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/83538181041

Meeting ID: 835 3818 1041

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

August 26, 2021
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. Safety Improvements at Appian Way and Marlesta Road Project
      ii. SR 37/SR 121 Intersection Reconstruction and Merge Lane Extension Project

   b. Confirm Projects Are Exempt from $PM_{2.5}$ Conformity
      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_082621.pdf
      3a_Attachment-A_List_of_Proposed_New_Projects_082621.pdf

4. Consent Calendar

   a. July 22, 2021 Air Quality Conformity Task Force Meeting Summary

5. Other Items
   – Draft Plan Bay Area 2050 Conformity Analysis (Update)

   Next Meeting: September 23, 2021

MTC Staff Liaison: Harold Brazil hbrazil@bayareametro.gov

Harold Brazil is inviting you to a scheduled Zoom meeting.

Join Zoom Meeting
https://bayareametro.zoom.us/j/83538181041

Meeting ID: 835 3818 1041
One tap mobile
+16699006833,,83538181041# US (San Jose)
+14086380968,,83538181041# US (San Jose)

Dial by your location
- +1 669 900 6833 US (San Jose)
- +1 408 638 0968 US (San Jose)
- +1 346 248 7799 US (Houston)
- +1 253 215 8782 US (Tacoma)
- +1 301 715 8592 US (Washington DC)
- +1 312 626 6799 US (Chicago)
- +1 646 876 9923 US (New York)
- 888 788 0099 US Toll-free
- 833 548 0276 US Toll-free
- 833 548 0282 US Toll-free
- 877 853 5247 US Toll-free

Meeting ID: 835 3818 1041
Find your local number: https://bayareametro.zoom.us/u/kcnUs0PPls

Join by SIP
83538181041@zoomcrc.com

Join by H.323
162.255.37.11 (US West)
162.255.36.11 (US East)
115.114.131.7 (India Mumbai)
115.114.115.7 (India Hyderabad)
213.19.144.110 (Amsterdam Netherlands)
213.244.140.110 (Germany)
103.122.166.55 (Australia Sydney)
103.122.167.55 (Australia Melbourne)
64.211.144.160 (Brazil)
69.174.57.160 (Canada Toronto)
65.39.152.160 (Canada Vancouver)
207.226.132.110 (Japan Tokyo)
149.137.24.110 (Japan Osaka)
Meeting ID: 835 3818 1041

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Memorandum

TO: Air Quality Conformity Task Force DATE: August 23, 2021

FR: Harold Brazil W. I.

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

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

No.	Project Sponsor	Project Title
1	City of Pinole	Safety Improvements at Appian Way and Marlesta Road Project
2	Caltrans	SR 37/SR 121 Intersection Reconstruction and Merge Lane Extension Project

2ai_Safety_Improvements_at_Appian_Way_Marlesta_Road_Project_Assessment_Form.pdf (for the Safety Improvements at Appian Way and Marlesta Road project)

2aii_SR37_SR121_Intersection_Reconstruct_Merge_Ext_Project_Assessment_Form.pdf (for the SR 37/SR 121 Intersection Reconstruction and Merge Lane Extension 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 082221.pdf** lists exempt projects under 40 CFR 93.126.

Project Title: Marlesta Road and Appian Way Intersection Safety Improvements
Project Summary for Air Quality Conformity Task Force Meeting: August 26, 2021

Description

- The project adds a traffic signal to a currently uncontrolled intersection of Appian Way and Marlesta Road
- Appian Way is a four-lane arterial roadway that has a steep grade.
- Marlesta Road is a residential collector roadway that serves as a route to school.
- Pedestrians and bicyclists have difficulty crossing Appian Way to their destinations along Marlesta Road.

Background

- No comments received on air quality thus far
- Seeking air quality conformity determination on or before September 2021
- Schedule based on deadline for STIP funding allocation

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

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

- Not a new or expanded highway project
- No change in traffic volume or truck percentages
-

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

- Diesel vehicles represent less than 1% of intersection traffic volume
- Intersections LOS remain at D regardless of the project.
- No project changes to land use that would affect diesel traffic percentage

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

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

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

- No known violations of PM_{10} or $PM_{2.5}$ within Pinole's rights of way.

RTIP ID# *(required)*

TIP ID# *CC-210009*

Air Quality Conformity Task Force Consideration Date
August 26, 2021

Project Description *(clearly describe project)*
Appian Way is a four-lane arterial roadway which intersects Marlesta Road, a residential collector in a hilly area. The key elements affecting intersection performance for pedestrians and cyclists is speed and reduced visibility of approaching traffic due to the topography of the project area. These conditions are unfavorable and make it difficult for pedestrians and cyclists to cross the four-lane roadway at the uncontrolled intersection.

This project will install a full traffic signal to provide protected crossing of the roadway for pedestrians and cyclists to safely and seamlessly access nearby transit stops, recreation, retail, schools, and other key destinations.

Type of Project:
Traffic safety.

County Contra Costa	*At the intersection of Appian Way and Marlesta Road in Pinole.*

Lead Agency: City of Pinole

Contact Person	*Phone#*	*Fax#*	*Email*
Misha Kaur	510-724-983		mkaur@ci.pinole.ca.us

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: TBD

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

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

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	3/1/2021	3/1/2021	N/A	2/1/2022
End	4/1/2021	8/30/2021	N/A	6/30/2022

Project Purpose and Need (Summary): *(please be brief)*
The Appian Way and Marlesta Road intersection serves all transportation modes within the Pinole community. Appian Way offers bike lanes on both sides and also has a steep incline (10% grade) traveling to the south which severely reduces clear view for travelers. The traffic volumes for Appian Way are over 15,000 vehicles per day and 2,000 vehicles per day for Marlesta Road. The intersection is located between two signalized intersections which are 0.17 and 0.33 miles away in the northerly and southerly directions, respectively.

Currently, residents and travelers on the west side of Marlesta Drive must utilize the existing unsignalized crosswalk to access public transit. The high traffic volumes and poor sight distance has led to two pedestrian versus vehicle collisions at the intersection in the last five years. Appian Way effectively divides two residential neighborhoods at its intersection with Marlesta Road. High volume and multi lane roadways like Appian Way are barriers to pedestrian mobility. Pedestrians may opt out from taking a public transit trip if it requires crossing a busy roadway, and these safety and mobility issues are magnified for children and users with mobility challenges.

This intersection is important to pedestrians and cyclists due to the proximity of a middle and elementary school within a mile of the intersection. In addition, at the intersection, Western Contra Costa County Transit (WestCAT) offers fixed route service via Route 16. WestCAT Route 17 is located at the next signalized intersection. Both routes provide service to the Richmond Parkway Transit Center which connects travelers to local and regional transit including BART.

Installation of a controlled crossing using a traffic signal at the Appian Way and Marlesta Road intersection will improve the safety of intersection and enhance the traveler experience by creating walkable, pedestrian friendly access between neighborhoods and amenities. The proposed improvements will offer equitable access to public transit to all users but especially residents on the west side of Marlesta Road who currently disadvantaged due to the configuration of the existing intersection. The project will facilitate first and last mile connections and provide travel choices that are better than driving alone resulting in increased transit ridership and a reduction in vehicle miles traveled

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
The surrounding land use is single family residential and the majority of vehicles using the corridor are passenger vehicles.

Brief summary of assumptions and methodology used for conducting analysis
The data developed to support this project originates from traffic counts and analysis prepared to support the City's 2010 General Plans as well as the 2020 Three Corridors Specific Plan.

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
The AADT is about 16,000 vehicles on Appian Way and about 2,000 vehicles on Marlesta. Truck traffic primarily uses Appian Way and represents less than 1% of the total vehicles. WestCAT, the local transit service, operates Route 17 along the corridor, which travels along Appian Way and Marlesta Road. The total estimated daily truck traffic is no more than 150 vehicles, which includes about 20 buses.

The corridor currently operates at a LOS of D.

There is no anticipated change in the total volume of traffic whether or not the project is constructed. The installation of a controlled intersection does not increase or decrease trips due to the pattern of the existing street network.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
The City of Pinole's General Plan indicates that growth in the region will increase traffic to about 20,000

and 2,200 vehicles on Appian Way and Marlesta respectively, but the corridor will remain operational at

LOS D, which is consistent with City policy.

There is no anticipated change in the total volume of traffic whether or not the project is constructed. The installation of a controlled intersection does not increase or decrease trips due to the pattern of the existing street network.

Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses
Not applicable

RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses
Not applicable

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
The City does not anticipate traffic re-distribution due to the improvements. Marelsta Avenue is a

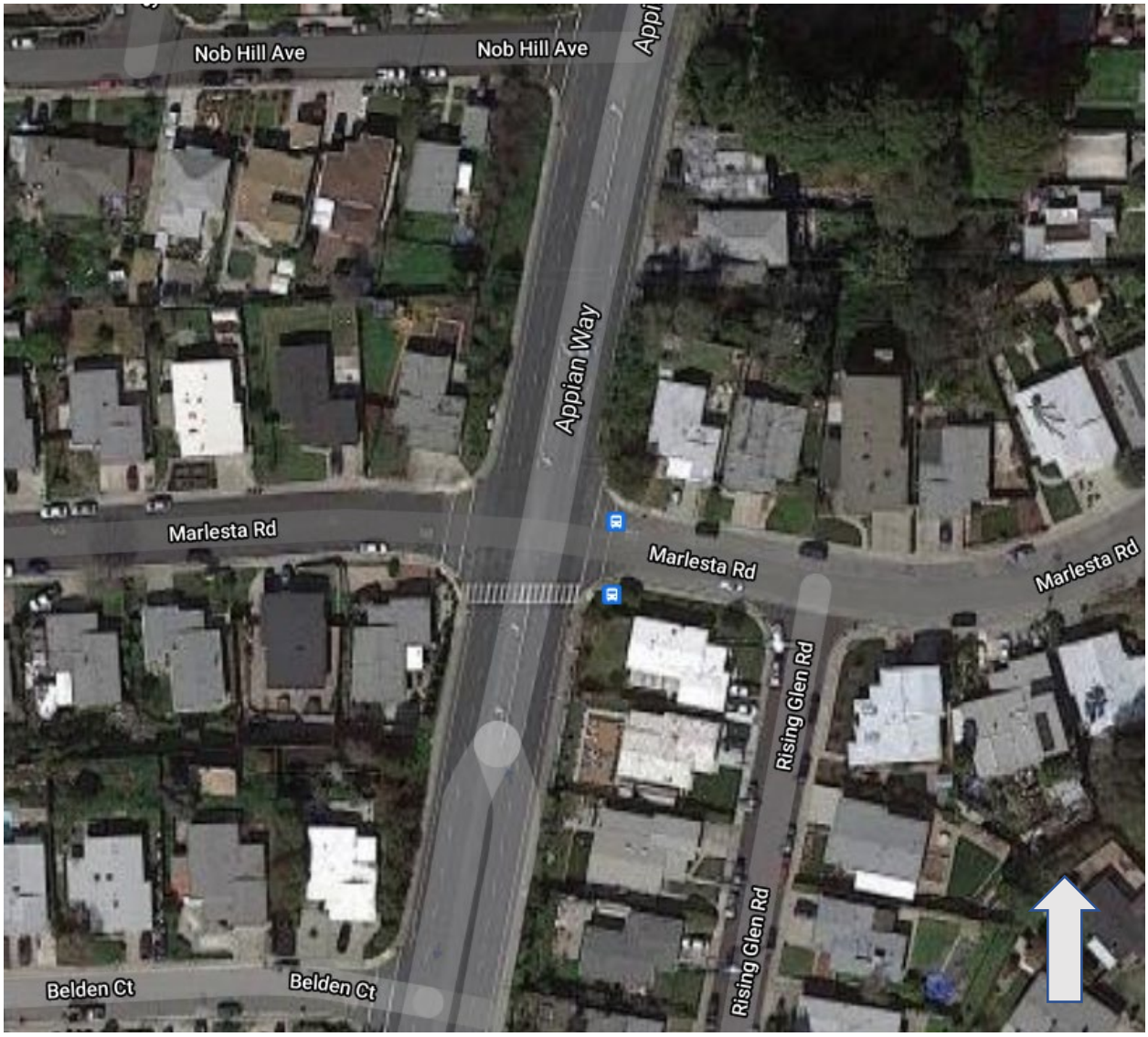
collector roadway with the connection to Appian Way, an arterial corridor within the City. The traffic

signal will improve the safety of egress from the neighborhood.

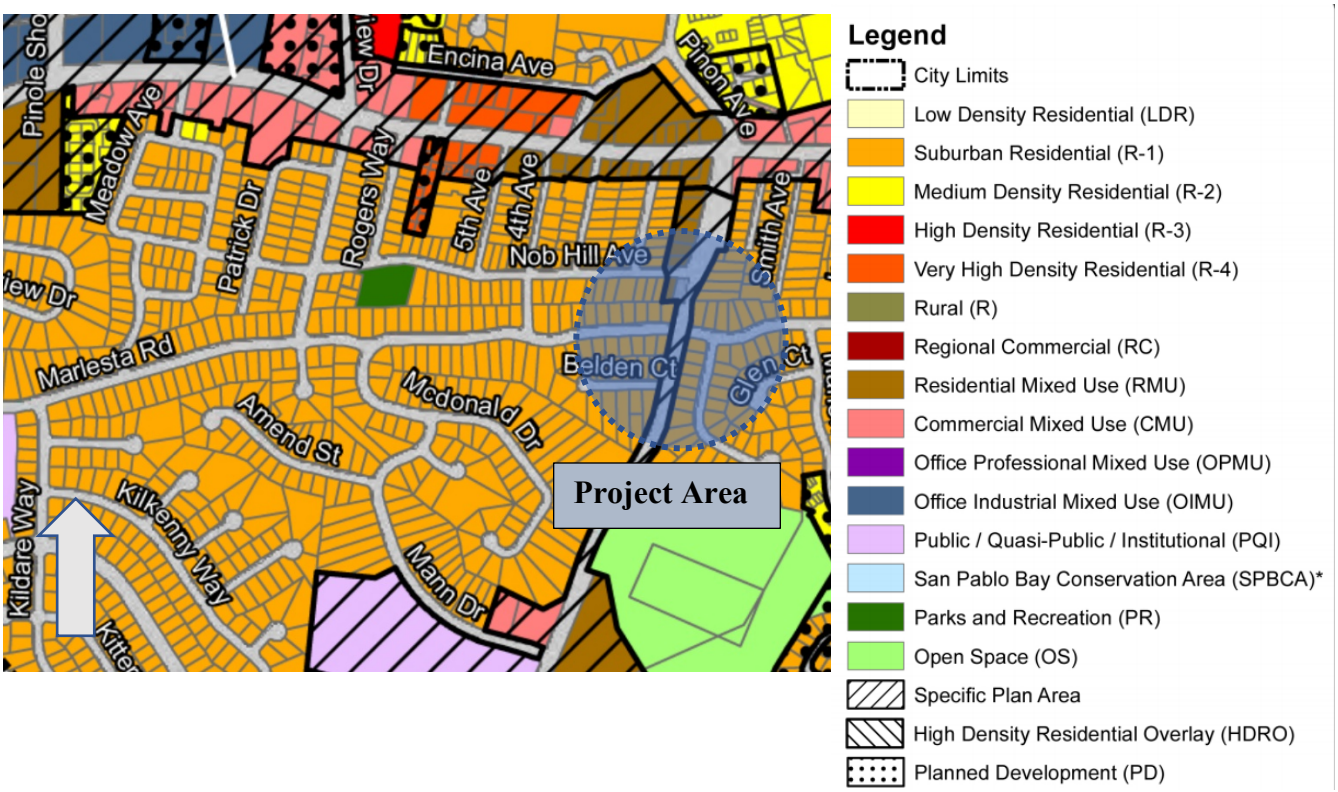
Comments/Explanation/Details (please be brief)
This project installs a new traffic signal to improve safety for vehicles, bicyclist, and pedestrians.

MARLESTA ROAD AT APPIAN WAY

The proposed traffic safety improvements are at the intersection of Marlesta Road and Appian Way in Pinole, California.



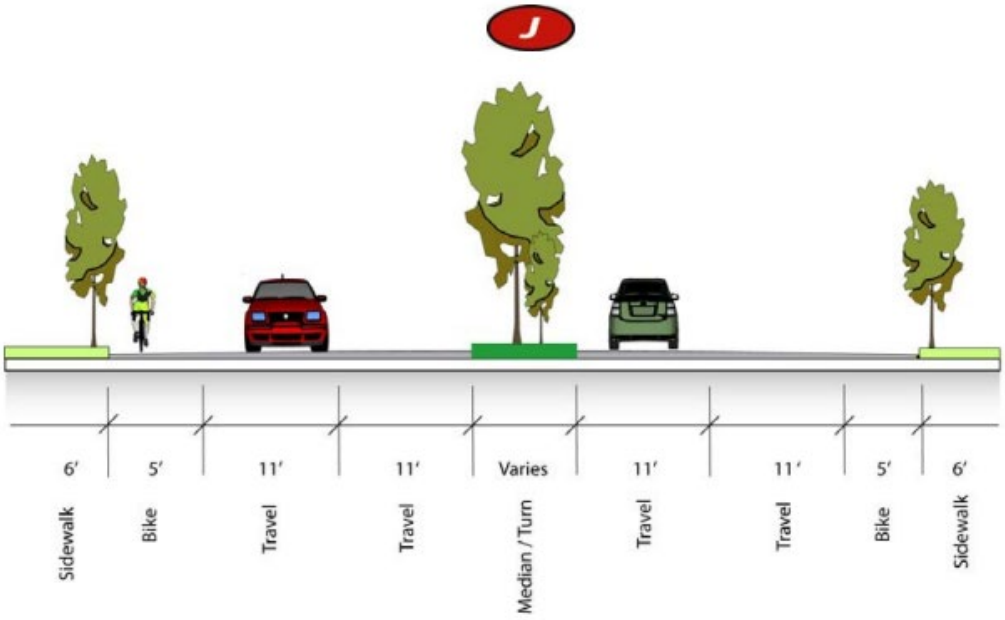
The following is existing zoning information adjacent to the project area.



