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/84383698853
Meeting ID: 843 8369 8853

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

April 28, 2022
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/Zanker Road/Skyport Drive/Fourth Street Improvement 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
      i. 3a_Regional_AQ_Conformity_Review_042822.pdf
      ii. 3a_Attachment-A_List_of_Proposed_New_Projects_042822.pdf

4. Approach to the Conformity Analysis for the 2023 Transportation Improvement Program (TIP)

5. Consent Calendar

   a. February 24, 2022 Air Quality Conformity Task Force Meeting Summary
   b. March 24, 2022 Air Quality Conformity Task Force Meeting Summary

6. Other Items

   Next Meeting: May 26, 2022

MTC Staff Liaison: Harold Brazil hbrazil@bayareametro.gov

Harold Brazil is inviting you to a scheduled Zoom meeting.

Topic: Air Quality Conformity Task Force Meeting
Time: This is a recurring meeting Meet anytime

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213.244.140.110 (Germany)
103.122.166.55 (Australia Sydney)
103.122.167.55 (Australia Melbourne)
64.211.144.160 (Brazil)
69.174.57.160 (Canada Toronto)
65.39.152.160 (Canada Vancouver)
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Memorandum

TO: Air Quality Conformity Task Force DATE: April 20, 2022

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	Santa Clara Valley Transportation Authority (VTA)	US 101/Zanker Road/Skyport Drive/Fourth Street Improvement

2ai_US101_Zanker_Rd_Skyport_Dr_4th_St_Improvement_Project_Assessment_Form.pdf (for the US 101/Zanker Road/Skyport Drive/Fourth Street Improvement 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 042022.pdf** lists exempt projects under 40 CFR 93.126.

Application of Criteria for a Project of Air Quality Concern

Project Title: US 101/Zanker Road/Skyport Drive/Fourth Street Improvement Project
Summary for Air Quality Conformity
Task Force Meeting: April 28, 2022

Description

The US 101/Zanker Road/Skyport Drive/Fourth Street Improvement Project (Project) proposes to construct improvements on US Highway 101 (US 101) and adjacent local roadways in the City of San Jose including the construction of a new overcrossing, on-and off-ramp improvements, local roadway improvements, and bicycle and pedestrian facility improvements.

Background

The California Department of Transportation (Caltrans), in collaboration with Santa Clara Valley Transportation Authority (VTA) and the City of San Jose, is proposing this project to improve local street traffic operations and congestion, on-and off-ramp deficiencies, inadequate access to the San Jose International Airport (SJIA), and inadequate pedestrian and bicycle facilities.

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
- Highway and local roadway improvements—no additional lanes on US 101
- No change in traffic volume or truck percentages on US 101

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

- Diesel vehicles (trucks) represent approximately 3.8% base year and 3.7% for the future years (2025 and 2045) indicating a decrease in diesel intersection traffic volume
- Overall improvement in LOS or results in no change compared to the No-Build Alternative. Intersections negatively impacted by the Build Alternative do not serve a significant number of diesel trucks.
- No project changes to land use that would affect diesel traffic percentage

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

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

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

- The Project would not result in an increase of either PM_{10} or $PM_{2.5}$ levels compared to the No-Build Alternative. Additionally, as mentioned below, the Project location is not in an area identified by the SIP as one that could violate or possibly violate the NAAQS for $PM_{2.5}$.

RTIP ID# *(required)* 17-07-0023 (Plan Bay Area 2040); 21-T06-028 (Plan Bay Area 2050)

TIP ID# *(required)* SCL190007

Air Quality Conformity Task Force Consideration Date
April 28, 2022

Project Description *(clearly describe project)*
The Project is a highway improvement project consisting of the following activities:

- Construct an overcrossing above United States Highway 101 (US 101) that would connect Zanker Road on the north with Fourth Street and Skyport Drive on the south.
- Replace the existing nonstandard ramps on northbound US 101 at Old Bayshore Highway and Brokaw Road with new ramps at Bering Drive that meet higher design standards.
- Incorporate bicycle and pedestrian facilities into the project design.

