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/89231619537

Meeting ID: 892 3161 9537

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

September 23, 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. US 101/Produce Avenue Interchange Project

   b. Confirm Projects Are Exempt from $PM_{2.5}$ Conformity
      Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern

3. Final Transportation-Air Quality Conformity Analysis for Plan Bay Area 2050 and Amended 2021 Transportation Improvement Program (TIP)

4. Consent Calendar

   a. August 26, 2021 Air Quality Conformity Task Force Meeting Summary

5. Other Items

Next Meeting: October 28, 2021

MTC Staff Liaison: Harold Brazil hbrazil@bayareametro.gov

Harold Brazil is inviting you to a scheduled Zoom meeting.

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213.19.144.110 (Amsterdam Netherlands)
213.244.140.110 (Germany)
103.122.166.55 (Australia Sydney)
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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)
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Memorandum

TO: Air Quality Conformity Task Force DATE: September 19, 2021

FR: Harold Brazil W. I.

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

A project sponsor representing one project, seeks 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	City of South San Francisco	US 101/Produce Avenue Interchange Project

2ai_US_101_Produce_Avenue_Interchange_ Project_Assessment_Form.pdf (for the US 101/Produce Avenue Interchange 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 091921.pdf** lists exempt projects under 40 CFR 93.126.

Application of Criteria for a Project of Air Quality Concern

Project Title: US 101/Produce Avenue Interchange Project
Project Summary for Air Quality Conformity Task Force Meeting: September 2021

Description

- The purpose of the proposed project is to provide an additional local east-west connection across US 101 to accommodate future planned growth, improve traffic operations, and improve pedestrian and bicycle access in the vicinity of the project area.
- The project would include a new US 101 overcrossing extending from the South Airport Boulevard/Utah Avenue intersection to San Mateo Avenue. The intersections at South Airport Boulevard/Utah Avenue and San Mateo Avenue/Utah Avenue would also be reconstructed to include turning lanes and connect to the new overcrossing. The Airport Boulevard/Produce Avenue/San Mateo Avenue intersection would be modified, or reconstructed.

Background

- In August 2015, the Project Study Report – Project Development Support (PSR-PDS) documents were approved by Caltrans.
- In June 2020, the Purpose and Need (P&N) statement of the project was approved by the Caltrans Project Development Team.
- Technical studies are currently being prepared for the Project Approval and Environmental Document (PA&ED) phase.
- An Environmental Impact Report (EIR)/Environmental Assessment is being prepared – a Notice of Preparation (NOP) was submitted to the State Clearinghouse on August 10, 2021
- A public scoping meeting was held on August 24, 2021.
- The EIR/EA is planned for public circulation and comment in 2021.
- Seeking project-level air quality conformity determination by the end of September 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?

- The project is not a new or expanded highway project (it is a new local road overcrossing of US 101, but does not change the capacity or location of US 101)
- The project would not add capacity for diesel vehicles on US 101
- The project would not substantially change the volume of diesel vehicles on US 101
- The project would reduce $PM_{2.5}$ emissions from diesel vehicles by slightly lowering the regional vehicle miles travelled in the vicinity of the project area.

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

- The project is not expected to change the number of diesel vehicles at intersections in the project area.
- The overcrossing is within a commercial and light industrial area of City of South San Francisco. The area has access under US 101 at South Airport Boulevard. This project would add an overcrossing. Trucks accessing southbound US 101 use Produce Avenue and Terminal Court heading to connect to the southbound US 101 on ramp. Northbound trucks use South Airport Boulevard to access northbound on- and off-ramps. The project does not change these access points that are used by trucks. The overcrossing would provide an additional means to cross over US 101 and connect between San Mateo Boulevard and Utah Avenue. The traffic forecast analysis shows a slight decrease in VMT with the proposed project indicating total trip lengths are slightly shorter with the project.

(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} and $PM_{2.5}$.

RTIP ID# *(required)*
17-06-0011

TIP ID# *(required)*
SM-110003

Air Quality Conformity Task Force Consideration Date
September 2021

Project Description *(clearly describe project)*
The City of South San Francisco and the San Mateo County Transportation Authority are the sponsors of the US 101/Produce Avenue Interchange Project (project) in the City of South San Francisco. Caltrans is the lead agency responsible for the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) review and approval. This project would include a new US 101 overcrossing extending from the South Airport Boulevard/Utah Avenue intersection to San Mateo Avenue (referred to as the Utah Avenue extension). The location of the project improvements between Post Miles 21.3 and 21.7 on US 101 is shown in **Figure 1**.

The project is considering two alternatives: a No Build Alternative and Build Alternative. The Build Alternative would construct a new overcrossing extending Utah Avenue westerly over US 101 to connect with San Mateo Avenue. The existing intersections at South Airport Boulevard/Utah Avenue and San Mateo Avenue/Utah Avenue would be reconstructed to include additional turning lanes and connect to the new overcrossing. The existing Airport Boulevard/Produce Avenue/San Mateo Avenue intersection would also be modified to include new through lanes and turning lanes. All three of these intersections will have increased capacity for vehicles passing through or turning. The proposed project layout is shown in **Figure 2**.

Type of Project:
Interchange improvements

County	*Narrative Location/Route & Postmiles*
San Mateo	As depicted in **Figure 1**, the project site is located in the City of South San Francisco in San Mateo County over and adjacent to US 101, between the US 101/East Grand Avenue interchange to the north (PM 22.14) and the US 101/I-380 interchange to the south (PM 20.72). **Caltrans Projects – EA#** EA 04-4H3600

Lead Agency: City of South San Francisco is requesting this consultation, and is the sponsoring agency. Caltrans is the lead agency for environmental compliance.

Contact Person	*Phone#*	*Fax#*	*Email*
Matthew Ruble, City of SSF	(650) 829-6671	(650) 829-6689	Matthew.Ruble@ssf.net

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

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

Scheduled Date of Federal Action: Environmental approval anticipated 1st quarter 2022

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	2022	2024
End	March 2022	PA&ED March 2022, PS&E 2024	2024	2026

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

Project Purpose:
The purpose of the proposed project is to:

- Provide an additional local east-west connection across US 101 that provides benefit to all modes of transportation in the project area.
- Accommodate future planned growth in the City of South San Francisco and vicinity of the project area.

Project Need:
There are three east-west connections across US 101 within the City of South San Francisco. With the projected growth in employment east of US 101, the existing east-west connections at Oyster Point, Grand Avenue, and Produce Avenue/S. Airport Boulevard (S. Airport Boulevard undercrossing of US 101) will not be able to accommodate future traffic demands. The existing S. Airport Boulevard undercrossing of US 101 is limited to a Class 1 bike route, requiring bicyclists to share the non-striped shoulder with vehicles.

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

Land uses in the vicinity of the interchange include warehouses and shipping facilities, commercial businesses, produce processing and supply facilities, visitor services (hotels and restaurants) and airport services (passenger parking lots). The project is not a new or expanded highway project and it will not add additional lanes on US 101 nor change the percentages of trucks in the project area.

There are no sensitive receptors (schools, hospitals, convalescent homes, or residences) located within 500 feet of the project.