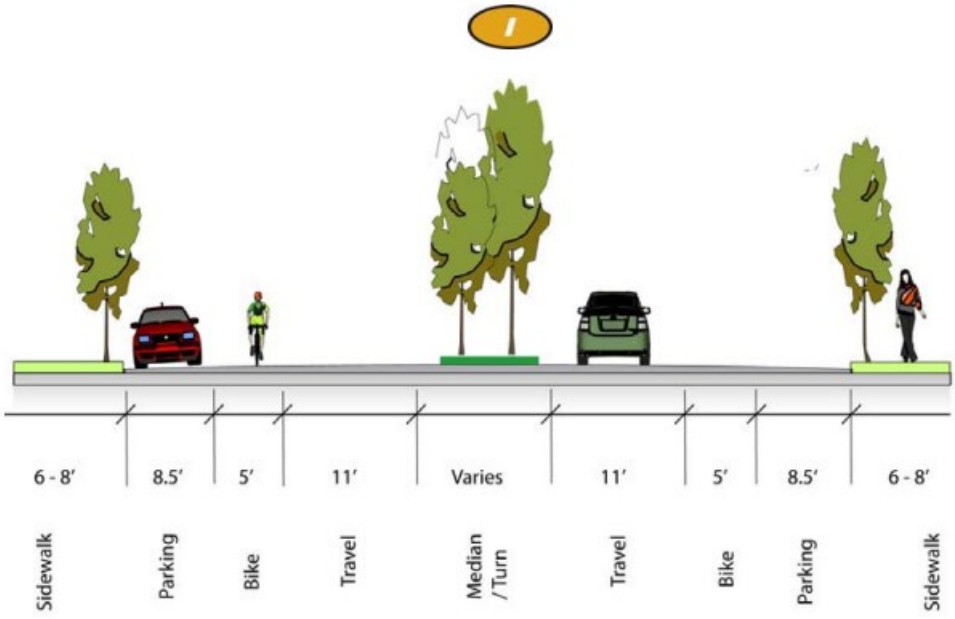
The following summarizes recommendations for Appian Way as detailed in the Three Corridors Specific Plan complete by the City of Pinole in 2020.

The following exhibits from the Three Corridors Specific Plan illustrate the future of Appian Way.

Appian Way Concept – between Marlesta Road and Mann Drive



Appian Way Concept – between San Pablo Avenue and Marlesta Road



Prepared by NDS/ATD

VOLUME

Appian Way Bet. San Pablo Ave & I-80

Day: Thursday
Date: 9/15/2016

City: Pinole
Project #: CA16_7601_001

DAILY TOTALS	NB	SB	EB	WB	Total
	8,172	8,202	0	0	16,374

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	27		8				35		12:00	111		119				230	
00:15	23		14				37		12:15	112		104				216	
00:30	20		15				35		12:30	84		120				204	
00:45	26	96	11	48			37	144	12:45	120	427	110	453			230	880
01:00	16		12				28		13:00	130		111				241	
01:15	19		11				30		13:15	120		124				244	
01:30	12		8				20		13:30	128		134				262	
01:45	7	54	7	38			14	92	13:45	132	510	125	494			257	1004
02:00	13		3				16		14:00	117		131				248	
02:15	16		5				21		14:15	164		127				291	
02:30	9		4				13		14:30	167		126				293	
02:45	4	42	2	14			6	56	14:45	154	602	131	515			285	1117
03:00	8		4				12		15:00	142		114				256	
03:15	5		9				14		15:15	141		112				253	
03:30	8		10				18		15:30	157		105				262	
03:45	6	27	11	34			17	61	15:45	170	610	111	442			281	1052
04:00	6		14				20		16:00	156		109				265	
04:15	8		29				37		16:15	153		115				268	
04:30	3		32				35		16:30	193		135				328	
04:45	13	30	29	104			42	134	16:45	190	692	120	479			310	1171
05:00	12		41				53		17:00	186		123				309	
05:15	10		48				58		17:15	182		108				290	
05:30	13		77				90		17:30	193		107				300	
05:45	13	48	98	264			111	312	17:45	204	765	116	454			320	1219
06:00	18		114				132		18:00	183		120				303	
06:15	31		136				167		18:15	194		100				294	
06:30	23		163				186		18:30	202		99				301	
06:45	45	117	156	569			201	686	18:45	179	758	111	430			290	1188
07:00	48		180				228		19:00	174		101				275	
07:15	35		224				259		19:15	157		79				236	
07:30	54		224				278		19:30	135		96				231	
07:45	76	213	182	810			258	1023	19:45	124	590	66	342			190	932
08:00	93		185				278		20:00	129		89				218	
08:15	114		159				273		20:15	120		86				206	
08:30	104		145				249		20:30	95		59				154	
08:45	84	395	161	650			245	1045	20:45	91	435	58	292			149	727
09:00	74		137				211		21:00	84		61				145	
09:15	87		119				206		21:15	84		40				124	
09:30	64		111				175		21:30	87		41				128	
09:45	99	324	107	474			206	798	21:45	70	325	38	180			108	505
10:00	85		108				193		22:00	54		44				98	
10:15	84		112				196		22:15	53		37				90	
10:30	81		119				200		22:30	53		28				81	
10:45	83	333	117	456			200	789	22:45	49	209	28	137			77	346
11:00	99		108				207		23:00	43		14				57	
11:15	105		109				214		23:15	25		26				51	
11:30	115		114				229		23:30	31		10				41	
11:45	121	440	125	456			246	896	23:45	31	130	17	67			48	197
TOTALS		2119		3917				6036	TOTALS		6053		4285				10338
SPLIT %		35.1%		64.9%				36.9%	SPLIT %		58.6%		41.4%				63.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	8,172	8,202	0	0	16,374

AM Peak Hour	11:30	07:15				07:30	PM Peak Hour	17:45	13:30				16:30
AM Pk Volume	459	815				1087	PM Pk Volume	783	517				1237
Pk Hr Factor	0.948	0.910				0.978	Pk Hr Factor	0.960	0.965				0.943
7 - 9 Volume	608	1460	0	0		2068	4 - 6 Volume	1457	933	0	0		2390
7 - 9 Peak Hour	08:00	07:15				07:30	4 - 6 Peak Hour	17:00	16:15				16:30
7 - 9 Pk Volume	395	815	0	0		1087	4 - 6 Pk Volume	765	493	0	0		1237
Pk Hr Factor	0.866	0.910	0.000	0.000		0.978	Pk Hr Factor	0.938	0.913	0.000	0.000		0.943

