 101 to Novato Creek Bridge. Stabilize embankment slipout, install drainage system, construct concrete barrier, and repair flooded and saturated roadway.	In and near Novato, from Route 101 to Novato Creek Bridge. Stabilize embankment slipout, install drainage system, construct concrete barrier, and repair flooded and saturated roadway.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Marin	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near Sausalito, at 0.1 mile south of Alexander Avenue. Restore damaged drainage systems.	Near Sausalito, at 0.1 mile south of Alexander Avenue. Restore damaged drainage systems.	EXEMPT (40 CFR 93.126) - Shoulder improvements
Napa	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near Rutherford, at 1.2 miles west of Berryessa Knoxville Road. Remove slide debris and stabilize slope.	Near Rutherford, at 1.2 miles west of Berryessa Knoxville Road. Remove slide debris and stabilize slope.	EXEMPT (40 CFR 93.126) - Shoulder improvements
Santa Clara	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	In San Jose, at Route 101-85/S101 HOV Connector Separation No. 37-0628E. Repair approach slabs and roadway settlement.	In San Jose, at Route 101-85/S101 HOV Connector Separation No. 37-0628E. Repair approach slabs and roadway settlement.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Santa Clara	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	In Palo Alto, at Embarcadero Road Overcrossing No. 37-0150. Replace reinforced concrete girder.	In Palo Alto, at Embarcadero Road Overcrossing No. 37-0150. Replace reinforced concrete girder.	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
Santa Clara	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near San Jose, at 2.0 miles west of Quimby Road. Repair washout conditions of roadway with constructing tie-back retaining wall and sheet pile retaining wall.	Near San Jose, at 2.0 miles west of Quimby Road. Repair washout conditions of roadway with constructing tie-back retaining wall and sheet pile retaining wall.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Santa Clara	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near Gilroy, at 1.5 miles east of Pole Line Road. Remove slide debris, stabilize slope, and construct debris barrier.	Near Gilroy, at 1.5 miles east of Pole Line Road. Remove slide debris, stabilize slope, and construct debris barrier.	EXEMPT (40 CFR 93.126) - Shoulder improvements
Santa Clara	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	In Gilroy, from Santa Teresa Boulevard to Monterey Road. Repair storm damaged roadway.	In Gilroy, from Santa Teresa Boulevard to Monterey Road. Repair storm damaged roadway.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Santa Clara	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near Gilroy, at 0.8 mile east of Lake Road. Repair washout, construct sheet pile retaining wall, and repair roadway.	Near Gilroy, at 0.8 mile east of Lake Road. Repair washout, construct sheet pile retaining wall, and repair roadway.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Santa Clara	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near Los Gatos, at 0.5 mile north of Idylwild Road. Reconstruct embankment sinkhole, reconstruct slope, inject grout in voids, and repair culverts.	Near Los Gatos, at 0.5 mile north of Idylwild Road. Reconstruct embankment sinkhole, reconstruct slope, inject grout in voids, and repair culverts.	EXEMPT (40 CFR 93.126) - Shoulder improvements
Santa Clara	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near Los Gatos, at 0.7 mile south of East Main Street. Remove slide debris, stabilize slope, and construct soil nail retaining wall.	Near Los Gatos, at 0.7 mile south of East Main Street. Remove slide debris, stabilize slope, and construct soil nail retaining wall.	EXEMPT (40 CFR 93.126) - Shoulder improvements

