METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
415.778.6700
www.mtc.ca.gov

Air Quality Conformity Task Force Meeting

Metropolitan Transportation Commission

Join Zoom Meeting @
https://bayareametro.zoom.us/j/94260005333

Meeting ID: 942 6000 5333

(Additional Zoom Meeting Call-In Info on Next Page)

July 23, 2020
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. Interstate 80/Ashby Avenue Interchange Improvement Project

3. Consent Calendar

    a. June 25, 2020 Air Quality Conformity Task Force Meeting Summary

4. Other Items

    Next Meeting: August 27, 2020

MTC Staff Liaison: Harold Brazil hbrazil@bayareametro.gov

Harold Brazil is inviting you to a scheduled Zoom meeting.

Topic: Air Quality Conformity Task Force Meeting
Time: Jul 23, 2020 09:30 AM Pacific Time (US and Canada)

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115.114.115.7 (India Hyderabad)
213.19.144.110 (EMEA)
103.122.166.55 (Australia)
64.211.144.160 (Brazil)
69.174.57.160 (Canada)
207.226.132.110 (Japan)
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Memorandum

TO: Air Quality Conformity Task Force DATE: July 13, 2020

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	Alameda County Transportation Commission	Interstate 80/Ashby Avenue Interchange Improvement Project

2ai_Interstate_80-Ashby_Ave_Interchg_Improve_Project_Assess_Form.pdf (for the Interstate 80/Ashby Avenue Interchange Improvement project)

Application of Criteria for a Project of Air Quality Concern

Project Title: Interstate 80/Ashby Avenue Interchange Improvement
Project Summary for Air Quality Conformity Task Force Meeting: Thursday, July 23, 2020

Description

- The purpose of this project is to:
  - Improve interchange access and circulation;
  - Provide multimodal connectivity;
  - Provide westbound I-80 connection to Shellmound Street;
  - Provide bicycle and pedestrian connectivity across I-80;
  - Improve circulation at I-80/Powell Street and 7th Street; and
  - Alleviate local surface street congestion.
- The proposed project would reconstruct the Interstate 80 (I-80)/Ashby Avenue interchange to improve accessibility, traffic flow, and bicycle and pedestrian facilities.
- The project will provide safe access for pedestrians and bicyclists to connect across I-80 via at-grade sidewalks and a separated pedestrian overcrossing (POC) structure accessible from 65th Street to the east and West Frontage Road to the west.
- The project proposes the following two build alternatives for the I-80/Ashby Avenue Interchange:
  - Build Alternative 1 - Tight Diamond Interchange Configuration. This build alternative currently has three options regarding the Ashby Avenue connection to West Frontage Road.
    - Option A – T-Intersection connecting Ashby Avenue to a partially-realigned West Frontage Road.
    - Option B – S-Curve Ramp connecting Ashby Avenue to the existing West Frontage Road with no realignment required.
    - Option C – C-Curve Ramp connecting Ashby Avenue to a fully-realigned West Frontage Road that would run adjacent to and parallel with I-80.
  - Build Alternative 2 – Single Point Diamond Interchange Configuration. This build alternative would only connect to West Frontage Road via T-Intersection.

Background

- Technical studies are being prepared to support the CEQA/NEPA environmental document Initial Study/Environmental Assessment (IS/EA).
- A public scoping meeting was held on May 22, 2019.
- Seeking air quality conformity determination by July 23, 2020

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

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

- Not a new or expanded highway project
- Interchange replacement—no additional lanes on I-80
- No change in truck percentages on I-80
- The Build Alternatives would reduce $PM_{2.5}$ emissions from diesel vehicles by lowering the vehicle miles travelled in the regional study area compared to the No-Build Alternative.

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

- The percentage of diesel trucks (4.2 to 4.4%) would remain the same in the regional study under the Build and No-Build Alternatives.
- The Build Alternatives would improve or maintain the LOS at the I-80/Ashby Avenue ramp and ramp terminal intersections in the project area.

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

- Not Applicable

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

- Not Applicable

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

- No state implementation plans for PM_{10} or $PM_{2.5}$.

RTP ID# *(required)* 17-01-0037

TIP ID# *(required)* ALA170002

Air Quality Conformity Task Force Consideration Date
Thursday, July 23, 2020

Project Description *(clearly describe project)*
The Alameda County Transportation Commission (Alameda CTC), in cooperation with the California Department of Transportation (Caltrans) and the cities of Berkeley and Emeryville, proposes to reconstruct the Interstate 80 (I-80)/Ashby Avenue interchange to improve accessibility, traffic flow, and bicycle and pedestrian facilities. These improvements are intended to provide traffic congestion relief and enhanced mobility at this critical access point and important intersection of regional transportation routes. The project will also provide multimodal transportation options, while improving community connectedness, including connectivity to the existing San Francisco Bay Trail. The location of the project is depicted in **Figure 1**.

The project proposes two build alternatives for the I-80/Ashby Avenue Interchange. The alternatives are "Build Alternative 1" and "Build Alternative 2". The main differences between Build Alternatives 1 and 2 are related to the proposed connector ramp configurations at the I-80/Ashby Avenue interchange. **Figure 2** illustrates the general configurations of the proposed interchange improvements.

Build Alternative 1 would reconfigure the I-80/Ashby Avenue connector ramps to a tight diamond configuration. In addition, Build Alternative 1 would include one of the following three options for the Ashby Avenue connection to West Frontage Road:

- Option A (T-Intersection): Ashby Avenue would connect to the realigned West Frontage Road using a simple T-Intersection. Partial realignment of West Frontage Road to the east would be required to meet geometric and safety specifications for the three-way intersection.
- Option B (S-Curve Ramp): This option would connect Ashby Avenue to the existing West Frontage Road via an S-Curve Ramp. No realignment of West Frontage Road would be required for this option. The intersection operations at West Frontage Road are the same as the T-Intersection option.
- Option C (C-Curve Ramp with Full Frontage Road Realignment): This option would realign West Frontage Road adjacent to and parallel with I-80. Ashby Avenue would connect with the realigned West Frontage Road via a C-Curve ramp structure.

From a traffic operations perspective, the T-intersection (Option A) and S-Curve (Option B) options are identical analysis scenarios, and different from the C-Curve Ramp (Option C).

Build Alternative 2 would reconfigure the I-80/Ashby Avenue connector ramps to Single Point Diamond configuration. Ashby Avenue would connect to the realigned West Frontage Road using a simple T-Intersection.

Type of Project:
Interchange improvements

County	*Narrative Location/Route & Postmiles*
Alameda	As depicted in **Figure 1**, the proposed project is located within Alameda County. The portion of the project area to the north of Ashby Avenue is within the City of Berkeley and the portion to the south is within the City of Emeryville. The approximately 85-acre project area extends from I-80 PM 4.58 to PM 13.90 from north to south. The San Francisco Bay borders the project area to the west. The project area is generally bordered by Shellmound Street and the Union Pacific Railroad (UPRR) tracks to the east. ***Caltrans District 04-ALA-80/13-PM 4.58/13.90*** ***EA# 04-256200*** ***Project ID 0418000225***

Lead Agency: Alameda County Transportation Commission

Contact Person	*Phone#*	*Fax#*	*Email*
Susan Chang	510.208.7491		schang@alamedactc.org

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*				
Categorical Exclusion (NEPA)	X **EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	*Other*

Scheduled Date of Federal Action: 2021

NEPA Delegation – Project Type *(check appropriate box)*		
X **Not an exempt project**	**Section 326 – Categorical Exclusion**	X **Section 327 – Non-Categorical Exclusion**

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	2017	2020	2020	2022
End	2021	2022	2022	2025

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

Project Purpose:
The purpose of the project is to:

- Improve interchange access and circulation;
- Provide multimodal connectivity;
- Provide westbound I-80 connection to Shellmound Street;
- Provide safe bicycle and pedestrian connectivity across I-80;
- Improve circulation at I-80/Powell Street and 7th Street; and
- Alleviate local surface street congestion.

Project Need:
The interchange, constructed in the 1950's, does not provide access to or from westbound I-80 or Shellmound Street in the City of Emeryville. Additionally, the area including the interchange lacks connectivity for different modes of transportation (i.e., vehicular, bicycle and pedestrian users). For these reasons, the interchange suffers from the following key operational issues:

- The existing interchange provides no access to Shellmound Street to/from westbound I 80 and no access from Shellmound Street to Frontage Road;
- Access from westbound traffic to Emeryville is forced to use the Powell Street interchange; and
- There is no direct pedestrian and bicyclist access to the San Francisco Bay Trail from 65th Street/Shellmound Street area.

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

Land uses within the project area are generally transportation uses associated with the existing interchange or associated landscaping. No housing is located within the project area. However, the project area does contain portions of several distinguishing features and landmarks as described below.

- Point Emery: A small park with a surface parking lot featuring unobstructed views of the San Francisco Bay.
- San Francisco Bay Trail: The project area contains a small portion of this 500-mile trail that connects 47 cities across 9 counties all along the San Francisco Bay shoreline.
- Berkeley Aquatic Park: The southern edge of this park—which features a wide range of recreational opportunities including bird-watching, boating, and hiking—falls within the project area.
- KRE Radio Station: A historic radio station building located in the northeastern quadrant of the project area.

The area surrounding the project area to the north is mostly occupied by the Berkeley Aquatic Park. Areas to the south primarily comprise industrial and commercial businesses intermixed with residential neighborhoods including some high-density residential buildings, though the land is generally zoned as Mixed-Use with Residential and Industrial. East of the project area in Berkeley, nearby lands are zoned as Mixed Use-Light Industrial and Mixed-Use Residential. Other nearby land uses include a private college, storage facilities, commercial centers, and residential homes. Within 1.5 miles of the proposed project area, land use designations east of I-80 range from low to medium density residential, parks and recreation uses, retail spaces and commercial offices.