Appian Way and Marlesta Road

Air Quality Conformity Task Force

August 26, 2021

Vicinity Map

Project Location

Existing Conditions

Southeast Corner

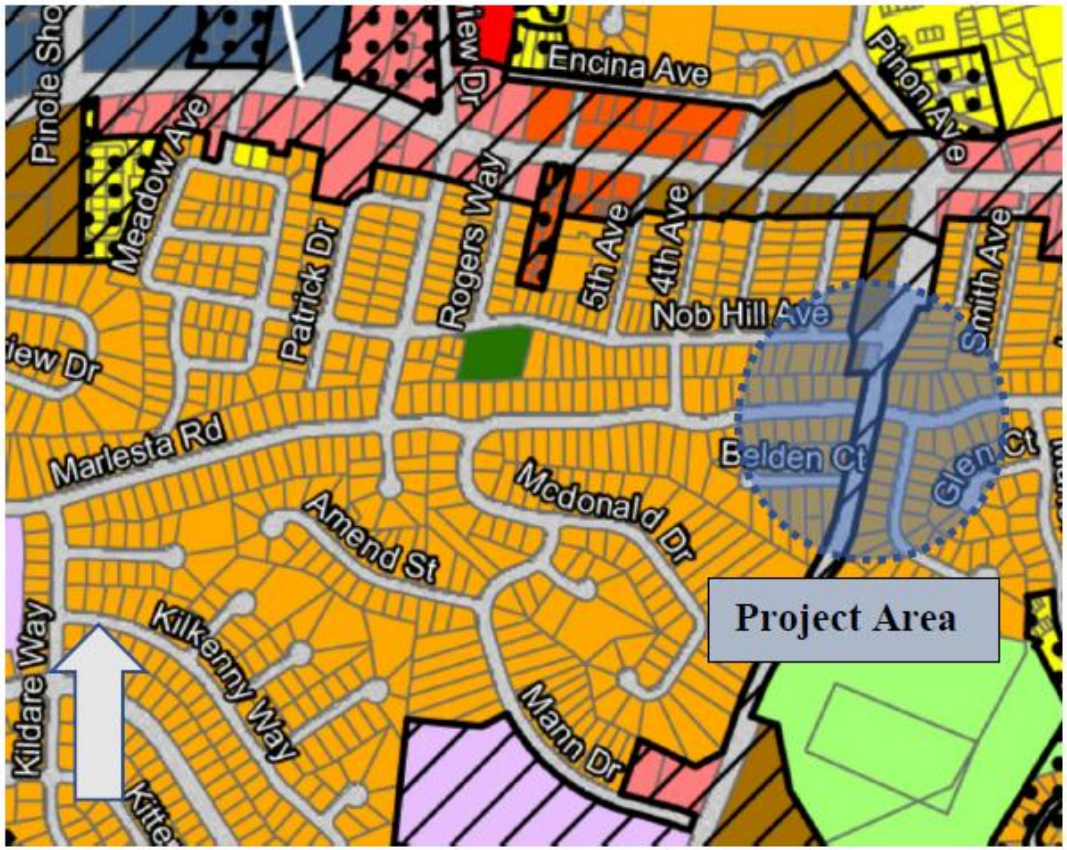
Southwest Corner

Existing Conditions

Northeast Corner

Northwest Corner

Land Use



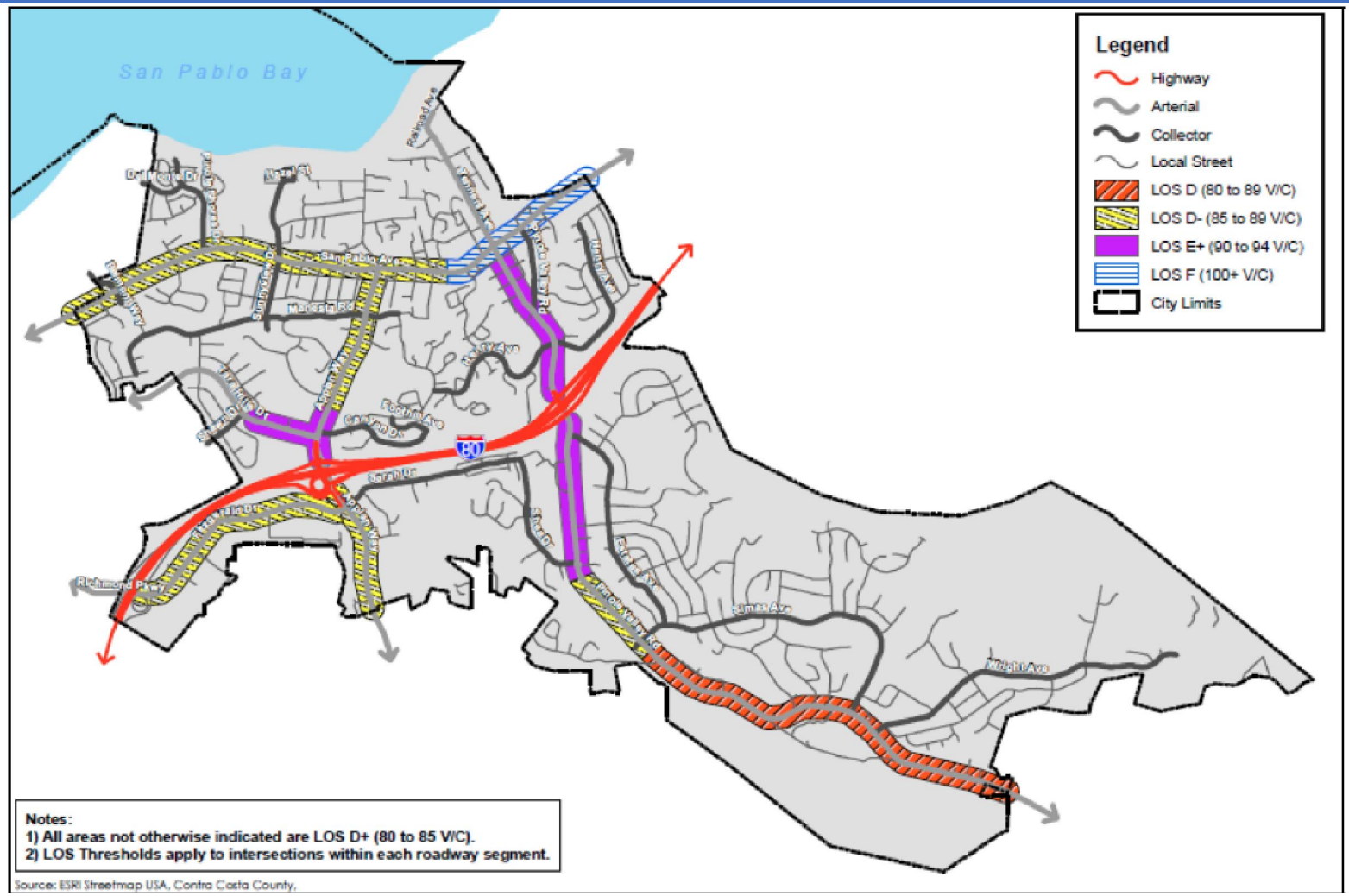
Legend

- City Limits
- Low Density Residential (LDR)
- Suburban Residential (R-1)
- Medium Density Residential (R-2)
- High Density Residential (R-3)
- Very High Density Residential (R-4)
- Rural (R)
- Regional Commercial (RC)
- Residential Mixed Use (RMU)
- Commercial Mixed Use (CMU)
- Office Professional Mixed Use (OPMU)
- Office Industrial Mixed Use (OIMU)
- Public / Quasi-Public / Institutional (PQI)
- San Pablo Bay Conservation Area (SPBCA)*
- Parks and Recreation (PR)
- Open Space (OS)
- Specific Plan Area
- High Density Residential Overlay (HDRO)
- Planned Development (PD)