Item 3a - Attachment A						
County	**TIP ID/FMS ID**	**Sponsor**	**Project Name**	**Project Description**	**Project Expanded Description**	**Project Type**
Santa Clara	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near Los Gatos, from 0.3 mile north of Las Cumbres Road to 1.2 miles north of Las Cumbres Road. Stabilize slipout, construct detour, and provide traffic control to escort local traffic.	Near Los Gatos, from 0.3 mile north of Las Cumbres Road to 1.2 miles north of Las Cumbres Road. Stabilize slipout, construct detour, and provide traffic control to escort local traffic.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature
Santa Clara	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near Los Gatos, at 0.3 mile north of Las Cumbres Road. Repair embankment slipout, construct tieback retaining wall, and repair roadway.	Near Los Gatos, at 0.3 mile north of Las Cumbres Road. Repair embankment slipout, construct tieback retaining wall, and repair roadway.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Santa Clara	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near Los Gatos, at 1.2 miles north of Las Cumbres Road. Construct soldier pile walls, reconstruct embankment washout, restore roadway.	Near Los Gatos, at 1.2 miles north of Las Cumbres Road. Construct soldier pile walls, reconstruct embankment washout, restore roadway.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Santa Clara	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near Saratoga, at 1.6 miles south of Route 9. Repair sinkhole and repair culvert.	Near Saratoga, at 1.6 miles south of Route 9. Repair sinkhole and repair culvert.	EXEMPT (40 CFR 93.126) - Shoulder improvements
Santa Clara	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near Saratoga, from Santa Cruz County line to Sanborn Road. Remove slide debris, repair roadway, and establish safe working conditions of failed slope to initiate geotechnical investigations.	Near Saratoga, from Santa Cruz County line to Sanborn Road. Remove slide debris, repair roadway, and establish safe working conditions of failed slope to initiate geotechnical investigations.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
San Mateo	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near Pescadero, from 0.1 mile south of Pescadero Creek Road to 1.5 miles north of Pescadero Creek. Construct gabion retaining wall, place RSP, and construct sheet pile retaining wall.	Near Pescadero, from 0.1 mile south of Pescadero Creek Road to 1.5 miles north of Pescadero Creek. Construct gabion retaining wall, place RSP, and construct sheet pile retaining wall.	EXEMPT (40 CFR 93.126) - Shoulder improvements
San Mateo	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near San Gregorio, from 1.2 miles south of Route 84 to 0.7 mile south of Route 84. Repair slipout, construct soldier pile tie-back retaining wall, and install rock slope protection (RSP).	Near San Gregorio, from 1.2 miles south of Route 84 to 0.7 mile south of Route 84. Repair slipout, construct soldier pile tie-back retaining wall, and install rock slope protection (RSP).	EXEMPT (40 CFR 93.126) - Shoulder improvements
San Mateo	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	In and near Redwood City, from Marsh Road to Route 92. Repair water saturated asphalt pavement with asphalt overlay and digout repairs.	In and near Redwood City, from Marsh Road to Route 92. Repair water saturated asphalt pavement with asphalt overlay and digout repairs.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
San Mateo	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	In Millbrae, from 0.4 mile south of Millbrae Avenue to San Francisco County line; also in San Francisco, from Alana Way to Silver Avenue (PM 0.0 to PM 1.8). Repair storm damaged roadway.	In Millbrae, from 0.4 mile south of Millbrae Avenue to San Francisco County line; also in San Francisco, from Alana Way to Silver Avenue (PM 0.0 to PM 1.8). Repair storm damaged roadway.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
San Mateo	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	In San Bruno, at 0.2 mile north of Jenevein Avenue. Reconstruct embankment washout, replace culverts, and place RSP.	In San Bruno, at 0.2 mile north of Jenevein Avenue. Reconstruct embankment washout, replace culverts, and place RSP.	EXEMPT (40 CFR 93.126) - Shoulder improvements
San Mateo	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near Sky Londa, at 0.1 mile north of Chapman Road. Repair slipout with constructing soldier pile tie-back retaining wall.	Near Sky Londa, at 0.1 mile north of Chapman Road. Repair slipout with constructing soldier pile tie-back retaining wall.	EXEMPT (40 CFR 93.126) - Shoulder improvements
San Mateo	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near Sky Londa, at 0.6 mile north of Morse Lane. Stabilize slide, construct sheet pile retaining wall, and construct two tie-back retaining walls.	Near Sky Londa, at 0.6 mile north of Morse Lane. Stabilize slide, construct sheet pile retaining wall, and construct two tie-back retaining walls.	EXEMPT (40 CFR 93.126) - Shoulder improvements
San Mateo	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near Sky Londa, at 0.1 mile north of Bear Gulch Road. Repair slipout and construct soldier pile retaining wall.	Near Sky Londa, at 0.1 mile north of Bear Gulch Road. Repair slipout and construct soldier pile retaining wall.	EXEMPT (40 CFR 93.126) - Shoulder improvements

Item 3a - Attachment A						
County	**TIP ID/FMS ID**	**Sponsor**	**Project Name**	**Project Description**	**Project Expanded Description**	**Project Type**
San Mateo	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near La Honda, from 0.5 mile west of Pescadero Creek Road to 0.5 mile east of Pescardero Creek Road. Reconstruct embankment washouts and place RSP.	Near La Honda, from 0.5 mile west of Pescadero Creek Road to 0.5 mile east of Pescardero Creek Road. Reconstruct embankment washouts and place RSP.	EXEMPT (40 CFR 93.126) - Shoulder improvements
San Mateo	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near Sky Londa, from 0.3 mile west of Old La Honda Road to 0.2 mile east of Old La Honda Road. Stabilize slide, replace culvert and restore roadway.	Near Sky Londa, from 0.3 mile west of Old La Honda Road to 0.2 mile east of Old La Honda Road. Stabilize slide, replace culvert and restore roadway.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
San Mateo	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near Sky Londa, at Grandview Drive. Repair slope failure by constructing soldier pile tie-back retaining wall and repair pavement.	Near Sky Londa, at Grandview Drive. Repair slope failure by constructing soldier pile tie-back retaining wall and repair pavement.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
San Mateo	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near Sky Londa, from 0.3 mile east of Friars Lane to 0.5 mile west of Fox Hill Road. Reconstruct embankment slipouts and construct soldier pile retaining walls.	Near Sky Londa, from 0.3 mile east of Friars Lane to 0.5 mile west of Fox Hill Road. Reconstruct embankment slipouts and construct soldier pile retaining walls.	EXEMPT (40 CFR 93.126) - Shoulder improvements
San Mateo	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near Half Moon Bay, at 0.7 mile east of Main Street. Repair slipout, construct soldier pile retaining wall, and restore roadway.	Near Half Moon Bay, at 0.7 mile east of Main Street. Repair slipout, construct soldier pile retaining wall, and restore roadway.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Solano	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near Dixon, from Robinson Road to 0.3 mile south of Midway Road. Repair storm damaged roadway.	Near Dixon, from Robinson Road to 0.3 mile south of Midway Road. Repair storm damaged roadway.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Solano	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near Dixon, at 1.5 miles north of Creed Road. Stabilize slope washout, reconstruct culvert and repair pavement.	Near Dixon, at 1.5 miles north of Creed Road. Stabilize slope washout, reconstruct culvert and repair pavement.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Solano	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near Fairfield, from 0.1 mile west of Lawler Ranch Parkway to 0.1 mile west of Olsen Road. Repair storm damaged roadway.	Near Fairfield, from 0.1 mile west of Lawler Ranch Parkway to 0.1 mile west of Olsen Road. Repair storm damaged roadway.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Solano	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near Winters, from 0.2 mile west of Yolo County line to 0.3 mile west of the Yolo County line. Remove slide debris requiring rock blasting and pavement repair.	Near Winters, from 0.2 mile west of Yolo County line to 0.3 mile west of the Yolo County line. Remove slide debris requiring rock blasting and pavement repair.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Solano	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	In Benicia, from north of Industrial Way to south of Lake Herman Road. Repair slip-outs and stabilize slope.	In Benicia, from north of Industrial Way to south of Lake Herman Road. Repair slip-outs and stabilize slope.	EXEMPT (40 CFR 93.126) - Shoulder improvements
Sonoma	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near Jenner, from 0.6 mile north of Russian Gulch State Beach to 1.2 miles south of Meyers Grade Road. Repair slipout, construct soldier pile tie-back retaining wall, and repair roadway.	Near Jenner, from 0.6 mile north of Russian Gulch State Beach to 1.2 miles south of Meyers Grade Road. Repair slipout, construct soldier pile tie-back retaining wall, and repair roadway.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Sonoma	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near Fort Ross State Park, at 1.1 miles south of Fort Ross Road. Stabilize slide, construct retaining wall, and repair asphalt roadway.	Near Fort Ross State Park, at 1.1 miles south of Fort Ross Road. Stabilize slide, construct retaining wall, and repair asphalt roadway.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Sonoma	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near Petaluma, at 0.3 mile south of Tunzi Road. Stabilize slope, place RSP, and repair drainage system.	Near Petaluma, at 0.3 mile south of Tunzi Road. Stabilize slope, place RSP, and repair drainage system.	EXEMPT (40 CFR 93.126) - Shoulder improvements
Sonoma	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	In Healdsburg, at 0.9 mile north of Dry Creek Road. Remove slide debris and construct soldier pile tieback retaining wall.	In Healdsburg, at 0.9 mile north of Dry Creek Road. Remove slide debris and construct soldier pile tieback retaining wall.	EXEMPT (40 CFR 93.126) - Shoulder improvements

