



**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/86342930043>

Meeting ID: 863 4293 0043

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

**December 2, 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. SR-37 Interim Flood Reduction 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_120221.pdf
3a_Attachment-A_List_of_Proposed_New_Projects_120221.pdf
4. Consent Calendar
 - a. October 28, 2021 Air Quality Conformity Task Force Meeting Summary
5. Other Items

Next Meeting: January 27, 2022

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/86342930043>

Meeting ID: 863 4293 0043

One tap mobile

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162.255.37.11 (US West)

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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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METROPOLITAN
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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: December 1, 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	Caltrans	SR-37 Interim Flood Reduction Project

2ai_SR-37_Interim_Flood_Reduction_Project_Assessment_Form.pdf (for the SR-37 Interim Flood Reduction 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. **2bi_Exempt List 112321.pdf** lists exempt projects under 40 CFR 93.126. Please note, starting on page 28 of the agenda package includes an extended description of the multiple ramp metering projects included in [TIP ID # VAR190010 \(highlighted\)](#).

Application of Criteria for a Project of Air Quality Concern

Project Title: SR 37 Interim Flood Reduction project

Project Summary for Air Quality Conformity Task Force Meeting: December 2, 2021

Description

- The project proposes to improve flooding conditions along State Route (SR) 37 in Marin and Sonoma Counties.
- The project would raise SR 37 on embankment to an elevation of 12 feet (NAVD88) for sheltered highway or levee segments and 14 feet (NAVD88) for highway or levee segments subject to wave overtopping, replace Novato Creek Bridge, and modify Simonds Slough, Atherton Undercrossing, and Petaluma River Bridge.

Background

- The project is currently listed in the Group TIP (VAR170005).
- 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 December 2, 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
- Proposed project would have no effect on SR 37 AADT or truck traffic volumes

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

- The proposed project will not cause an increase in the number of diesel vehicles at the intersections in the project area.

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

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

(v) Affects areas identified in PM₁₀ 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 PM_{2.5} National Ambient Air Quality Standards (NAAQS).

RTIP ID# 17-10-0013

TIP ID# VAR170005

Air Quality Conformity Task Force Consideration Date

December 2, 2021

Project Description

The project proposes to improve flooding conditions along State Route (SR) 37 in Marin (MRN) and Sonoma (SON) Counties.

No Build Alternative

This alternative maintains the existing conditions.

Build Alternatives

The main design features of the Build Alternatives are as follows:

- Approximately 5 miles of raised roadway on about a 12-foot-high (NAVD88) embankment for sheltered highway or levee segments and 14-foot-high (NAVD88) embankment for highway or levee segments subject to wave overtopping. This includes US 101 (MRN 37 PM 11.4) to Atherton Undercrossing (UC) (MRN 37 PM 13.7) and Petaluma River Bridge (SON 37 PM 0.3) to 1 mi west of SR 121 (SON 37 PM 2.8).
- A raised roadway consisting of four 12-foot-wide lanes, a 0 to 40-foot-wide median with a 2-foot median barrier, 5-foot-wide inside shoulders and 10-foot-wide outside shoulders with a 3-foot-wide choker section with a total roadway width of 86-126 feet.
- The modification of the following 4 structures:
 1. Novato Creek (Bridge No. 27-011 L&R): The project proposes construction of a single bridge supported on CISS piles. The existing condition consists of two bridges (left and right).
 2. Simonds Slough (Bridge No. 27-0012 L&R): The project proposes reconstruction of the double 10-foot by 6-foot reinforced-concrete box.
 3. Atherton Avenue Undercrossing (Bridge No. 27-0079 L&R): The project proposes to upgrade the bridge rails to current standards.
 4. Petaluma River (Bridge No. 27-0013). The project proposes to add 10 ft multiuse path, with assumed 2 ft barrier widths, on both sides of the bridge deck.
- Reconstruction of Marsh Drive eastbound on- and off-ramps to conform to the raised roadway.
- Reconstruction of Atherton Avenue westbound on- and off-ramps to conform to the raised roadway.
- Reconstruction of Atherton Avenue eastbound off-ramp to conform to the raised roadway.
- Cold plane and overlay existing roadway 0.6 mile from Atherton Avenue UC to Petaluma River bridge and 0.9 mile west of SR 121 to SR 121/ SR 37 Intersection.
- A combination of new levees and sea walls will be used to protect the eastern approach to the Petaluma River Bridge.

The horizontal geometry would be similar to existing SR 37.

Type of Project:
Interim Flood Reduction Project

County: MRN; SON	Caltrans Projects – EA# 0K800 04-MRN- PM 11.2/14.6 04-SON- PM 0.0/3.9
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Lead Agency: Caltrans

<i>Contact Person</i> Shilpa Mareddy	<i>Phone#</i> 510-418-1794	<i>Fax#</i>	<i>Email</i> Shilpa.Mareddy@dot.ca.gov
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Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)

<i>Categorical Exclusion (NEPA)</i>	X	EA or Draft EIS	FONSI or Final EI	PS&E or Construction	<i>Other</i>
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Scheduled Date of Federal Action: 03/01/2023

NEPA Delegation – Project Type (check appropriate box)

	Section 326 – Categorical Exclusion	X	Section 327 – Non-Categorical Exclusion
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Current Programming Dates (as appropriate)

	PE/ENVIRONMENTAL	ENGINEERING	ROW	CONSTRUCTION
Start	June 2021	March 2023	March 2023	July 2026
End	March 2023	July 2025	July 2025	January 2029

Project Purpose and Need (Summary):

The purpose of the project is to Reduce highway flooding through projects that reduce flooding to address a 25-year design storm and sea level rise until mid-century when long-term needs are expected to be addressed by a future ultimate project. Provide multi-modal transportation options through the corridor.

Highway flooding occurs during winter rain and high tide events, causing delays and closures. The roadway within the project limits is relatively low-lying, about 2 to 6 feet North American Vertical Datum of 1988 (NAVD88) except from the Atherton Avenue Undercrossing to Petaluma River where the roadway climbs to a higher elevation. A portion of the road relies on levees and berms along Novato Creek not originally designed to protect the road, but to reclaim the area for agricultural use. The focus of this project is to provide interim solutions on SR-37 from US-101 to SR-121 to accommodate a 25-year storm at mid-century.

Surrounding Land Use/Traffic Generators

Land uses in the vicinity of the project are primarily agricultural, recreational, and conservation focused. The only major trip generator in the immediate Project vicinity is the Sonoma Raceway, which holds a variety of car and motorcycle racing events. A majority of the trips along SR 37 and SR 121 are through trips traveling between southern Marin, Sonoma, Napa, and Solano counties. The project is not a new or expanded highway project and it will not add additional lanes on SR 37 nor change the percentages of trucks in the project area.

Brief summary of assumptions and methodology used for conducting analysis

The Average Annual Daily Traffic (AADT) were provided by Caltrans Traffic Forecasting for year 2021, 2029 and 2050. The year 2040 AADT was calculated using interpolation between year 2029 and 2050 AADT values.

Four analysis years were evaluated:

- Year 2021 represents the existing conditions
- Year 2029 represents the possible opening year of the project.
- Year 2040 represents the planning horizon for the project.
- Year 2050 represents the proposed planning horizon for the project per proposed 2050 RTP

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

The project will not increase capacity therefore Build and No-Build volumes are the same.

Roadway Segment	Existing Year Build/No-Build (2021)		
	AADT	TRUCKS	
		%	#
SR 37 (MRN PM 11.2) at US 101 Intersection	42,000	3.68%	1,550
SR 37 (MRN PM 14.6) at Petaluma River Bridge	36,600	3.71%	1,360
SR 37 (SON PM 0.0 to 3.9)	37,000	6.46%	2,400

Roadway Segment	Opening Year Build/No-Build (2029)		
	AADT	TRUCKS	
		%	#
SR 37 (MRN PM 11.2) at US 101 Intersection	45,000	3.68%	1,660
SR 37 (MRN PM 14.6) at Petaluma River Bridge	39,600	3.71%	1,470
SR 37 (SON PM 0.0 to 3.9)	40,700	6.46%	2,630

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

Roadway Segment	Horizon Year Build/No-Build (2040)		
	AADT	TRUCKS	
		%	#
SR 37 (MRN PM 11.2) at US 101 Intersection	49,000	3.68%	1,810
SR 37 (MRN PM 14.6) at Petaluma River Bridge	43,500	3.71%	1,620
SR 37 (SON PM 0.0 to 3.9)	43,700	6.46%	2,830

Roadway Segment	Proposed RTP Build/No-Build (2050)		
	AADT	TRUCKS	
		%	#
SR 37 (MRN PM 11.2) at US 101 Intersection	52,500	3.68%	1,940
SR 37 (MRN PM 14.6) at Petaluma River Bridge	46,900	3.71%	1,740
SR 37 (SON PM 0.0 to 3.9)	46,300	6.46%	3,000

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

Roadway Segment	Existing Year Build/No-Build (2021)		
	AADT	TRUCKS	
		%	#
SR 37 at 101 Ramps	11,600	3.68%	430
SR 37 at Atherton Ave Ramps	31,000	3.68%	1,150
SR 121	18,700	7.2%	1,350

Roadway Segment	Opening Year Build/No-Build (2029)		
	AADT	TRUCKS	
		%	#
SR 37 at 101 Ramps	12,800	3.68%	480
SR 37 at Atherton Ave Ramps	34,100	3.68%	1,260
SR 121	20,600	7.2%	1,490

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	Horizon Year Build/No-Build (2040)		
	AADT	TRUCKS	
		%	#
SR 37 at 101 Ramps	13,700	3.68%	510
SR 37 at Atherton Ave Ramps	36,600	3.68%	1,350
SR 121	22,100	7.2%	1,600

Roadway Segment	Proposed RTP Build/No-Build (2050)		
	AADT	TRUCKS	
		%	#
SR 37 at 101 Ramps	14,500	3.68%	540
SR 37 at Atherton Ave Ramps	38,800	3.68%	1,430
SR 121	23,400	7.2%	1,690

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. The project is proposed to incorporate Sea Level Raise adaption measures according to Caltrans 2019 Climate Change Annotated outline and accommodate alternative transportation modes to ease congestion.

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 traffic data for the project shows that the percentage of trucks will remain the same with and without the project and the AADT will remain the same with and without the project. The project does not include capacity improvements, therefore AADT is assumed to remain unchanged.

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

The traffic data for the project shows the volumes of diesel vehicles at the intersection will remain same with or without the project.

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.

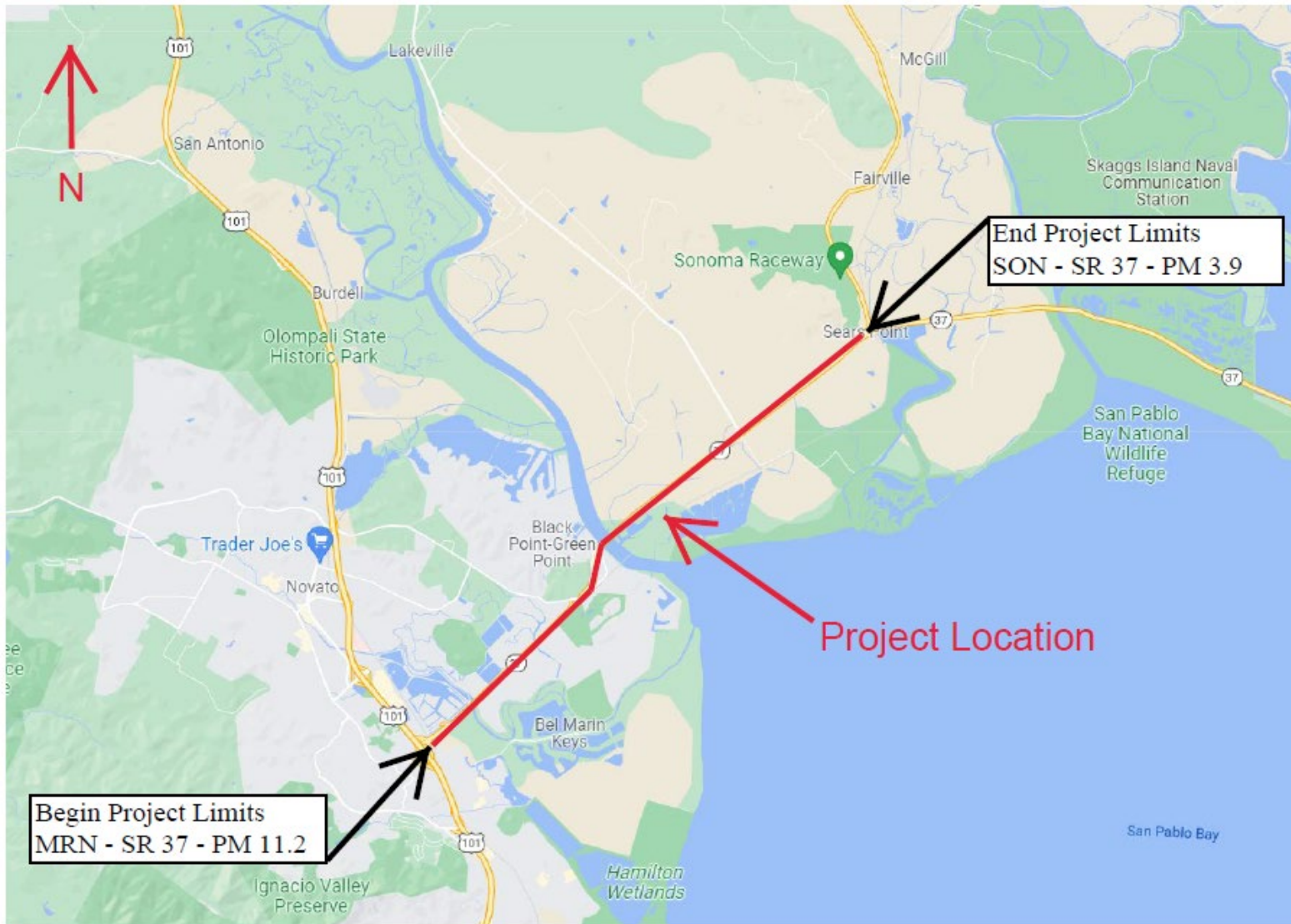
Based on the evaluation above, the project should not be considered a POAQC and not require a quantitative hot-spot analysis to demonstrate that it will not cause or worsen an existing PM_{2.5} violation