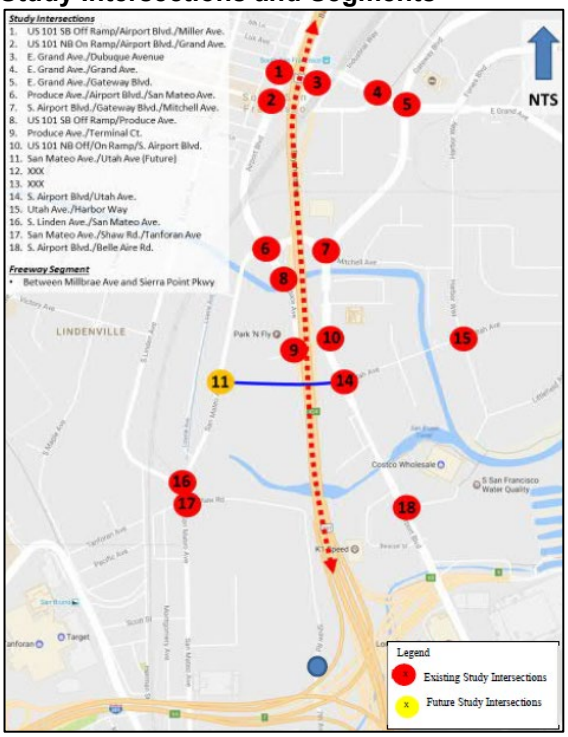
Brief summary of assumptions and methodology used for conducting analysis

AECOM developed the future forecast volumes for the study area for the No Build and Build conditions using the C/CAG-VTA Countywide model, which was enhanced for the US 101 Managed Lanes Study (AECOM 2021). The C/CAG model used for developing the forecasts for the 2016/2017 US 101 Managed Lanes Study has a base year of 2013, an interim year of 2020 and a long-range horizon of 2040. To match with the project's opening year (2025) and design year (2045), the model's interim year 2020 forecasts and long-range horizon 2040 forecasts were interpolated linearly.

As shown in the first illustration below (left), the project study area includes portions of US 101 and several local intersections in the City of South San Francisco. The project study area was identified based on inputs from the study team, the City of South San Francisco, and Caltrans staff. The study area included the freeway mainline segments for the US 101 Northbound between the Millbrae Avenue interchange and the Sierra Point Parkway interchange, and US 101 Southbound between the Sierra Point Parkway interchange and the Millbrae Avenue interchange; and 18 key intersections as shown in the second illustration below (right).

Project Study Area

Study Intersections and Segments



The California Natural Resources Agency adopted new CEQA Guidelines consistent with Senate Bill (SB) 743 in December 2018, which went into effect in July 2020. The new CEQA Guidelines state in Section 15064.3 that, generally, vehicle-miles traveled (VMT) is a more appropriate measure of transportation impacts than the level of service (LOS). As a result of this regulatory change, a project's effect on automobile delay (LOS) no longer constitutes a significant environmental impact under CEQA.

The forecasted overall traffic volumes for the No-Build and Build Alternatives were compared to determine the change in traffic volumes as a result of the proposed project. Within the project study area, the traffic volume changes between the No-Build and Build Alternatives were minimal. For this reason, and as there are no proposed geometry changes at the mainline and ramps with this project, it was determined that no freeway analysis would be conducted. The traffic operations analysis therefore focused on the local roadways and intersections in the vicinity of the overcrossing.

Source

AECOM, 2021. Draft Traffic Operations Analysis Report. US-101/Produce Avenue Interchange Project PA&ED Phase. March 2021.

Several measures of effectiveness (MOEs) provided by the forecast model were extracted to assist in evaluating potential project benefits and environmental impacts. The performance measures were extracted for the project sub-area network selected to capture all parallel and potential diversion routes in the corridor. Performance measures include vehicle-miles traveled (VMT), vehicle-hours traveled (VHT), and average speeds for the opening year (2025) and design year (2045) for the No-Build and Build Alternatives.

Daily Average Truck Traffic Estimates

Trucks along the US 101 mainline represents approximately 3.9%, 4.0%, 4.1%, and 4.1% of the traffic for existing year 2020, opening year 2025, horizon year 2040, and design year 2045, respectively. These percentages were used to estimate the annual average daily traffic (AADT) for trucks. The project would not result in changes to land use that would affect diesel truck traffic in the area. Therefore, the daily truck percentage is expected to be same for both the No-Build and Build Alternatives.

The following tables 1, 2, and 3 summarize the traffic, truck, and VMT MOEs for the various study years. The project results in a relatively low increase in AADT for trucks (100 per day or less) due to the improved accessibility of the route over US 101, but a decrease in VMT because of the shorter route offered by the overcrossing.

Tables 4 and 5 summarize LOS for the 2025 and 2045 study years. The intersections at Gateway Blvd and Grand Ave (#5), Gateway Blvd and S. Airport Boulevard/Mitchell Ave. (intersection #7), and the Produce Avenue and US 101 southbound off-ramp (#8) show strong improvements in lower LOS and delay times in the PM peak period, and at Produce Ave. and the US 101 southbound off-ramp (#8) in the AM peak period.

Increased delay with the project is predicted at the S. Airport Blvd//Utah Ave. intersection (#14), but that is primarily because it adds a new turning movement to provide access to and from the proposed overcrossing, which attracts traffic from other locations that seek a shorter route. Increased traffic also occurs at the S. Airport Blvd/Belle Aire Rd intersection (#18), also associated with traffic diverting to using the proposed Utah Ave. overcrossing and/or using Airport Blvd to gain access to the northbound on ramp. These movements are attributed to traffic patterns shifting to make use of more direct routes over US 101 on the new overcrossing.

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) AADT, Truck AADT, and VMT within the Sub-Area Network

Scenario	AADT		% Truck	Daily VMT	Average Speed During Peak Travel (mph)	Average Speed During Off-Peak Travel (mph)
	Total	Truck				
2025 No Build	4,636,257	204,709	4.4	1,127,743	32.3	40.4
2025 Build	4,636,754	204,774	4.4	1,126,771	32.3	40.4

Source: AECOM 2021

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 2 Horizon Year (2040) AADT, Truck AADT, and VMT within the Sub-Area Network

Scenario	AADT		% Truck	Daily VMT	Average Speed During Peak Travel (mph)	Average Speed During Off-Peak Travel (mph)
	Total	Truck				
2040 No Build	4,956,463	221,495	4.5	1,157,225	31.1	39.9
2040 Build	4,965,987	221,593	4.5	1,156,578	31.2	40.0

Source: AECOM 2021

Table 3 Design Year (2045) AADT, Truck AADT, and VMT within the Sub-Area Network

Scenario	AADT		% Truck	Daily VMT	Average Speed During Peak Travel (mph)	Average Speed During Off-Peak Travel (mph)
	Total	Truck				
2045 No Build	5,063,199	227,166	4.5	1,167,053	30.7	39.7
2045 Build	5,075,732	227,266	4.5	1,166,514	30.9	39.8