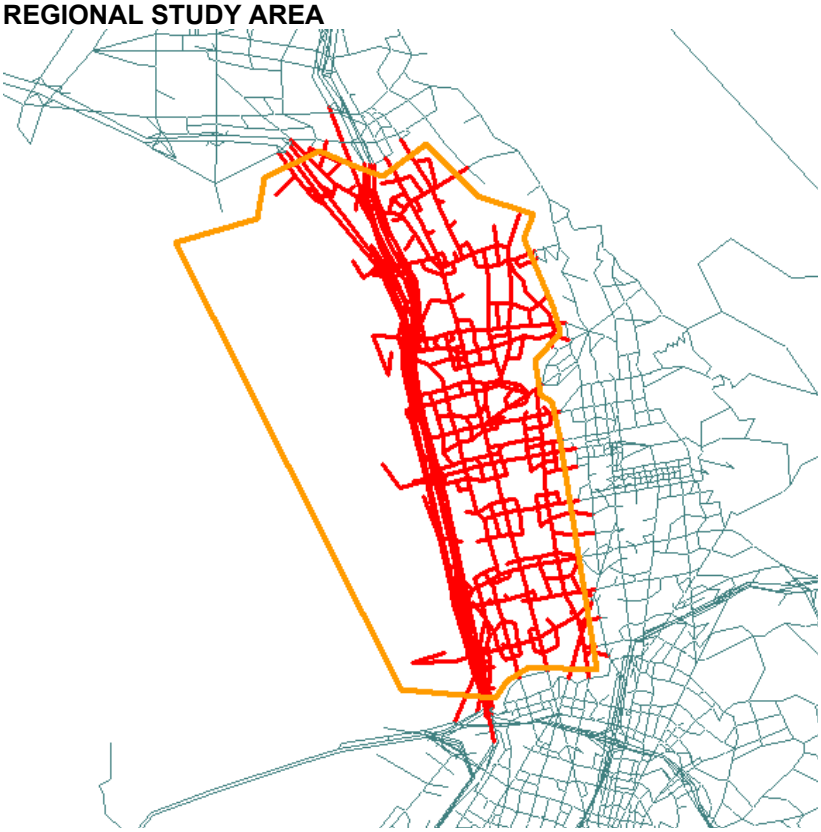
The project is not a new or expanded highway project and it will not add additional lanes on I-80 nor change the percentages of trucks in the regional study area. The project will alleviate local traffic congestion at the I-80/Ashby Avenue interchange, which will result in less truck traffic diverting onto the surrounding local street network to avoid congestion.

Brief summary of assumptions and methodology used for conducting analysis

Kittelson and Associates, Inc. (Kittelson) evaluated traffic operations primarily using continuously collected detector data for freeway operations, and analysis procedures from the Transportation Research Board's Highway Capacity Manual 6th Edition (HCM 6) for intersection operations. Kittelson conducted travel forecasting using the May 2018 version of the Alameda Countywide Travel Demand Model maintained by Alameda CTC. The model assumptions include land uses from Plan Bay Area 2040 as adopted in 2017 and network assumptions from the Countywide Transportation Plan and MTC Regional Transportation Plan (RTP), consistent with Plan Bay Area 2040. Kittelson evaluated traffic operations and developed traffic forecast for the existing year (2018), opening year (2025), horizon year (2040), and a design year (2045).

The regional study area considered in this analysis extended beyond the project limits to capture the effects of the proposed project on the surrounding transportation system as well as the effects of traffic in the surrounding area on the proposed project. As shown in the illustration below, the regional study area included the I-80 interchange at Ashby Avenue in the City of Emeryville and the following I-80 mainline segments: I-80 between Powell Street and Ashby Avenue, and I-80 between Ashby Avenue and University Avenue.

REGIONAL STUDY AREA



Source:
Kittelson & Associates, Inc. (April 28, 2020). *Draft Traffic Operation Analysis Report – Interstate 80/Ashby Avenue Interchange Improvements.*

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

Table 1. Opening Year (2025) Peak Hour I-80 Freeway Operations

Location	Direction	Lanes	Peak Period	2025 No-Build Alternative			2025 Build Alternatives[3]		
				Volume[1]	Density[2]	LOS	Volume	Density	LOS
I-80 North of Ashby Avenue (to University Ave.)	EB	5	AM	7,134	22.5	C	7,150	22.5	C
			PM	11,872	119.3	F	11,798	118.6	F
	WB	5	AM	12,971	118.3	F	13,022	118.7	F
			PM	7,466	29.6	D	7,492	29.7	D
I-80 South of Ashby Avenue (to Powell St.)	EB	6	AM	7,740	21.2	C	7,749	21.2	C
			PM	11,311	167.8	F	11,575	171.7	F
	WB	6	AM	13,205	90.2	F	13,371	91.3	F
			PM	7,644	39.5	E	7,727	39.9	E

Source: Kittelson & Associates, Inc., 2020.
Notes: LOS = level of service; EB = eastbound; WB = westbound
[1] Volumes reported are passenger car equivalent per hour.
[2] Densities reported are passenger vehicles per mile per lane.
[3] Freeway mainline operations are the same for Build Alternatives 1 and 2.

Table 2. Opening Year (2025) AADT and VMT

Study Area	Measure	% Trucks	2025 No-Build Alternative		2025 Build Alternatives		% Change
			Total	Trucks	Total	Trucks	
I-80 North of Ashby (to University Ave.)	AADT	4.8	280,803	13,479	282,729	13,571	0.7%
I-80 South of Ashby (to Powell St.)	AADT	4.8	291,591	13,996	291,755	14,004	0.1%
Regional Study Area	AADT	4.2	10,810,956	454,060	10,809,302	453,991	0.0%
	VMT	4.2	2,239,684	94,067	2,235,317	93,883	-0.2%

Source: Kittelson & Associates, Inc., 2020.
Notes: AADT = Annual average daily traffic; VMT = vehicle miles traveled.

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

Table 3. Horizon Year (2040) AADT and VMT

Study Area	Measure	% Trucks	2040 No-Build Alternative		2040 Build Alternatives		% Change
			Total	Trucks	Total	Trucks	
Regional Study Area	AADT	4.4	12,458,867	548,190	12,470,910	548,720	0.1%
	VMT	4.4	2,499,264	109,968	2,494,434	109,755	-0.2%

Source: Kittelson & Associates, Inc., 2020.
Notes: AADT = Annual average daily traffic; VMT = vehicle miles traveled.

Table 4. Design Year (2045) Peak Hour I-80 Freeway Operations

Location	Direction	Lanes	Peak Period	2025 No-Build Alternative			2025 Build Alternatives[3]		
				Volume[1]	Density[2]	LOS	Volume	Density	LOS
I-80 North of Ashby Avenue (to University Ave.)	EB	5	AM	8,044	25.4	C	8,210	25.9	C
			PM	13,681	137.5	F	14,051	141.2	F
	WB	5	AM	14,728	134.3	F	15,077	137.5	F
			PM	9,254	36.7	E	9,679	38.4	E
I-80 South of Ashby Avenue (to Powell St.)	EB	6	AM	8,742	23.9	C	8,941	24.4	C
			PM	13,406	198.9	F	13,888	206.0	F
	WB	6	AM	15,095	103.1	F	15,495	105.8	F
			PM	9,355	48.4	F	9,747	50.4	F

Source: Kittelson & Associates, Inc., 2020.

Notes: LOS = level of service; EB = eastbound; WB = westbound

[1] Volumes reported are passenger car equivalent per hour.

[2] Densities reported are passenger vehicles per mile per lane.

[3] Freeway mainline operations are the same for Build Alternatives 1 and 2.

Table 5. Design Year (2045) AADT and VMT

Study Area	Measure	% Trucks	2045 No-Build Alternative		2045 Build Alternatives		% Change
			Total	Trucks	Total	Trucks	
I-80 North of Ashby (to University Ave)	AADT	4.8	302,806	14,535	307,743	14,772	1.6%
I-80 South of Ashby (to Powell St.)	AADT	4.8	324,973	15,599	323,693	15,537	-0.4%
Regional Study Area	AADT	4.4	13,008,171	572,360	13,024,780	573,090	0.1%
	VMT	4.4	2,585,791	113,775	2,580,806	113,555	-0.2%

Source: Kittelson & Associates, Inc., 2020.

Notes: AADT = Annual average daily traffic; VMT = vehicle miles traveled.

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

Table 6. Opening Year (2025) Levels of Service at Interchanges

#	Intersection	Peak Period	2025 No-Build Alternative		2025 Build Alternative 1		2025 Build Alternative 2	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
1	Frontage Road & Ashby Avenue (Alt 1A & Alt 2)	AM	--	--	42.2	D	42.2	D
	Frontage Road & Ashby Avenue (Alt 1B)		--	--	6.3	A	--	--
2	I-80 WB Ramps & Ashby Avenue		--	--	29	C	29.2	C
3	I-80 EB Ramps & Ashby Avenue		--	--	17.1	B		
4	Shellmound Connectors & Ashby Avenue		--	--	12.4	B	13.4	B
5	Shellmound Connector WB & Shellmound Street		--	--	7.8	A	7.8	A
6	Shellmound Connector EB & Shellmound Street		--	--	12	B	12	B
7	7th Street & Ashby Avenue		61	E	58.4	E	58.4	E
8	Frontage Road & I-80 WB Off-Ramp		36.8	E	--	--	--	--
9	Frontage Road & I-80 WB On-Ramp		37.5	E	--	--	--	--
10	Shellmound Street & I-80 EB Off-Ramp		12.9	B	--	--	--	--
1	Frontage Road & Ashby Avenue (Alt 1A & Alt 2)	PM	--	--	33.1	C	33.1	C
	Frontage Road & Ashby Avenue (Alt 1B)		--	--	7.9	A		
2	I-80 WB Ramps & Ashby Avenue		--	--	26.6	C	23.1	C
3	I-80 EB Ramps & Ashby Avenue		--	--	13.9	B		
4	Shellmound Connectors & Ashby Avenue		--	--	17.7	B	22.1	C
5	Shellmound Connector WB & Shellmound Street		--	--	8.7	A	8.7	A
6	Shellmound Connector EB & Shellmound Street		--	--	13.8	B	13.8	B
7	7th Street & Ashby Avenue		124.9	F	73.9	E	73.9	E
8	Frontage Road & I-80 WB Off-Ramp		118.9	F	--	--	--	--
9	Frontage Road & I-80 WB On-Ramp		168.3	F	--	--	--	--
10	Shellmound Street & I-80 EB Off-Ramp		18.7	C	--	--	--	--

Source: Kittelson & Associates, Inc., 2020.