Item 3a - Attachment A						
County	**TIP ID/FMS ID**	**Sponsor**	**Project Name**	**Project Description**	**Project Expanded Description**	**Project Type**
Sonoma	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near Lakeville, from 0.6 mile east of Lakeville Highway to 0.9 mile east of Lakeville Highway. Reconstruct embankment slipout and repair roadway.	Near Lakeville, from 0.6 mile east of Lakeville Highway to 0.9 mile east of Lakeville Highway. Reconstruct embankment slipout and repair roadway.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Sonoma	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near Temelec, at 0.1 mile east of County Dump Road. Reconstruct slipout embankment and replace storm damaged culvert.	Near Temelec, at 0.1 mile east of County Dump Road. Reconstruct slipout embankment and replace storm damaged culvert.	EXEMPT (40 CFR 93.126) - Shoulder improvements
Sonoma	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	In Santa Rosa, from 0.2 mile west of Hoen Avenue to 0.1 mile east of Brush Creek Road. Repair storm damaged roadway.	In Santa Rosa, from 0.2 mile west of Hoen Avenue to 0.1 mile east of Brush Creek Road. Repair storm damaged roadway.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Sonoma	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near Cloverdale, at 3.5 miles west of North Cloverdale Boulevard. Repair slipout and construct soldier pile tieback retaining wall.	Near Cloverdale, at 3.5 miles west of North Cloverdale Boulevard. Repair slipout and construct soldier pile tieback retaining wall.	EXEMPT (40 CFR 93.126) - Shoulder improvements
Sonoma	VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Near Kellogg, at Maacama Creek. Install temporary rock slope protection (RSP) until water levels recede, then construct permanent bio-armament to strengthen eroded embankment.	Near Kellogg, at Maacama Creek. Install temporary rock slope protection (RSP) until water levels recede, then construct permanent bio-armament to strengthen eroded embankment.	EXEMPT (40 CFR 93.126) - Shoulder improvements
Alameda	VAR170006	Caltrans	GL: Pavement Resurf./Rehab - SHOPP Roadway Presv.	In San Leandro and Oakland, from Routes 580/238 Separation to Fruitvale Avenue undercrossing. Rehabilitate pavement.	In San Leandro and Oakland, from Routes 580/238 Separation to Fruitvale Avenue undercrossing. Rehabilitate pavement.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
San Francisco	VAR170006	Caltrans	GL: Pavement Resurf./Rehab - SHOPP Roadway Presv.	In San Francisco, from Route 280 to Ruckman Avenue undercrossing. Rehabilitate roadway.	In San Francisco, from Route 280 to Ruckman Avenue undercrossing. Rehabilitate roadway.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Santa Clara	VAR170006	Caltrans	GL: Pavement Resurf./Rehab - SHOPP Roadway Presv.	In Gilroy, from 0.3 miles west of Santa Teresa Boulevard to Route 101. Rehabilitate pavement.	In Gilroy, from 0.3 miles west of Santa Teresa Boulevard to Route 101. Rehabilitate pavement.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Alameda	VAR170015	Caltrans	GL: Pvmt Resurf/Rehab State Hwy Sys - SHOPP Minor	In Alameda County, on Route 185. AC resurfacing and upgrade curb ramps.	In Alameda County, on Route 185. AC resurfacing and upgrade curb ramps.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Marin	VAR170015	Caltrans	GL: Pvmt Resurf/Rehab State Hwy Sys - SHOPP Minor	SR131: Pave shoulders and conform pavement to driveways, replace wooden walkway	SR131: Pave shoulders and conform pavement to driveways, replace wooden walkway	EXEMPT (40 CFR 93.126) - Shoulder improvements
Alameda	VAR170015	Caltrans	GL: Pvmt Resurf/Rehab State Hwy Sys - SHOPP Minor	I-80: Replace concrete slabs under University Ave - WB	I-80: Replace concrete slabs under University Ave - WB	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
San Mateo	VAR170015	Caltrans	GL: Pvmt Resurf/Rehab State Hwy Sys - SHOPP Minor	SR-84: In San Mateo County, on Junction Route 82. AC resurfacing and upgrade curb ramps.	SR-84: In San Mateo County, on Junction Route 82. AC resurfacing and upgrade curb ramps.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Contra Costa	VAR170015	Caltrans	GL: Pvmt Resurf/Rehab State Hwy Sys - SHOPP Minor	I680: In Contra Costa County, at Crow Canyon and Bollinger Canyon. Convert irrigation to recycled water.	I680: In Contra Costa County, at Crow Canyon and Bollinger Canyon. Convert irrigation to recycled water.	EXEMPT (40 CFR 93.126) - Plantings, landscaping, etc.
San Mateo	VAR170015	Caltrans	GL: Pvmt Resurf/Rehab State Hwy Sys - SHOPP Minor	SR-1: In San Mateo County, in the City of Pacifica on Highway 1 at various locations. Install traffic management system elements.	SR-1: In San Mateo County, in the City of Pacifica on Highway 1 at various locations. Install traffic management system elements.	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization projects
Santa Clara	VAR170017	Caltrans	GL: Railroad-Highway Crossing	In the County of Santa Clara at the intersection of Churchill Avenue and Caltrain tracks: Eliminate hazards at railroad grade crossing at intersection of Churchill Avenue and Caltrain in the City of Palo Alto, County of Santa Clara	In the County of Santa Clara at the intersection of Churchill Avenue and Caltrain tracks: Eliminate hazards at railroad grade crossing at intersection of Churchill Avenue and Caltrain in the City of Palo Alto, County of Santa Clara	EXEMPT (40 CFR 93.126) - Railroad/highway crossing.