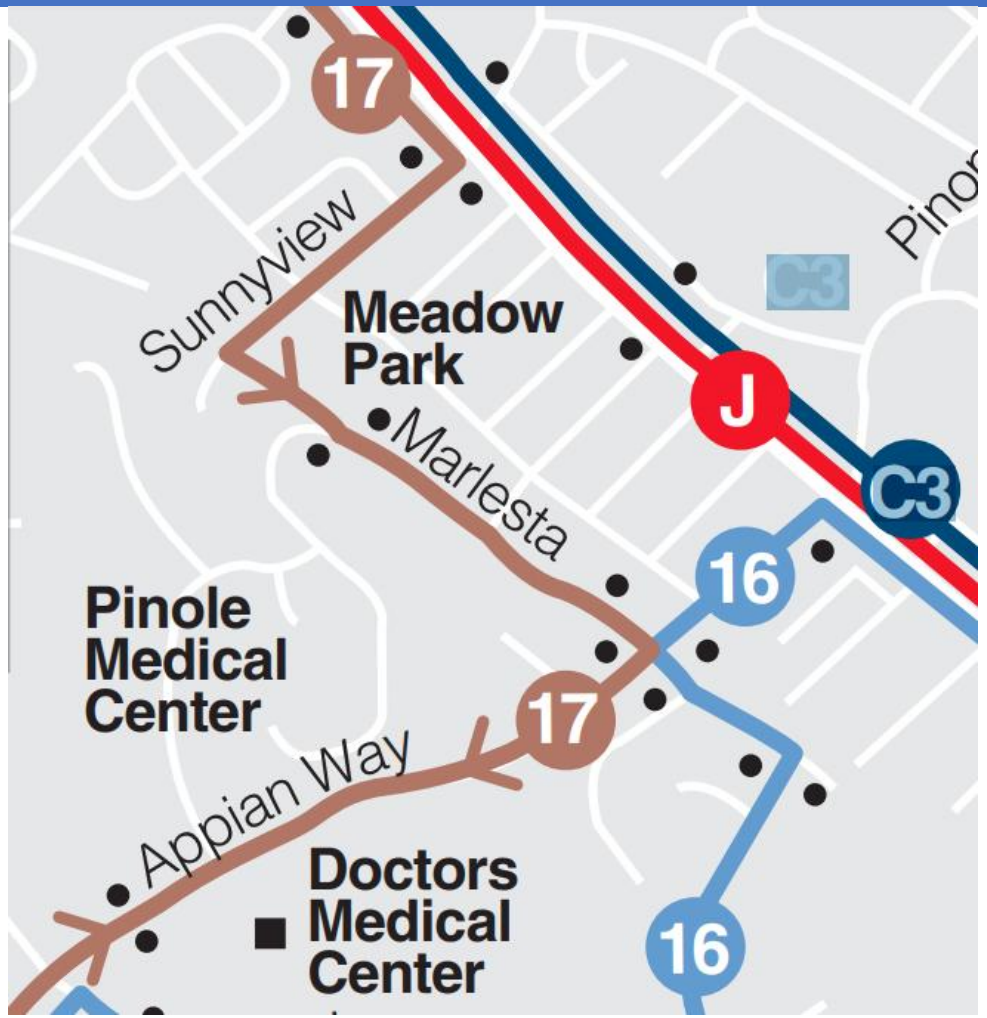
Three Corridors Specific Plan

Vehicle Volume

Existing Level of Service

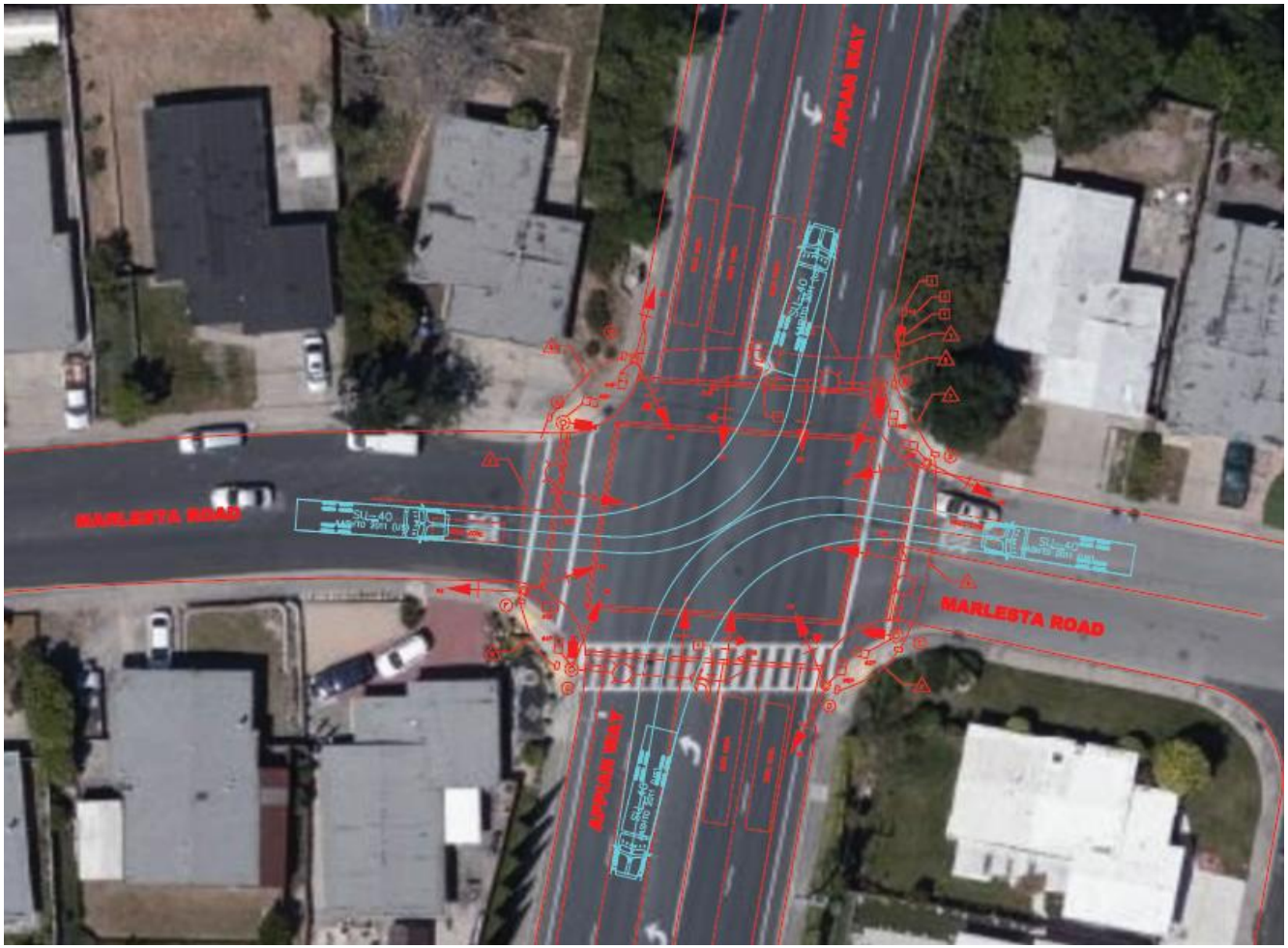


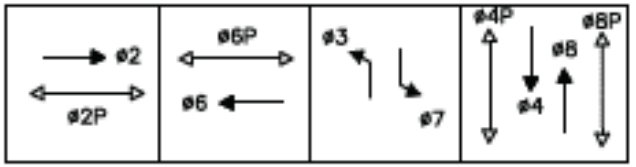
Existing Transit Service



Truck traffic is generally buses.
About 20 per day

Proposed Improvements





Application of Criteria for a Project of Air Quality Concern

Project Title: SR 37/SR 121 Intersection Reconstruction and Merge Lane Extension
Project Summary for Air Quality Conformity Task Force Meeting: August 26, 2021

Description

- The project proposes to reconstruct the existing intersection and extend the State Route 37 EB lane drop (or auxiliary lane) from its current location at PM 3.92 to PM 4.3 (0.38 mile). In moving the lane drop, the project would widen the highway east of the intersection, widen or replace Tolay Creek Bridge, and extend and/or replace the existing median barrier.
- The merge lane extension is less than 1 mile, therefore the project will not increase highway capacity.
- There are three Build Alternatives to be studied:
  Alternative 1: (Auxiliary) Lane Extension only
  Alternative 2: (Auxiliary) Lane Extension with Roundabout
  Alternative 3: (Auxiliary) Lane Extension with Continuous T-intersection
- Under Alternative 1, the SR 37 eastbound lane drop would be relocated from its current location east of the intersection of SR 37/121 at PM 3.92 to PM 4.3. No changes would be made to the existing SR 37/121 four-way signalized intersection.
- Under Alternative 2, the existing intersection will be replaced with a two-lane roundabout including three bypass lanes.
- Under Alternative 3, the existing intersection will be modified into a continuous T-intersection. This requires placing barriers and reconfiguring turns so that the eastbound traffic along SR 37 is exempt from having to stop at the light.

Background

- EA 1Q480 (Intersection Reconstruction) and EA 2Q200 (Merge Lane Extension) are currently two separate projects listed in the Group TIP (VAR170005).
- However, the “intersection improvement project (1Q480)” cannot exist without the “merge lane project (2Q200)” and these two projects will be merged.
- This project is processed under NEPA as a non-categorical Exclusion Section 327, and NEPA document Routine EA.
- Seeking air quality conformity determination on or before August 26, 2021.

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
- Replace intersection with either a roundabout or continuous T-intersection and extend the merge lane (or auxiliary lane) for less than 1 mile
- Proposed project would have no effect on SR37 and SR121 mainline AADT or truck traffic volumes

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

- Diesel vehicles at the intersection is low and the proposed project will not cause an increase in diesel vehicles

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

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

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

- Project does not affect locations identified in an applicable implementation plan or implementation plan submission.
- On January 9, 2013, the U.S. EPA issued a final rule that determined the San Francisco Bay Area air basin has attained the 24-hour PM2.5 National Ambient Air Quality Standards (NAAQS).

RTIP ID# *17-10-0013*

TIP ID# *VAR170005*

Air Quality Conformity Task Force Consideration Date
August 26, 2021

Project Description

The project proposes to reconstruct the existing intersection and extend the State Route 37 EB lane drop (or auxiliary lane) from its current location at PM 3.92 to PM 4.3 (0.38 mile). In moving the lane drop, the project would widen the highway east of the intersection, widen or replace Tolay Creek Bridge, and extend and/or replace the existing median barrier. The project will not increase capacity in State Routes 37 and 121.

No Build Alternative

This alternative maintains the existing conditions.

Build Alternatives

There are three Build Alternatives, namely:

Alternative 1: (Auxiliary) Lane Extension only

Alternative 2: (Auxiliary) Lane Extension with Roundabout

Alternative 3: (Auxiliary) Lane Extension with Continuous T-intersection

Under Alternative 1, the SR 37 eastbound lane drop would be relocated from its current location east of the intersection of SR 37/121 at PM 3.92 to PM 4.3. No changes would be made to the existing SR 37/121 four-way signalized intersection.

Under Alternative 2, the existing intersection will be replaced with a two-lane roundabout including three bypass lanes.

Under Alternative 3, the existing intersection will be modified into a continuous T-intersection. This requires placing barriers and reconfiguring turns so that the eastbound traffic along SR 37 is exempt from having to stop at the light.

For all alternatives, improvements would remain within the existing Caltrans Right of Way (ROW).

Type of Project:
Intersection channelization project

County: Napa	**Caltrans Projects – EA#** 1Q480 & 2Q200 04-SON-37 PM 3.78 / 4.3

Lead Agency: Caltrans

Contact Person	*Phone#*	*Fax#*	*Email*
Kevin Krewson	510-812-6331		Kevin.Krewson@dot.ca.gov

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

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

Scheduled Date of Federal Action: 10/01/2022

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

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

Current Programming Dates *(as appropriate)*

	PE/ENVIRONMENTAL	**ENGINEERING**	**ROW**	**CONSTRUCTION**
Start	November 2020	October 2022	October 2022	September 2024
End	October 2022	March 2024	March 2024	September 2026

Project Purpose and Need (Summary):

The purpose of this Project is to improve vehicular operations and reduce congestion at the SR 37/SR 121 intersection. This will include improvements to the existing lane merge for eastbound SR 37 traffic east of the intersection. The goal of this Project is to provide operational improvements according to the mobility objective of the SHOPP.

The Project is needed because operational conditions at the intersection have been deteriorating due to increased traffic volume. Heavy congestion occurs in the eastbound direction of SR 37 and creates a queue that backs up into the four-way signalized intersection at SR 37 and SR 121 during peak hours and events. The queue, which is caused in part by the lane drop in the eastbound direction of SR 37, decreases the functionality of the intersection of SR 37 and SR 121. Motorists driving east on SR 37 may experience approximately 45-minute delays traveling through the intersection during the peak hour period due to the lane drop east of the intersection.

Surrounding Land Use/Traffic Generators

The project is located in the marshlands of San Pablo Bay. There is commercial development along State Route 121 and in the vicinity of the project area land use is extensive agriculture. However, SR 37 is a corridor linking US 101 in Novato and I-80 in Vallejo and the commute from Solano County to Marin and Sonoma creates heavy congestion on SR 37.

Brief summary of assumptions and methodology used for conducting analysis

The Average Annual Daily Traffic (AADT) were provided by Caltrans Traffic Forecasting.

Five analysis years were evaluated:

- Year 2019 represents the existing conditions
- Year 2026 represents the possible opening year of the project.
- Year 2040 represents the planning horizon for the project.
- Year 2046 represents the possible design year of the project
- Year 2050 represents the proposed planning horizon for the project per proposed 2050 RTP

Years 2046 and 2050 are shown for information.

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

The Traffic Volumes were provided by Caltrans Traffic Forecasting. The project will not increase capacity therefore Build and No-Build volumes are the same.