Notes: s/veh = seconds per vehicle; LOS = level of service; -- = not available

Table 7. Opening Year (2025) Traffic Volumes at Interchanges

#	Intersection	Peak Period	2025 No-Build Alternative				2025 Build Alternative 1				2025 Build Alternative 2			
			NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
1	Frontage Road & Ashby Avenue (Alt 1A & Alt 2)	AM					131	1,339	0	211	131	1,339	0	211
	Frontage Road & Ashby Avenue (Alt 1B)						0	0	0	0				
2	I-80 WB Ramps & Ashby Avenue						0	784	709	786	1,349	784	710	1,523
3	I-80 EB Ramps & Ashby Avenue						1,349	0	967	1,520				
4	Shellmound Connectors & Ashby Avenue						0	287	2,300	1,242	0	287	2,300	1,242
5	Shellmound Connector WB & Shellmound Street						308	23	0	0	308	23	0	0
6	Shellmound Connector EB & Shellmound Street						304	23	518	0	304	23	518	0
7	7th Street & Ashby Avenue		172	1,253	0	86	422	637	1,686	1,036	422	637	1,686	1,036
8	Frontage Road & I-80 WB Off-Ramp		147	1,067	7	164								
9	Frontage Road & I-80 WB On-Ramp		234	25	420	0								
10	Shellmound Street & I-80 EB Off-Ramp		412	615	1,733	964								
1	Frontage Road & Ashby Avenue (Alt 1A & Alt 2)	PM					882	565	0	346	882	565	0	346
	Frontage Road & Ashby Avenue (Alt 1B)						0	0	0	0				
2	I-80 WB Ramps & Ashby Avenue						0	910	417	976	652	910	420	1,972
3	I-80 EB Ramps & Ashby Avenue						652	0	1,023	1,975				
4	Shellmound Connectors & Ashby Avenue						0	560	1,462	1,410	0	560	1,462	1,410
5	Shellmound Connector WB & Shellmound Street						607	46	0	0	607	46	0	0
6	Shellmound Connector EB & Shellmound Street						601	46	202	0	601	46	202	0
7	7th Street & Ashby Avenue		984	713	0	36	907	814	1,285	1,110	907	814	1,285	1,110
8	Frontage Road & I-80 WB Off-Ramp		865	577	12	294								
9	Frontage Road & I-80 WB On-Ramp		835	47	73	0								
10	Shellmound Street & I-80 EB Off-Ramp		885	796	1,435	1,359								

Source: Kittelson & Associates, Inc., 2020.

Table 8. 2020* AADT at Interchanges

#	Intersection	2020 No-Build Alternative				2020 Build Alternative 1				2020 Build Alternative 2			
		NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
1	Frontage Road & Ashby Avenue (Alt 1A & Alt 2)					6,208	14,108	0	5,830	6,208	14,108	0	5,830
	Frontage Road & Ashby Avenue (Alt 1B)					6,208	14,108	5,830	0				
2	I-80 WB Ramps & Ashby Avenue					0	8,055	4,275	-	11,685	8,055	4,275	17,928
3	I-80 EB Ramps & Ashby Avenue					11,685	0	5,564	17,928				
4	Shellmound Connectors & Ashby Avenue					0	5,999	-	11,929	0	5,999	-	11,929
5	Shellmound Connector WB & Shellmound Street					6,057	59	0	5,999	6,057	59	0	5,999
6	Shellmound Connector EB & Shellmound Street					6,057	59	3,671	0	6,057	59	3,671	0
7	7th Street & Ashby Avenue	3,822	4,221	16,478	13,803	3,493	3,989	12,417	12,921	3,493	3,989	12,417	12,921
8	Frontage Road & I-80 WB Off-Ramp	6,337	15,392	0	479								
9	Frontage Road & I-80 WB On-Ramp	6,432	13,955	0	2,201								
10	Shellmound Street & I-80 EB Off-Ramp	3,860	57	1,116	0								

Source: Kittelson & Associates, Inc., 2020.

"-" Volume obstructed in model plots

* Please note that the travel demand model uses 2020 and 2040 base years. The 2025 and 2045 intersection volumes were interpolated between 2020 and 2040 model years but AADT has not been interpolated because it was not used in analyzing and designing the interchange.

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

Table 9. Design Year (2045) Levels of Service at Interchanges

#	Intersection	Peak Period	2045 No-Build Alternative		2045 Build Alternative 1		2045 Build Alternative 2	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
1	Frontage Road & Ashby Avenue (Alt 1A & Alt 2)	AM	--	--	41.3	D	41.3	D
	Frontage Road & Ashby Avenue (Alt 1B)		--	--	14.4	B	--	--
2	I-80 WB Ramps & Ashby Avenue		--	--	42.7	D	41	D
3	I-80 EB Ramps & Ashby Avenue		--	--	28.4	C		
4	Shellmound Connectors & Ashby Avenue		--	--	21	C	28.6	C
5	Shellmound Connector WB & Shellmound Street		--	--	8.7	A	8.7	A
6	Shellmound Connector EB & Shellmound Street		--	--	16.7	C	16.7	C
7	7th Street & Ashby Avenue		146.2	F	149.5	F	149.5	F
8	Frontage Road & I-80 WB Off-Ramp		128.7	F	--	--	--	--
9	Frontage Road & I-80 WB On-Ramp		180.5	F	--	--	--	--
10	Shellmound Street & I-80 EB Off-Ramp		13.6	B	--	--	--	--
1	Frontage Road & Ashby Avenue (Alt 1A & Alt 2)	PM	--	--	35.9	D	33.1	C
	Frontage Road & Ashby Avenue (Alt 1B)		--	--	27.8	C		
2	I-80 WB Ramps & Ashby Avenue		--	--	44.2	D	35.2	D
3	I-80 EB Ramps & Ashby Avenue		--	--	21.8	C		
4	Shellmound Connectors & Ashby Avenue		--	--	19.3	B	28.5	C
5	Shellmound Connector WB & Shellmound Street		--	--	9.3	A	9.3	A
6	Shellmound Connector EB & Shellmound Street		--	--	17.7	C	17.7	C
7	7th Street & Ashby Avenue		236.7	F	174.6	F	174.6	F
8	Frontage Road & I-80 WB Off-Ramp		201.6	F	--	--	--	--
9	Frontage Road & I-80 WB On-Ramp		282.7	F	--	--	--	--
10	Shellmound Street & I-80 EB Off-Ramp		24.1	C	--	--	--	--

Source: Kittelson & Associates, Inc., 2020.

Notes: s/veh = seconds per vehicle; LOS = level of service; -- = not available

Table 10. Design Year (2045) Traffic Volumes at Interchanges

#	Intersection	Peak Period	2045 No-Build Alternative				2045 Build Alternative 1				2045 Build Alternative 2			
			NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
1	Frontage Road & Ashby Avenue (Alt 1A & Alt 2)	AM					460	1,341	0	612	460	1,341	0	612
	Frontage Road & Ashby Avenue (Alt 1B)						460	1,341	612	0				
2	I-80 WB Ramps & Ashby Avenue						0	1,199	731	1,375	1,565	1,199	724	2,201
3	I-80 EB Ramps & Ashby Avenue						1,565	0	1,376	2,195				
4	Shellmound Connectors & Ashby Avenue						0	569	2,883	1,638	0	569	2,883	1,638
5	Shellmound Connector WB & Shellmound Street						606	46	0	0	606	46	0	0
6	Shellmound Connector EB & Shellmound Street						601	46	694	0	601	46	694	0
7	7th Street & Ashby Avenue		580	1,340	0	279	582	863	2,107	1,590	582	863	2,107	1,590
8	Frontage Road & I-80 WB Off-Ramp		545	1,271	7	552								
9	Frontage Road & I-80 WB On-Ramp		291	55	420	0								
10	Shellmound Street & I-80 EB Off-Ramp		574	791	1,969	1,582								
1	Frontage Road & Ashby Avenue (Alt 1A & Alt 2)	PM					1,062	624	0	853	1,062	624	0	853
	Frontage Road & Ashby Avenue (Alt 1B)						1,062	624	853	0				
2	I-80 WB Ramps & Ashby Avenue						0	1,612	652	1,310	947	1,612	658	2,187
3	I-80 EB Ramps & Ashby Avenue						947	0	1,623	2,189				
4	Shellmound Connectors & Ashby Avenue						0	595	2,107	1,594	0	595	2,107	1,594
5	Shellmound Connector WB & Shellmound Street						689	117	0	0	689	117	0	0
6	Shellmound Connector EB & Shellmound Street						681	117	632	0	681	117	632	0
7	7th Street & Ashby Avenue		1,068	989	0	177	1,158	1,096	1,552	1,542	1,158	1,096	1,552	1,542
8	Frontage Road & I-80 WB Off-Ramp		871	624	14	839								
9	Frontage Road & I-80 WB On-Ramp		1,024	127	152	0								
10	Shellmound Street & I-80 EB Off-Ramp		1,135	1,029	1,884	1,758								

Source: Kittelson & Associates, Inc., 2020.