List of Attachments

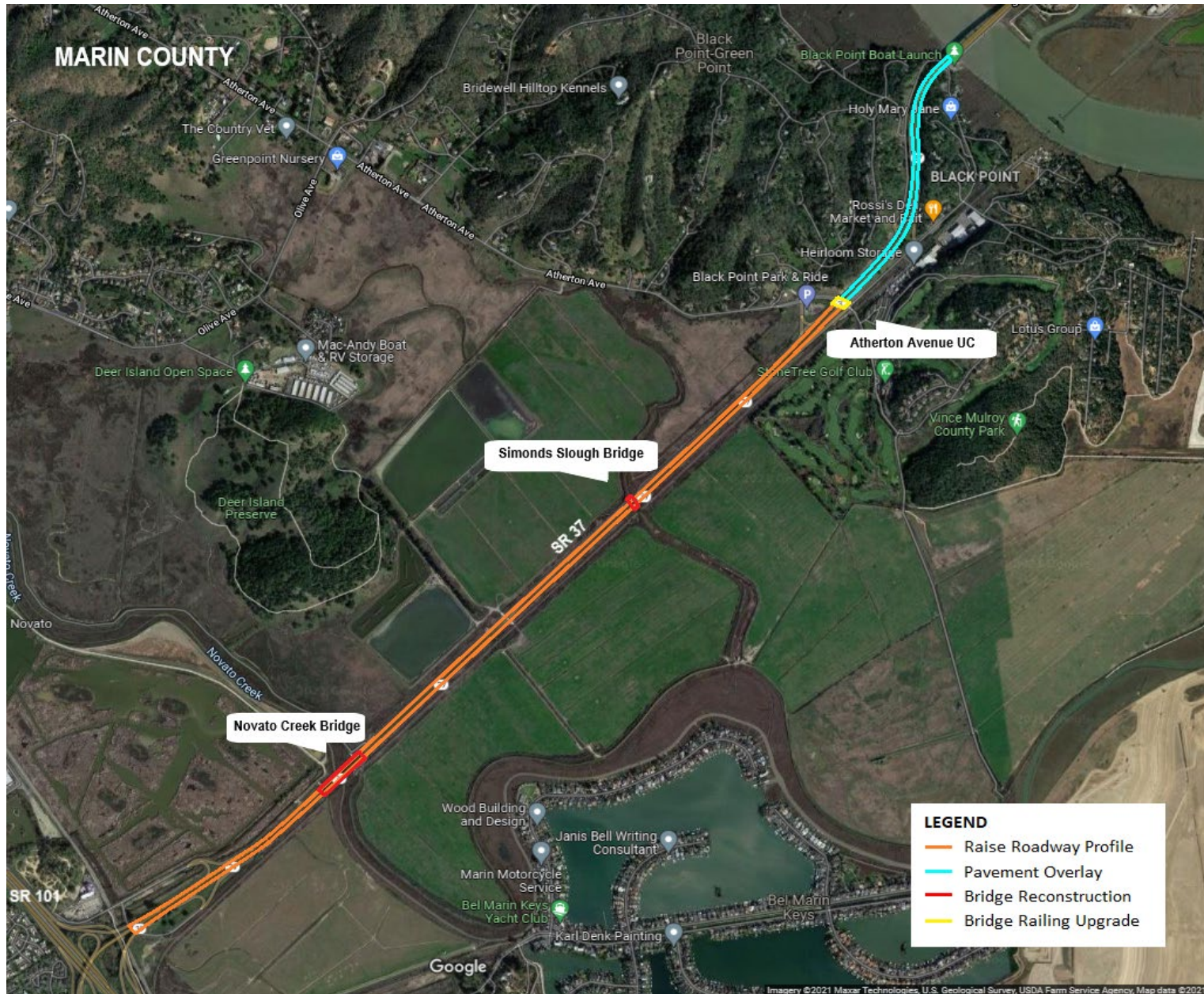
1. Attachment A - Location Map
2. Attachment B – Build Alternative

ATTACHMENT A

Project Location



ATTACHMENT B - Build Alternative







SR 37 Interim Flood Reduction Project

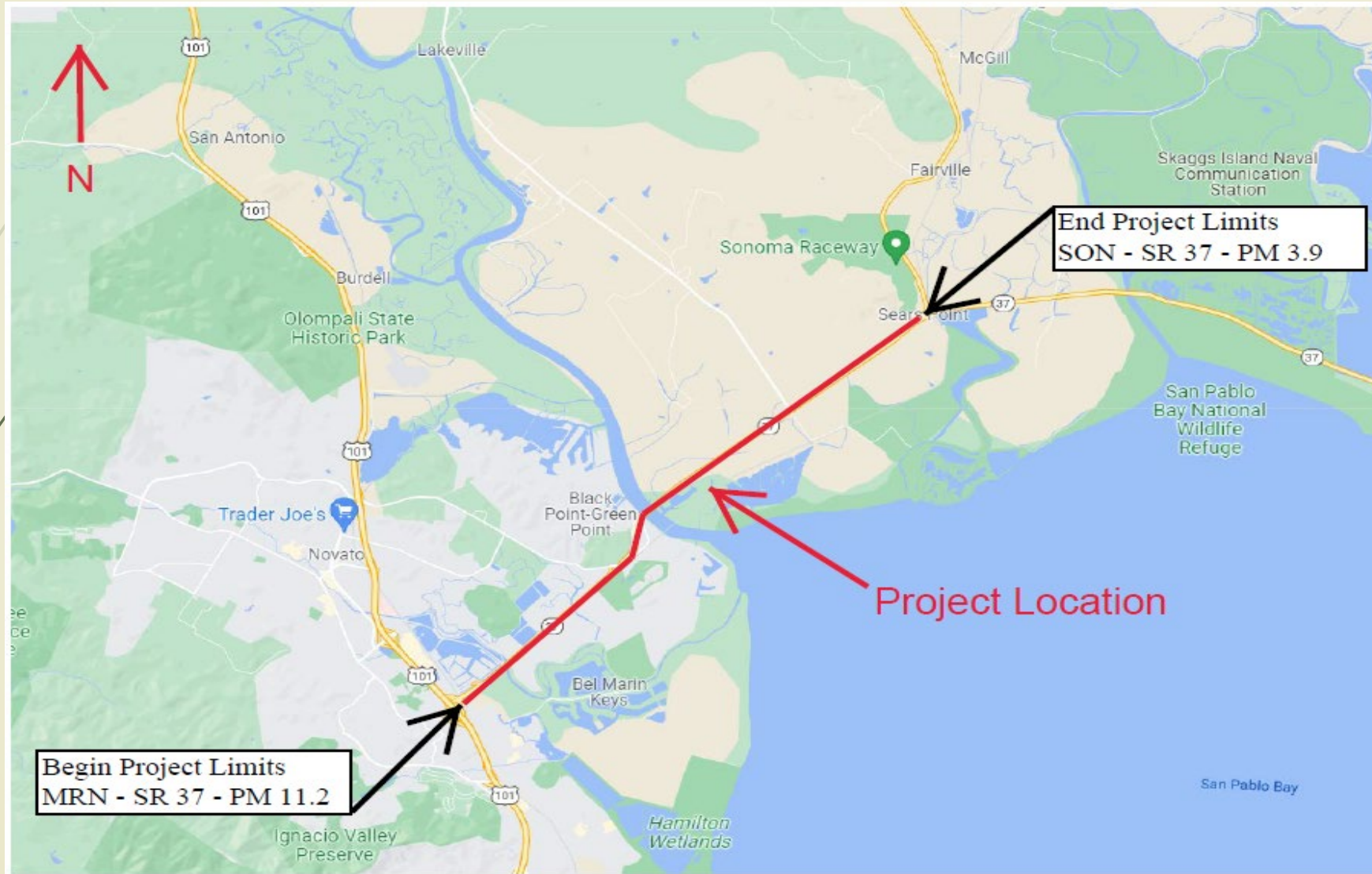
Air Quality Conformity Task Force Meeting on December 2, 2021

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

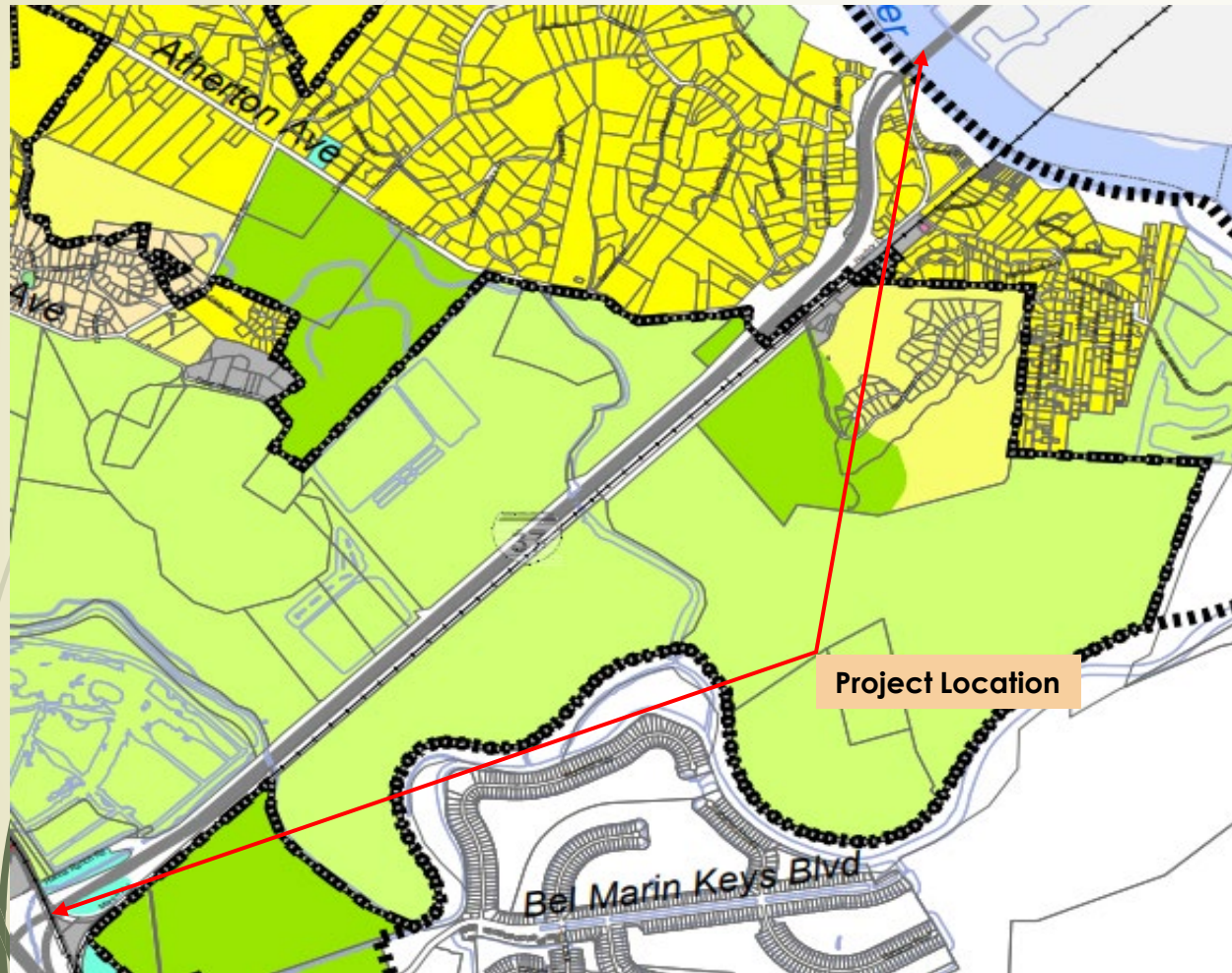
CALIFORNIA DEPARTMENT OF TRANSPORTATION, DISTRICT 4

111 Grand Avenue, Oakland, CA 94612

PROJECT LOCATION



PRIMARY LAND USE IN MARIN COUNTY

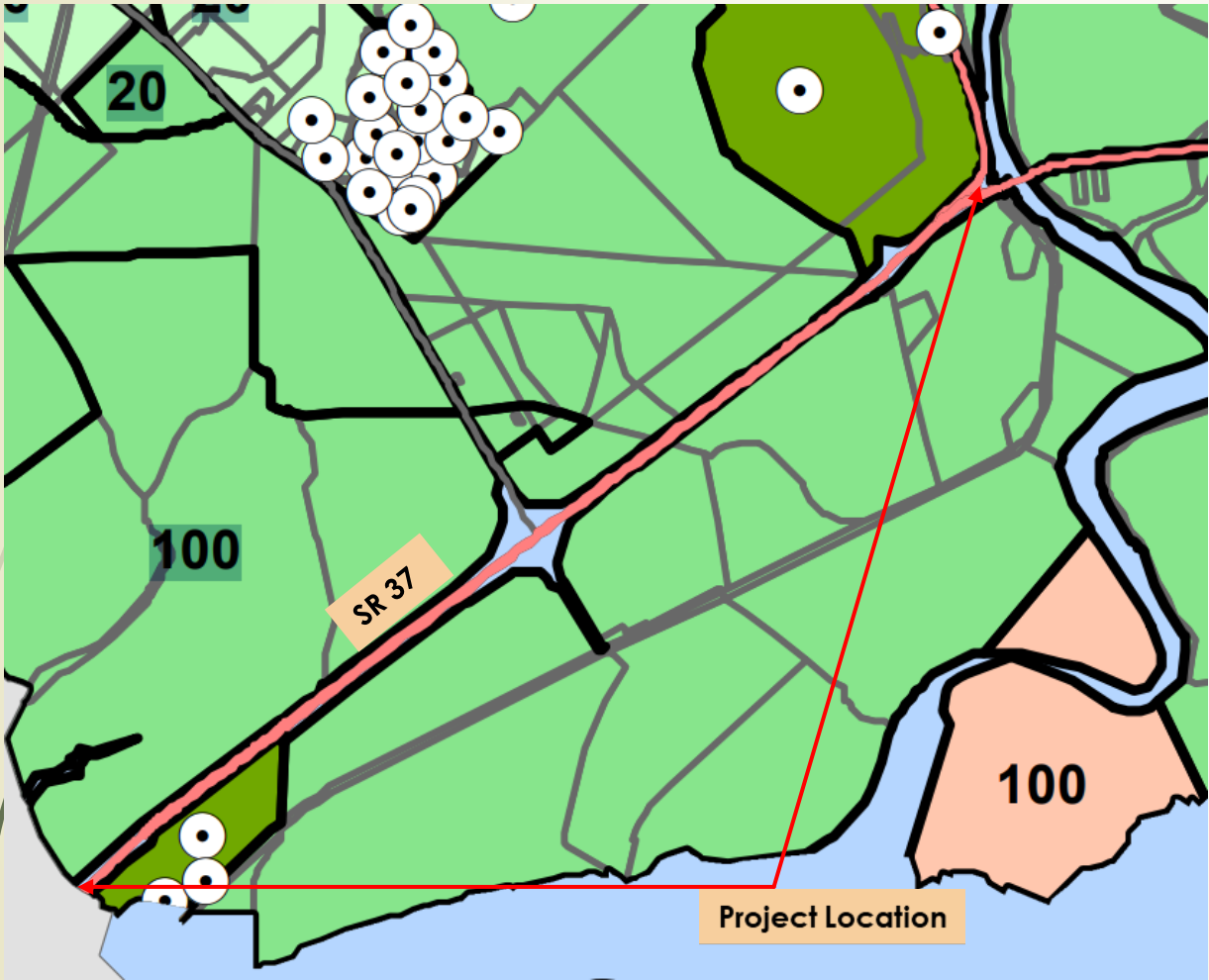


Surrounding land use is residential, open space and conservation focused.