Roadway Segment	Existing / Baseline Year (2019)			Opening Year Build/No-Build (2026)		
	AADT	TRUCKS		AADT	TRUCKS	
		%	#		%	#
SR 37	40,100	4.53%	1,820	43,300	4.53%	1,960
SR 121	19,700	7.20%	1,420	20,700	7.20%	1,500

Roadway Segment	Horizon Year Build/No-Build (2040)			Design Year Build/No-Build (2046)		
	AADT	TRUCKS		AADT	TRUCKS	
		%	#		%	#
SR 37	49,800	4.53%	2,250	52,500	4.53%	2,380
SR 121	22,800	7.20%	1,650	23,700	7.20%	1,710

Roadway Segment	Proposed RTP Build/No-Build (2050)		
	AADT	TRUCKS	
		%	#
SR 37	54,400	4.53%	2,460
SR 121	24,300	7.20%	1,750

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

Roadway Segment	Year	Alternative	AADT	% Trucks	Truck AADT
SR 37	2026	No-Build	43,300	4.53%	1,960
SR 37	2026	Build	43,300	4.53%	1,960
SR 121	2026	No-Build	20,700	7.2%	1,500
SR 121	2026	Build	20,700	7.2%	1,500

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

Roadway Segment	Year	Alternative	AADT	% Trucks	Truck AADT
SR 37	2040	No-Build	49,800	4.53%	2,250
SR 37	2040	Build	49,800	4.53%	2,250
SR 121	2040	No-Build	22,800	7.2%	1,650
SR 121	2040	Build	22,800	7.2%	1,650

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

Not applicable

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

The proposed project will relieve the intersection bottleneck but would not impact other facilities in the region.

Comments/Explanation/Details (please be brief)

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

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

The proposed project would not cause an increase in diesel vehicles using the facilities.

EPA's March 2006 guidance document "Transportation Guidance for Qualitative Hot-spot Analysis in $PM_{2.5}$ and PM_{10} Nonattainment and Maintenance Areas" references two step criteria to identify "a significant volume of diesel truck traffic." The first criterion is facilities with greater than 125,000 AADT volumes. The second criterion is facilities with either higher than 8 percent, or more than 10,000, of diesel truck traffic volumes. With respect to traffic volumes along the SR 37 with the project, both opening year and horizon year AADT volumes (43,289 and 49,737 respectively) and for SR 121 the traffic volumes for the both opening year and horizon year AADT volumes (20,700 and 22,800 respectively) are forecasted to be well below the criteria of 125,000 total AADT. Furthermore, the proposed project would have no effect on SR37 and SR 121 mainline AADT or truck traffic volumes. As such, the project does not have the potential to result in a substantial increase in the number of diesel vehicles within the project area.

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

The volumes of diesel vehicles at the intersection are 2,253 in SR 37 and 1,642 for the horizon year and the proposed project would not cause an increase in percentage of diesel vehicles at these intersections.

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

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

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

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

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

Project does not affect locations identified in an applicable implementation plan or implementation plan submission. On January 9, 2013, the U.S. EPA issued a final rule that determined the San Francisco Bay Area air basin has attained the 24-hour $PM_{2.5}$ National Ambient Air Quality Standards (NAAQS). As a result, new state implementation plan (SIP) provisions are not necessary to demonstrate how the air basin will attain the standard.

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

List of Attachments

1. Attachment A - Location Map
2. Attachment B – Build Alternatives

ATTACHMENT A

Project Location

ATTACHMENT B

Build Alternatives

There are three Build Alternatives, namely:

Alternative 1: (Auxiliary) Lane Extension only

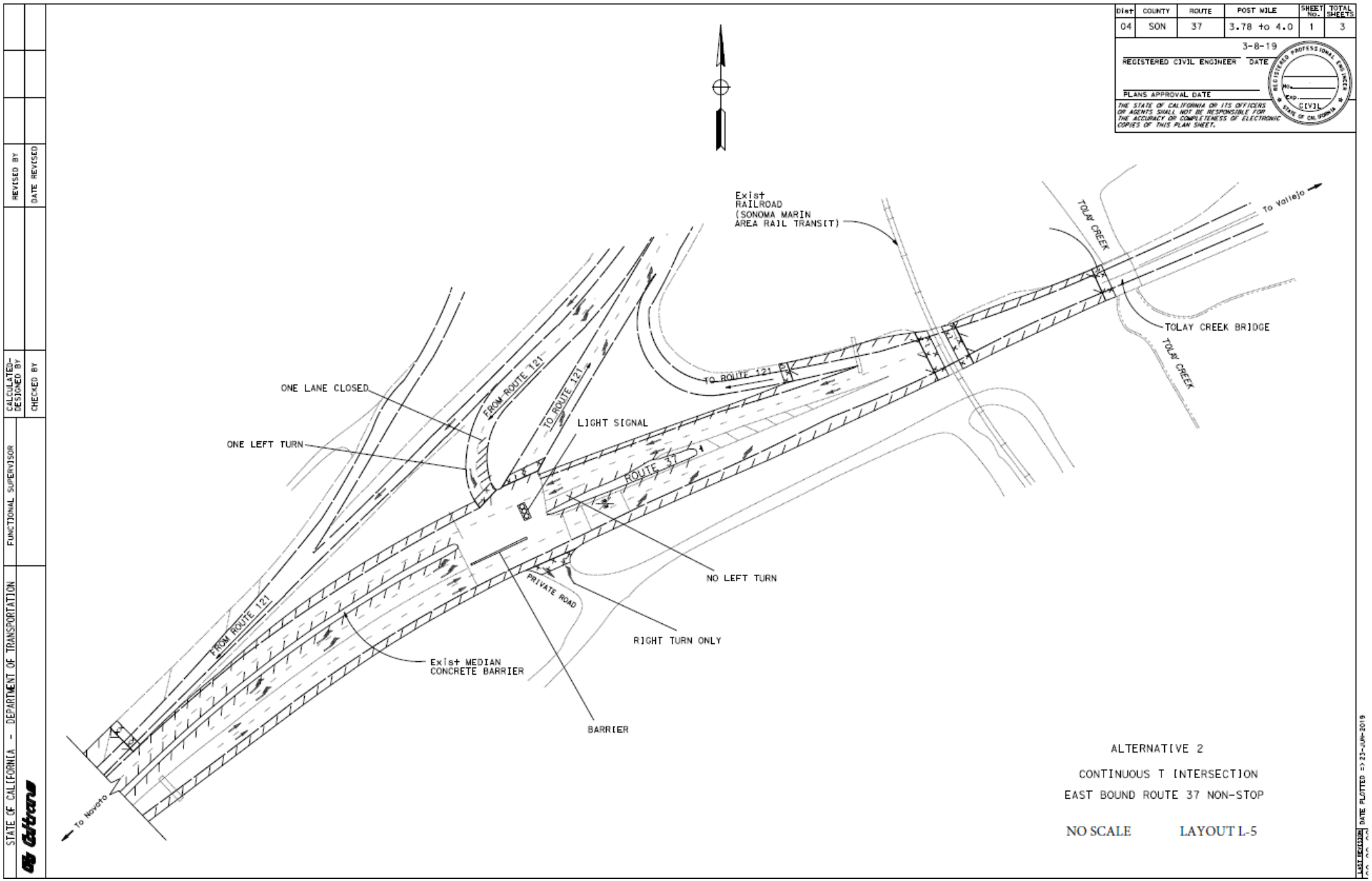
Alternative 2: (Auxiliary) Lane Extension with Roundabout

Alternative 3: (Auxiliary) Lane Extension with Continuous T-intersection

Alternative 1: (Auxiliary) Lane Extension Only

Alternative 2: (Auxiliary) Lane Extension with Roundabout

Alternative 3: (Auxiliary) Lane Extension with Continuous T



SR 37/SR 121 Intersection Reconstruction and Merge Lane Extension Project

Air Quality Conformity Task Force Meeting on August 26, 2021

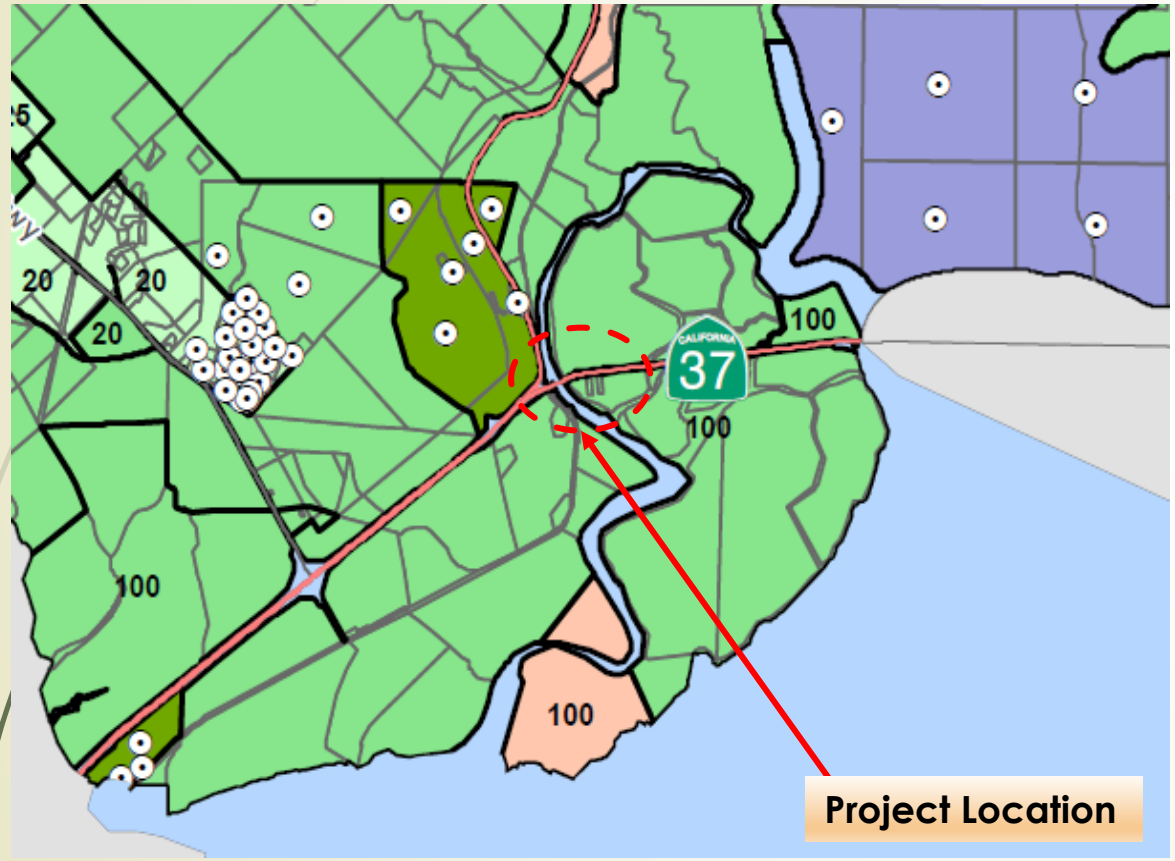
MTC Bay Area Metro Center, 375 Beale Street, Suite 800, San Francisco, CA 94105