Table 11. 2040* AADT at Interchanges

#	Intersection	2040 No-Build Alternative				2040 Build Alternative 1				2040 Build Alternative 2			
		NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
1	Frontage Road & Ashby Avenue (Alt 1A & Alt 2)					8,399	15,985	0	11,092	8,399	15,985	0	11,092
	Frontage Road & Ashby Avenue (Alt 1B)					8,399	15,985	11,092	0				
2	I-80 WB Ramps & Ashby Avenue					0	13,033	8,961	-	16,775	13,033	8,961	27,417
3	I-80 EB Ramps & Ashby Avenue					16,775	0	9,992	27,417				
4	Shellmound Connectors & Ashby Avenue					0	8,699	-	18,718	0	8,699	-	18,718
5	Shellmound Connector WB & Shellmound Street					9,059	378	0	5,999	9,059	378	0	5,999
6	Shellmound Connector EB & Shellmound Street					9,059	378	7,326	0	9,059	378	7,326	0
7	7th Street & Ashby Avenue	6,358	7,016	24,243	20,824	5,495	7,213	15,861	19,544	5,495	7,213	15,861	19,544
8	Frontage Road & I-80 WB Off-Ramp	9,915	20,641	0	1,962								
9	Frontage Road & I-80 WB On-Ramp	8,441	16,141	0	5,709								
10	Shellmound Street & I-80 EB Off-Ramp	7,236	446	1,869	0								

Source: Kittelson & Associates, Inc., 2020.

"-" Volume obstructed in model plots

* Please note that the travel demand model uses 2020 and 2040 base years. The 2025 and 2045 intersection volumes were interpolated between 2020 and 2040 model years but AADT has not been interpolated because it was not used in analyzing and designing the interchange.

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

The proposed I-80 and Ashby Avenue Interchange would not create new traffic; rather it would redistribute traffic within the local area because it provides new connections to and from Shellmound Street and I-80 Westbound, as anticipated in the general plans for both Berkeley and Emeryville. The Build Alternatives would decrease traffic demands for the Powell Street off-ramp and along Frontage Road and Ashby Avenue west of 7th Street. The traffic volume for Shellmound Street south of Ashby Avenue would increase, while traffic volumes would decrease on Bay Street and Potter Street near Aquatic Park. Traffic redistribution is shown in Tables 7, 8, 10 and 11. In addition, local street segments near the interchange were also examined with and without the project in 2020 and 2040 for truck percentage, total AADT and truck AADT, which are shown in Table 12. Three of the four segments are anticipated to have a similar or fewer number of trucks between the no build and build alternative in 2040. The one segment where trucks are increasing is on Shellmound Street between 65th Street and 66th Street. The travel demand model forecasts the number of trucks to almost double with the project. However, the AADT also almost doubles with the new connection such that the truck percentage remains similar between the no build (6.1%) and build (6.4%). Therefore, the increased truck volume is not anticipated to significantly impact traffic operations on local streets.

Table 12. 2020 and 2040 Local Roadway Segments with and without the Project

Segment	Scenario	2020			2040		
		Truck %	Total AADT	Truck AADT	Truck %	Total AADT	Truck AADT
Frontage Road between Ashby Avenue & University Avenue	No Build	7.6%	22,253	1,694	8.8%	30,048	2,652
	Build	7.8%	21,323	1,657	9.6%	26,824	2,579
Frontage Road between Ashby Avenue & Powell Street	No Build	8.0%	20,567	1,638	9.2%	24,171	2,213
	Build	8.2%	20,864	1,721	9.4%	24,075	2,272
Shellmound Street between 65th Street & 66th Street	No Build	6.1%	5,033	306	6.1%	9,551	585
	Build	5.9%	9,786	581	6.4%	16,764	1,076
Ashby Avenue between Shellmound Street & 7th Street	No Build	6.9%	29,443	2,023	7.7%	46,281	3,559
	Build	7.2%	24,346	1,745	8.3%	34,579	2,858

Source: Kittelson & Associates, Inc., 2020.
Please note that the travel demand model uses 2020 and 2040 base years.

The City of Emeryville is planning to update the bicycle facilities along Shellmound Street by continuing the bicycle treatments already implemented south of 64th Street, north to the interchange. These additional bicycle treatments would reduce the level of traffic stress on Shellmound Street between 64th Street and the Ashby Avenue Interchange.

Comments/Explanation/Details (please be brief)

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

(i) *New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles*;

The project is not a new or expanded highway project and it will not add additional lanes on I-80 nor change the percentages of trucks in the regional study area. The project will alleviate local traffic congestion at the I-80/Ashby Avenue interchange and improve circulation, which will result in less truck traffic diverting onto the surrounding local street network to reach their destination. As a result, the project will provide better access to the regional study area while generally maintaining or improving the AADT (See Tables 2, 3, and 5) and LOS (see Tables 6 and 7), and reducing the regional vehicle miles traveled (VMT) (see Tables 2, 3, and 5). Because the project's reduction in regional VMT would result in a decrease in $PM_{2.5}$ emissions from diesel vehicles, the project would not be considered a Project of Air Quality Concern under this criterion.

(ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;

Overall, the Build Alternatives would improve or maintain the LOS at the I-80/Ashby Avenue ramp and ramp terminal intersections in project area.

- The Build Alternatives will modify the I-80 ramp/Ashby Avenue and Frontage Road/Ashby Avenue intersections, which will operate within LOS standards (D or better) in 2045.
- The Build Alternatives will reconfigure the connection to Shellmound Street by creating an intersection at Ashby Avenue, which will operate within LOS standards (D or better) in 2045.
- The Build Alternatives would not modify the 7th Street and Ashby Avenue intersection, which will continue to operate at LOS F.

The percentage of diesel trucks (4.2 to 4.4%) would remain the same in the regional study for the Build and No-Build Alternatives. The LOS at the affected intersections in the study area would be not due to a significant increase in the volume of diesel trucks. Therefore, the proposed project would not be considered a Project of Air Quality Concern under this criterion.

(iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;

The proposed project would not implement a new bus or retail terminal or transfer point. Therefore, the proposed project would not be considered a Project of Air Quality Concern under this criterion.

(iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and

The proposed project does not involve expansion of a bus or rail terminal or transfer point. Therefore, the proposed project would not be considered a Project of Air Quality Concern under this criterion.

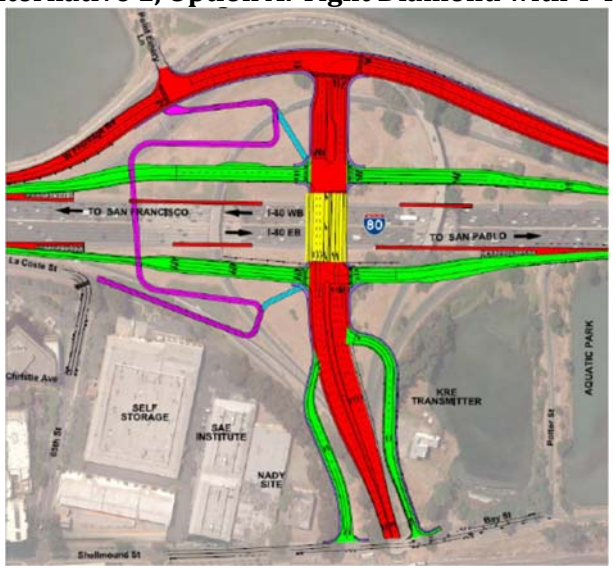
(v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM_{10} or $PM_{2.5}$ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

There is no state implementation plan for PM_{10} or $PM_{2.5}$. According to the Bay Area Air Quality Management District's Community Air Risk Evaluation (CARE) program, the project area is within a 24-hour $PM_{2.5}$ exceedance area and a 2013 cumulative impact area. However, the project is not mapped in a community that is disproportionately impacted by emissions from existing transportation and stationary sources. The project is not a first-year priority community under AB 617 and is not currently covered under a community action plan. Therefore, the proposed project would not be considered a Project of Air Quality Concern under this criterion.