Source: AECOM 2021

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

Table 4 Opening Year (2025) Intersection LOS and Delay Summary

No.	Intersection	Control	No Build Conditions				Build Conditions			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1	Airport Blvd. & 101 SB off-ramp/ Miller Ave.	Signal	28.0	C	23.4	C	29.0	C	22.8	C
2	Airport Blvd. & E. Grand Ave.	Signal	25.8	C	36.5	D	26.3	C	35.9	D
3	Dubuque Ave. & E. Grand Ave.	Signal	11.2	B	39.2	D	11.6	B	44.3	D
4	Grand Ave. & E. Grand Ave.	Signal	13.8	B	21.3	C	14.0	B	22.4	C
5	Gateway Blvd. & E. Grand Ave.	Signal	31.3	C	25.1	C	32.0	C	25.4	C
6	Produce Ave./ Airport Blvd. & San Mateo Ave.	Signal	24.1	C	31.4	C	21.7	C	29.7	C
7	Gateway Blvd. & S. Airport Blvd./Mitchell Ave.	Signal	42.0	D	38.7	D	37.1	D	38.7	D
8	Produce Ave. & 101 SB off-ramp	TWSC	10.5	B	16.0	C	8.7	A	17.4	C
9	Produce Ave./ 101 SB on-ramp & Terminal Ct.	TWSC	22.4	C	142.5	F	27.5	D	97.9	F
10	S. Airport Blvd. & 101 NB ramps/Wondercolor Ln.	Signal	38.6	D	49.9	D	28.3	C	41.2	D
11	San Mateo Ave. / Utah Ave.	Signal	-	-	-	-	15.0	B	6.8	A
12	Does not Exist under Existing Conditions	-	-	-	-	-				
13	Does not Exist under Existing Conditions	-	-	-	-	-				
14	S. Airport Blvd. & Utah Ave.	Signal	26.6	C	49.0	D	24.0	C	28.1	C
15	Harbor Way & Utah Ave.	AWSC	14.2	B	10.6	B	15.9	B	11.7	B
16	San Mateo Ave. & Linden Ave.	Signal	5.2	A	6.9	A	5.4	A	7.0	A
17	San Mateo Ave. & Tanforan Ave./ Shaw Rd.	TWSC	21.1	C	7.6	A	26.9	D	14.5	B
18	S. Airport Blvd. & Belle Aire Rd.	Signal	14.2	B	17.2	B	16.5	B	16.7	B

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

Table 5 Design Year (2045) Intersection LOS and Delay Summary.

No.	Intersection	Control	No Build Conditions				Build Conditions			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1	Airport Blvd. & 101 SB off-ramp/ Miller Ave.	Signal	45.3	D	38.6	D	32.0	C	28.5	C
2	Airport Blvd. & E. Grand Ave.	Signal	28.4	C	45.6	D	28.9	C	44.5	D
3	Dubuque Ave. & E. Grand Ave.	Signal	12.4	B	40.7	D	10.3	B	57.8	E
4	Grand Ave. & E. Grand Ave.	Signal	17.4	B	25.6	C	17.3	B	52.1	D
5	Gateway Blvd. & E. Grand Ave.	Signal	38.7	D	91.5	F	43.8	D	74.0	E
6	Produce Ave./ Airport Blvd. & San Mateo Ave.	Signal	44.6	D	63.9	E	47.7	D	42.1	D
7	Gateway Blvd. & S. Airport Blvd./Mitchell Ave.	Signal	77.4	E	128.2	F	75.8	E	80.3	F
8	Produce Ave. & 101 SB off-ramp	TWSC	214.9	F	54.9	F	10.3	B	16.9	C
9	Produce Ave./ 101 SB on-ramp & Terminal Ct.	TWSC	25.8	D	41.0	E	28.6	D	56.5	F
10	S. Airport Blvd. & 101 NB ramps/Wondercolor Ln.	Signal	82.6	F	108.9	F	79.3	E	82.2	F
11	San Mateo Ave. / Utah Ave.	Signal	-	-	-	-	18.5	B	7.5	A
12	Does not Exist under Existing Conditions	-	-	-	-	-				
13	Does not Exist under Existing Conditions	-	-	-	-	-				
14	S. Airport Blvd. & Utah Ave.	Signal	66.6	E	149.1	F	101.9	F	158.9	F
15	Harbor Way & Utah Ave.	AWSC	20.1	C	44.2	D	22.8	C	59.9	E
16	San Mateo Ave. & Linden Ave.	Signal	6.4	A	7.4	A	7.2	A	7.5	A
17	San Mateo Ave. & Tanforan Ave./ Shaw Rd.	TWSC	55.3	F	26.9	D	46.4	E	19.1	C
18	S. Airport Blvd. & Belle Aire Rd.	Signal	55.0	E	126.9	F	50.9	D	142.9	F

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 proposed project would not create new traffic; rather it would redistribute traffic within the project study area because it provides an additional east-west connection across US 101. No major changes in traffic volumes were observed along the freeway mainlines and ramps between the No-Build and Build Alternatives.

With the proposed overpass, local traffic circulation and LOS at 15 of the 18 intersections in the study area would remain the same or improve. Some intersections might experience a surge in traffic during peak hours as a result of changes to the local traffic circulation, which would result in a decrease in the LOS at three intersections. Overall, the delays, queues, and served volumes at the intersections in the project area would improve or remain similar to the No-Build conditions. The project also helps improve pedestrian and bicycle safety as new crosswalks and bike lanes are provided for continuity and accessibility, and the project offers a more accessible and inviting route over US 101 compared to the undercrossing on S. Airport Boulevard.

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 to US 101 nor change the percentages of trucks in the project study area. The travel demand model results predict only localized shifts in traffic circulation with the proposed east-west connection across US 101. No major changes in traffic volumes were observed at the freeway mainlines and ramps between the No-Build and Build Alternatives. Also, the project would not result in changes to land use that would affect diesel truck traffic in the area. The daily truck percentage is expected to be same with and without the project. Therefore, the proposed project would not result in a significant increase in the number of diesel vehicles and 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 Alternative would maintain or improve delays, queues, and served volumes at 15 of the 18 intersections in the project area. While changes to local traffic circulation would decrease the LOS at three intersections, this would not be due to a significant increase in the volume of diesel vehicles. 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.

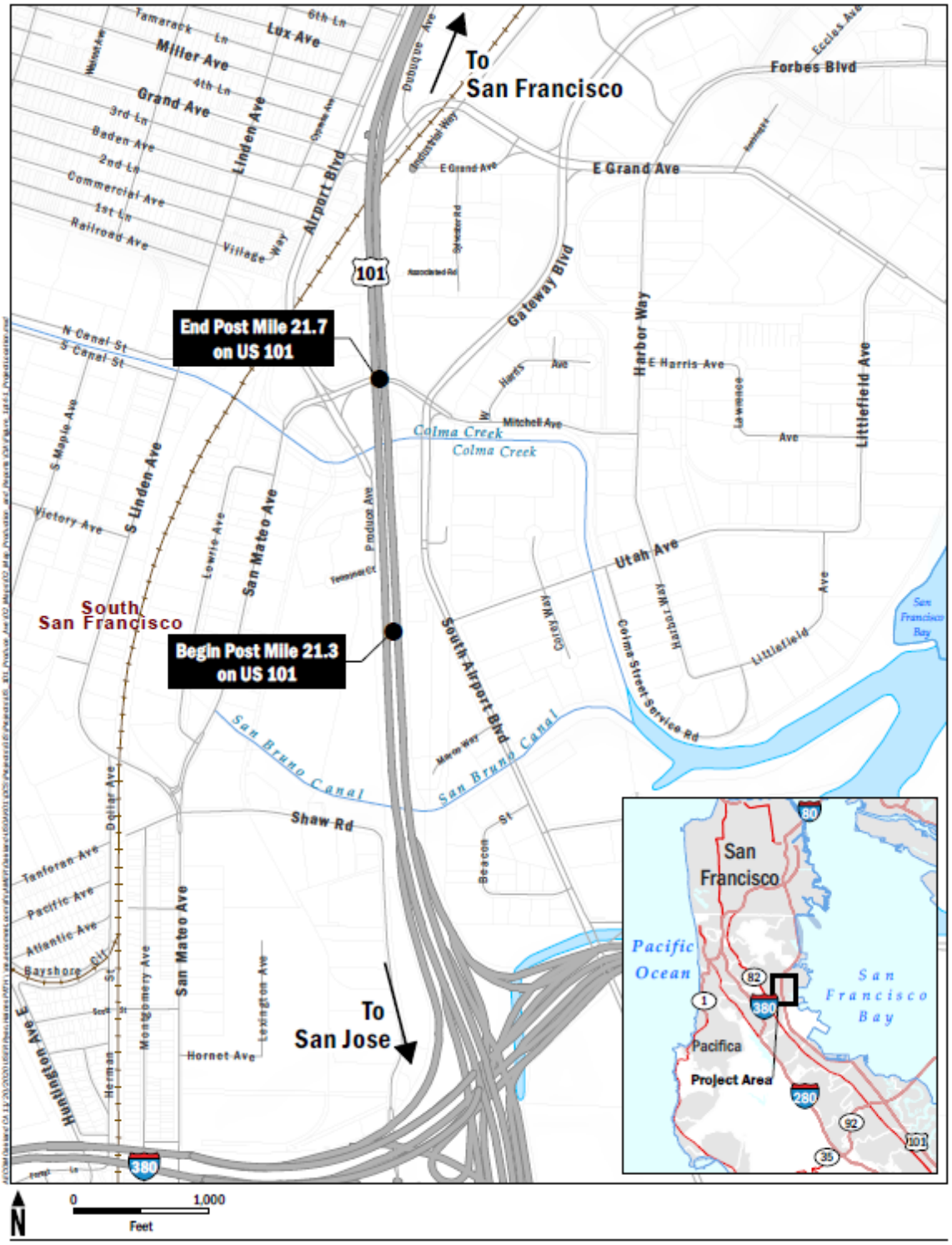
(iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and