CALIFORNIA DEPARTMENT OF TRANSPORTATION, DISTRICT 4

111 Grand Avenue, Oakland, CA 94612

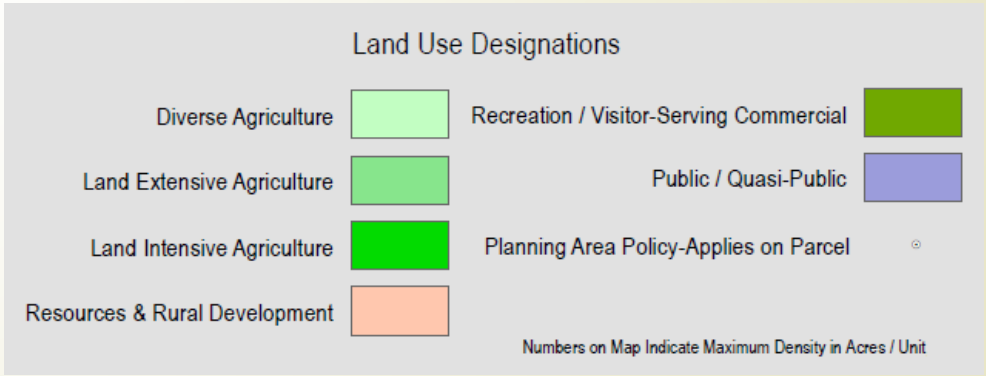
PROJECT LOCATION

LAND USE



Source: Sonoma General Plan Land Use Element

The project is located in the marshlands of San Pablo Bay. There is commercial development along State Route 121 but in the vicinity of the project area, land use is extensive agriculture. However, SR 37 is a corridor linking US 101 in Novato and I-80 in Vallejo and the commute from Solano County to Marin and Sonoma creates heavy congestion on SR 37.



BACKGROUND

- EA 1Q480 (Intersection Reconstruction) and EA 2Q200 (Merge Lane Extension) are currently two separate projects listed in the Group TIP (VAR170005).
- However, the “intersection improvement project (1Q480)” cannot exist without the “merge lane project (2Q200)” and these two projects will be merged.
- This project is processed under NEPA as a non-categorical Exclusion Section 327, and NEPA document Routine EA.

PURPOSE AND NEED

Purpose: The purpose of this Project is to improve vehicular operations and reduce congestion at the SR 37/SR 121 intersection. This will include improvements to the existing lane merge for eastbound SR 37 traffic east of the intersection. The goal of this Project is to provide operational improvements according to the mobility objective of the SHOPP.

Need: The Project is needed because operational conditions at the intersection have been deteriorating due to increased traffic volume. Heavy congestion occurs in the eastbound direction of SR 37 and creates a queue that backs up into the four-way signalized intersection at SR 37 and SR 121 during peak hours and events. The queue, which is caused in part by the lane drop in the eastbound direction of SR 37, decreases the functionality of the intersection of SR 37 and SR 121. Motorists driving east on SR 37 may experience approximately 45-minute delays traveling through the intersection during the peak hour period due to the lane drop east of the intersection.

Caltrans

PROJECT DESCRIPTION

- The proposed project is to:
  - Reconstruct the existing intersection and extend the State Route 37 EB lane drop (or auxiliary lane) from its current location at PM 3.92 to PM 4.3 (0.38 mile). In moving the lane drop, the project would widen the highway east of the intersection, widen or replace Tolay Creek Bridge, and extend and/or replace the existing median barrier.
  - The merge lane extension is less than 1 mile, therefore the project will not increase highway capacity.
  - There are three Build Alternatives to be studied:
    - Alternative 1: (Auxiliary) Merge Lane Extension only
    - Alternative 2: (Auxiliary) Merge Lane Extension with Roundabout
    - Alternative 3: (Auxiliary) Merge Lane Extension with Continuous T-intersection
  - Under Alternative 1, the SR 37 eastbound lane drop would be relocated from its current location east of the intersection of SR 37/121 at PM 3.92 to PM 4.3. No changes would be made to the existing SR 37/121 four-way signalized intersection.
  - Under Alternative 2, the existing intersection will be replaced with a two-lane roundabout including three bypass lanes.
  - Under Alternative 3, the existing intersection will be modified into a continuous T-intersection. This requires placing barriers and reconfiguring turns so that the eastbound traffic along SR 37 is exempt from having to stop at the light.

Caltrans

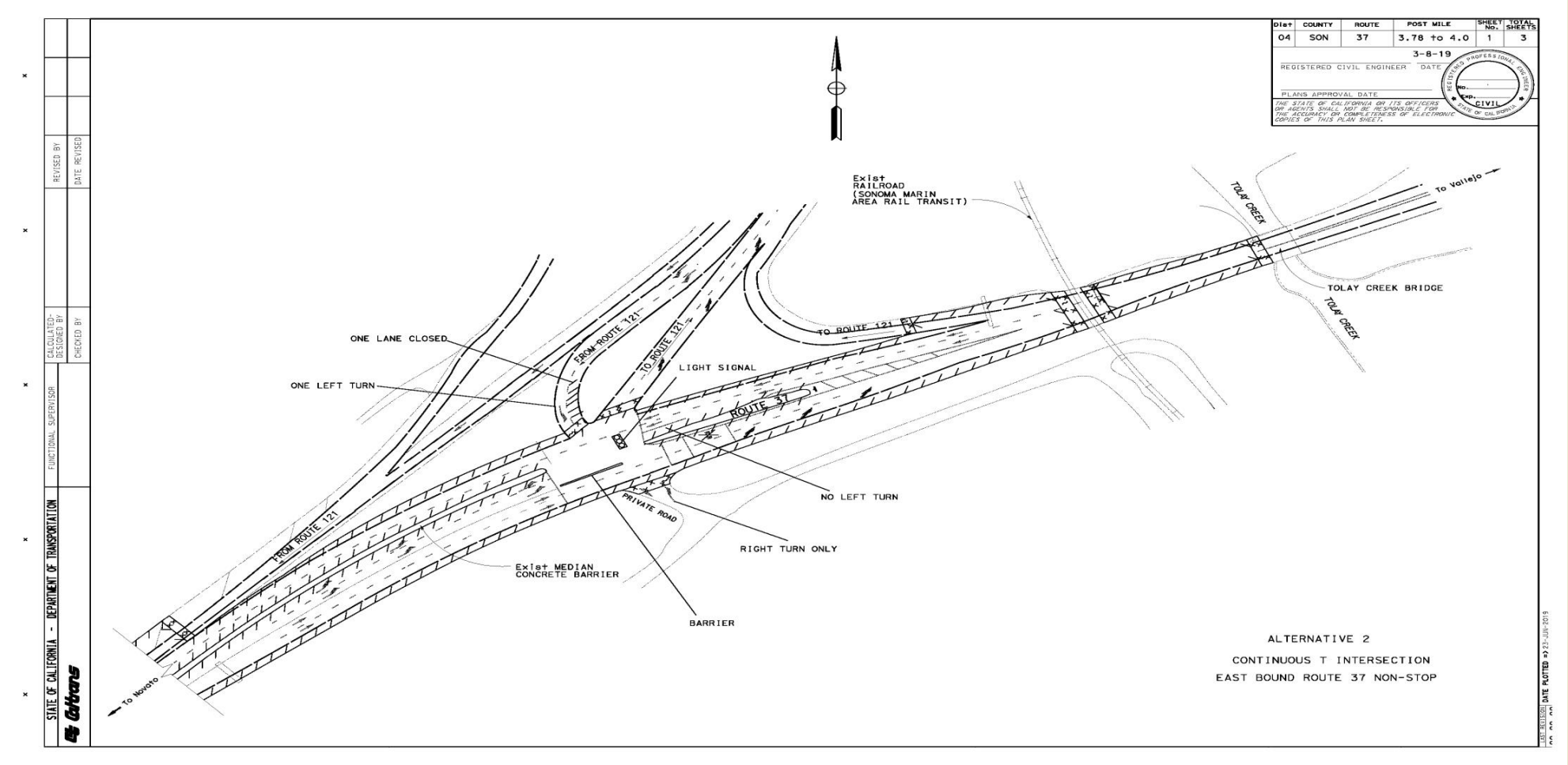
PROPOSED SR 37/ SR 121 JUNCTION IMPROVEMENT