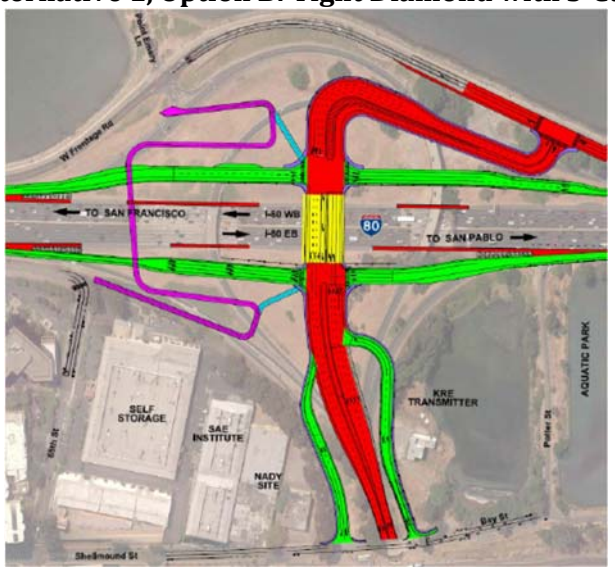
Figure 1: Study Area

Figure 2. Build Alternatives

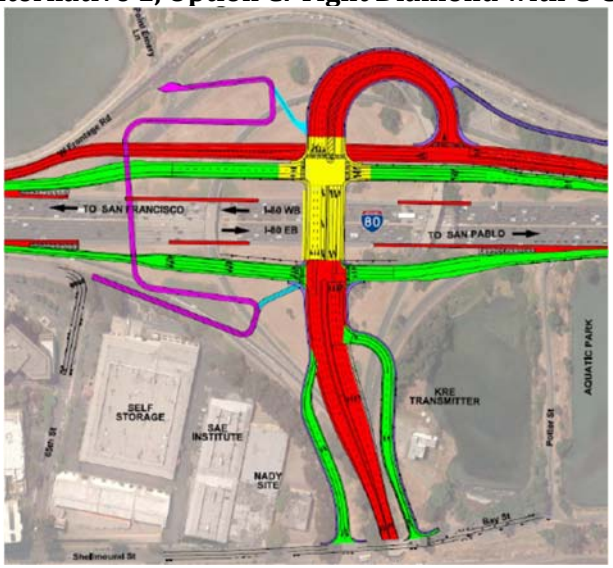
Alternative 1, Option A: Tight Diamond with T-Intersection



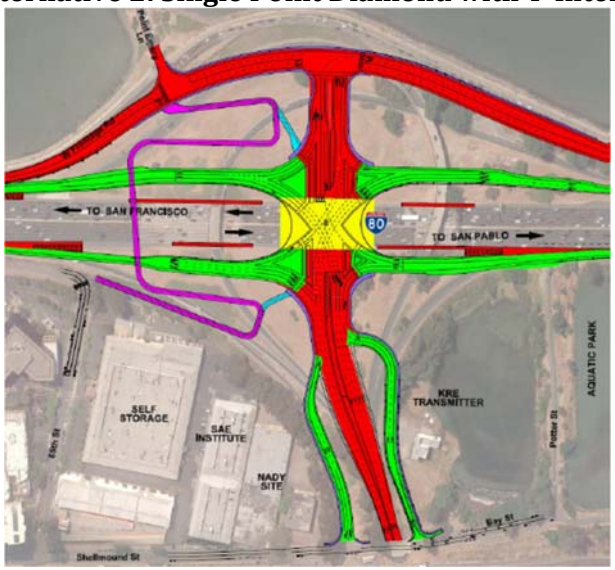
Alternative 1, Option B: Tight Diamond with S-Curve Ramp



Alternative 1, Option C: Tight Diamond with C-Curve Ramp



Alternative 2: Single Point Diamond with T-Intersection



ALAMEDA COUNTY TRANSPORTATION COMMISSION

I-80/ASHBY AVENUE (ROUTE 13) INTERCHANGE IMPROVEMENT PROJECT

AIR QUALITY CONFORMITY TASK FORCE

July 23, 2020

Project Location

- I-80 / Ashby Avenue Interchange
- City of Berkeley / City of Emeryville
- Alameda County

➢ Not located within West Oakland Community Action Plan (AB 617)

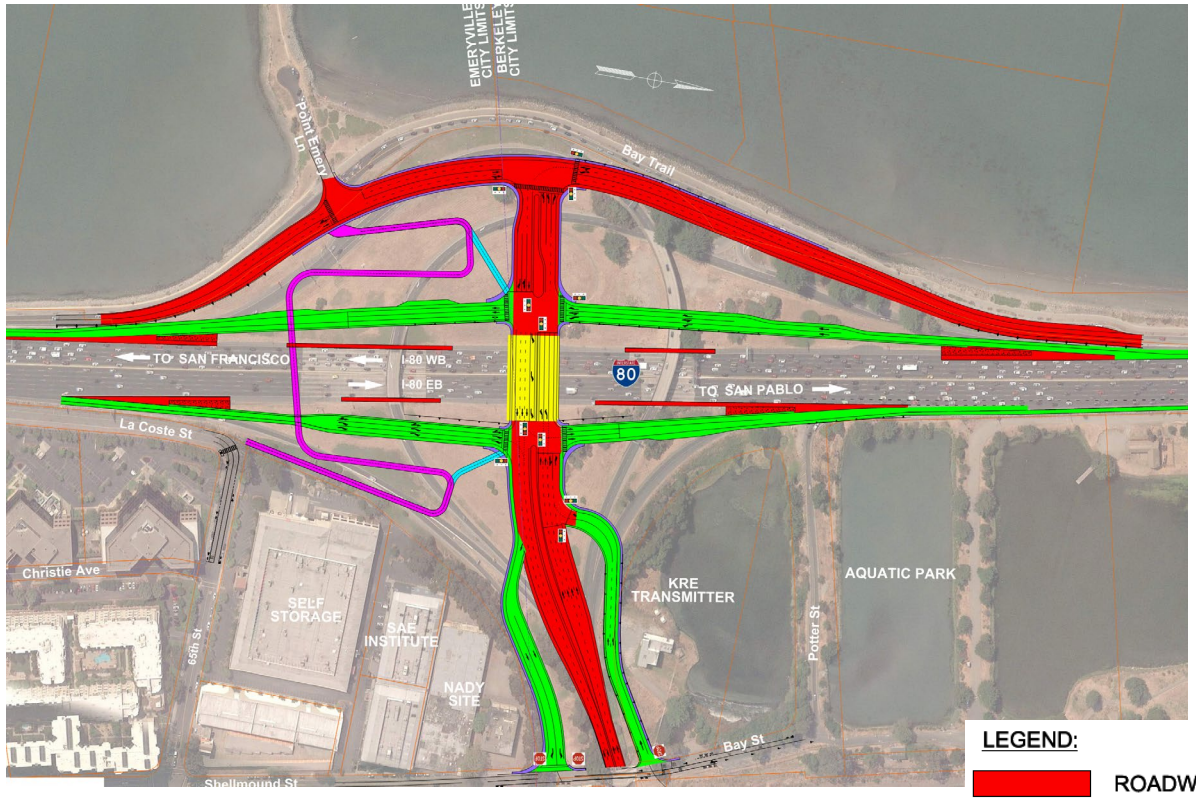
Project Description

The project would:

- **Replace existing elevated interchange connector ramps with new bridge over I-80;**
- **Realign access to the West Frontage Road;**
- **Introduce new bicycle and pedestrian pathway from 65th Street / Shellmound Street to the San Francisco Bay Trail**

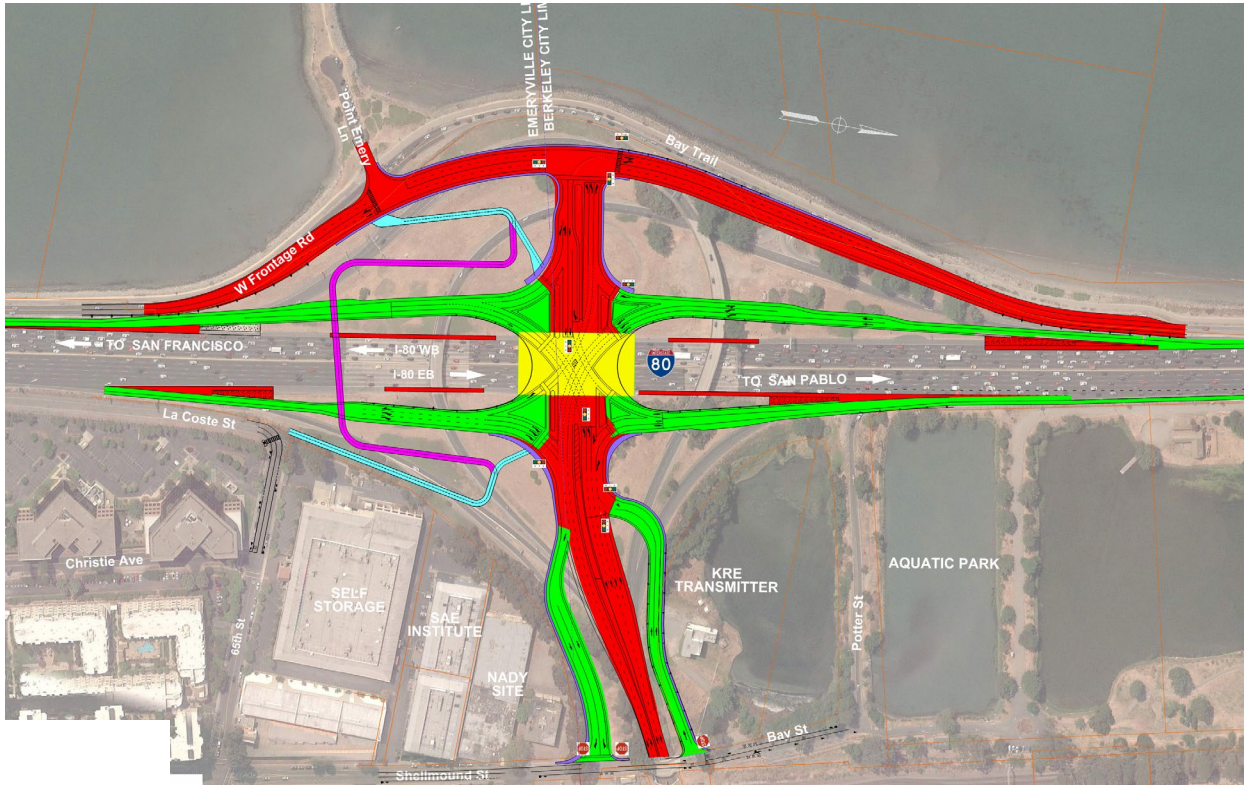
Project Alternatives

ALTERNATIVE 1



Tight Diamond

ALTERNATIVE 2



Single Point Diamond

LEGEND:

- ROADWAY
- RAMP
- STRUCTURE
- Ped/BIKE PATH (POC)
- Ped/BIKE PATH (AT GRADE)
- SIDEWALK

Project Purpose

The purpose of the project is to:

- **Improve interchange access, safety, and circulation;**
- **Provide multimodal connectivity;**
- **Provide westbound I-80 connection to Shellmound Street;**
- **Provide safe bicycle and pedestrian connectivity across I-80;**
- **Improve circulation at I-80/Powell Street and 7th Street; and**
- **Alleviate local surface street congestion.**

Project Need

- The existing interchange provides no access to Shellmound Street to/from westbound I-80 and no access from Shellmound Street to Frontage Road;
- Access from westbound traffic to Emeryville is forced to use the Powell Street interchange; and
- There is no direct pedestrian and bicyclist access to the San Francisco Bay Trail from 65th Street / Shellmound Street area.