Air Quality Conformity Task Force
Summary Meeting Notes
June 22, 2017

Participants:

Andrea Gordon – BAAQMD
Amir Fanai – BAAQMD
Tawfic Halaby – City of Richmond
Barbara Hawkins – City of San Pablo
Carol Huang – City of San Pablo
Michelle Cordis – Contra Costa County Public Works Department
Dick Fahey – Caltrans
Dominique Paukowits – FTA
Ginger Vagenas – EPA
Marilee Mortenson – Caltrans
Shalanda Christian – Caltrans
Marcella Rensi – Santa Clara Valley Transportation Authority
Adam Crenshaw – MTC
Harold Brazil – MTC

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

2. $PM_{2.5}$ Project Conformity Interagency Consultations

a. Consultation to Determine Project of Air Quality Concern Status

i. Danville Blvd/Orchard Ct Complete Streets Project

Michelle Cordis (Contra Costa County Public Works Department) started her presentation of the Danville Blvd/Orchard Ct Complete Streets project will construct a roundabout at the Danville Boulevard/Orchard Court intersection. Ms. Cordis also mentioned that the roundabout will include curb extensions, curb ramps, and entry medians at the roundabout to reduce vehicle speeds and improve pedestrian crossings.

Ms. Cordis went over the specific characteristics of the Danville Blvd/Orchard Ct Complete Streets project by indicating:

- The purpose of the project is to –
  - Install a roundabout at the Danville Blvd and Orchard Ct Intersection
  - Install complete streets improvements along Danville Blvd between Jackson Way and Stone Valley Rd
- The project is needed to –
  - Improve safety through corridor for all users
  - Improve sidewalks to meet ADA requirements
  - Reduce conflicts at the intersection
  - Encourage active modes of transportation and local business growth

Ms. Cordis listed background aspects of the Danville Blvd/Orchard Ct Complete Streets project:

- Located in downtown Alamo
- Shopping centers on both sides of Danville Blvd at project site
- Over 10 years of community support (through the Alamo Municipal Advisory Council)

- Numerous mature oak trees, "Boulevard of Trees," have made the sidewalks uneven
- Existing intersection is side street stop controlled
- Danville Blvd is one of the County's top 20 corridors with the highest number of bicycle and/or pedestrian collisions between 2010 and 2014

Tawfic Halaby (City of Richmond) noted that there was ten years in the planning of this project and Ms. Cordis agreed and stated the time length was due to securing funding. Dominique Paukowits (FTA) asked if there were any other roundabouts in Alamo/Danville and Ms. Cordis indicated there were none.

Final Determination: With input from FHWA (deferring their determination to Caltrans), EPA, Caltrans and FTA, the Task Force concluded that the Danville Blvd/Orchard Ct Complete Streets project was not of air quality concern.

ii. San Pablo Complete Streets Project

Carol Huang and Barbara Hawkins (both from the City of San Pablo) began the presentation San Pablo Complete Streets project by saying the project will improve 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. Ms. Huang also mentioned 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.