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.

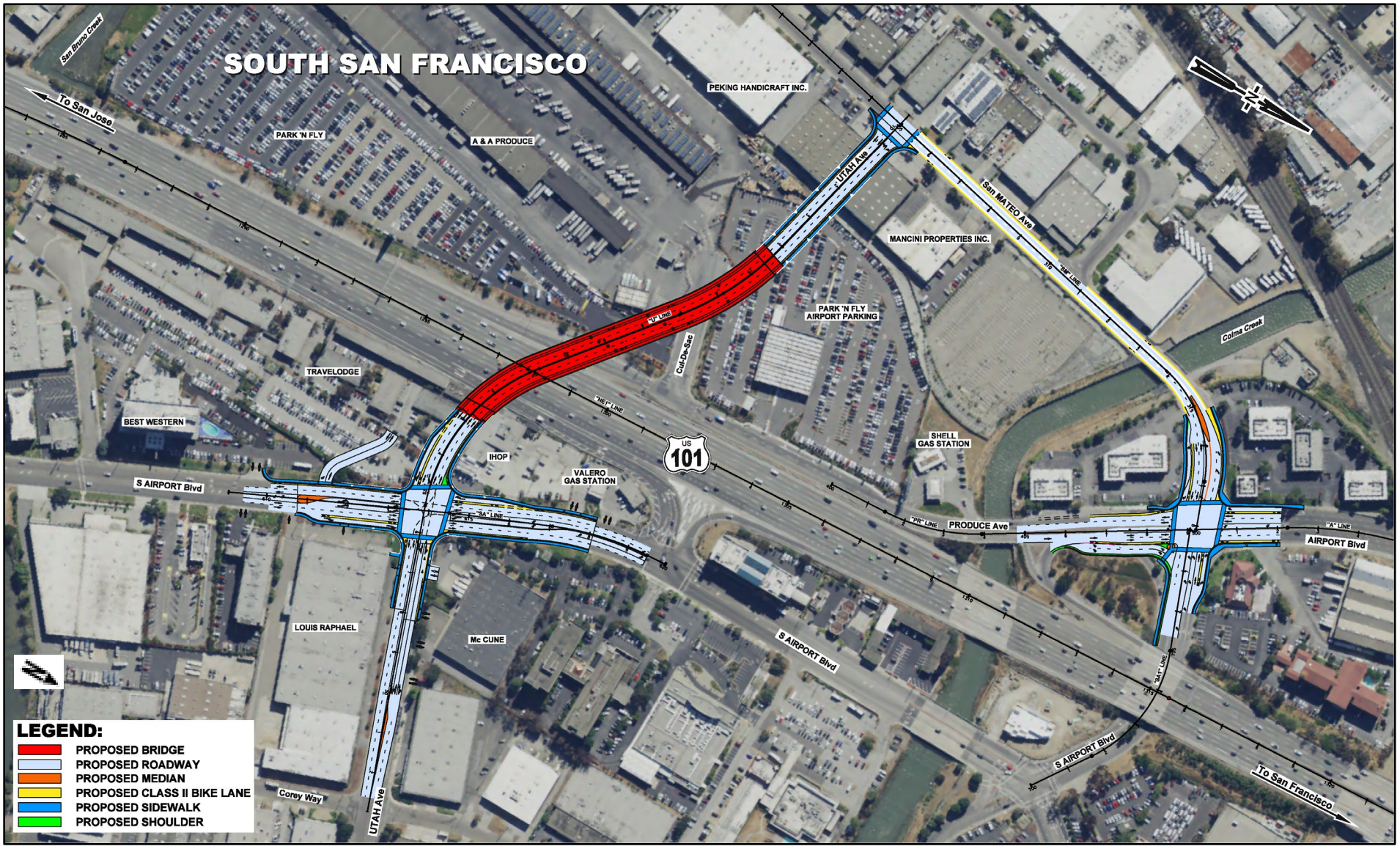
There is no state implementation plan for PM_{10} or $PM_{2.5}$. Furthermore, according to the Bay Area Air Quality Management District's Community Air Risk Evaluation (CARE) program, the project is not mapped in a community that is disproportionately impacted by emissions from existing transportation and stationary sources. Therefore, the proposed project would not be considered a Project of Air Quality Concern under this criterion.

Figure 1. Project Location and Vicinity



Source: AECOM 2021.

Figure 2. Project Build Alternative



Source: AECOM 2021.

US 101/Produce Avenue Interchange Project

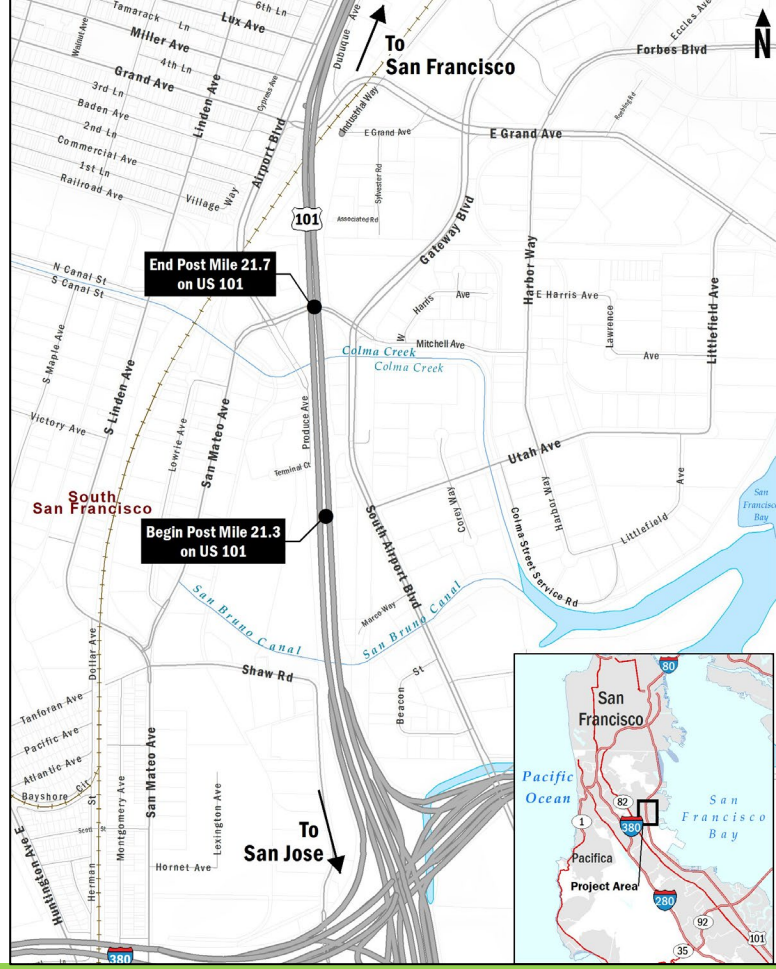
Air Quality Conformity Task Force Presentation