Project Land Uses

- Commercial
- Mixed Use-Light Industrial
- Mixed Use with Residential
- Mixed Use with Non-Residential
- High Density Residential
- Park/Open Space
- Other Park Opportunity

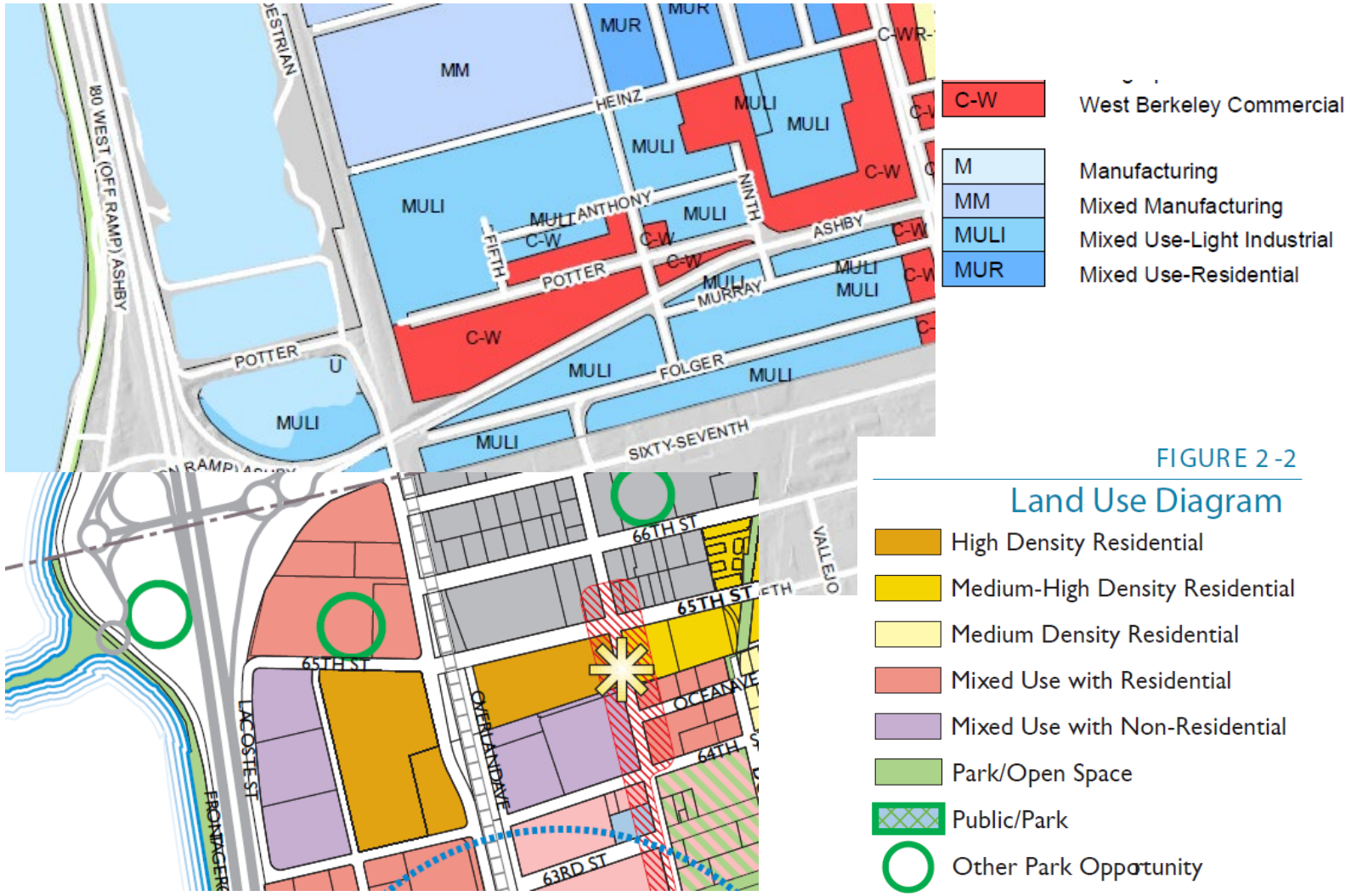


FIGURE 2-2

Land Use Diagram

- High Density Residential
- Medium-High Density Residential
- Medium Density Residential
- Mixed Use with Residential
- Mixed Use with Non-Residential
- Park/Open Space
- Public/Park
- Other Park Opportunity

Traffic Data

Opening Year (2025) LOS Summary

Alternative	No. Intersections at LOS D, E, F
No-Build	3
Build Alternative	2

Design Year (2045) LOS Summary

Alternative	No. Intersections at LOS D, E, F
No-Build	3
Build Alternative	3

Regional Traffic Data

Opening Year (2025) AADT & VMT Summary

Measure	No-Build Alternative		Build Alternatives		% Change
	Total	Trucks (4.2%)	Total	Trucks (4.2%)	
AADT	10,810,956	454,060	10,809,302	453,991	0.0%
VMT	2,239,684	94,067	2,235,317	93,883	-0.2%

Design Year (2045) AADT & VMT Summary

Measure	No-Build Alternative		Build Alternatives		% Change
	Total	Trucks (4.4%)	Total	Trucks (4.4%)	
AADT	13,008,171	572,360	13,024,780	573,090	0.1%
VMT	2,585,791	113,775	2,580,806	113,555	-0.2%

I-80 Traffic Data

Opening Year (2025) AADT Summary

Location	No-Build Alternative		Build Alternatives		% Change
	Total	Trucks (4.8%)	Total	Trucks (4.8%)	
I-80 North of Ashby (to University Ave.)	280,803	13,479	282,729	13,571	0.7%
I-80 South of Ashby (to Powell St.)	291,591	13,996	291,755	14,004	0.1%

Design Year (2045) AADT Summary

Location	No-Build Alternative		Build Alternatives		% Change
	Total	Trucks (4.8%)	Total	Trucks (4.8%)	
I-80 North of Ashby (to University Ave.)	302,806	14,535	307,743	14,772	1.6%
I-80 South of Ashby (to Powell St.)	324,973	15,599	323,693	15,537	-0.4%

Screening Results

POAQC Criteria under 40 CFR 93.123(b)(1):

i. New highway projects that have a significant number of diesel vehicles, and expanded highway project that have a significant increase in the number of diesel vehicles

- **Not a new or expanded highway project**
- **Would alleviate local traffic congestion, which will result in less truck traffic diverting onto the surrounding street network**
- **Negligible change in diesel AADT from project**

Screening Results

ii. **Projects affecting intersections that are at LOS D, E, or F with a significant number of diesel vehicles, or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project**

- **Overall, Build Alternatives would improve or maintain LOS at the I-80/Ashby Ave ramp and ramp terminal intersections in project area**
- **Percentage of diesel truck would remain the same in the regional study area for both Build and No Build Alternatives**

Screening Results

v. **Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation**

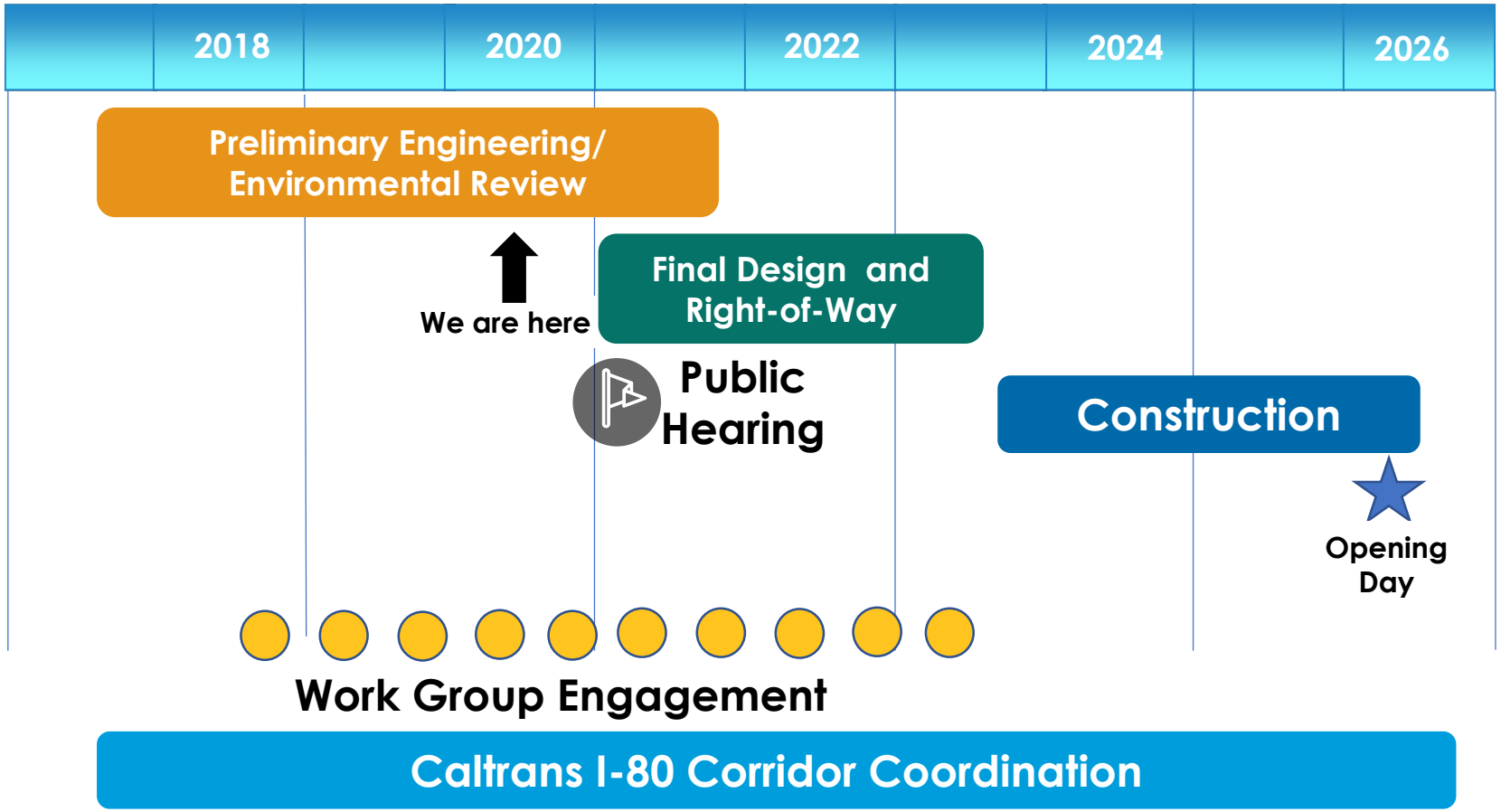
- **Project not mapped in a community that is disproportionately impacted by emissions from existing transportation and stationary sources**
- **Project location not a first-year priority community under AB 617 and not currently covered under a community action plan**