Ms. Huang stated that the San Pablo Complete Streets project improves multimodal access, safety, and connection by:

- Adding Class II bike lanes
- Adding sidewalk Rivers Street to Hilltop Drive on west side and Rivers Street to Lancaster Drive on east side
- Adding medians and replacing landscaping
- Replacing a slip lane with a right turn pocket at Robert H. Miller Drive
- Adding a new traffic signal at La Puerta Drive
- Modifying/replacing 3 signals (Rivers Street, Robert H. Miller Drive, and Hilltop Drive)
- Adding roadway lighting and retaining walls

Ms. Huang discussed the need of the San Pablo Complete Streets project because it serves as a link to:

- Residential areas
- Contra Costa College
- Wanlass Park
- Hilltop Mall
- Bayview Elementary School

Ms. Huang concluded her discussion of the San Pablo Complete Streets project by stating:

- Project does not affect intersections that are at LOS D, E, or F and would not worsen existing LOS at the project intersections.
- Slight delay at one intersection where the slip lane is removed but LOS remains at B.
- Project has no direct impact on volumes of truck traffic.
- Project is not in nor does it effect sites identified in PM_{10} or $PM_{2.5}$ implementation plan.
- Project will improve bicycle and pedestrian facilities without adding vehicles to roadway.

Barbara Hawkins went over the improvements and benefits of the San Pablo Complete Streets project by indicating:

- New Class II bike lanes will be constructed –
  - Both directions for the entire project
  - Will connect current gaps in bike lanes
  - Increase bicyclist confidence and usage
- Pedestrian safety will be improved –
  - New sidewalk Rivers Street to Hilltop Drive on west side and Rivers Street to Lancaster Drive on east side
  - Replace slip lane with a right turn pocket at Robert H. Miller Drive
  - New traffic signal at La Puerta Drive
  - Roadway lighting

All members of the Task Force thanked Ms. Huang and Ms. Hawkins for their presentation and Tawfic Halaby (City of Richmond) also expressed his support of the San Pablo Complete Streets project on behalf of the City of Richmond.

Final Determination: With input from FHWA (deferring their determination to Caltrans), EPA, Caltrans and FTA, the Task Force concluded that the San Pablo Complete Streets project was not of air quality concern.

iii. 37th Street Bicycle & Pedestrian Improvements Project

Tawfic Halaby (City of Richmond) described the purpose and need of the 37th Street Bicycle & Pedestrian Improvements project by stating the project's components:

- Complete Streets
- Safety improvements for bicyclists, pedestrians, and vehicles along the 37th Street corridor
- Install bicycle facilities in accordance with the City's Bicycle Master Plan
- Facilitate increased bicycling, walking, and transit use to schools, work, BART stations in accordance with City's Health in All Policies paradigm

Mr. Halaby also listed a specific description of the 37th Street Bicycle & Pedestrian Improvements project by stating:

- 37th Street in Richmond, between Center Street and Cerrito Avenue
- Length is about 0.7 miles

- ADA compliant curb ramps
- Improved crosswalks
- Bicycle Facilities
- Pedestrian safety modifications at traffic signals

Mr. Halaby also listed a specific description of the 37th Street Bicycle & Pedestrian Improvements project by stating:

- From Macdonald Avenue to Barrett Avenue only (2 blocks)
- About 0.2 miles of road diet
- Reduce four lane road with two travel lanes in each direction into a three lane road with one travel lane in each direction, one center turn lane, and one Class II bike lane in each direction

Amir Fanai (BAAQMD) asked if trucks used 37th Street and Mr. Halaby stated that the project was not on a truck route in the City of Richmond, but 2.5% of the vehicles counted on the facility were trucks. Mr. Halaby went on to say that the 2.5% truck count was mainly composed of smaller, delivery trucks. Ginger Vagenas (EPA) mentioned that EPA desires trucks smaller than 18 wheelers to be included in the total truck count for a facility and in the case of the 37th Street Bicycle & Pedestrian Improvements project, having smaller truck counts included would not be an issue. Shalanda Christian (Caltrans) had some local knowledge of the project area and followed up in the discussion by indicating that she was unaware of any commercial vehicle traffic traveling on 37th Street in the project location. Ms. Christian indicated that the 37th Street Bicycle & Pedestrian Improvements project area is primarily residential with little industrial buildings located there.

Final Determination: With input from FHWA (deferring their determination to Caltrans), EPA, Caltrans and FTA, the Task Force concluded that the 37th Street Bicycle & Pedestrian Improvements project was not of air quality concern.

b. Confirm Projects Are Exempt from $PM_{2.5}$ Conformity

i. Confirmation of the list of exempt projects from $PM_{2.5}$ conformity (2b_Exempt List 060917.pdf)

The Task Force deferred on three projects on the **2b_Exempt List 060917.pdf** list of exempt projects:

- For TIP ID number **ALA170051**, Marilee Mortenson (Caltrans) requested more information on the project. . MTC will gather the information and follow up.

- For TIP ID number **SCL110139** – Ginger Vagenas (EPA), Shalanda Christian (Caltrans) and Marilee Mortenson (Caltrans) made a variety of comments on TIP ID number **SCL110139** which including; 1. Is this project a channelization project? 2. Is this project in the wrong category? 3. How does this project address safety issues at the intersection? Marcella Rensi (Santa Clara Valley) also provided some background land use and travel demand information about the project area.

SCL110139 will go through project-level conformity consultation with the Task Force at a future meeting.