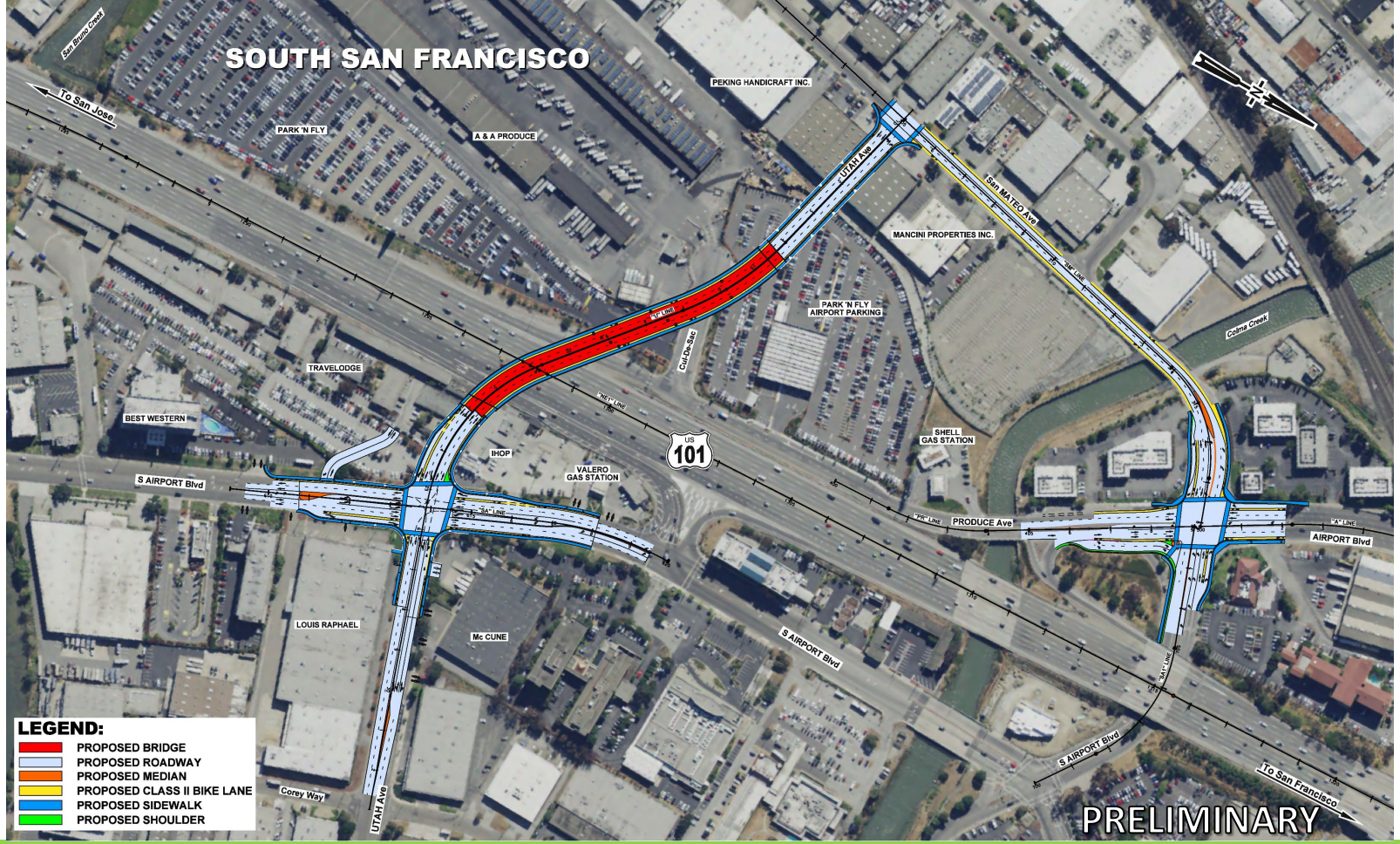
September 23, 2021

SAN MATEO COUNTY
Transportation Authority

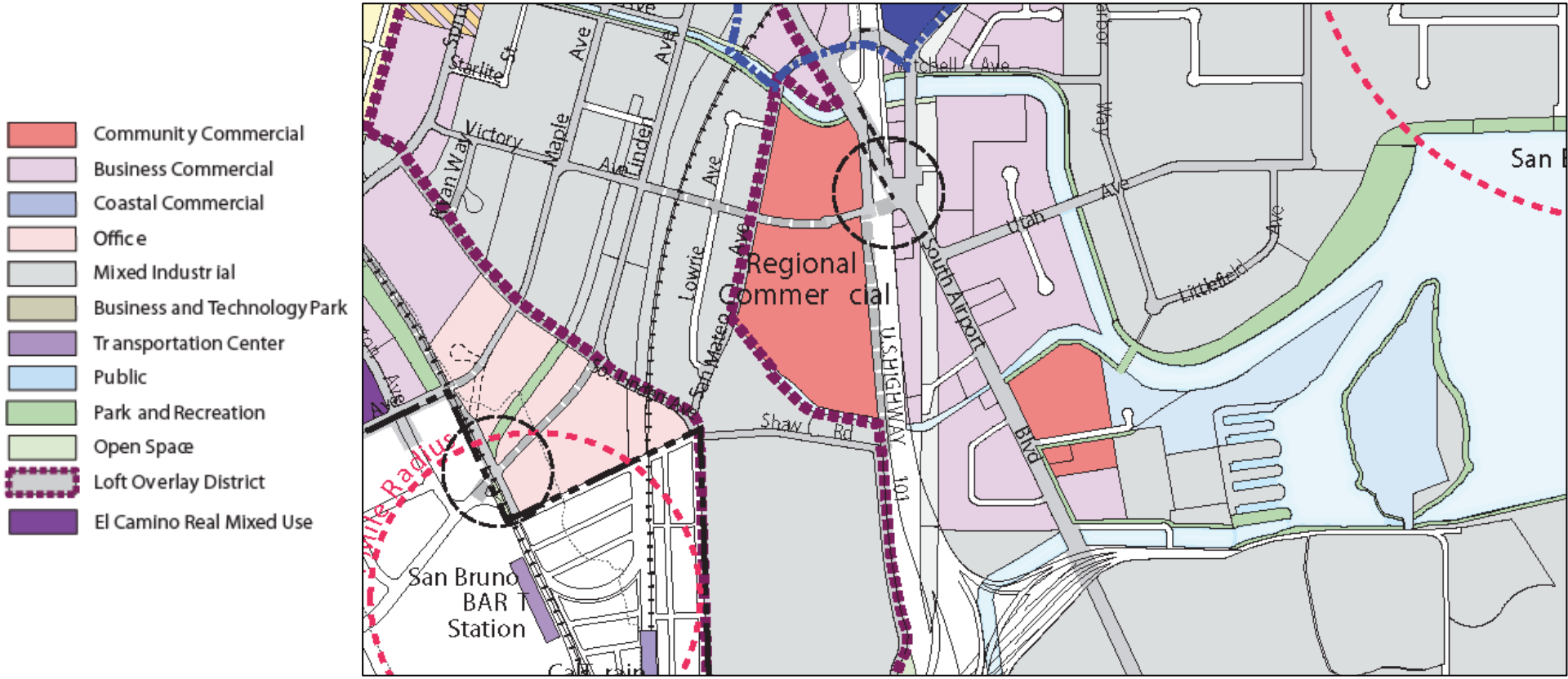
Project Vicinity and Location

- Located in the City of South San Francisco, San Mateo County
- Considering one Build Alternative and a No Build Alternative
- Build Alternative would include a new US 101 overcrossing from Utah Ave/S. Airport Blvd to San Mateo Ave and local intersection improvements