Summary

Not a project of Air Quality Concern

- Not a new or expanded highway project
- No additional lanes on I-80
- No added vehicular capacity
- No change in regional traffic volumes or truck percentages on I-80
- Intersection delay would improve compared to No-Build
- No changes to land use that would affect diesel traffic percentage
- No exceedances in Federal $PM_{2.5}$ standard

Project Schedule



Early Finish Dates

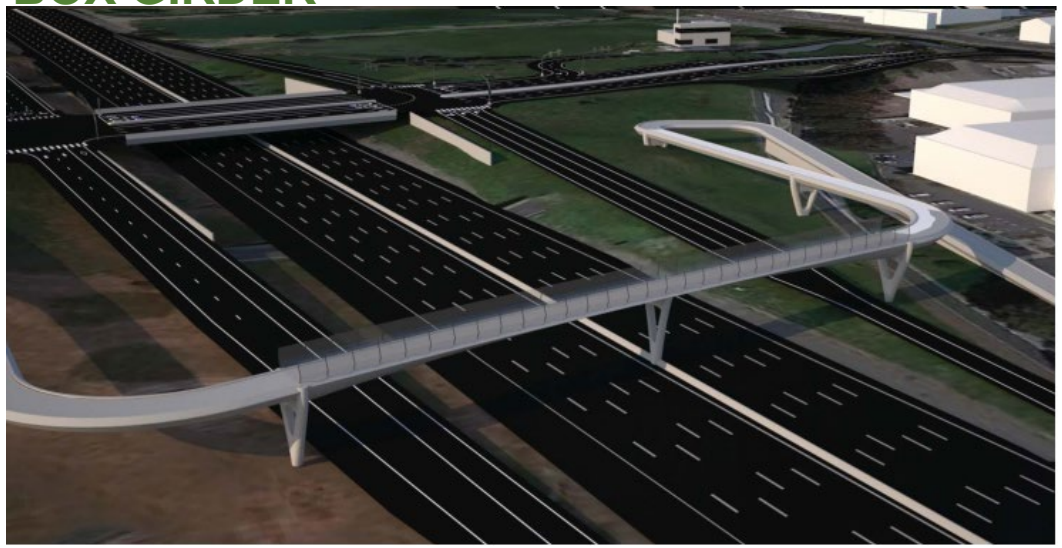
- DED (IS/EA) - Late 2020
- Public Hearing - Early 2021
- FED - Mid 2021
- Final Design - Early 2023
- R/W - Early 2023
- Construction - Mid 2026

Costs ($ X 1,000)	
PE/Environmental	$4,500
Final Design (PS&E)	$7,500
Right-of-Way/Utility	$4,000
Construction	$82,535
Total Expenditures	$98,935

DRAFT – Subject to Change

Interchange Renderings

BOX GIRDER



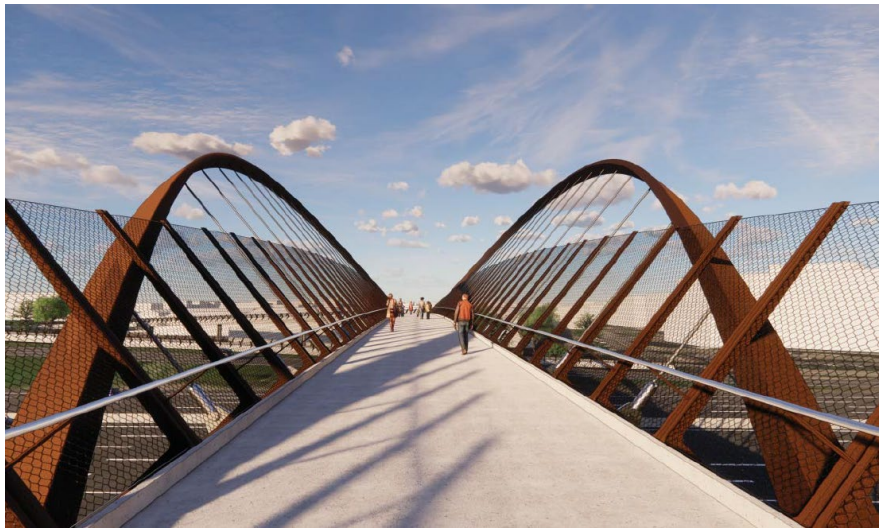
TRUSS

BASKET HANDLE

BUTTERFLY ARCH

Pedestrian Overcrossing Renderings

Butterfly Arch



Questions and Discussion

Thank You

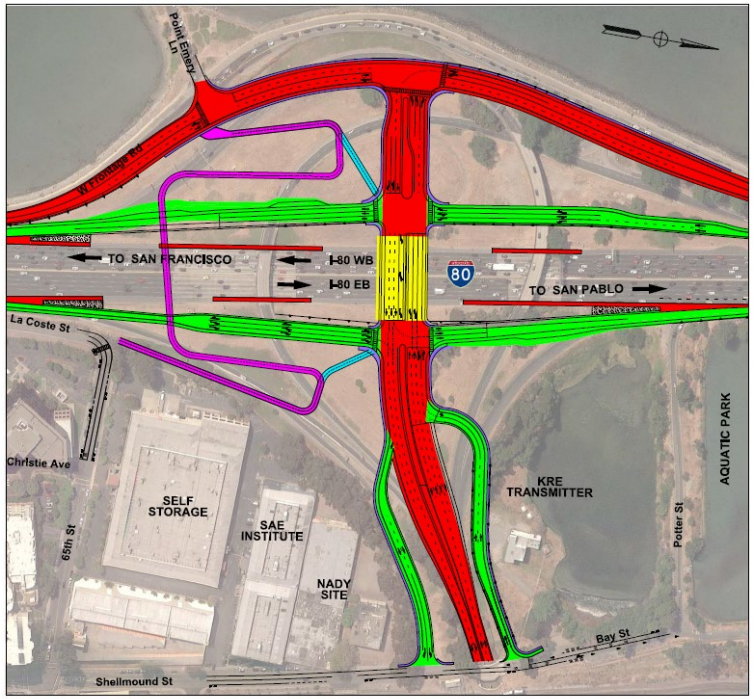
Questions? Please contact John Kenyon:

John.Kenyon@tylin.com

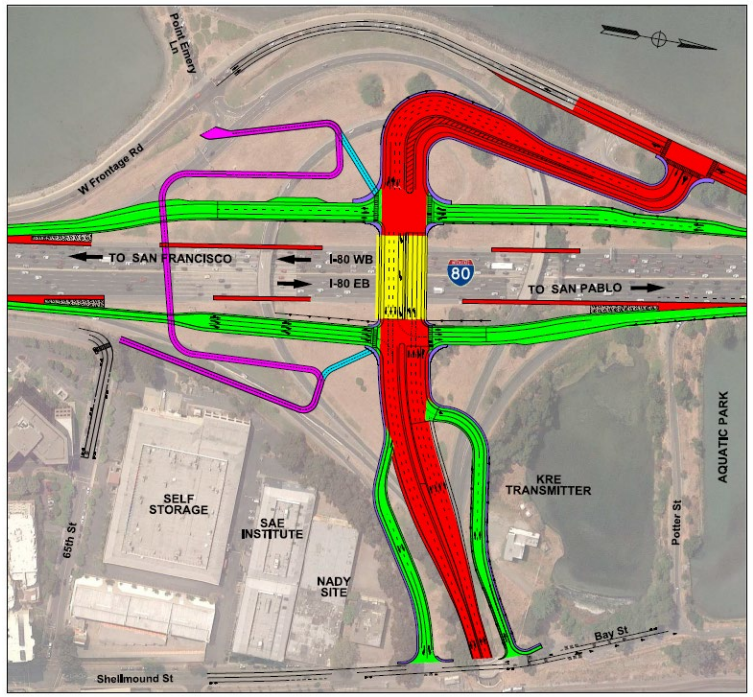
(510) 457-3044

www.AlamedaCTC.org

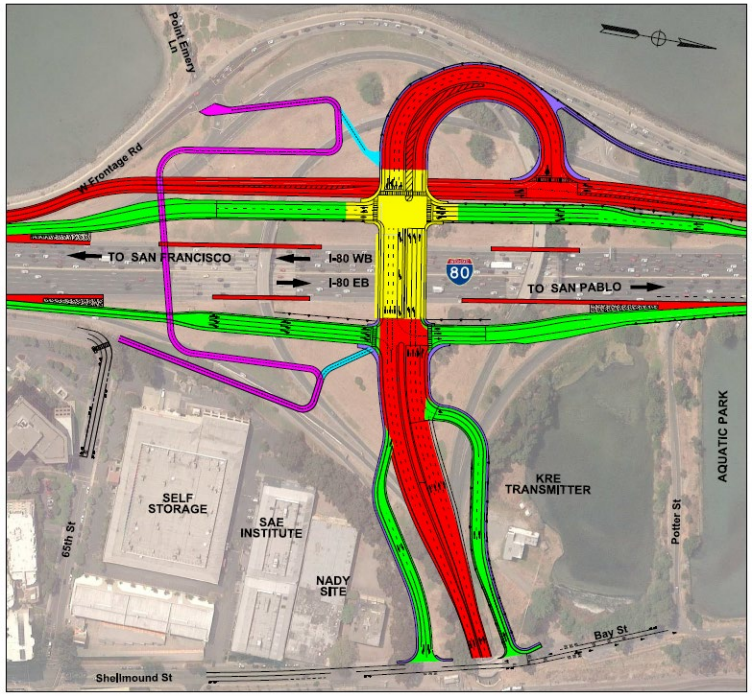
Tight Diamond - West Conform Options



TIGHT DIAMOND T - INTERSECTION
(WITH POC & AT-GRADE SHOWN)



TIGHT DIAMOND S - CURVE
(WITH POC & AT-GRADE SHOWN)



TIGHT DIAMOND C - CURVE
(WITH POC & AT-GRADE SHOWN)

LEGEND:

- ROADWAY
- RAMP
- STRUCTURE
- Ped/BIKE PATH (POC)
- Ped/BIKE PATH (AT GRADE)
- SIDEWALK

Air Quality Conformity Task Force
Summary Meeting Notes
June 25, 2020

Participants:

Panah Stauffer – EPA
Dick Fahey – Caltrans
Lucas Sanchez – Caltrans
Kevin Krewson – Caltrans
Rodney Tavitas – Caltrans
Ace Malisos – Kimley-Horn
Dominique Kraft – FTA
Romi Archer – Circlepoint
Kavya Kudupudi – Caltrans
Scott Shepard – ACTC
Prasanna Muthireddy – Kimley-Horn
Andrea Gordon – BAAQMD
Joseph Vaughn – FHWA
Adam Noelting – MTC
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. **I-880 Interchange Improvements at Winton Avenue and A Street Project**

Ace Malisos (Kimley-Horn) began the I-880 Interchange Improvements at Winton Avenue and A Street project presentation by identifying the location in the East Bay in Alameda County in Hayward. Mr. Malisos went on to discuss the land uses in the area and listing needs the I-880 Interchange Improvements at Winton Avenue and A Street project would address:

- Inadequate multi-modal facilities at both Interchanges
- Winton Ave Interchange operates at over capacity
- Constrained access to Southland Mall at Winton Ave Interchange
- Congestion and long queues at A Street Interchange

Mr. Malisos described the I-880 Interchange Improvements at Winton Avenue and A Street project by noting the components common to both build alternatives:

Winton Avenue –
Both Build Alternatives would convert the existing I-880/Winton Avenue Interchange from a clover leaf to a partial clover leaf configuration. Improvements to the I 880/Winton Avenue Interchange would include the addition of bicycle and pedestrian facilities

Mainline Improvements –
Mainline improvements would include the reconstruction and restriping of the existing outside shoulder of I-880 along the I-880 mainline between the I-880/A Street and I 880/Winton Avenue

interchanges to provide one auxiliary lane in each direction. The new auxiliary lanes would be approximately 1,500 feet long, would not require ROW acquisitions to construct and do not extend beyond the two interchanges.

Mr. Malisos also described the I-880 Interchange Improvements at Winton Avenue and A Street project by noting the components specific to each build alternative:

Build Alternative 1; Double Roundabout –
Converts intersection control from traffic signals to two-lane double roundabouts at the I-880 ramp intersections and converts the outside bays of the existing undercrossing structure into a combined bicycle and pedestrian facility.

Build Alternative 2; Six Lane Configuration –
Includes minor changes to the interchange ramps but includes intersection control at the existing I-880/A Street Interchange on- and off-ramps, widening A Street to include additional turn lanes, and would improve pedestrian and bicycle access within proximity of the interchange.

Harold Brazil (MTC) asked how the I-880 Interchange Improvements at Winton Avenue and A Street project would impact bike and pedestrian travel in the area and Prasanna Muthireddy (Kimley-Horn) explained that the City of Hayward is in the process of updating their bike master plan. Ms. Muthireddy added that A Street currently has class three bike facilities and bicyclists are sharing the lanes with the traffic which including five foot wide sidewalks.

Dick Fahey (Caltrans) stated he felt the I-880 Interchange Improvements at Winton Avenue and A Street project was not of air quality concerns, given that there was not going to be any change to diesel truck traffic. Panah Stauffer (EPA) made a note to the project sponsor team that in 40 CFR Section 93.123(b), EPA identifies facilities with greater than 125,000 annual average daily traffic (AADT) and 8% or more of such AADT is diesel truck traffic as project examples and are not firm thresholds. Ms. Stauffer added that it's fine to consider these examples, but they aren't necessarily criteria for defining projects of air quality concern.

Final Determination: With input from EPA, FTA, FHWA and Caltrans (deferring their determination to FHWA), the Task Force concluded that the I-880 Interchange Improvements at Winton Avenue and A Street project was not of air quality concern.

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

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

Task Force members had no comments.

Final Determination; With input from FTA, FHWA, EPA, Caltrans and MTC, the Task Force agreed that the projects on the exempt list **2b_Exempt List 06112020.pdf** are exempt from $PM_{2.5}$ project level analysis.

3. Projects with Regional Air Quality Conformity Concerns

Adam Crenshaw (MTC) stated MTC is proposing to add 15 individually listed projects to the 2019 TIP. Mr. Crenshaw called out the WETA Electric Vessels and related infrastructure project as non-exempt, not significant since the project is associated with the with new service. The Task Force had no additional comments on this item.

4. Plan Bay Area 2050 Development Discussion (Information)

Adam Noelting (MTC) provided a quick overview of MTC's high level approach to develop Plan Bay Area 2050 (PBA2050) which included the following steps:

- Requesting project proposals from CTAs, major transit operators and Caltrans
- Assessing project proposals to determine Regional AQ status
- Assessing project proposals to determine system classification (e.g., principal arterial, minor arterial, collector)
- Classifying projects as:
    - Exempt
    - Not-Exempt, Not Regionally-Significant
    - Not-Exempt, Regionally-Significant

Mr. Noelting also provided a review of the last year of work to develop PBA2050:

- Spring 2019, MTC staff requested that CTAs, Caltrans, and major transit operators submit proposals for "non-exempt, regionally significant" projects
- Fall 2019, MTC staff assessed the impacts of each of the costliest regionally significant project proposals through a project performance assessment
- Winter 2020, MTC staff requested that CTAs, Caltrans, and major transit operators prioritize their list of project proposals due to limited financial resources and to also identify proposals of exempt project types
- Summer 2020, MTC staff fiscally-constrains proposed project list

Mr. Noelting mentioned that if a project is exempt, MTC creates a group project listing category where the lump sum cost total is specific to each county in the region. For the non-exempt projects which are not regionally significant, Mr. Noelting indicated that MTC combines these projects into a programmatic category with a lump sum of cost and applying to the outer years of the plan– where MTC may not have the project specifics and the counties may not be certain which projects they will be investing in. Mr. Noelting also pointed out that during the PBA2050 planning process, MTC is trying to always to make sure that the projects can be represented adequately in the travel model and that's why the projects are scrutinized at different levels and grouped in different categories.

For some local street expansion projects, Mr. Noelting stated they may not be represented in MTC's travel model – but non-exempt, regionally significant projects are all represented individually and modeled in the regional conformity analysis. Panah Stauffer (EPA) asked for clarification of what near term projects are and Mr. Noelting answered by saying:

- MTC has more details in its TIP database on near term project specifics and their corresponding project scopes
- MTC has better information on the project timelines and air quality statuses for near term projects

Mr. Noelting also stated it's more the long term projects where MTC may not have all the details for these projects identified because the project sponsors may not have identified all of them yet, MTC focuses on getting all the project details for the travel model for the near term projects.

Joseph Vaughn (FHWA) confirmed that MTC's plan development process was consistent with other MPOs in the state and appreciated the well done presentation which Dominique.Kraft (FTA) agreed. Ms. Kraft also suggested Mr. Noelting come back to a future Task Force meeting to discuss the major projects planned to be included in PBA2050. Ms. Panah asked if the 2021 TIP starts as an amendment and Adam Crenshaw (MTC) replied by saying no and MTC will be preparing a new 2021 TIP sometime in November 2020.

5. Consent Calendar

a. May 28, 2020 Air Quality Conformity Task Force Meeting Summary

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

6. Other Items

Harold Brazil (MTC) ask Rodney Tavitas (Caltrans) if there were plans to do a statewide conformity meeting and Mr. Tavitas indicated the next meeting could possibly be scheduled for October 2020.