- For TIP ID number **SF-170014**, Ginger Vagenas (EPA) and Marilee Mortenson (Caltrans) both asked about the vehicle volume reduction component of the project and Dominique Paukowits (FTA) asked if the project was related to SFMTA's Vision Zero project. MTC will gather the information and follow up.

  Final Determination: With input from FTA, EPA, Caltrans and FHWA, the Task Force deferred their exempt determination on TIP ID project numbers **ALA170051** and **SF-170014** until receipt of additional information from the project sponsors, TIP ID number **SCL110139** was removed from the exempt list (and will go thru consultation) and the Task Force agreed that the rest of projects on the exempt list **(2b_Exempt List 060917.pdf)** were exempt from $PM_{2.5}$ project level analysis.

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 one existing project and add three new individually listed projects and 65 new grouped listed projects to the 2017 TIP.

Mr. Crenshaw went on to say that one of the revised project **(US 101 HOV/HOT from Santa Clara to I-380, TIP ID: SM-150017)** includes elements that may not be treated as exempt from regional-level conformity under 40 CFR 93.126 or 40 CFR 93.127. Mr. Crenshaw mentioned that the Task Force has reviewed the existing scope of the project, but staff is now proposing to expand the project limits. Mr. Crenshaw added that 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.

Ginger Vagenas (EPA) asked if two projects were being combined into a single project with this revision and Mr. Crenshaw replied by indicating that the US 101 HOV/HOT from Santa Clara to I-380 project is represented by multiple project listings in the RTP and a portion of the project is represented in the current TIP and the remaining portions of the project will be represented in a future TIP. Shalanda Christian (Caltrans) asked if the limits of the US 101 HOV/HOT from Santa Clara to I-380 project represented by two project listings in the RTP and Mr. Crenshaw said that was correct. Harold Brazil (MTC) summarized the discussion by stating that the revision to the scope of the US 101 HOV/HOT from Santa Clara to I-380 project has no effect on the modeling done for the current regional conformity analysis and Ms. Vagenas and the rest of the Task Force agreed.

Mr. Crenshaw continued his review of the regionally exempt list of projects to be included in the 2017 TIP and Ms. Vagenas, Shalanda Christian (Caltrans) and Dominique Paukowits (FTA) concurred with their air quality category assignments.

4. Consent Calendar

a. May 25, 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.

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

Harold Brazil (MTC) discussed the revisions made to the Conformity Analysis for the Amended 2017 Transportation Improvement Program (TIP) and Plan Bay Area 2040 with assistance from Ginger Vagenas (EPA). The revisions were made to section II, "Bay Area Air Pollutant Designations" section of the conformity analysis and text language was updated. The Task Force members had no other questions or comments on this agenda item.

6. Other Items

Ginger Vagenas (EPA) notified the group that the EPA Administrator determined that there is insufficient information to complete area designations for the 2015 ozone standards and extended the deadline by one year, until October 1, 2018. More info can be found at:

https://www.epa.gov/ozone-designations/extension-deadline-area-designations-2015-ozone-standards

Air Quality Conformity Task Force
Summary Meeting Notes
July 27, 2017

Participants:

Yolanda Rivas – Caltrans
Amir Fanai – BAAQMD
Rodney Tavitas – Caltrans
Joseph Vaughn – FHWA
Damian Stefanakis – Kittelson & Associates
Cecilia C. Godfrey – FHWA
Dick Fahey – Caltrans
Dominique Paukowits – FTA
Ginger Vagenas – EPA
Tashia Clemons – FHWA
Lynn McIntyre – AECOM
Jeff Zimmerman – AECOM
Rene Dalton – City of Fremont
Sonny Sunak – City of Fremont
Patrick Phelan – City of Richmond
Adam Crenshaw – MTC
Harold Brazil – MTC

1. **Welcome and Self Introductions**: Harold Brazil (MTC) called the meeting to order at 9:37 am.

2. $PM_{2.5}$ Project Conformity Interagency Consultations

a. Consultation to Determine Project of Air Quality Concern Status

i. Mathilda Avenue at Indio Way Traffic Signal Modification Project

Due to jury duty obligations, the City of Sunnyvale project representative was unable to attend the Task Force meeting in-person. Therefore, Harold Brazil (MTC) briefly described the Mathilda Avenue at Indio Way Traffic Signal Modification project by mentioning that the project is located at the intersection of Mathilda Avenue and Indio Way in the northwestern quadrant of the City of Sunnyvale, approximately 1 mile south of US 101 freeway. Mr. Brazil also mentioned that the scope of work on the Mathilda Avenue at Indio Way Traffic Signal Modification project includes developing environmental clearance documents and plans and specifications to allow for safety improvements at the intersection in accordance with Caltrans standards.

Mr. Brazil also indicated that Mathilda Avenue at Indio Way Traffic Signal Modification project is intended to improve safety at the intersection by reducing the frequency of collisions and conflicts between vehicles and pedestrians or bicycles. Mr. Brazil followed up by indicating that the project improvements include the following:

- Modification of the existing traffic signalized intersection by replacing the existing traffic signal poles with longer mast arm poles
- Adding protected left turn phasing on the side streets
- Installing countdown pedestrian signal heads
- LED safety lighting at the intersection
- Vehicular and bicycle video detection cameras
- Pedestrian detection camera system, and an upgraded traffic signal controller cabinet

Task Force members had no follow up discussion or questions about the Mathilda Avenue at Indio Way Traffic Signal Modification project.