Build Alternative 1: (Auxiliary) Merge Lane Extension only

PROPOSED SR 37/ SR 121 JUNCTION IMPROVEMENT

Build Alternative 2: (Auxiliary) Merge Lane Extension with Roundabout

PROPOSED SR 37/ SR 121 JUNCTION IMPROVEMENT



Build Alternative 3: (Auxiliary) Merge Lane Extension with Continuous T-Intersection

SUMMARY OF FORECASTED AADT

ROADWAY SEGMENT	EXISTING YEAR (2019)			OPENING YEAR (2026) NO BUILD/BUILD			HORIZON YEAR (2040) NO BUILD/BUILD		
	AADT	TRUCKS		AADT	TRUCKS		AADT	TRUCKS	
		%	#		%	#		%	#
SR 37	40,100	4.53%	1,820	43,300	4.53%	1,960	49,800	4.53%	2,250
SR 121	19,700	7.20%	1,420	20,700	7.20%	1,500	22,800	7.2%	1,650

SUMMARY OF FORECASTED AADT

ROADWAY SEGMENT	DESIGN YEAR (2046) NO BUILD/BUILD			PROPOSED HORIZON YEAR (2050) NO BUILD/BUILD		
	AADT	TRUCKS		AADT	TRUCKS	
		%	#		%	#
SR 37	52,500	4.53%	2,380	54,400	4.53%	2,460
SR 121	23,700	7.20%	1,710	24,300	7.20%	1,750

*Years 2046 and 2050 are shown for information.

Caltrans

PROJECT SCHEDULE

Current Programming Dates	Preliminary Engineering/ Environmental	Engineering	Right of Way	Construction
Start	November 2020	October 2022	October 2022	September 2024
End	October 2022	March 2024	March 2024	September 2026

CONCLUSIONS

- The SR 37/121 Operational Improvement Project would improve traffic operations and reduce congestion at the SR 37/SR 121 intersection.
- The truck volumes at the intersection of SR 37/SR 121 and along SR 37 are below 8% and less than 10,000.
- The project would not increase capacity or percentage of trucks in the area.
- This project should not be considered a project of air quality concern and, therefore, a PM2.5 hot-spot analysis for project-level conformity determination is not required.

QUESTIONS?

Caltrans

40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Expanded Description	Project Type under 40 CFR 93.126
SCL	SCL170057	Sunnyvale	Sunnyvale Ped and Bike Infrastructure Improvements	Sunnyvale: At various locations city-wide: Add improvements to Bike/Ped infrastructure including enhancing and/or installing signs, striping, ADA compliant curb ramps and crossing safety treatments	Sunnyvale: At 34 locations city-wide: Add improvements to Bike/Ped infrastructure including enhancing and/or installing signs, striping, ADA compliant curb ramps; At five locations: install crossing safety treatments	Air Quality - Bicycle and pedestrian facilities
SCL	SCL170063	Morgan Hill	Dunne Avenue Pavement Rehabilitation	Morgan Hill: Various locations on E Dunne Ave: Pavement Rehabilitation.	Morgan Hill: On E Dunne Ave between lower Thomas Grade and Flaming Oaks Dr and between upper Thomas Grade and Holiday Dr, and on E Dunne Ave from Holiday Drive to 2,500 linear feet easterly toward Anderson Lake: Pavement Rehabilitation.	Safety - Pavement resurfacing or rehabilitation

METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Air Quality Conformity Task Force DATE: August 26, 2021

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 add into the 2021 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.

Changes Staff is Proposing to Include in the 2021 TIP

Staff is proposing to one project to the 2021 TIP. The description of the new projects along with the regional air quality category that staff believes best describes the project are included on Attachment A.

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

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Review of the Regional Conformity Status for New and Revised Projects - 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							
1	San Mateo	7288	San Mateo	Delaware Street Safe Routes to School Corridor	San Mateo: Delaware St from 19th Ave to Pacific Blvd: Implement bicycle and pedestrian improvements including Class IV separated bike lanes and bicycle boulevard, upgrade pedestrian facilities, and connections to existing facilities.	San Mateo: Delaware St from 19th Ave to Pacific Blvd: Implement bicycle and pedestrian improvements including Class IV separated bike lanes and bicycle boulevard, upgrade pedestrian facilities, and connections to existing facilities. The Delaware Street Safe Routes to School Corridor is a high-priority project identified in the City's 2020 Bicycle Master Plan based on a prioritization framework including safety and connectivity to key community destinations. Upgrading the existing sub-standard bicycle facilities to the proposed Class IV and bicycle boulevard is necessary to create a low-stress route suitable for users of all ages, and in particular younger cyclists who access the nearby schools. The project will replace existing underutilized Class II bicycle lanes with .7 miles of Class IV facilities, and add .35 miles of bicycle boulevard in addition to crossing treatments at intersections, upgraded pedestrian facilities, and connectivity to the City's existing and planned bicycle facilities for a fully connected portion of the planned bicycle network. The desired outcome of the project is to encourage more bicycling activity in an area where currently only the most confident cyclists ride. This project will be one where users of all ages and abilities are able to travel north-south through the City, and one that serves nearly 1,000 elementary school students who otherwise do not have a low-stress bicycle option to access their schools. By providing more comfortable facilities, residents, students, and commuters will be able to use non-motorized transportation for short trips, commuting and recreation, improving connectivity, mobility, and public health.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
2							
3							

Air Quality Conformity Task Force
Summary Meeting Notes
July 22, 2021

Participants:
Dick Fahey – Caltrans
Erika Espinosa Araiza – Caltrans
Lexie Arellano – Caltrans
Patrick Pittenger – FHWA
Chris Barney – SCTA
Kenny Tsan – Caltrans
Amie Mohai – Caltrans
Tom Kelly – EPA
Abhijit Bagde – Caltrans
Kevin Krewson – Caltrans
Jim Taylor – KCBS Radio
Andrea Gordon – BAAQMD
Joseph Vaughn – FHWA
Dominique Kraft – FTA
Lucas Sanchez – Caltrans
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. **Santa Rosa - SR-12/Boas Drive Traffic Signal Project**

Kevin Krewson (Caltrans) began the Santa Rosa - SR-12/Boas Drive Traffic Signal project presentation by identifying the project's location being east of Santa Rosa in a primarily a residential area. Mr. Krewson stated that there are two alternatives under consideration:

- Alternative 1 – Signalized Intersection
  - Construct pedestrian facilities and install traffic signals at the SR-12/Boas Drive/South Boas Drive intersection
  - Construct a retaining wall to ensure adequate sight distance from South Boas Drive at intersection
  - Acquire a minimal right of way from private property

- Alternative 2 – Roundabout
  - Construction a 2-lane roundabout at the intersection, which include pedestrian facilities
  - Relocate the existing bus stops
  - Acquire right of way from private property

Mr. Krewson added that the schedule for the Santa Rosa - SR-12/Boas Drive Traffic Signal project right now is to finish the environmental phase in April 2022 and have the project ready to start construction in May 2024. Mr. Krewson concluded by indicating that the SR-12/Boas Drive Traffic

Signal project has been developed to primarily improve the safety situation at pedestrian facilities and reduce the risk of collisions and improve site districts – as a project which would be exempt from project-level conformity by correcting, improving or eliminating a hazardous location or feature.

Lucas Sanchez (Caltrans) pointed out the Santa Rosa - SR-12/Boas Drive Traffic Signal project is going through the project-level conformity process as part of the clarification on exempt projects exemption guidance and Tom Kelly (EPA) confirmed and identified this as a safety project.

Final Determination: With input from EPA, FTA, FHWA and Caltrans, the Task Force concluded the Santa Rosa - SR-12/Boas Drive Traffic Signal project was exempt from project-level conformity by improving or eliminating a hazardous location or feature.

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

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

The Task Force had no comments.

Final Determination: With input from FTA, FHWA, EPA, Caltrans and MTC, the Task Force agreed that the project on the exempt list **2b_Exempt List 07122021.pdf** is exempt from $PM_{2.5}$ project level analysis.

3. Projects with Regional Air Quality Conformity

Adam Crenshaw (MTC) presented his standard regional conformity list of three new projects which are proposed by our Commission to be added to the 2021 TIP. Tom Kelly (EPA) asked for clarification on the location of the regional conformity project list and Mr. Crenshaw pointed out the proper page in the agenda package. The Task Force had no other questions or comments.

4. Consent Calendar

a. June 24, 2021 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. Other Items – Draft Plan Bay Area 2050 Conformity Analysis posted.

Harold Brazil (MTC) noted that the Draft Plan Bay Area 2050 Conformity Analysis posted was posted on July 7. In addition, Mr. Brazil mentioned the following:

- Addition of human health and human health effects text.
- Thanks to Andrea Gordon (BAAQMD), Patrick Pittenger (FHWA) and Joseph Vaughn (FHWA) for sources of document references.
- Positive conformity analysis result for Draft Plan Bay Area 2050 –

    - For 2015 Ozone Standard
    - For 2006 $PM_{2.5}$ Standard
- Public Comment Period Ends August 5, 2021 – no comments received as of time of meeting

Patrick Pittenger (FHWA) commented he previously had a question about something related to the conformity analysis and MTC staff has already answered.