SOUTH SAN FRANCISCO
San Bruno Creek
To San Jose
PARK 'N FLY
A & A PRODUCE
PEKING HANDICRAFT INC.
UTAH Ave
San MATEO Ave
MANCINI PROPERTIES INC.
PARK 'N FLY AIRPORT PARKING
Colma Creek
Colma Creek
TRAVELODGE
BEST WESTERN
IHOP
VALERO GAS STATION
US 101
SHELL GAS STATION
S AIRPORT Blvd
PRODUCE Ave
AIRPORT Blvd
LOUIS RAPHAEL
Mc CUNE
S AIRPORT Blvd
S AIRPORT Blvd
Corey Way
UTAH Ave
To San Francisco
LEGEND:
PROPOSED BRIDGE
PROPOSED ROADWAY
PROPOSED MEDIAN
PROPOSED CLASS II BIKE LANE
PROPOSED SIDEWALK
PROPOSED SHOULDER
PRELIMINARY

Primary Land Uses Near US 101



Land Use Cont.

- Surrounding land use is primarily commercial and industrial
- Residential land use further to the west and northwest of the project area

Project Purpose and Need

Purpose:

- Provide an additional local east-west connection across US 101 that benefits vehicles, pedestrians, and bicyclists.
- Accommodate future planned growth in the City of South San Francisco and vicinity of the project area.

Need:

- City of South San Francisco is limited to three crossings of US 101: Oyster Point, Grand Avenue, and South Airport Boulevard
- The City identified a need to serve future traffic conditions and alleviate congestion at S. Airport Boulevard/Produce Avenue
- Limited bicycle and pedestrian options to cross under or over US 101

Project Need

Projected Growth in South San Francisco

	2020	2030	2040	Projected Change (2020-2040)
Total Population	68,105	76,950	80,015	+17%
Housing Units	22,155	24,950	25,305	+14%
Jobs	46,365	51,000	54,230	+17%

Source: Plan Bay Area Projections

Project Need

- City of South San Francisco is limited to three crossings of US 101: Oyster Point, Grand Avenue, and South Airport Boulevard
- The City identified a need to serve future traffic conditions and alleviate congestion at S. Airport Boulevard/Produce Avenue
- Limited bicycle and pedestrian options to cross under or over US 101

Alternatives Under Consideration

- Build Alternative: construct a new US 101 overcrossing from Utah Ave/S. Airport Blvd to San Mateo Ave and local intersection improvements
- No Build Alternative: no modifications to Utah Avenue or nearby intersections

Traffic Volumes and VMT

- The following slides from the Traffic Forecast Modeling show slight VMT decrease with Build Alternative.
- Likely due to shorter trip lengths with overpass.
- Overall minor change.

Summary of Traffic Data – Opening Year (2025)

Opening Year (2025) AADT, Truck AADT, and VMT within the Sub-Area Network

Scenario	Total AADT	Truck AADT	% Truck	Daily VMT	Average Speed During Peak Travel (mph)	Average Speed During Off-Peak Travel (mph)
2025 No Build	4,636,257	204,709	4.4	1,127,743	32.3	40.4
2025 Build	4,636,754	204,774	4.4	1,126,771	32.3	40.4

Summary of Traffic Data – RTP Horizon Year (2040)

Horizon Year (2040) AADT, Truck AADT, and VMT within the Sub-Area Network

Scenario	Total AADT	Truck AADT	% Truck	Daily VMT	Average Speed During Peak Travel (mph)	Average Speed During Off-Peak Travel (mph)
2040 No Build	4,956,463	221,495	4.5	1,157,225	31.1	39.9
2040 Build	4,965,987	221,593	4.5	1,156,578	31.2	40.0

Summary of Traffic Data – Design Year (2045)

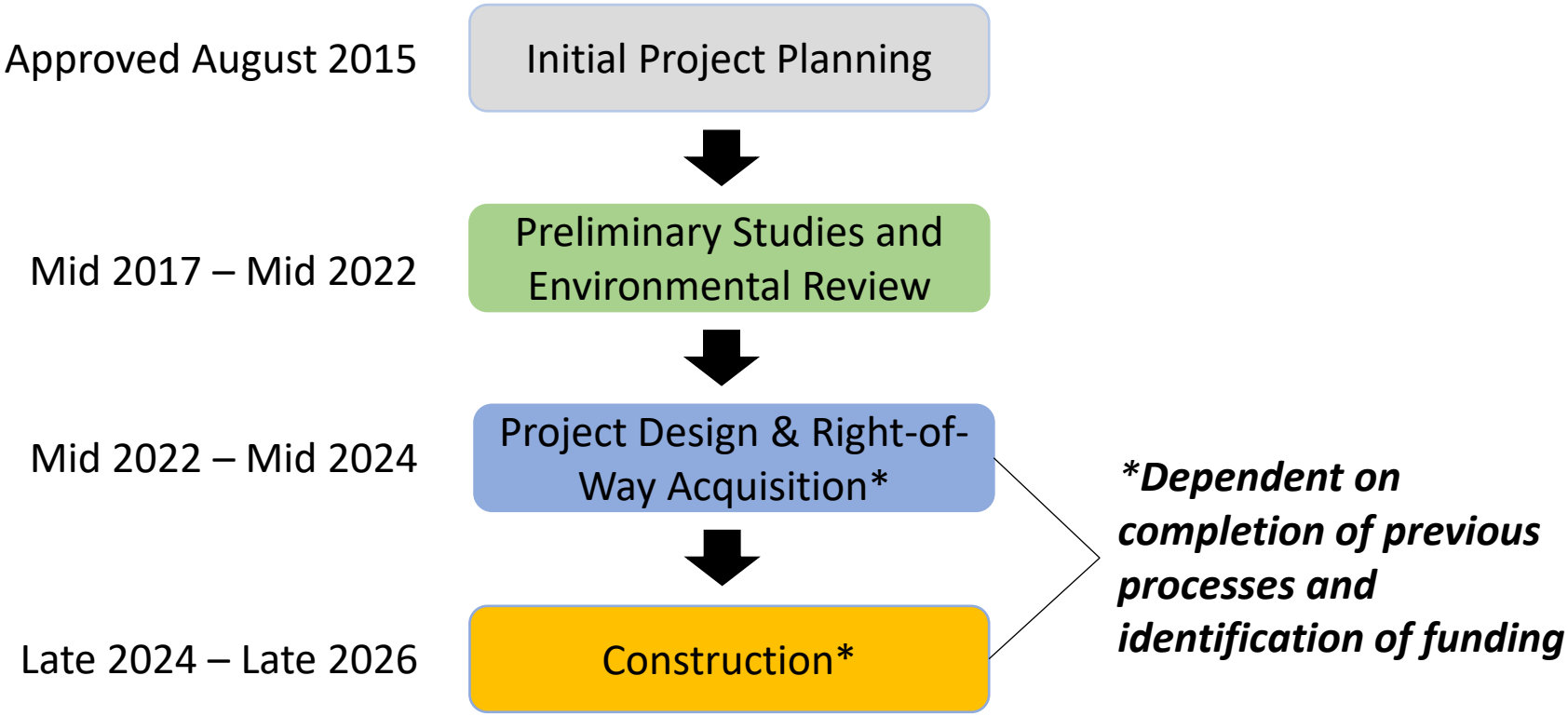
Design Year (2045) AADT, Truck AADT, and VMT within the Sub-Area Network