Final Determination: With input from FHWA (deferring their determination to Caltrans), EPA, Caltrans and FTA, the Task Force concluded that the Mathilda Avenue at Indio Way Traffic Signal Modification project was not of air quality concern.

ii. US 101 Managed Lanes Project

Jeff Zimmerman (AECOM) began the presentation US 101 Managed Lanes project by stating the project location as northbound and southbound directions of US 101 in Santa Clara and San Mateo counties from the terminus of the Santa Clara County Express Lane at Matadero Creek to north of Interstate 380 (I-380), for a total of approximately 22 miles of Managed Lanes.

Mr. Zimmerman continued his description of the US 101 Managed Lanes project by providing a summary of the four project alternatives:

- From San Antonio Road in Santa Clara County to Whipple Avenue in San Mateo County, the four project alternatives will be comprised of –
    - Existing: Generally 3 mixed flow lanes and one HOV in each direction
    - No widening proposed along this section
    - Either:
        - Maintain existing HOV lanes
        - Or convert existing HOV lanes to express lanes

- From Whipple Avenue to just north of I-380, the four project alternatives will be comprised of –
    - Existing: Generally 4 mixed flow lanes in each direction with auxiliary lanes at most of the interchanges
    - Either:
        - Add an HOV lane and/or express lane in each direction (widen some sections of US 101 primarily within existing right-of-way)
        - Or convert existing mixed flow lane to express lane

Mr. Zimmerman summarized the effects produced from the US 101 Managed Lanes project as:

- Alternative 1: No-Build
- Alternative 2: HOV Lane Alternative (with lane addition)
- Alternative 3: Express Lane Alternative (lane conversion)
- Alternative 4: Express Lane Alternative (lane addition)

Mr. Zimmerman summarized that the effects produced from the US 101 Managed Lanes project by mentioning that the proposed project would increase the available capacity for HOVs and would also allow SOV drivers to pay a toll to use the express lanes during AM and PM peak periods. Mr. Zimmerman also mentioned that the traffic analysis done for the project included a comparison of the effects of the build alternatives on traffic patterns in the Peninsula region. Mr. Zimmerman also pointed out that With Alternatives 2 and 4, either an HOV or express lane would be added to US 101 in each direction from Whipple Avenue in Redwood City to I-380 in San Bruno.

Mr. Zimmerman the concluded his presentation of the US 101 Managed Lanes project by giving reasons supporting a "not a project of air quality concern" determination"

- No increase in capacity for diesel vehicles; large trucks would be restricted from using the proposed HOV and express lanes
- Other than minor realignment of adjacent frontage roads in certain locations, there would be no change in the number of lanes in any local roads or intersections
- No land use changes that would attract more diesel vehicles

Rodney Tavitas (Caltrans) asked if the US 101 Managed Lanes project includes HOV conversions which are part of TCM (transportation control measure) in an existing SIP for the non-attainment area and Ginger Vagenas (EPA) confirmed that the project is not included in any applicable TCMs.

Amir Fanai (BAAQMD) asked about the significant percentage change in AADT for Alternative 3 in the Opening Year 2020 AADT summary (across alternatives) and Mr. Zimmerman indicated that Alternative 3 converts a lane (from an existing mixed-use lane to a managed lane, either HOV or express) and does not add a lane. Mr. Zimmerman continued by mentioning that Alternative 3 reduces capacity of US 101 (compared to the other alternatives) and this diverts traffic from US 101 to parallel routes such as El Camino Real and I-280.

Mr. Fanai also noted slide nine (titled "Truck Traffic Assumptions") in Mr. Zimmerman's presentation was very useful and provides clear information about the percentage of truck traffic in the US 101 Managed Lanes project area and the composition/mix of the specific truck types.

Final Determination: With input from FHWA, EPA, Caltrans and FTA, the Task Force concluded that the US 101 Managed Lanes project was not of air quality concern.

iii. 37th Street Bicycle & Pedestrian Improvements Project

Patrick Phelan (City of Richmond) described the purpose and need of the 37th Street Bicycle & Pedestrian Improvements project by stating the project's components:

- Complete Streets
- Safety improvements for bicyclists, pedestrians, and vehicles along the 37th Street corridor
- Install bicycle facilities in accordance with the City's Bicycle Master Plan
- Facilitate increased bicycling, walking, and transit use to schools, work, BART stations in accordance with City's Health in All Policies paradigm

Mr. Phelan also listed a specific description of the 37th Street Bicycle & Pedestrian Improvements project by stating:

- 37th Street in Richmond, between Center Street and Cerrito Avenue
- Length is about 0.7 miles
- ADA compliant curb ramps
- Improved crosswalks
- Bicycle Facilities
- Pedestrian safety modifications at traffic signals

Mr. Phelan also listed a specific "Road Diet" description of the 37th Street Bicycle & Pedestrian Improvements project by stating:

- From Center Avenue to Barrett Avenue (5 blocks)
- About 0.44 miles of road diet
- Reduction of four lane road with two travel lanes in each direction into a three lane road with one travel lane in each direction, one center turn lane, and one Class II bike lane in each direction

Dominique Paukowits (FTA) asked if there were any transit bus line routes on 37th Street and (after the meeting) Mr. Phelan provided information to the Task Force indicating that there were none.

Final Determination: With input from FHWA (deferring their determination to Caltrans), EPA, Caltrans and FTA, the Task Force concluded that the 37th Street Bicycle & Pedestrian Improvements project was not of air quality concern.

iv. Fremont Boulevard Intersections Improvement Project

Rene Dalton (City of Fremont) began the presentation for the Fremont Boulevard Intersections Improvement project by stating that Fremont Boulevard is one of the busiest transit corridors in the Eastbay.