Type of Project:
Major Arterial

County	*Narrative Location/Route & Postmiles*
Santa Clara	The Project limits on US 101 are postmile (PM) 38.6 - 39.4, which are located between the US 101/State Route (SR) 87 interchange on the west and the US 101/Interstate 880 (I-880) interchange on the east where both Fourth Street and Zanker Road end at US 101. **Caltrans Projects – EA#** 04-0K710

Lead Agency: Caltrans

Contact Person	*Phone# 408 321 5773*	*Fax#*	*Email*
Alex Nelson			Alex.Nelson@vta.org

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: TBD

NEPA Delegation – Project Type *(check appropriate box)*			
Exempt	**Section 326 – Categorical Exemption**	X	**Section 327 – Non-Categorical Exemption**

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	FY 2021/2022	FY 2022/2023	FY2024/2025	FY2025/2026
End	FY 2022/2023	FY 2024/2025	FY2024/2025	FY2027/2028

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

Purpose

The purpose of the Project is to improve traffic operations and safety, as well as improve access for pedestrians and bicyclists in the Project vicinity. Specifically, the objectives of the Project are:

- Enhance transportation network within the Project area to accommodate planned growth as anticipated under the adopted Envision San Jose 2040 General Plan.
- Improve pedestrian and bicycle facilities in the Project area.
- Improve safety and traffic operations at the on- and off-ramps and mainline of US 101 within the Project limits.
- Improve access to/from San Jose International Airport (SJIA).

Need

The Project is needed to address congestion in the Project area (both present and future), inadequate pedestrian and bicycle facilities, on- and off-ramp deficiencies, and inadequate access to/from SJIA.

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

The Project is located within the city of San Jose, which is a densely populated urban area. The areas adjacent to the Fourth Street and Zanker Road area are primarily commercial, office, and light industrial developments (i.e., casinos, hotels, restaurants, offices, gasoline fueling stations, and manufacturing). However, there are a few multi-family residential developments near the Project area. The Table Below shows the current truck percentages in the area.

2020 Caltrans Truck Census Data for US 101

US 101 POSTMILE	DESCRIPTION	TRUCK AADT TOTAL	TRK PERCENT TOTAL	TRK 2_AXLE	TRK 2_AXLE_PCT	TRK 3_AXLE	TRK 3_AXLE_PCT	TRK 4_AXLE	TRK 4_AXLE_PCT	TRK 5_AXLE	TRK 5_AXLE_PCT
34.870	SAN JOSE, JCT. RTE. 280 WEST, JCT. RTE. 680 NORTH	11,280	6.00%	5,621	49.83	1,516	13.44	306	2.71	3,837	34.02
35.759	SAN JOSE, JCT. RTE. 130 EAST	9,381	4.99%	4,868	51.89	1,015	10.82	249	2.65	3,250	34.64
35.759	SAN JOSE, JCT. RTE. 130 EAST	10,343	6.63%	5,070	49.02	1,303	12.60	295	2.85	3,675	35.53
37.726	SAN JOSE, OAKLAND ROAD	9,068	5.43%	4,249	46.86	953	10.51	371	4.09	3,495	38.54
38.300	SAN JOSE, JCT. RTE. 880	6,350	5.00%	3,423	53.91	810	12.76	235	3.70	1,882	29.63
43.850	SUNNYVALE, LAWRENCE EXPRESSWAY	7,064	4.23%	3,996	56.57	770	10.90	385	5.45	1,913	27.08

Brief summary of assumptions and methodology used for conducting analysis
An operational emissions analysis was conducted comparing emissions for the No-Build and Build alternatives given the Project's opening year (2025), Plan Bay Area 2040 horizon year (2040), design year (2045), and Plan Bay Area 2050 horizon year (2050). Air pollutant emissions, specifically PM_{10} and $PM_{2.5}$ emissions, associated with the roadways in the Project area were estimated using specific traffic data and conditions provided by the Project's traffic consultant, AECOM and Kimley-Horn, and the CT-EMFAC2017 emission factors. Kimley-Horn provided vehicle miles traveled (VMT) for the study area from the VTA travel demand model. The area used by Kimley-Horn to evaluate changes in VMT is approximately 28.4 square miles, centered on the Project area. CT-EMFAC2017 was run in both emissions rate mode and inventory mode for each of the analysis years (2015, 2025, 2040, 2045, and 2050) with the mix of vehicles in Santa Clara County. The traffic mix assigned by CT-EMFAC2017 for the county was adjusted to account for the average truck percentages provided in the AADT data. The average truck percentage is 3.8% given existing conditions, and 3.7% for the future years (2025 and 2045). With Build conditions, PM_{10} and $PM_{2.5}$ emissions are the same in 2025 as they would be under No Build conditions. The PM_{10} and $PM_{2.5}$ emission reductions under Build conditions are between 0.02 and 0.01 percent in each of the analysis years and attributed to the very slight reductions in VMT when compared to the No Build conditions.

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

See tables below.

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

See tables below.