- Rural Residential
- Very Low Density Residential
- Low Density Residential
- Light Industrial/Office
- Open Space
- Conservation
- Community Facilities, Public Utilities and Civic Uses

Source: City of Novato General Plan Land Use Element

PRIMARY LAND USE IN SONOMA COUNTY



Surrounding land use is primarily agriculture and the major trip generator is the commercial development (Sonoma Raceway) along SR 121. A majority of the trips along SR 37 and SR 121 are through trips traveling between southern Marin, Sonoma, Napa, and Solano counties..



Source: Sonoma General Plan Land Use Element



BACKGROUND

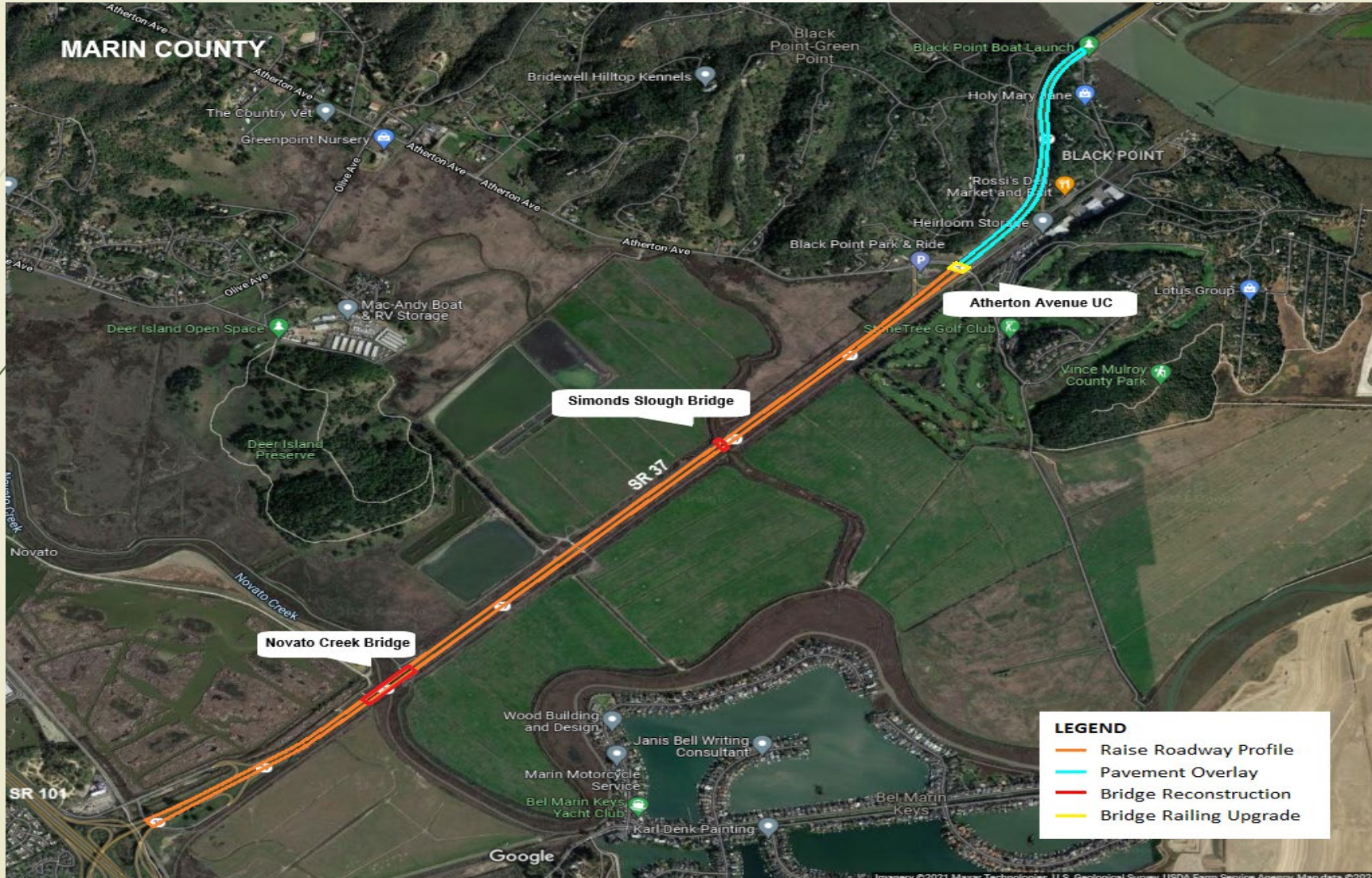
- ▶ The project is currently listed in the Group TIP (VAR170005).
- ▶ This project is processed under NEPA as a non-categorical Exclusion Section 327, and NEPA document Routine EA.

PURPOSE AND NEED

Purpose: The purpose of the project is to reduce highway flooding to address a 25-year design storm and sea level rise until mid-century when long-term needs are expected to be addressed by a future ultimate project. Provide multi-modal transportation options through the corridor.

Need: Highway flooding occurs during winter rain and high tide events, causing delays and closures. The roadway within the project limits is relatively low-lying, about 2 to 6 feet North American Vertical Datum of 1988 (NAVD88) except from the Atherton Avenue Undercrossing to Petaluma River where the roadway climbs to a higher elevation. A portion of the road relies on levees and berms along Novato Creek not originally designed to protect the road, but to reclaim the area for agricultural use. The focus of this project is to provide interim solutions on SR-37 from US-101 to SR-121 to accommodate a 25-year storm at mid-century.

SR 37 IN MARIN COUNTY



SR 37 IN SONOMA COUNTY



PROJECT DESCRIPTION

- ▶ The main design features of the Build Alternative are as follows:
 - ❖ Approximately 5 miles of raised roadway on about a 12-foot-high (NAVD88) embankment for sheltered highway or levee segments and 14-foot-high (NAVD88) embankment for highway or levee segments subject to wave overtopping. This includes US 101 (MRN 37 PM 11.4) to Atherton Undercrossing (UC) (MRN 37 PM 13.7) and Petaluma River Bridge (SON 37 PM 0.3) to 1 mi west of SR 121 (SON 37 PM 2.8)
 - ❖ The raised roadway consists of four 12-foot-wide lanes, a 0 to 40-foot-wide median with a 2-foot median barrier, 5-foot-wide inside shoulders and 10-foot-wide outside shoulders with a 3-foot-wide choker section with a total roadway width of 86-126 feet.
 - ❖ The modification of the following 4 structures:
 - ❖ Novato Creek Bridge – Reconstruct the existing 2 bridges with a single bridge supported on CISS piles.
 - ❖ Simonds Slough Bridge – Reconstruct with a double reinforced concrete box.
 - ❖ Atherton Avenue Undercrossing – Upgrade bridge railing to current standard.
 - ❖ Petaluma River Bridge – Widen the bridge to add 10 ft multiuse path.
 - ❖ Reconstruct March Drive EB and Atherton Avenue EB and WB on- and off-ramps to conform to the raised roadway.
 - ❖ Cold plane and overlay existing roadway 0.6 mile from Atherton Avenue UC to Petaluma River bridge and 0.9 mile west of SR 121 to SR 121/ SR 37 Intersection.
 - ❖ A combination of new levees and sea walls will be used to protect the eastern approach to the Petaluma River Bridge.
 - ❖ The horizontal geometry would be similar to existing SR 37.

SUMMARY OF FORECASTED AADT

Roadway Segment	Existing Year (2021)			Opening Year Build/No-Build (2029)			Horizon Year Build/No-Build (2040)			Proposed RTP Build/No-Build (2050*)		
	AADT	TRUCKS		AADT	TRUCKS		AADT	TRUCKS		AADT	TRUCKS	
		%	#		%	#		%	#		%	#
SR 37 (MRN PM 11.2) at US 101 Intersection	42,000	3.68%	1,550	45,000	3.68%	1,660	49,000	3.68%	1,810	52,500	3.68%	1,940
SR 37 (MRN PM 14.6) at Petaluma River Bridge	36,600	3.71%	1,360	39,600	3.71%	1,470	43,500	3.71%	1,620	46,900	3.71%	1,740
SR 37 (SON PM 0.0 to 3.9)	37,000	6.46%	2,400	40,700	6.46%	2,630	43,700	6.46%	2,830	46,300	6.46%	3,000
SR 37 at 101 Ramps	11,600	3.68%	430	12,800	3.68%	480	13,700	3.68%	510	14,500	3.68%	540
SR 37 at Atherton Ave Ramps	31,000	3.68%	1,150	34,100	3.68%	1,260	36,600	3.68%	1,350	38,800	3.68%	1,430
SR 121	18,700	7.20%	1,350	20,600	7.20%	1,490	22,100	7.20%	1,600	23,400	7.20%	1,690

*Years 2050 is shown for information.

PROJECT SCHEDULE

Current Programming Dates	Preliminary Engineering/ Environmental	Engineering	Right of Way	Construction
Start	June 2021	March 2023	March 2023	July 2026
End	March 2023	July 2025	July 2025	January 2029

CONCLUSIONS

- ▶ The SR 37 Interim Flood Reduction Project would improve flooding conditions and add multi-modal transportation options along the corridor.
- ▶ The truck volumes along SR 37 are below 8% and less than 10,000.
- ▶ The project does 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?

40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Expanded Description	Project Type under 40 CFR 93.126
ALA	ALA210017	AC Transit	Tempo Quick Build Transit Lane Delineation	Oakland: On International Blvd between 14th Ave and Durant Ave: Add warning features to an existing median bus lane.	Oakland: On International Blvd between 14th Ave and Durant Ave: Enhance the existing median bus lane for AC Transit BRT by adding safety features such as signage and delineators to increase motor and pedestrian safety.	Safety - Hazard elimination program
CC	CC-190022	CC County	CC County Bridge Preventative Maintenance Program	Contra Costa County: Nine bridges of varying age and condition: Perform preventative maintenance	Contra Costa County: Nine bridges of varying age and condition: Perform preventative maintenance. The project includes the following types of repairs: cleaning and painting of painted steel members; replacing rotten and broken timber components; adding steel brackets at a timber cap beam; removing and replacing portions of damaged and settling asphalt concrete (AC) approach roadways; replacing Type A and B joint seals at abutments and bents; replacing and tightening connection hardware at bridge barrier railings; repairing damaged AC overlays at bridge deck longitudinal joints; patching edge spalls in deck and approach slabs at joints; and cleaning and treating a bridge deck with methacrylate.	Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
CC	CC-210012	CCTA	East Bay Integrated Transit Plan	Contra Costa County: Countywide: Undertake a study to identify Contra Costa County transit routes & services suited for potential regional classification and operations.	Contra Costa County: Countywide: Undertake a study to identify the Contra Costa County transit routes and services suited for potential regional classification and operation to advance strategic coordination among the local operators and inform the development of CCTA's Integrated Transit Plan and larger regional integration plans. Defining certain routes and service areas for regional, subregional, and community transit operations (i.e., express, feeder service to BART, first mile/last mile (FM/LM) to transit hubs) will take a coordinated effort by all transit operators in Contra Costa County. Understanding Contra Costa's services and needs will pave the way for the larger, regional transit service integration assessment effort.	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
CC	CC-210013	San Ramon	San Ramon Transit Center - Shared Mobility Hub	San Ramon: At San Ramon Transit Center/Bishop Ranch Business Park: Implement multi-modal mobility improvements	San Ramon: At San Ramon Transit Center/Bishop Ranch Business Park: Implement multi-modal mobility improvements. The San Ramon Transit Center is located in the City's PDA, adjacent to the Iron Horse Regional Walking/Biking Trail and within the Bishop Ranch Business Park. Project includes improvements consistent with MTC's Shared Mobility Hub grant. The project includes the installation of new electric message boards alerting transit riders with real time transit messages, local/regional transit news and local updates; transit center amenities; adding more bike lockers, bike fix-it stations; increasing electric vehicle charging stations and updating amenities.	Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g. rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)
SM	SM-210007	Burlingame	Burlingame Ped Safe Routes and Mobility Imp	Burlingame: Various locations near schools and access routes to transit: Implement pedestrian safety enhancements at intersections.	Burlingame: Various locations near schools and transit, target 27 intersections: Implement quick build pedestrian safety improvements including installation of high-visibility crosswalks, advance pavement markings, striped bulb-outs, red curbing, and RRFBS.	Air Quality - Bicycle and pedestrian facilities
SM	SM-210008	SSF	South San Francisco East of 101 Transit Expansion	South San Francisco: Various locations: Install and upgrade bus stops, enhance sidewalk and crosswalk.	South San Francisco: Various locations including on Oyster Point Blvd between Veterans Blvd and Eccles Ave, Gateway Blvd between Oyster Point Blvd and E Grand Ave, and E Grand Ave between Gateway Blvd and Haskins Way: Install 11 new bus stops and upgrade 2 existing stops, enhance sidewalk and crosswalk.	Mass Transit - Construction of small passenger shelters and information kiosks
SM	SM-210009	Burlingame	Burlingame Square Caltrain Station Mobility Hub	Burlingame: At the intersection of California Dr and Burlingame Ave, adjacent to the Burlingame CalTrain Station: Implement streetscape improvements that enhance safety and accessibility for all modes of transportation	Burlingame: At the intersection of California Drive and Burlingame Avenue, adjacent to the Burlingame CalTrain Station: Implement streetscape improvements that enhance safety and accessibility including seating areas, bicycle racks, pedestrian-scale lighting and traffic signal improvements, sidewalk improvements, and pedestrian level wayfinding to help connect users to nearby local services, amenities, and transit.	Air Quality - Bicycle and pedestrian facilities
SM	SM-210010	Millbrae	Millbrae Transit Center MicroMobility Hub Pilot	Millbrae: Near the Millbrae Transit Center: Install new local mobility hub	Millbrae: Near the Millbrae Transit Center, in a City-owned parking lot: Install new local mobility hub including providing approximately 15 scooter/bikes stations, bike fix-it station, bike racks, electric vehicle charging stations, wayfinding signs, site amenities such as shaded seating area and planting, and ADA improvements. This area will help bridge first- and last-mile gaps.	Air Quality - Bicycle and pedestrian facilities
SM	SM-210011	Millbrae	Park Blvd, San Anselmo Ave & Sta. Teresa Wy Imps.	Millbrae: Along San Anselmo Ave, Park Blvd, and Santa Teresa Way: Installation of traffic calming, pedestrian and bicycle improvements	Millbrae: Along San Anselmo Ave, Park Blvd, and Santa Teresa Way: Installation of traffic calming, pedestrian and bicycle improvements. Installation will include new striped bulbouts, reflective flexible posts, and re-stripping of the crosswalk. The project will also include installation of green-backed sharrows, signage, and striping updates to integrate a new Class 3 bike trail connecting Monterey Ave. Class 1 Trail with Lomita Park Elementary School. Project location will be primarily on San Anselmo Ave. starting from San Juan Ave to Center St. and from Center St to Monterey St. to the Class 1 trail. This quick build also includes striped bulb-outs, rubberized medians, signage, and striping near schools to reduce speed, highlight crosswalks to reduce any potential driver/pedestrian related accidents along Park Blvd from Santa Susana to Cypress Ave, and on Santa Theresa Way between Lomita Ave and Park Blvd.	Air Quality - Bicycle and pedestrian facilities
SOL	SOL210006	STA	Solano Connected Mobility Implementation Plan	Solano County: Countywide: Develop a countywide Connected Mobility Implementation Plan to address how Solano reacts to the recommendations of Blue Ribbon Task Force	Solano County: Countywide: Develop a countywide Connected Mobility Implementation Plan to address how Solano reacts to the recommendations of Blue Ribbon Task Force	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
VAR	VAR190010	Caltrans	TMS and HOV Bypass Lanes in ALA, CC & SOL Counties	Alameda, Contra Costa and Solano Counties: Various locations on I-580, I-680 and I-780: Install or upgrade TOS and ramp meters, widen ramps or convert GP lanes for HOV bypass lanes. Project also references RTP IDs 21-T06-019, 21-T06-021, and 21-T06-022	Alameda, Contra Costa and Solano Counties: Various locations on I-580, I-680 and I-780: Install or upgrade TOS and ramp meters, widen ramps or convert GP lanes for HOV bypass lanes including: 1) Install fiber optic communication trunk line to close fiber trunk gaps within project limits along I-580, I-680, and I-780. 2) Install/upgrade Traffic Operation Systems (TOS) 3) Install/upgrade Ramp Metering (RM) Element at 66 ramps. 4) Widen ramp to provide HOV bypass lanes at 29 locations 5) Restripe ramp to add HOV bypass lane or convert existing GP lane to HOV bypass lane at 9 locations. 6) Widen EB I-780 to SB I-680 connector to add HOV bypass lane for a length of approximately 700 feet. 7) Re-stripe EB I-780 to I-680 NB connector to convert existing GP lane to HOV bypass lane for a length of approximately 3000 feet. Project also references RTP IDs 21-T06-019, 21-T06-021, and 21-T06-022.	Safety - Hazard elimination program