Mr. Dalton also identified the purpose and need of the Fremont Boulevard Intersections Improvement project as:

- The intersections of Fremont Boulevard at Mowry Avenue and Fremont Boulevard at Stevenson Boulevard have been the site of 11 pedestrian and bicycle collisions over the past five years, including one pedestrian fatality.
- The high collision rate at these intersections, in conjunction with the City of Fremont's General Plan goal to provide sustainable and safe transportation alternatives, led to the identification of these two sites as safety priorities for the City.
- Improvements at these locations build toward Fremont's Complete Streets resolution, which affirms the City's commitment to create safer conditions for all modes of transportation.

Mr. Dalton also mentioned that the Fremont Boulevard Intersections Improvement project is part of the City of Fremont's overall traffic safety program "Fremont Vision Zero 2020" which addresses increased safety for pedestrians and vehicles in the community.

Sonny Sunak (City of Fremont) continued the Fremont Boulevard Intersections Improvement project presentation by providing a specific description of the project stating that the project will include:

- Implementation of "protected intersection" concept at the intersections of Fremont Boulevard at Mowry Avenue and Fremont Boulevard at Stevenson Boulevard
- Removal of existing "pork chop" islands and construction of pedestrian and bicycle refuge areas (4 at each intersection)

- Removal of 8 right turn slip lanes
- Relocation (or replacement with new) of existing traffic signals to accommodate the refuge areas
- Restriping of the travel lanes to include green buffered bike lanes

Mr. Sunak concluded the presentation fo the Fremont Boulevard Intersections Improvement project by stating that the project will incorporate safer streets by:

- Providing enhanced safety for pedestrians and bicyclists in hopes of eliminating traffic accidents at these locations
- Not generating additional traffic or change the percentage of heavy trucks passing through the intersection (a minor 5 second delay at the intersections will result from the project)

Cecilia Godfrey (FHWA) asked for clarification on how the removal of the pork-chop islands at the intersections improved pedestrian safety and Mr. Sunak indicated that the new design of intersection will provide pedestrians with more protection by increasing the sight lines for vehicle drivers and slowing vehicle speeds.

Final Determination: With input from FHWA (deferring their determination to Caltrans), EPA, Caltrans and FTA, the Task Force concluded that the Fremont Boulevard Intersections Improvement project was not of air quality concern.

b. Confirm Projects Are Exempt from $PM_{2.5}$ Conformity

i. Confirmation of the list of exempt projects from $PM_{2.5}$ conformity (2b_Exempt List 071417.pdf)

Harold Brazil (MTC) heard no comments from the Task Force on the **2b_Exempt List 071417.pdf** list of projects.

Final Determination: With input from FTA, EPA, Caltrans and FHWA, the Task Force agreed the projects on the exempt list **(2b_Exempt List 071417.pdf)** were exempt from $PM_{2.5}$ project level analysis.

3. Projects with Regional Air Quality Conformity Concerns

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

<u>Projects Staff Proposing to Include in the 2017 TIP</u>
Adam Crenshaw (MTC) stated that MTC staff had received requests from sponsors to revise one existing project and add one new individually listed projects and 10 new grouped listed projects to the 2017 TIP.

Mr. Crenshaw went on to say that the revised project **(US 101 / Blossom Hill I/C Reconst & Road Widening, TIP ID: SCL030006)** removes the widening of N. Coyote Rd. from the scope of the project and this element cannot be considered exempt from regional air quality conformity analysis under 40 CFR 93.126 or 40 CFR 93.127. Mr. Crenshaw concluded by indicating the proposed scope changes only affect exempt and non-exempt, not regionally significant scope

elements, 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.

The Task Force members had no further comments on this agenda item and concurred with Mr. Crenshaw's recommendations.

5. Release of Final Transportation Conformity Analysis for the Amended 2017 Transportation Improvement Program (TIP) and Plan Bay Area 2040 (Update)

Harold Brazil (MTC) and Adam Crenshaw (MTC) indicated that the Commission had approved the final Transportation Conformity Analysis for the Amended 2017 Transportation Improvement Program (TIP) and Plan Bay Area 2040 – as amended by Revision Number 2017-14 at their July 26, 2017 special meeting with minimal public discussion on this topic.

5. Consent Calendar

a. June 22, 2017 Air Quality Conformity Task Force Meeting Summary

This agenda was inadvertently omitted from the discussion at the July 27th, 2017 Task Force meeting and will be put on the August 24th, 2017 Task Force meeting where concurrence will be requested.

6. Other Items

Harold Brazil (MTC) and Dominique Paukowits (FTA) previewed the August 2017 Task Force meeting where the BART Transbay Corridor Core Capacity project will go thru project-level conformity consultation with the Task Force. Ms. Paukowits reminded the Task Force of the four elements included in the Transbay Corridor Core Capacity project as:

- 306 New Railcar/Vehicle Acquisition
- The Hayward Maintenance Complex Car Storage Improvements
- Communication-Based Train Control Implementation
- Traction Power Implementation (at Five BART Stations)

Our good friend and colleague in the transportation/air quality profession, Amir Fanai (BAAQMD) will be retiring in mid-August 2017 and the Task Force thanked him for his years of useful emissions analysis contributions. The Task Force also congratulated Mr. Fanai on his successful career and wished him the best in his retirement.