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

Opening Year: 2025	AADTs		Trucks			
	2025 No-Build	2025 Build	2025 No-Build		2025 Build	
			%	AADT	%	AADT
US 101 NB near Zanker Road	76,948	75,017	3.7%	2,810	3.6%	2,731
US 101 SB near Zanker Road	86,232	88,135	3.4%	2,898	3.5%	3,080
Fourth Street between US 101 and I-880	6,580	9,193	4.0%	265	4.1%	376
Zanker Road between Brokaw Road and Old Bayshore Highway	1,835	4,051	2.0%	37	2.5%	102
Skyport Drive between N. 1st Street and Technology Drive	14,461	17,600	3.8%	551	4.1%	714
Old Bayshore Highway between Zanker Road and I-880	4,871	5,730	3.7%	179	3.9%	226
Brokaw Road between Bering Drive and N. 1st Street	46,294	36,299	4.3%	1,972	4.3%	1,553
Airport Parkway between N. 1st Street and Technology Drive	25,238	23,022	4.7%	1,180	4.5%	1,034
Bering Drive between Zanker Road and E. Brokaw Road	144	13,372	3.5%	5	3.2%	422
N. First Street between Brokaw Road/Airport Parkway and I-880	13,196	7,542	3.6%	480	4.0%	298
Source: Zander_Road_Model_Traffic_Volumes_08-24-2021.xlsx, Kinley-Horn 2021						

2025 Intersection Level of Service Summary – AM Peak Hour					
ID	Intersection	No-Build		Build	
		Average Delay	LOS	Average Delay	LOS
1	Charcot Avenue & O'Nel Drive	34.4	C	34.1	C
2	Charcot Avenue & N First Street	42.6	D	42.5	D
3	Charcot Avenue & Zanker Road	**93.1**	**F**	**70.7**	**E**
4	Charcot Avenue & Junction Avenue	**106.2**	**F**	**91.6**	**F**
5	E Brokaw Road & N First Street*	**70.9**	**E**	**71.1**	**E**
6	E Brokaw Road & US-101 NB Off-Ramp*	**107.5**	**F**	**79.8**	**E**
7	E Brokaw Road & Bering Drive	**112.2**	**F**	**99.3**	**F**
8	E Brokaw Road & Zanker Road*	**120.4**	**F**	**81.5**	**F**
9	E Brokaw Road & Rogers Avenue	**524.4**	**F**	**626.8**	**F**
10	E Brokaw Road & Junction Avenue	**101.7**	**F**	**76.1**	**E**
11	Devcon Court & Bering Drive	17.2	C	12.2	B
12	Devcon Drive & Zanker Road	**132.5**	**F**	**85.2**	**F**
13	Crane Ct & Bering Drive	5.7	A	3.0	A
14	Bering Drive & Zanker Road	4.9	A	21.1	C
15	Junction Avenue & Rogers Avenue	6.3	A	5.9	A
16	Queens Lane & Rogers Avenue	7.9	A	9.8	A
17	Old Bayshore Hwy & US-101 NB Ramps	4.8	A	-	-
18	Old Bayshore Hwy & Queens Lane	**112.7**	**F**	**190.5**	**F**
19	Old Bayshore Hwy & I-880 SB Ramp	**59.0**	**E**	**61.4**	**E**
20	Old Bayshore Hwy & N 10th Street	**164.4**	**F**	**183.6**	**F**
21	E Gish Road & I-880 NB Ramps	**145.4**	**F**	**227.2**	**F**
22	Airport Parkway & Technology Drive	18.6	B	16.6	B
23	Airport Parkway & Technology Place	**86.6**	**F**	30.1	C
24	Technology Place & N First Street	22.7	C	24.5	C
25	Metro Drive & N First Street	**59.3**	**E**	52.7	D
26	Technology Place & Bay 101 Casino	5.9	A	2.3	A
27	Skyport Drive & SR 87 Ramps	**71.7**	**E**	**78.2**	**E**
28	Skyport Drive & Technology Drive	35.0	C	26.4	C
29	Skyport Drive & N First Street	52.8	D	41.7	D
30	Technology Place & N Fourth Street	**123.1**	**F**	-	-
31	Sonora Avenue & N First Street	16.5	B	16.1	B
32	Archer Street & N Fourth Street	**37.5**	**E**	9.6	A
33	E Gish Road & N First Street	26.8	C	23.7	C
34	E Gish Road & N Fourth Street	14.8	B	17.2	B
35	Rosemary Street & N First Street	30.0	C	31.4	C
36	E Rosemary Street & N Fourth Street	23.6	C	**74.0**	**F**
37	Bering Drive & US 101 NB Ramps	-	-	19.3	B
38	Old Bayshore Hwy & Zanker Rd	-	-	27.7	C
39	Skyport Drive & Technology Place	-	-	8.6	A
40	Skyport Drive & N. Fourth Street	-	-	14.9	B
	LOS A-D	**18**		**23**	
	LOS E	**5**		**6**	
	LOS F	**13**		**9**	
	Total	**36**		**38**	

LOS Source: TOAR, AECOM 2020.