Project: EA 1Q720, Transportation Management Systems

Project Location: In Alameda, Contra Costa and Solano Counties on Route 580, 680 and 780 at various locations.

ALA I-580 - PM 18.82/20.80

ALA I-680 - PM R20.0/R21.88

CC I-680 - PM R0.0/R25.46

SOL I-680 - PM R0.0/R0.83

SOL I-780 - PM 0.0/7.44

Background:

- The project is currently listed in the Group TIP VAR170005.
- The project is processed under NEPA as a Categorical Exclusion Section 326 and NEPA document CE.

Project Purpose and Need:

The purpose of this project is to provide a high capacity fiber-optic communication backbone (trunk) that serves as a link between the District 4 Transportation Management Center (TMC) and the northeast portion of the TOS; the trunk line will provide Caltrans-owned facility linking the TOS field components. This project also closes gaps in TOS and RM elements to maximize throughput of the freeway and better inform the traveling public of freeway incidents and activities within the project limits.

Within the project limits, there are gaps in the array of traffic monitoring systems and there is insufficient amount of TOS such as CMS and EMS units to inform traveling public about the freeway activity via TMC. In addition, many existing TOS elements are reaching the end of their useful life. With the lack of Caltrans-owned fiber optic cables throughout the system, most of the existing communication is routed through the slower GPRS modems or leased lines. As a result of the deficiencies, information concerning incidents and freeway conditions are inadequately and inefficiently collected and transferred, reducing the effectiveness of the TOS to manage and analyze the throughput of the freeway system.

Not all ramps have ramp metering and HOV bypass systems, and according to Caltrans policy, when ramp volume exceeds the threshold or adversely affects adjacent freeway flow, ramp meter and HOV bypass lane need to be installed. Hence various ramps need ramp meters and HOV bypass lanes.

Project Description:

The project build alternative proposes the following:

1. Install fiber optic communication trunk line to close fiber trunk gaps within project limits along I-580, I-680, and I-780.
2. Install/upgrade Traffic Operation Systems (TOS)
3. Install/upgrade Ramp Metering (RM) Element at 66 ramps.
4. Widen ramp to provide HOV bypass lanes at 29 locations
5. Restripe ramp to add HOV bypass lane or convert existing GP lane to HOV bypass lane at 9 locations.
6. Widen EB I-780 to SB I-680 connector to add HOV bypass lane for a length of approximately 700 feet.
7. Re-stripe EB I-780 to I-680 NB connector to convert existing GP lane to HOV bypass lane for a length of approximately 3000.feet.

Table 1: Ramp Reconfiguration Locations

LOCATION	POSTMILE	COUNTY	ROUTE	INTERCHANGE	DIRECTION	EXISTING LANES	Proposed Work
3	R19.84	ALA	I-680	Village Pkwy/Dublin Blvd	NB	2	Re-stripe ramp to convert existing GP lanes to HOV (1 GP + 1 HOV) and install RM equipment
8	R0.09	CC	I-680	San Ramon Valley Blvd / Alcosta Blvd	SB	3	Install missing Over Ground Equipment and Re-stripe ramp to convert existing GP lanes to HOV (2GP + 1 HOV)
9	R0.17	CC	I-680	Alcosta Blvd	SB	3	Install missing Over Ground Equipment and Re-stripe ramp to convert existing GP lanes to HOV (2GP + 1 HOV)
10	R2.74	CC	I-680	EB Bollinger Cyn Rd	SB	1	Widen ramp to 2 lanes (1 GP + 1 HOV) and install RM equipment
11	R2.83	CC	I-680	EB Bollinger Cyn Rd	NB	1	Widen ramp to 2 lanes (1 GP + 1 HOV) and install RM equipment
12	R2.94	CC	I-680	WB Bollinger Cyn Rd	SB	1	Widen ramp to 2 lanes (1 GP + 1 HOV) and install RM equipment
13	R3.04	CC	I-680	WB Bollinger Cyn Rd	NB	2	Widen ramp to 3 lanes (2 GP + 1 HOV) and install RM equipment
14	R3.91	CC	I-680	EB Crow Canyon Rd	SB	1	Re-stripe ramp to 2 lanes (1 GP + 1 HOV) and install missing RM equipment
15	R4.11	CC	I-680	WB Crow Canyon Rd	SB	2	Re-stripe ramp to convert existing GP lanes to HOV (1 GP + 1 HOV) and install RM equipment
16	R4.24	CC	I-680	EB Crow Canyon Rd	NB	1	Re-stripe ramp to 2 lanes (1 GP + 1 HOV) and install above ground RM equipment

LOCATION	POSTMILE	COUNTY	ROUTE	INTERCHANGE	DIRECTION	EXISTING LANES	Proposed Work
18	R6.70	CC	I-680	Sycamore Valley Rd	SB	2	Re-stripe ramp to convert existing GP lanes to HOV (1 GP + 1 HOV) and install above ground RM equipment (Existing limit-line is in wrong location)
19	R6.91	CC	I-680	Sycamore Valley Rd	NB	1	Re-stripe ramp to 2 lanes (1 GP + 1 HOV) and install above ground RM equipment
22	R7.52 ?	CC	I-680	WB Diablo Rd	NB	1	Widen ramp to 2 lanes (1 GP + 1 HOV) and install RM equipment
23	R8.06	CC	I-680	EL Cerro Blvd	SB	1	Widen ramp to 2 lanes (1 GP + 1 HOV) and install RM equipment
24	R8.32	CC	I-680	EL Cerro Blvd	NB	1	Widen ramp to 2 lanes (1 GP + 1 HOV) and install RM equipment
25	R8.84	CC	I-680	El Pintado Rd	NB	1	Widen ramp to 2 lanes (1 GP + 1 HOV) and install RM equipment
26	R10.21	CC	I-680	STONE VALLEY RD	SB	1	Widen ramp to 2 lanes (1 GP + 1 HOV) and install RM equipment
27	R10.55	CC	I-680	STONE VALLEY RD	NB	1	Widen ramp to 2 lanes (1 GP + 1 HOV) and install RM equipment
28	R11.13	CC	I-680	W LIVORNA RD	SB	1	Widen ramp to 2 lanes (1 GP + 1 HOV) and install RM equipment
29	R11.40	CC	I-680	LIVORNA RD	NB	1	Widen ramp to 2 lanes (1 GP + 1 HOV) and install RM equipment
31	12.72	CC	I-680	DANVILLE BLVD/RUDGEAR RD	NB	1	Widen ramp to 2 lanes (1 GP + 1 HOV) and install RM equipment
32	13.09	CC	I-680	SOUTH MAIN STREET	SB	2	Re-stripe ramp to convert existing GP lanes to HOV (1 GP + 1 HOV) and install RM equipment

LOCATION	POSTMILE	COUNTY	ROUTE	INTERCHANGE	DIRECTION	EXISTING LANES	Proposed Work
33	13.81	CC	I-680	WB OLYMPIC BLVD	SB	1	Widen ramp to 2 lanes (1 GP + 1 HOV) and install RM equipment
36	14.09	CC	I-680	OLYMPIC BLVD	NB	1	Widen ramp to 2 lanes (1 GP + 1 HOV) and install RM equipment
42	16.55	CC	I-680	N MAIN ST/SUNNYVALE AVE	SB	1	Widen ramp to 2 lanes (1 GP + 1 HOV) and install RM equipment
44	16.85	CC	I-680	OAK RD/ELENA CT/COGGINS DR	NB	1	Widen ramp to 2 lanes (1 GP + 1 HOV) and install RM equipment
46	R17.47	CC	I-680	MONUMENT BLVD	SB	1	Widen ramp to 2 lanes (1 GP + 1 HOV) and install RM equipment
47	R17.83	CC	I-680	MONUMENT BLVD	NB	1	Widen ramp to 2 lanes (1 GP + 1 HOV) and install RM equipment
49	R19.05	CC	I-680	EB SUNVALLEY Blvd/WILLOW PASS Rd	SB	1	Widen ramp to 2 lanes (1 GP + 1 HOV) and install RM equipment
50	19.07	CC	I-680	WB WILLOW PASS Rd/SUNVALLEY Blvd	SB	1	Widen ramp to 2 lanes (1 GP + 1 HOV) and install RM equipment
51	19.2	CC	I-680	WILLOW PASS Rd	NB	2	Widen ramp to 3 lanes (1 GP + 1 HOV) and install RM equipment
52	19.7	CC	I-680	CONCORD AV/CHILPANCINGO Pkwy	SB	1	Widen ramp to 2 lanes (1 GP + 1 HOV) and install RM equipment
54	19.89	CC	I-680	CONTRA COSTA Blvd	SB	1	Widen ramp to 2 lanes (1 GP + 1 HOV) and install RM equipment
55	20.04	CC	I-680	WB CONCORD Av	NB	1	Widen ramp to 2 lanes (1 GP + 1 HOV) and install RM equipment

LOCATION	POSTMILE	COUNTY	ROUTE	INTERCHANGE	DIRECTION	EXISTING LANES	Proposed Work
61	24.25	CC	I-680	ARTHUR Rd	NB	1	Widen ramp to 2 lanes (1 GP + 1 HOV) and install RM equipment
62	24.25	CC	I-680	MARINA VISTA	SB	1	Widen ramp to 2 lanes (1 GP + 1 HOV) and install RM equipment
63	24.31	CC	I-680	WATERFRONT Rd	NB	1	Widen ramp to 2 lanes (1 GP + 1 HOV) and install RM equipment
64	R0.22	SOL	I-680	EB I-780 to SB I-680 Connector	SB	2	Widen connector to 3 lanes (2 GP + 1 HOV) and install RM equipment
65	R0.83	SOL	I-680	Bayshore Rd	SB	1	Widen ramp to 2 lanes (1 GP + 1 HOV) and install RM equipment
66	M1.24	SOL	I-680	EB I-780 to I680 NB Connector	NB	2	Re-stripe connector to convert existing 2 lanes (1 GP + 1 HOV) and install RM equipment



Restripe ramp to add a HOV bypass lane.



Restripe existing GP lane to HOV bypass lane.