Scenario	Total AADT	Truck AADT	% Truck	Daily VMT	Average Speed During Peak Travel (mph)	Average Speed During Off-Peak Travel (mph)
2045 No Build	5,063,199	227,166	4.5	1,167,053	30.7	39.7
2045 Build	5,075,732	227,266	4.5	1,166,514	30.9	39.8

Vehicle Miles Traveled (VMT) Analysis

Vehicle Miles Travelled (VMT)	2025 No Build	2025 Build	2045 No Build	2045 Build	2025 %Diff - Build Vs No Build	2045 %Diff - Build Vs No Build
VMT - AM 1Hr	85,529	85,537	88,188	88,125	0.01%	-0.07%
VMT - PM 1Hr	96,345	96,379	100,832	100,872	0.04%	0.04%
VMT - AM 4hr	259,208	259,454	265,824	267,917	0.10%	0.79%
VMT - PM 4hr	333,189	332,182	348,185	345,935	-0.30%	-0.65%
VMT - MD 6Hr	385,426	385,152	393,770	393,475	-0.07%	-0.08%
VMT - NT 10Hr	149,920	149,988	159,275	159,183	0.05%	-0.06%
VMT - Daily	1,127,743	1,126,771	1,167,053	1,166,514	-0.09%	-0.05%

Project Schedule



Not a Project of Air Quality Concern

- The project would not add specific capacity for diesel trucks
- The Build Alternative would decrease VMT relative to the No Build Alternative

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	SCL170022	Sunnyvale	Java Dr Road Diet and Bike Lanes	Sunnyvale: On Java Dr from Mathilda to Crossman: Construct approximately 5,000 linear feet of Class II, IIB or IV bike lanes each side via a road diet	Sunnyvale: On Java Dr from Mathilda to Crossman: Construct approximately 5,000 linear feet of Class II, IIB or IV bike lanes each side via a road diet on Java Dr. The project will install buffered bike lanes with green bike lanes at selected locations throughout along the corridor by removing one travel lane each direction. The project will also install vehicular/bike detection system at five signalized intersections. The project may also require adjustment/upgrades to traffic signals to accommodate new road geometry.	Air Quality - Bicycle and pedestrian facilities
SCL	SCL210005	Santa Clara Co	Active and Safe Routes to a Healthier City	Gilroy: Citywide: Safe Routes to School bicycle and pedestrian education	Gilroy: Citywide: Safe Routes to School bicycle and pedestrian education Building on the 6 E's model (education, encouragement, engagement, engineering, evaluation, and equity) implemented with the successful Safe Routes to School (SRTS) Program in Gilroy, the Santa Clara County Public Health Department (SCCPHD) will focus on key community hubs (civic center, parks/trails, health center clinic, transit center and faith based center) located in East Gilroy neighborhoods and the downtown core. Implementation will involve expanded bicycle and pedestrian education and encouragement, and engagement with key community partners including City staff, non-profits, and residents. Working with key stakeholders, SCCPHD will implement a city-wide campaign, and initiate community-led projects that will lead to improved policy, built environment, and practices changes designed to support safe and convenient walking and bicycling behaviors. Additionally, SCCPHD will also provide SRTS technical assistance and capacity building to schools located in East Gilroy. SRTS activities will focus on supporting the Cities' SRTS sustainability efforts, while better linking the schools and community hubs to community-wide active transportation efforts. Evaluation efforts will include travel mode counts, community surveys to gauge knowledge and awareness of active transportation resources, and tracking program reach. Existing Conditions: City data indicates traffic collision rates are highest in the downtown core, and obesity rates for both adults and adolescents are among the highest in the county. Gilroy has the lowest median household income in the County, and census tracks meeting the Cal Environmental Screen criteria for disadvantaged communities. Gilroy's population is largely Latino (58%), with 27% living below the poverty line.	Other - Specific activities which do not involve or lead directly to construction, such as: Planning and technical studies; Grants for training and research programs; Planning activities conducted pursuant to Titles 23 and 49 U.S.C. Federal-aid systems revisions
SM	SM-190013	SSF	Bridge Preventive Maintenance Program	South San Francisco: On multiple bridges: Preventive maintenance due to deterioration of the bridge decks, joint seals, barriers/railings, and/or concrete surfaces	South San Francisco: On multiple bridges: Preventive maintenance due to deterioration of the bridge decks, joint seals, barriers/railings, and/or concrete surfaces. Bbridges require preventive maintenance due to deterioration of the bridge decks, joint seals, barriers/ railings, and/or concrete surfaces. The bridges are located in South San Francisco over Colma Canal, San Bruno Canal, Colma Creek, and bridges over roadway bridges San Bruno Bridge (at North Access Road), Dunman Way over Hickey Blvd., and Oyster Point Blvd. over Caltrain/UPRR.	Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
SM	SM-210005	San Mateo Co	Broadmoor Safe Routes to School Ped Impvts	San Mateo County: Various locations near Garden Village Elementary and Ben Franklin Intermediate Schools: Enhance bicycle and pedestrian safety and access	San Mateo County: On South Park Plaza Dr: Install a raised midblock crosswalk, connecting both schools, with ADA curb extensions and ramps, pedestrian-activated Rapid Rectangular Flashing Beacons (RRFB), speed reduction striping, and edge lines; On 87th St at the corners of S. Park Plaza and Washington St: Install ADA curb extensions and ramps; On 87th St from Southgate Ave to Sullivan Ave: Install speed reducing edge lines	Air Quality - Bicycle and pedestrian facilities

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: September 16, 2021

FR: Harold Brazil W. I.

RE: Approval of the Final Conformity Analysis for the Plan Bay Area 2050 and the 2021 Amended Transportation Improvement Program

Background

Federal regulations require that MPOs conduct an analysis to determine whether the region's long-range plans and short-range funding programs follow federal air quality requirements as part of the Plan and TIP approval processes. MTC has prepared the Final Transportation-Air Quality Conformity Analysis for the Plan and the Amended 2021 TIP ("Conformity Analysis") in accordance with the latest U.S. Environmental Protection Agency (EPA) transportation conformity regulations and the Bay Area Air Quality Conformity Protocol (MTC Resolution No. 3757), and by using the latest planning assumptions, emissions model, and consultation provisions, including a quantitative regional emissions analysis that meets emissions budget requirements of the U.S. EPA transportation conformity rule.

MTC staff has completed the final version of its Regional Transportation Plan (called Plan Bay Area 2050) and the amended 2021 Transportation Improvement Program (TIP) conformity analysis. MTC released the Draft Conformity Analysis for Plan Bay Area 2050 and the Amended 2021 TIP for public review on **July 5, 2021**. Attachment A includes a full schedule for review and approval of the conformity analysis for Plan Bay Area 2050 and the Amended 2021 TIP.

This conformity analysis addresses the 2008 and 2015 national ambient air quality standard (NAAQS) for the 8-hour ozone and the 2006 national 24-hour fine particulate matter ($PM_{2.5}$) standards. This report also explains the basis for the conformity analysis and provides the results used by MTC to make a positive conformity finding for the "Plan" and the 2021 Amended TIP.

The "Plan" is composed of 35 strategies across four interrelated elements—housing, the economy, transportation, and the environment—that provide a blueprint for how the Bay Area can accommodate future growth and make the region more equitable and resilient in the face of unexpected. The Plan expands in scope, relative to prior plans, by examining the themes of economic development and environmental resilience. As a result, the proposed Plan focuses on four interrelated elements—housing, the economy, transportation, and the environment.

The Amended 2021 TIP, as amended by Revision Number 2021-10, serves to conform the 2021 TIP to Plan Bay Area 2050. The Amended 2021 TIP revises 18 projects with a net increase in funding of approximately $3.6 billion. Among other changes, Revision Number 2021-10 revises 10 existing projects in the 2021 TIP to reflect changes in scope or cost that are included in the Draft Plan Bay

Area 2050; and adds eight new projects to the 2021 TIP. The federally required TIP is a comprehensive listing of Bay Area surface transportation projects that receive federal funds, are subject to a federally required action, or are regionally significant (projects that add capacity from a roadway or transit system).

Public Comment Period and Next Steps

The Final Transportation-Air Quality Conformity Analysis for Plan Bay Area 2050 and the Amended 2021 TIP documents were released for public review and comment beginning on July 7, 2021. The close of the comment period occurred at 5:00 pm on August 5, 2021. There were no comments submitted during the comment period.

The Final Transportation-Air Quality Conformity Analysis demonstrates that both the Plan and the Amended 2021 TIP are consistent with ("conform to") the federal air quality plan, which is referred to as the state implementation plan (SIP), meaning that the transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the federal air quality standards. The Final Transportation-Air Quality Conformity Analysis finds that emissions in the Plan and the Amended 2021 TIP are lower than the air quality emissions budgets and meet the requirements related to ozone and fine particulate matter, and the implementation of transportation control measures.

Attachment A: Schedule for the Transportation Air Quality Conformity Analysis for the Plan Bay Area 2050 (PBA2050) and the 2021 Transportation Improvement Program (TIP)

Activity	Timeline
Conformity Task Force Reviews Proposed Conformity Approach	*May 27, 2021*
MTC Staff Conducts Technical Analysis & Report Preparation	*May/June 2021*
Release Draft Conformity Analysis for Public Review and Begin Public Comment Period	*July 7, 2021*
Discuss and Review Draft Conformity Analysis with AQCTF	*July 22, 2021*
End of Public Comment Period	*August 5, 2021*
AQCTF Briefing on Responses to Comments	**September 23, 2021**
Committee Approval	**October 8, 2021**
Commission Approval	**October 21, 2021**
Expected FHWA/FTA Final Approval of PBA2050 TIP and AQ Conformity Analysis	**Later Fall, 2021**

Air Quality Conformity Task Force
Summary Meeting Notes
August 26, 2021

Participants:
Dick Fahey – Caltrans
Shilpa Mareddy – Caltrans
Misha Kaur – City of Pinole
Daisy Laurino – Caltrans
Lexie Arellano – Caltrans
Patrick Pittenger – FHWA
Chris Barney – SCTA
Paul Hensleigh – YSAQMD
Siria Che Wu – Caltrans
Gesse Melaku – Caltrans
Tom Kelly – EPA
Abhijit Bagde – Caltrans
Phillip Cox – Caltrans
Kevin Krewson – Caltrans
Daniel Chang – Caltrans
Robert Stevens – CSWST2
Joseph Vaughn – FHWA
Dominique Kraft – FTA
Rodney Tavitas – 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. **Safety Improvements at Appian Way and Marlesta Road Project**

Misha Kaur (City of Pinole) introduced Robert Stevens (CSWST2) began the presentation of the Safety Improvements at Appian Way and Marlesta Road project by identifying some of the community assets which included Pinole Middle School and Shannon Elementary School.
Mr. Stevens indicated vehicle volumes at the project location on Appian Way carry about 16,000 vehicles per day and from 3,500 to 4,000 vehicles per day for Marlesta Road.

Mr. Stevens also added that (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 pedestrians versus vehicle collisions at the intersection in the last five years.

Mr. Stevens pointed out that 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 and for these factors (consequentially) 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.

Harold Brazil (MTC) asked about the source(s) of the truck traffic data on Appian Way thru the project intersection and Mr. Stevens said the project team did their own observations on several days from about 10 o'clock in the morning till two o'clock in the afternoon and very, very light truck traffic volumes were observed.

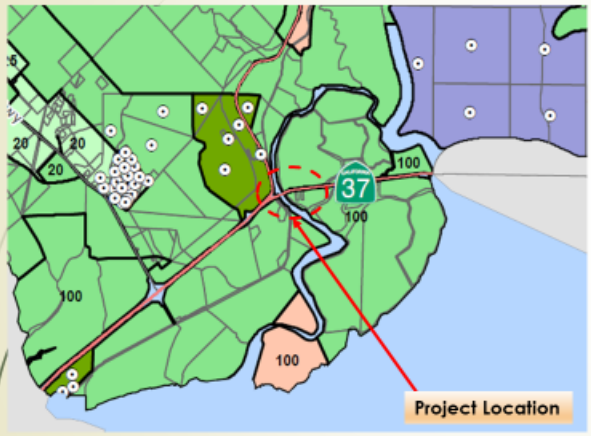
> ***Final Determination:*** With input from EPA, FTA, Caltrans and FHWA (deferring their determination to Caltrans), the Task Force concluded the Safety Improvements at Appian Way and Marlesta Road project was not of air quality concern.

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

Kevin Krewson (Caltrans) began his presentation of the SR 37/SR 121 Intersection Reconstruction and Merge Lane Extension project and pointed out that the area around the project area is pretty sparse and largely agricultural or open land. (As shown in the figures below)

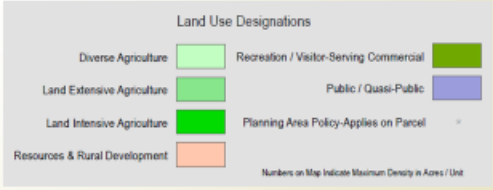
PROJECT LOCATION

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.



Mr. Krewson discussed how the purpose of the SR 37/SR 121 Intersection Reconstruction and Merge Lane Extension 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 achieving the goal of providing operational improvements according to the mobility objective of the SHOPP.

Mr. Krewson also stated that the SR 37/SR 121 Intersection Reconstruction and Merge Lane Extension 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.

Mr. Krewson provided additional information and alternatives descriptions for the SR 37/SR 121 Intersection Reconstruction and Merge Lane Extension project as follows:

- 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 in length; 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.

Mr. Krewson concluded his presentation by stating the SR 37/SR 121 Intersection Reconstruction and Merge Lane Extension project does not increase capacity or percentage of trucks and therefore Caltrans does not believe the project should be considered a project of air quality concerned.

Final Determination: With input from EPA, FTA, FHWA and Caltrans (deferring their determination to FHWA), the Task Force concluded the SR 37/SR 121 Intersection Reconstruction and Merge Lane Extension 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

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 08222021.pdf** is exempt from $PM_{2.5}$ project level analysis.

3. Projects with Regional Air Quality Conformity Concerns

Adam Crenshaw (MTC) noted this month regional conformity list of projects that MTC staff is proposing to one project (the Delaware Street Safe Routes to School Corridor project) to the 2021 TIP. Staff also believes the regional air quality exemption category 40 CFR 93.126 would be "Bicycle and pedestrian facilities". The Task Force members had no comments.

4. Consent Calendar

a. July 22, 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 (Update).

- Harold Brazil (MTC) indicated that MTC did not receive any comments at all during the public comment period by the time it ended on August 5.

- Dick Fahey (Caltrans), Rodney Tavitas (Caltrans) and Dominque Kraft (FTA) all asked when MTC expected to submit the conformity analysis documentation to FHWA/FTA and whether the expected submission date might slip and both Adam Crenshaw (MTC) and Mr. Brazil confirmed the approval of the conformity analysis will be at the special Commission meeting on October 21st.