Widen ramp to add HOV bypass lane



Widen or re-stripe connector to include HOV bypass lane

Table 2: Upgrade/Install Ramp Metering Equipment only

LOCATION	POSTMILE	COUNTY	ROUTE	INTERCHANGE	DIRECTION	Proposed Work
1	R19.47	ALA	I-680	EB Route 580	NB	Install Monitoring Station Only
2	R19.74	ALA	I-680	WB Route 580	NB	Install Monitoring Station Only
4	R19.92	ALA	I-680	EB Route 580	SB	Install Ramp Metering Equipment Only
5	R19.92	ALA	I-680	WB Route 580	SB	Install Monitoring Station Only
6	R20.18	ALA	I-680	St Patrick Way / Amador Plaza Rd	SB	Refresh Striping
7	R21.22	ALA	I-680	Alcost Blvd / Westside Dr	SB	Install missing Over Ground Equipment and Refresh Striping (2GP)
20	R7.43	CC	I-680	Diablo Rd	SB	Install RM equipment
21	R7.22	CC	I-680	EB Diablo Rd	NB	Install RM equipment
30	R12.42	CC	I-680	RUDGEAR RD/ DANVILLE BLVD	SB	Install RM equipment
34	13.81	CC	I-680	EB OLYMPIC BLVD	SB	Install RM equipment
35	14.03	CC	I-680	EB Rte. 24	SB	Install Monitoring Station Only
37	14.55	CC	I-680	EB Rte. 24	NB	Install Monitoring Station Only
38	14.67	CC	I-680	Hillside Ave / Ygnacio Valley Rd	SB	Install Ramp Metering Equipment
39	15.50	CC	I-680	SAN LUIS RD/N MAIN ST	SB	Install RM equipment
40	15.73	CC	I-680	Lawrence Way / Peniman Way / N Main St	NB	Install missing RM Equipment
41	16.29	CC	I-680	GEARY RD/TREAT BLVD	SB	Install RM equipment
43	16.7	CC	I-680	BUSKIRK AV/TREAT BLVD	NB	Install RM equipment

LOCATION	POSTMILE	COUNTY	ROUTE	INTERCHANGE	DIRECTION	Proposed Work
45	R17.32	CC	I-680	BOYD Rd/SB CONTRA COSTA Blvd	SB	Install RM equipment
48	R18.44	CC	I-680	SB RTE 242	SB	Install RM equipment
53	19.84	CC	I-680	WB BURNETT Av	NB	Install RM equipment
56	21.03	CC	I-680	EB RTE 4	SB	Install RM equipment
57	21.13	CC	I-680	EB RTE 4	NB	Install RM equipment
58	21.26	CC	I-680	WB RTE 4	SB	Install RM equipment
59	21.39	CC	I-680	WB RTE 4	NB	Install RM equipment
60	22.36	CC	I-680	PACHECO BLVD	SB	Install RM equipment

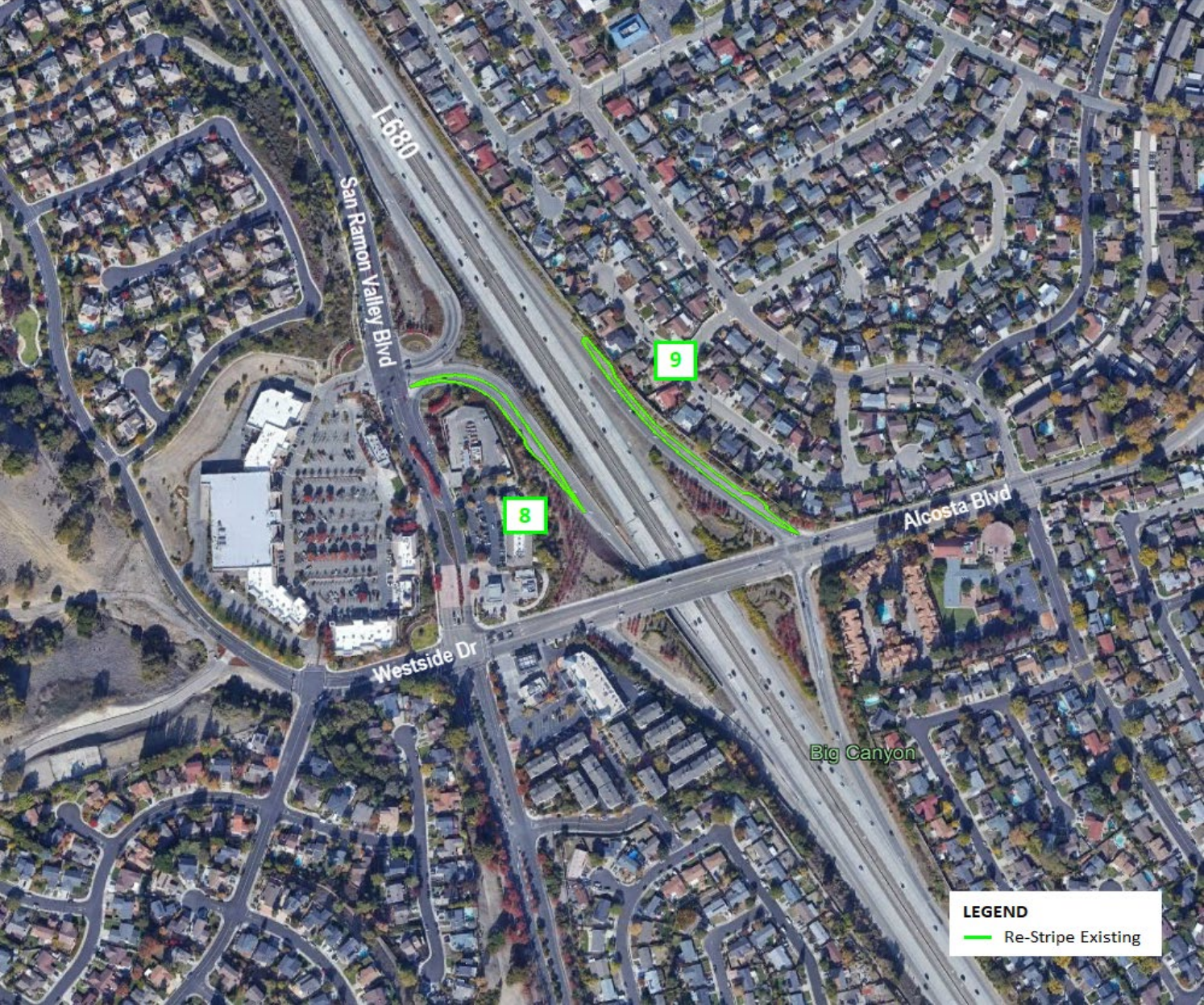
Project Location



ALA 680 and 580 in Dublin



CC 680 in San Ramon (Alcosta Blvd)



CC 680 in San Ramon



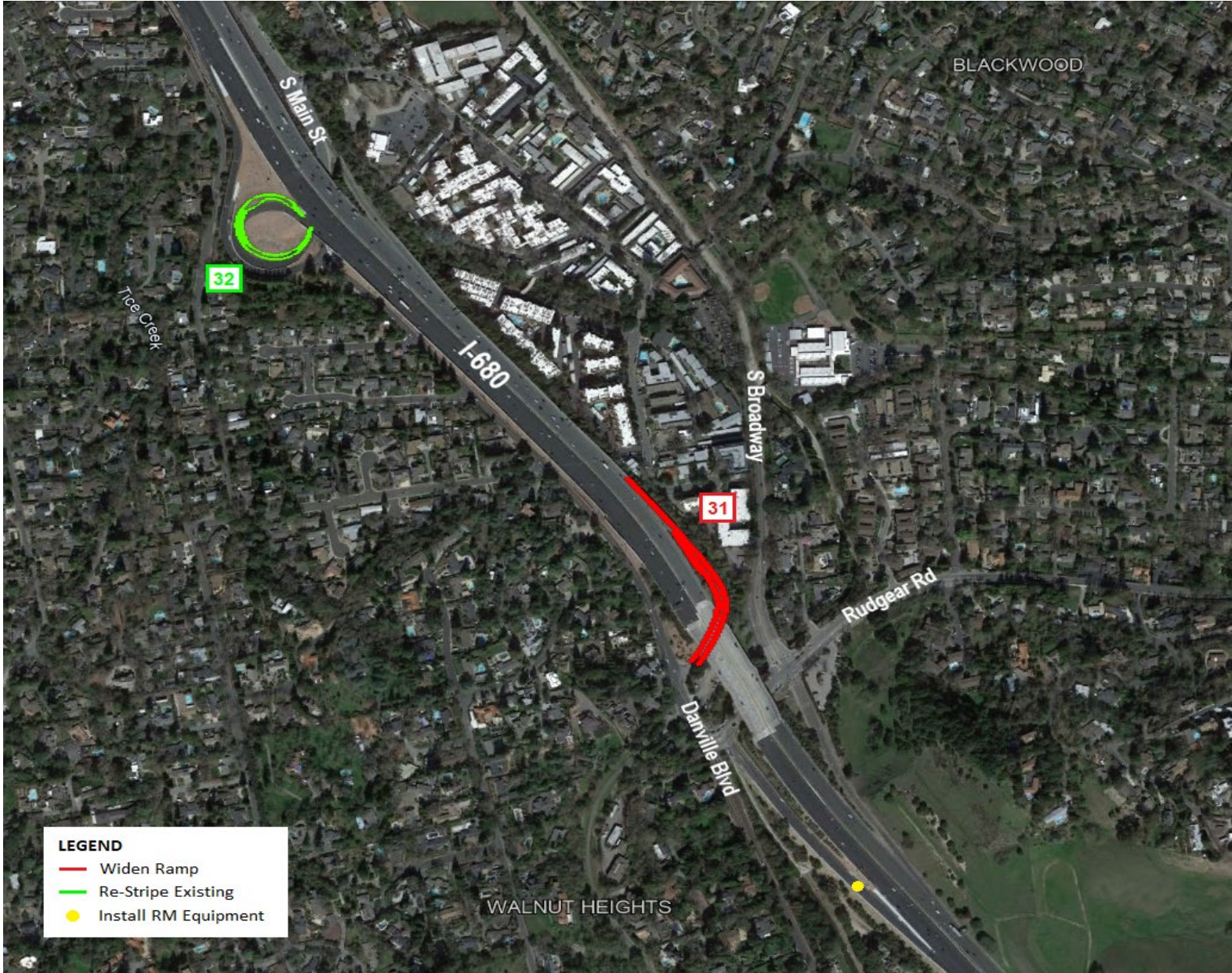
CC 680 in Danville



CC 680 in Alamo



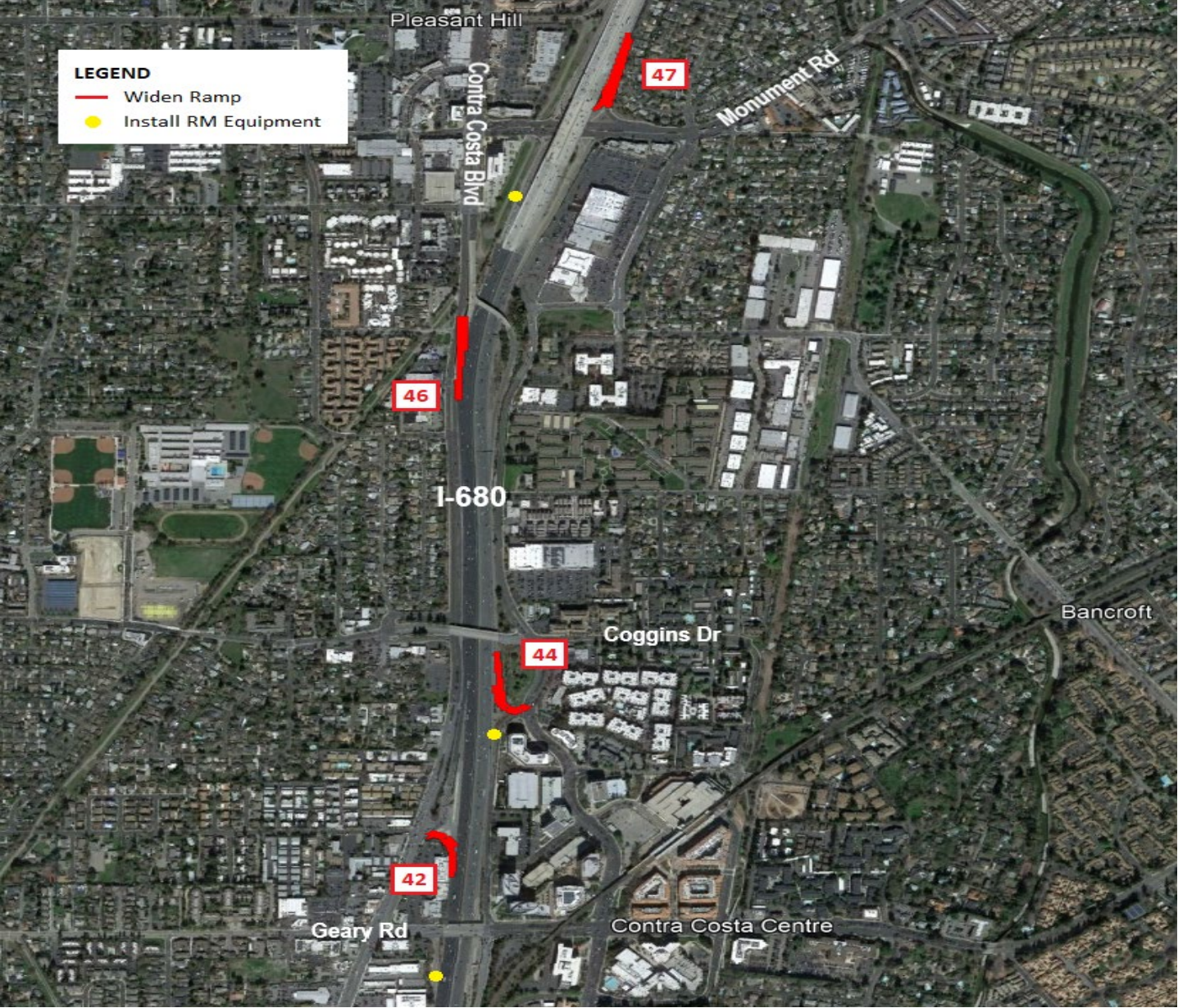
CC 680 in Walnut Heights



CC 680 in Walnut Creek



CC 680 in Pleasant Hill



CC 680 in Pacheco



CC 680 in Concord



CC 680 in Mococo



SOL 680 and 780 in Benicia





I-580/I-680/I-780 Transportation Management Systems and HOV Bypass Lanes

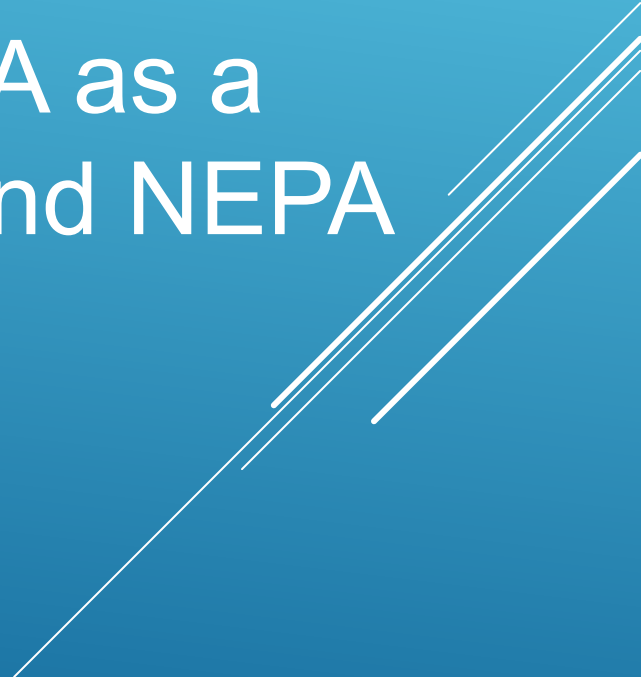
Air Quality Conformity Task Force (Early Consultation) Meeting on December 2, 2021
MTC Bay Area Metro Center, 375 Beale Street, Suite 800, San Francisco, CA 94105

CALIFORNIA DEPARTMENT OF TRANSPORTATION, DISTRICT 4
111 Grand Avenue, Oakland, CA 94612



PROJECT LOCATION

BACKGROUND

- The project is currently listed in the Group TIP VAR170005.
 - The project is processed under NEPA as a Categorical Exclusion Section 326 and NEPA document CE.
- 

PURPOSE

- Provide a high-capacity fiber-optic communication backbone (trunk) that will link Caltrans-owned facility to the TOS field components.
- Close gaps in TOS and RM elements to maximize throughput of the freeway and better inform the traveling public of freeway incidents and activities.

NEED

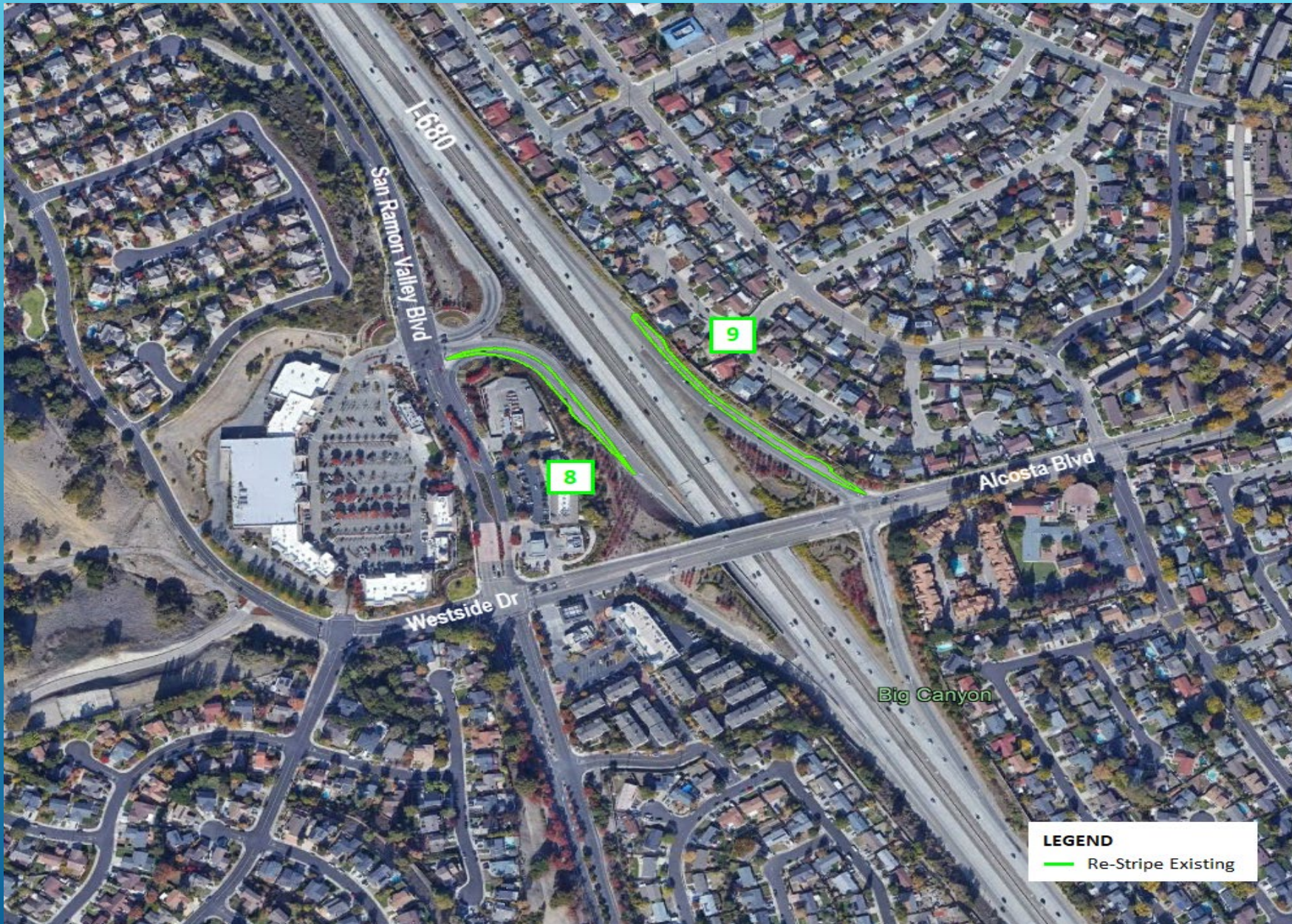
- Lack of State-owned fiber optic cables throughout the system
- Most of the existing communication is routed through the slower GPRS modems or leased lines
- Deficiencies in information regarding incidents and freeway conditions
- According to Caltrans policy, when traffic volumes exceed the threshold and adversely impact the freeway traffic flow, ramp meter and HOV bypass lane need to be installed.

Project Description

- Install fiber optic communication trunk line to close fiber trunk gaps within project limits along I-580, I-680, and I-780.
- Install/upgrade Traffic Operation Systems (TOS)
- Install/upgrade Ramp Metering (RM) Element at 66 ramps.
- Widen ramp to provide HOV bypass lanes at 29 locations
- Restripe ramp to add HOV bypass lane or convert existing GP lane to HOV bypass lane at 9 locations.
- Widen EB I-780 to SB I-680 connector to add HOV bypass lane for a length of 700 feet.
- Re-stripe EB I-780 to I-680 NB connector to convert existing GP lane to HOV bypass lane for a length of approximately 3000 feet.



ALA County I-680 and I-580 in City of Dublin

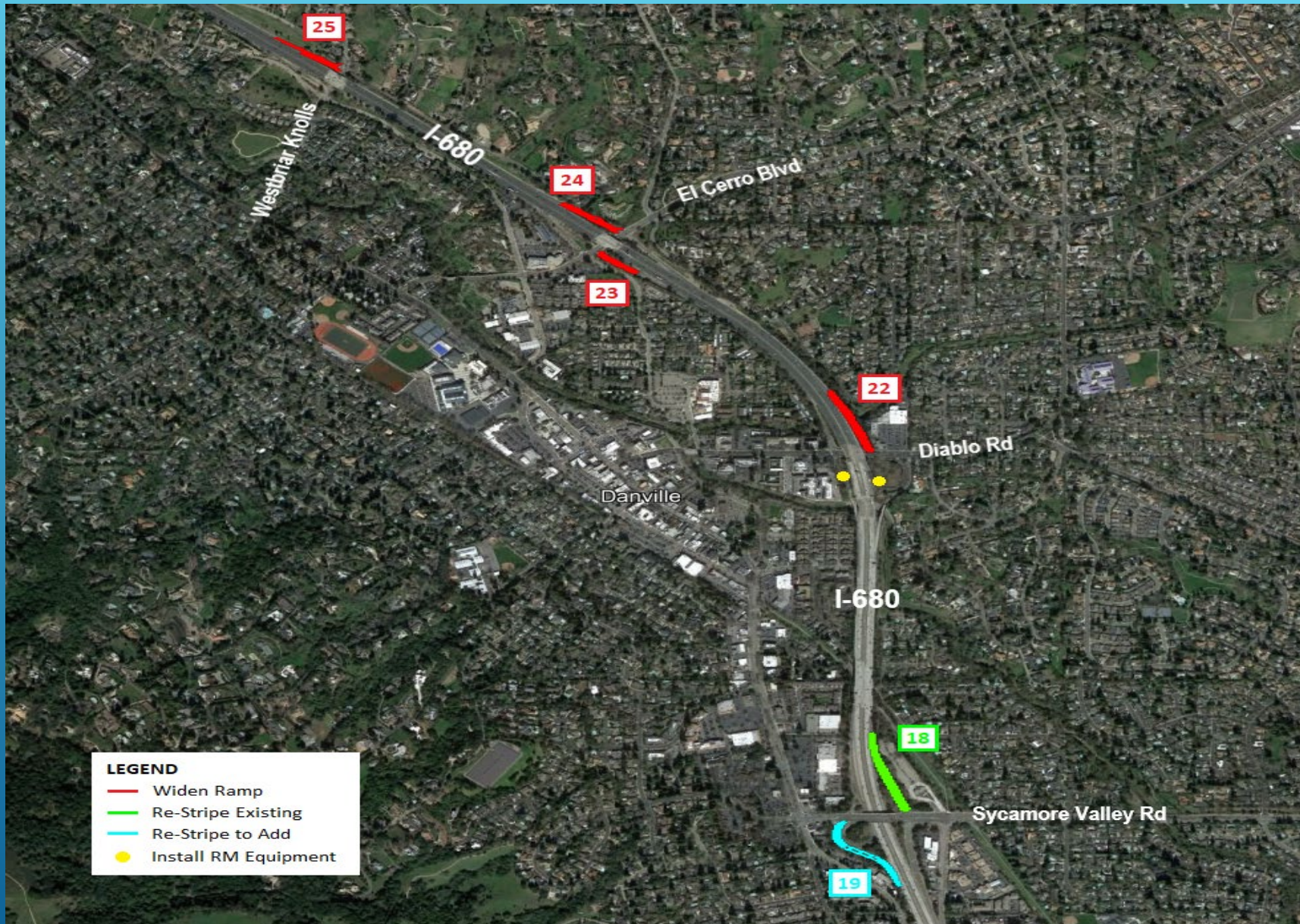


Contra Costa County I-680 in San Ramon

LEGEND
— Re-Stripe Existing



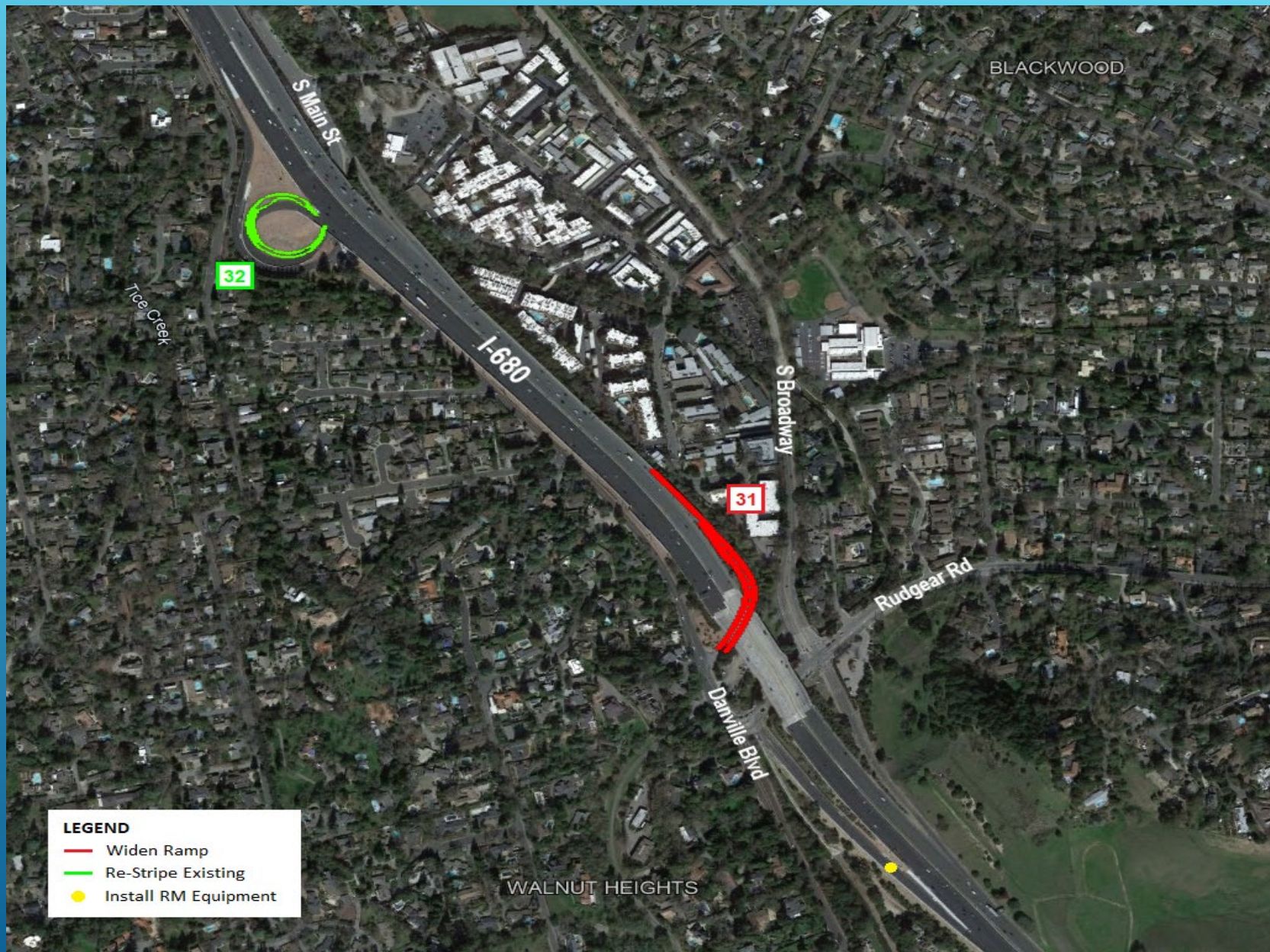
Contra Costa County I-680 in San Ramon



Contra Costa County I-680 in Danville



Contra Costa County I-680 in Alamo

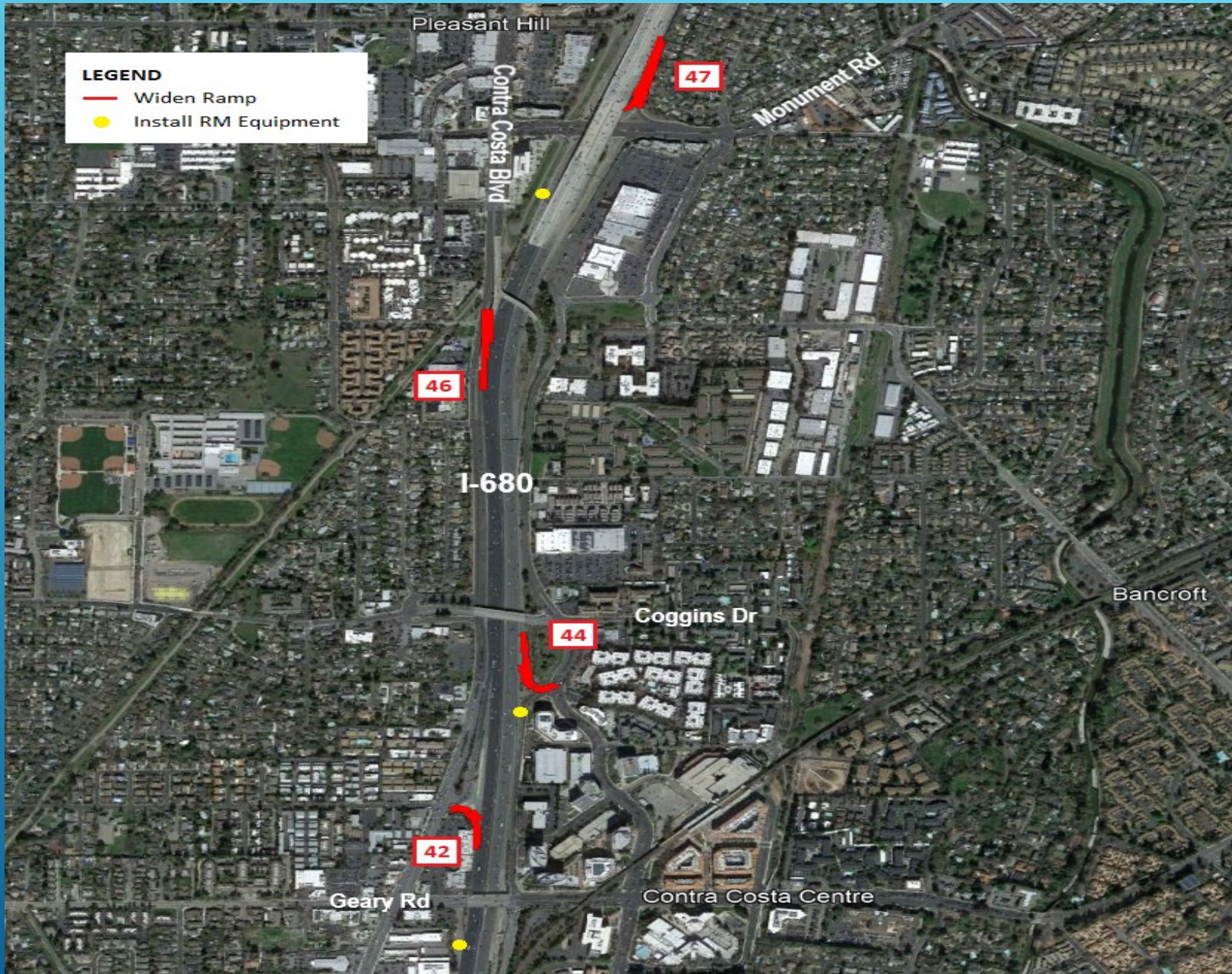


LEGEND
— Widen Ramp
— Re-Stripe Existing
● Install RM Equipment

Contra Costa County I-680 near Walnut Heights



Contra Costa County I-680 in Walnut Creek



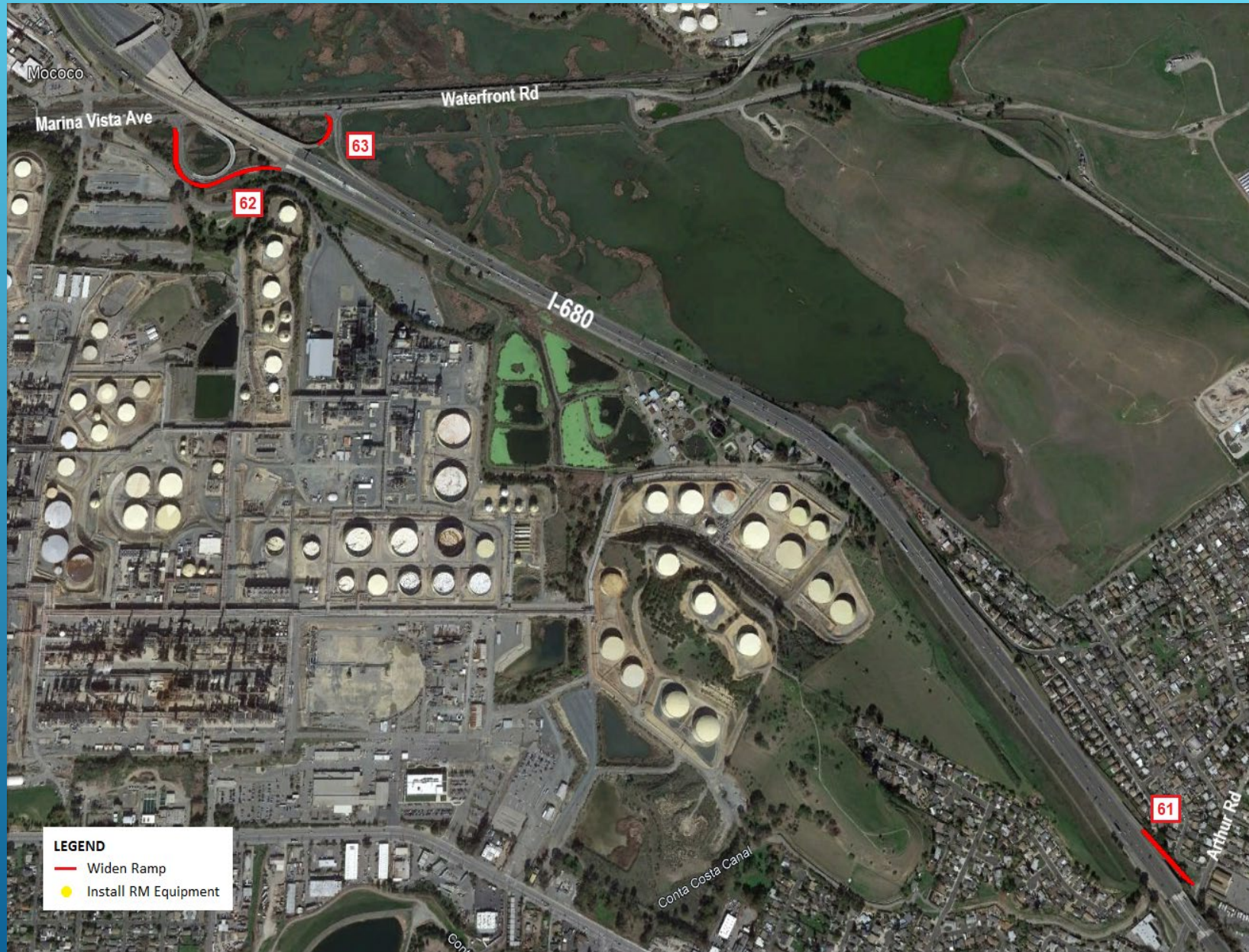
Contra Costa County
I-680 near Pleasant Hill



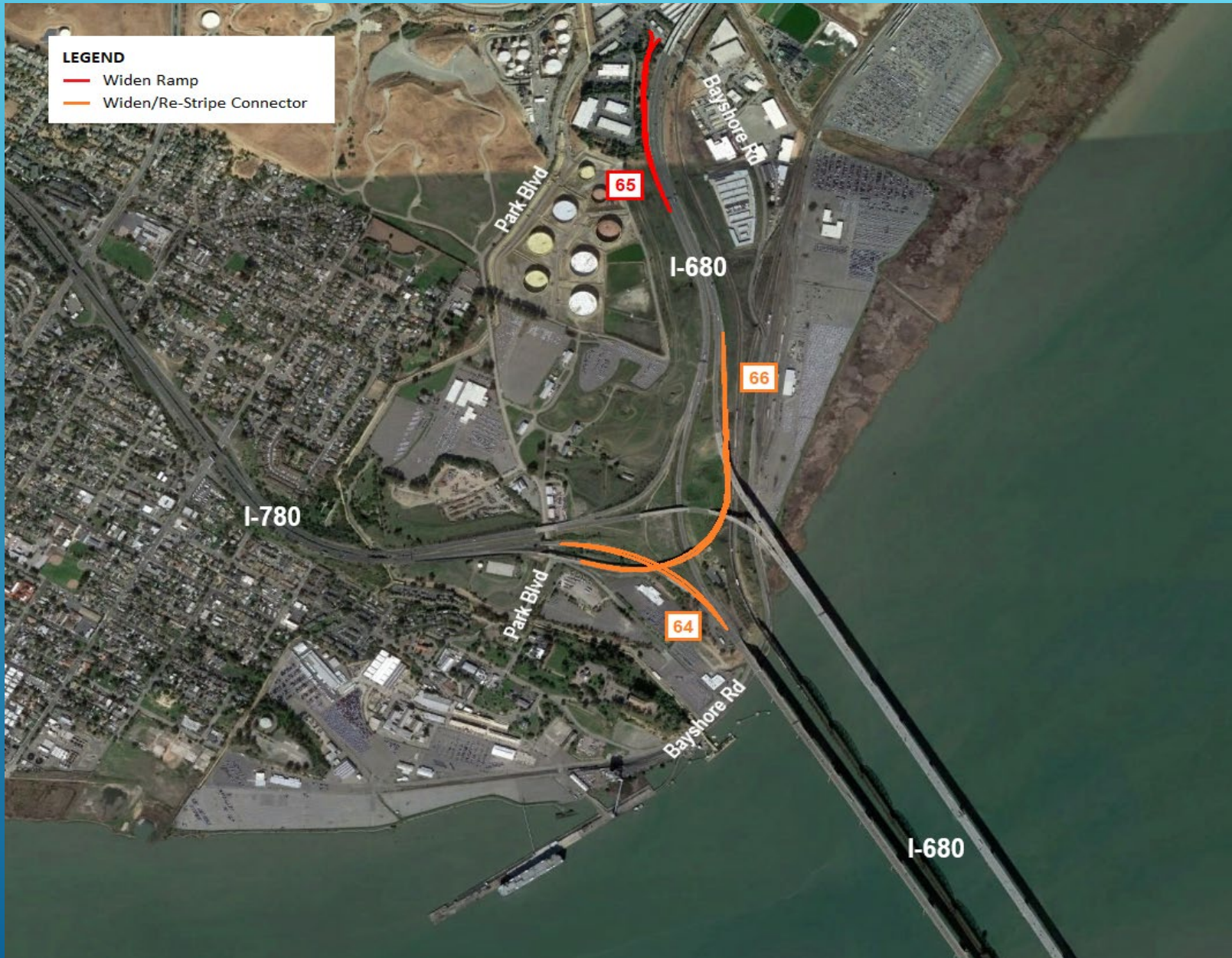
Contra Costa County I-680 in Concord



Contra Costa County I-680 near Pacheco

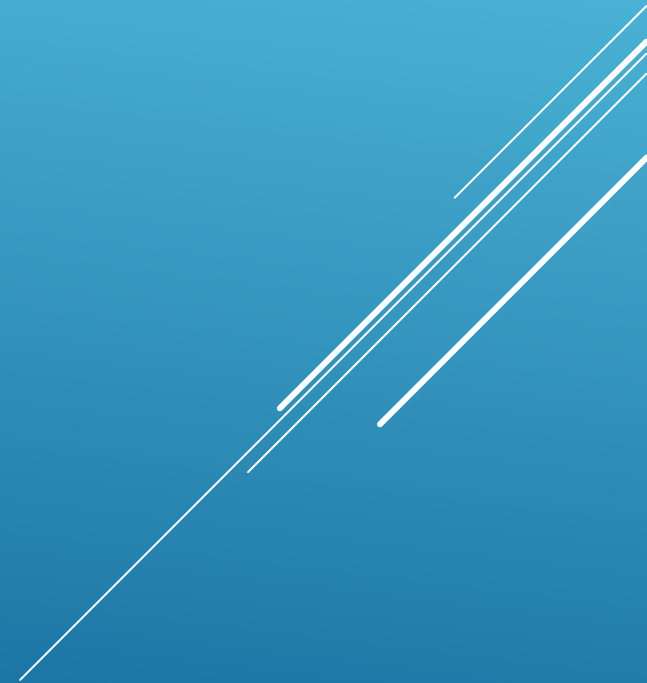


Contra Costa County I-680 near Mococo



Solano County I-680 and I-780 in Benicia

QUESTIONS?





METROPOLITAN
TRANSPORTATION
COMMISSION

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

TO: Air Quality Conformity Task Force

DATE: December 2, 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 add some projects to the 2021 TIP. The description of the new projects along with the regional air quality category that staff believes best describes the projects are included on Attachment A.

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

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
1	Alameda	ALA210029	Emeryville	40th Street Transit and Multi-Modal Enhancements	Emeryville: On 40th Street between IKEA Entrance signal and Adeline Street: Enhance and construct transit-only lanes, transit islands, transit hub, pedestrian enhancements, and a two-way class IV bike path.	Emeryville: On 40th Street between IKEA Entrance signal and Adeline Street: Implement multi-modal improvements. The multi-modal concept design for 40th Street in Emeryville includes the following design features for the length of the corridor: 1. A 10-12 ft wide, two-way separated (Class IV) bikeway is integrated into the design of the street on its north side. The bikeway is typically at roadway grade, separated from the adjacent bus-only lane by a 4-ft wide raised side median. The bikeway is raised to sidewalk level through the bus hub areas. 2. Transit-only Lanes. Near intersections, buses will share the dedicated lane with right-turning vehicles. 3. Multimodal Intersection Improvements. Increase pedestrian and bicycle safety/comfort using the following: enhanced crosswalks; striping of advance stop bars; curb extensions on cross-streets; phasing bike signal heads; a protected intersection approach for cyclists (where feasible); bike boxes and green-backed sharrows; and striping of dashed green pavement markings where two-way separated bikeway crosses through intersections and driveways. 4. Transit Stop Locations and improvements. Project will reduce underutilized transit stops to further improve the overall travel time for buses. All other bus stops are proposed to remain at their current near or far-side locations. Typical improvements on the north-side are 9 ft wide, 120 ft long transit passenger (bus boarding) areas. Typical improvements on the south-side of 40th Street are 13 ft shared sidewalk/ passenger (bus boarding) areas. The transit passenger areas are directly accessible from the sidewalk and fitted with amenities such as a shelter, benches, trash receptacle, and lighting. 5. 40th Street Bus Hub Area between San Pablo Avenue and Adeline Street.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature
2	Contra Costa	CC-210011	Caltrans	Central Ave I-80 Undercrossing Ped/Bike Improve	Richmond: On Central Ave crossing I-80 between San Joaquin St/Jacuzzi St and San Luis St/Pierce St: Improve ped/bicycle access with wider sidewalks, new sidewalk-level bikeways, crossing improvements, ped lighting, and fencing.	Richmond: On Central Ave crossing I-80 between San Joaquin St/Jacuzzi St and San Luis St/Pierce St: Improve ped/bicycle access with wider sidewalks, new sidewalk-level bikeways, crossing improvements, ped lighting, and fencing. Improvements include reconstructing wider sidewalks, new sidewalk-level bikeways, curb ramp modifications for new bikeways, improved ADA access, high-visibility crosswalk markings, green bikeway intersection markings, signage. The project will relocate existing electrical systems, add lighting underneath the freeway undercrossing, replace fencing between sidewalks and freeway abutments, railing between freeway columns adjacent to the new bikeways. This will improve pedestrian, bicycle comfort, safety, mobility while significantly reducing the level of stress for all users by providing a dedicated bikeway and wider walkway. The project improves access to adjacent neighborhoods that have high density housing, a variety of local and regional retail businesses, grocery stores including Pacific East Mall, El Cerrito Plaza, Costco, El Cerrito High School. It will increase access to jobs via regional transit, including the El Cerrito Plaza BART Station, AC Transit's Rapid Bus, Transbay L Route at Central Ave and San Pablo Ave, and Route 80 (Claremont District/El Cerrito Plaza BART) on Pierce St and Central Ave. It will improve regional trail and park access including the San Francisco Bay Trail, Ohlone Greenway, and Richmond's Central Park.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities

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
3	Contra Costa	CC-210012	CCTA	East Bay Integrated Transit Plan	Contra Costa County: Countywide: Undertake a study to identify Contra Costa County transit routes & services suited for potential regional classification and operations.	Contra Costa County: Countywide: Undertake a study to identify the Contra Costa County transit routes and services suited for potential regional classification and operation to advance strategic coordination among the local operators and inform the development of CCTA's Integrated Transit Plan and larger regional integration plans. Defining certain routes and service areas for regional, subregional, and community transit operations (i.e., express, feeder service to BART, first mile/last mile (FM/LM) to transit hubs) will take a coordinated effort by all transit operators in Contra Costa County. Understanding Contra Costa's services and needs will pave the way for the larger, regional transit service integration assessment effort.	EXEMPT (40 CFR 93.126) - Planning and technical studies
4	Contra Costa	CC-210013	San Ramon	San Ramon Transit Center - Shared Mobility Hub	San Ramon: At San Ramon Transit Center/Bishop Ranch Business Park: Implement multi-modal mobility improvements	San Ramon: At San Ramon Transit Center/Bishop Ranch Business Park: Implement multi-modal mobility improvements. The San Ramon Transit Center is located in the City's PDA, adjacent to the Iron Horse Regional Walking/Biking Trail and within the Bishop Ranch Business Park. Project includes improvements consistent with MTC's Shared Mobility Hub grant. The project includes the installation of new electric message boards alerting transit riders with real time transit messages, local/regional transit news and local updates; transit center amenities; adding more bike lockers, bike fix-it stations; increasing electric vehicle charging stations and updating amenities.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
5	Santa Clara	SCL210023	Sunnyvale	Sunnyvale Bicycle, Pedestrian and SRTS Safety Imps	Sunnyvale: Near schools throughout the City: Construct quick-build bicycle, pedestrian and Safe Routes to School improvements with low-cost measures to improve multi-modal connectivity through the city, including in the City's Community of Concern.	Sunnyvale: Near schools throughout the City: Construct quick-build bicycle, pedestrian and Safe Routes to School improvements with low-cost measures to improve multi-modal connectivity through the city, including in the City's Community of Concern. The project will construct quick build safe routes to school (SRTS) improvements at 9 elementary schools and 3 middle schools in Sunnyvale: Bishop Elementary, Cherry Chase Elementary, Cumberland Elementary, Ellis Elementary, Fairwood Elementary, Lakewood Elementary, Nimitz Elementary, Stockmeir Elementary, Vargas Elementary, Cupertino Middle, Peterson Middle, and Sunnyvale Middle School. It will also construct pedestrian and bicycle safety improvements at 6 locations in Sunnyvale where they were either identified from the development of the Sunnyvale Vision Zero Plan, Roadway Safety Plan, or requests from residents. These improvements are located at Dartshire Way (b/w Flicker Way and Wolfe Rd), Kingfisher Way (b/w Carlisle way and Dartshire Way), Eleanor Way (b/w Wolfe Rd and Bryant Way), Hampton Drive (b/w Eleanor Way and Elizabeth Way), Ramon Drive (b/w Eleanor Way and Alice Way), Pastoria Avenue (b/w Maude Ave and Central Expressway), Hermosa Avenue (b/w west end and Pastoria Ave), Potrero Avenue (b/w Hermosa Ave and Central Expressway), Evelyn Avenue at Murphy Ave and Fremont Avenue (b/w Sunnyvale Saratoga Rd and Bobwhite Ave). SRTS improvements include: filling in short sidewalk gap and creating a pedestrian/bicycle path, narrowing travel lanes, installing shoulder strips, high visibility crosswalks, advance limit lines, double yellow centerline, and installing corner curb extension with channelizing curbs; pedestrian and bicycle safety improvements include:	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities

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#	County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
6	San Mateo	SM-210006	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
7	San Mateo	SM-210007	Burlingame	Burlingame Ped Safe Routes and Mobility Imp	Burlingame: Various locations near schools and access routes to transit: Implement pedestrian safety enhancements at intersections.	Burlingame: Various locations near schools and transit, target 27 intersections: Implement quick build pedestrian safety improvements including installation of high-visibility crosswalks, advance pavement markings, striped bulb-outs, red curbing, and RRFBs.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
8	San Mateo	SM-210008	SSF	South San Francisco East of 101 Transit Expansion	South San Francisco: Various locations: Install and upgrade bus stops, enhance sidewalk and crosswalk.	South San Francisco: Various locations including on Oyster Point Blvd between Veterans Blvd and Eccles Ave, Gateway Blvd between Oyster Point Blvd and E Grand Ave, and E Grand Ave between Gateway Blvd and Haskins Way: Install 11 new bus stops and upgrade 2 existing stops, enhance sidewalk and crosswalk.	EXEMPT (40 CFR 93.126) - Construction of small passenger shelters and information kiosks
9	San Mateo	SM-210009	Burlingame	Burlingame Square Caltrain Station Mobility Hub	Burlingame: At the intersection of California Dr and Burlingame Ave, adjacent to the Burlingame CalTrain Station: Implement streetscape improvements that enhance safety and accessibility for all modes of transportation	Burlingame: At the intersection of California Drive and Burlingame Avenue, adjacent to the Burlingame CalTrain Station: Implement streetscape improvements that enhance safety and accessibility including seating areas, bicycle racks, pedestrian-scale lighting and traffic signal improvements, sidewalk improvements, and pedestrian level wayfinding to help connect users to nearby local services, amenities, and transit	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
10	San Mateo	SM-210010	Millbrae	Millbrae Transit Center MicroMobility Hub Pilot	Millbrae: Near the Millbrae Transit Center: Install new local mobility hub	Millbrae: Near the Millbrae Transit Center, in a City-owned parking lot: Install new local mobility hub including providing approximately 15 scooter/bikes stations, bike fix-it station, bike racks, electric vehicle charging stations, wayfinding signs, site amenities such as shaded seating area and planting, and ADA improvements. This area will help bridge first- and last-mile gaps.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities

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#	County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
11	San Mateo	SM-210011	Millbrae	Park Blvd, San Anselmo Ave & Sta. Teresa Wy Imps.	Millbrae: Along San Anselmo Ave, Park Blvd, and Santa Teresa Way: Installation of traffic calming, pedestrian and bicycle improvements	Millbrae: Along San Anselmo Ave, Park Blvd, and Santa Teresa Way: Installation of traffic calming, pedestrian and bicycle improvements. Installation will include new striped bulbouts, reflective flexible posts, and re-striping of the crosswalk. The project will also include installation of green-backed sharrows, signage, and striping updates to integrate a new Class 3 bike trail connecting Monterey Ave. Class 1 Trail with Lomita Park Elementary School. Project location will be primarily on San Anselmo Ave. starting from San Juan Ave to Center St. and from Center St. to Monterey St. to the Class 1 trail. This quick build also includes striped bulb-outs, rubberized medians, signage, and striping near schools to reduce speed, highlight crosswalks to reduce any potential driver/pedestrian related accidents along Park Blvd from Santa Susana to Cypress Ave, and on Santa Theresa Way between Lomita Ave and Park Blvd.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
12	Solano	SOL210006	STA	Solano Connected Mobility Implementation Plan	Solano County: Countywide: Develop a countywide Connected Mobility Implementation Plan to address how Solano reacts to the recommendations of Blue Ribbon Task Force	Solano County: Countywide: Develop a countywide Connected Mobility Implementation Plan to address how Solano reacts to the recommendations of Blue Ribbon Task Force	EXEMPT (40 CFR 93.126) - Planning and technical studies
13	Sonoma	SON210005	Sebastopol	SR 116 & Bodega Ave Pedestrian Improvements	Sebastopol: Along SR-116 between Hurbut Ave and Maple Ave: Construction of ADA-compliant ramps; Along Bodega Ave at the uncontrolled crossings at Robinson Rd and Florence Ave: Implement pedestrian enhancements	Sebastopol: Along SR-116 between Hurbut Ave and Maple Ave: Construction of ADA-compliant ramps at seven intersections - Hurbut Ave, Ellis Ave, Cleveland Ave, N Main St, Wallace St, Fannen Ave, and Maple Ave; Along Bodega Ave at the uncontrolled crossings at Robinson Rd and Florence Ave: Implement pedestrian enhancements includes pedestrian-activated beacons, signage, markings and modifications to the crosswalk.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
14	Sonoma	SON210006	Petaluma	Petaluma: Purchase 2 Replacement Fixed Route Buses	Petaluma: Battery Electric Buses: Purchase Battery Electric vehicles to replace Fixed Route Diesel buses that have expended their useful life.	Petaluma: (2) 35' Battery Electric Buses: Purchase 2 Battery Electric 35' vehicles to replace (2) 35' 2007 Fixed Route Diesel buses that have expended their useful life.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
15	San Mateo	7312	Daly City	Southgate Ave and School St Safety Improvements	Daly City: Southgate Ave from St. Francis Blvd to Sullivan Ave and School Street from Junipero Serra Blvd to Mission St: Safety improvements including surface treatments and striping to increase pedestrian safety.	Daly City: Southgate Ave from St. Francis Blvd to Sullivan Ave and School Street from Junipero Serra Blvd to Mission St: Safety improvements including would install edgelines, painted bulb-outs and high-visibility crosswalks to increase pedestrian visibility and slurry seal Southgate Ave.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature
16	Santa Clara	7318	Campbell	Campbell PDA Enhancements	Campbell: Various streets in the vicinity of the Campbell PDA: Enhance pedestrian and bicycle infrastructure and calm traffic	Campbell: Various streets in the vicinity of the Campbell PDA including Campbell Ave, Civic Center Dr, and Orchard City Dr: pedestrian and bicycle safety improvements including accessibility ramps, curb extensions, intersection reconfiguration, sidewalks, traffic signal modification, signs, striping	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature

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#	County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
17	Santa Clara	7321	San Jose	Julian and St. James Couplet Conversion	San Jose: Along Julian St from Coleman Ave to 3rd St and St James from Market St to 4th St: Convert 1-way to 2-way traffic	San Jose: Along Julian St from Coleman Ave to 3rd St and St James from Market St to 4th St: Convert 1-way to 2-way traffic to improve roadway functionality and safety for all roadway users and to improve neighborhood livability. Project would include, but not limited to: 1. Restriping the street for two-way traffic (one lane in each direction), 2. New and modified signals to accommodate two-way traffic and improve signal responsiveness for people walking and bicycling, 3. Streetlights (new pedestrian-scale lighting and conversion of existing lights to smart, energy efficient lighting) 4. Amenities for livability, traffic calming and complete streets, including street trees, wayfinding information, refurbishing non-functional fountains as planters, green backed bicycle sharrows, bike racks, accessible ramps, and high-visibility/decorative crosswalks	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature
18	Santa Clara	7322	Mountain View	Shoreline Boulevard Pathway Improvements	Mountain View: Adjacent to Shoreline Blvd from Wright Ave to Villa St: Reconstruct a pathway connection to connect neighborhoods and the Transit Center and Downtown.	Mountain View: Adjacent to Shoreline Blvd from Wright Ave to Villa St: Reconstruct a pathway connection to connect neighborhoods and the Transit Center and Downtown. Project scope includes removal of the existing pathway, installation of a new ADA-compliant bicycle and pedestrian pathway, curb, gutter, curb ramps, stairs, pathway lighting, landscaping, irrigation, storm drains, and retaining wall.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
19	Alameda	7323	BART	Macarthur Station Mobility Hub Project	BART: At the MacArthur BART Station: Construct a suite of mobility hub amenities aimed at enhancing transit connectivity, promoting transit universal design, and utilizing low-carbon and renewable energy.	BART: At the MacArthur BART Station: Construct a suite of mobility hub amenities aimed at enhancing transit connectivity, promoting transit universal design, and utilizing low-carbon and renewable energy. These amenities include wayfinding signs, digital real-time information displays for transit departures, APP Based Wayfinding, and Solar Powered Charging Station are the elements for demonstrating the region's innovative culture.	EXEMPT (40 CFR 93.126) - Directional and informational signs

**Air Quality Conformity Task Force
Summary Meeting Notes
October 28, 2021**

Participants:

Dick Fahey – Caltrans	Jacqueline Kahrs – Caltrans
Shilpa Mareddy – Caltrans	Andrea Gordon – BAAQMD
Daisy Laurino – Caltrans	Roland Lebrun – Member of the Public
Abhijit Bagde – Caltrans	Joseph Vaughn – FHWA
Lucas Sanchez – Caltrans	Dominique Kraft – FTA
Lexie Arellano – Caltrans	Adam Crenshaw – MTC
Panah Stauffer – EPA	Harold Brazil – MTC
Amie Mohai – Caltrans	

- 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. 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 projects on the exempt list **2a_Exempt List 10212021.pdf** are exempt from PM_{2.5} project level analysis.

3. Transportation-Air Quality Conformity Analysis for Plan Bay Area 2050 and Amended 2021 Transportation Improvement Program (TIP) – Commission/ABAG approval update

Harold Brazil (MTC) indicated that on the evening of October 21, 2021, MTC and ABAG hosted a special joint meeting of the Commission and ABAG’s Executive Board where both bodies approved the conformity analysis for the new Plan Bay Area 2050 (PBA2050). Mr. Brazil went on to say that there were four separate approvals occurring at the joint meeting: the PBA2050 (itself), the PBA2050 Environmental Impact Report (EIR, per California Environmental Quality Act (CEQA) requirements), the PBA2050 conformity analysis and an amendment to the 2021 TIP.

Mr. Brazil added MTC will now on to the corresponding 5-year implementation plan for PBA2050 which is a new process and different from what the agency had done in the past, you know which is new, from what we've done in the past. The Task Force did not have any questions or comments.

4. Consent Calendar

a. September 23, 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 – Lucas Sanchez (Caltrans) notified the group the statewide transportation conformity meeting will be on November 15 and Mr. Sanchez also introduced new staff member, Eric Espinosa, who has been working on meeting coordination for the statewide conformity group.