2025 Intersection Level of Service Summary – PM Peak Hour					
ID	Intersection	No-Build		Build	
		Average Delay	LOS	Average Delay	LOS
1	Charcot Avenue & O'Nel Drive	30.9	C	43.6	D
2	Charcot Avenue & N First Street	142.6	F	51.6	D
3	Charcot Avenue & Zanker Road	60.7	E	82.5	F
4	Charcot Avenue & Junction Avenue	107.3	F	107.2	F
5	E Brokaw Road & N First Street*	84.6	F	93.8	F
6	E Brokaw Road & US-101 NB Off-Ramp*	23.9	C	51.5	D
7	E Brokaw Road & Bering Drive	36.1	D	56.4	E
8	E Brokaw Road & Zanker Road*	64.0	E	75.8	E
9	E Brokaw Road & Rogers Avenue	86.6	F	60.4	F
10	E Brokaw Road & Junction Avenue	71.4	E	56.9	E
11	Devcon Court & Bering Drive	9.2	A	7.0	A
12	Devcon Drive & Zanker Road	29.9	D	43.5	E
13	Crane Ct & Bering Drive	15.0	B	6.5	A
14	Bering Drive & Zanker Road	81.0	F	52.4	D
15	Junction Avenue & Rogers Avenue	10.8	B	9.7	A
16	Queens Lane & Rogers Avenue	10.2	B	9.5	A
17	Old Bayshore Hwy & US-101 NB Ramps	63.9	F	-	-
18	Old Bayshore Hwy & Queens Lane	52.0	F	41.3	E
19	Old Bayshore Hwy & I-880 SB Ramp	56.5	E	43.4	D
20	Old Bayshore Hwy & N 10th Street	133.8	F	145.5	F
21	E Gish Road & I-880 NB Ramps	117.1	F	140.8	F
22	Airport Parkway & Technology Drive	28.6	C	28.6	C
23	Airport Parkway & Technology Place	28.5	C	32.6	C
24	Technology Place & N First Street	62.5	E	63.7	E
25	Metro Drive & N First Street	63.2	E	48.4	D
26	Technology Place & Bay 101 Casino	33.5	D	3.6	A
27	Skyport Drive & SR 87 Ramps	56.8	E	65.5	E
28	Skyport Drive & Technology Drive	70.2	E	75.6	E
29	Skyport Drive & N First Street	32.5	C	39.3	D
30	Technology Place & N Fourth Street	41.0	E	-	-
31	Sonora Avenue & N First Street	15.5	B	15.9	B
32	Archer Street & N Fourth Street	50.7	F	16.4	C
33	E Gish Road & N First Street	26.4	C	26.2	C
34	E Gish Road & N Fourth Street	14.2	B	20.0	B
35	Rosemary Street & N First Street	15.1	B	25.0	C
36	E Rosemary Street & N Fourth Street	44.6	E	43.8	E
37	Bering Drive & US 101 NB Ramps	-	-	13.0	B
38	Old Bayshore Hwy & Zanker Rd	-	-	44.7	D
39	Skyport Drive & Technology Place	-	-	17.1	B
40	Skyport Drive & N. Fourth Street	-	-	19.6	B
	LOS A-D	**16**		**23**	
	LOS E	**10**		**9**	
	LOS F	**10**		**6**	
	Total	**36**		**38**	

LOS Source: TOAR, AECOM 2020

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

Design Year: 2045	AADTs		Trucks			
	2045 No-Build	2045 Build	2045 No-Build		2045 Build	
			%	AADT	%	AADT
US 101 NB near Zanker Road	90,431	89,344	3.7%	3,315	3.7%	3,266
US 101 SB near Zanker Road	98,808	101,108	3.4%	3,326	3.5%	3,506
Fourth Street between US 101 and I-880	8,695	13,191	3.7%	322	3.6%	473
Zanker Road between Brokaw Road and Old Bayshore Highway	3,823	7,887	2.1%	80	2.6%	204
Skyport Drive between N. 1st Street and Technology Drive	18,255	23,059	3.2%	593	3.6%	822
Old Bayshore Highway between Zanker Road and I-880	7,954	8,959	3.4%	273	3.7%	329
Brokaw Road between Bering Drive and N. 1st Street	55,436	41,861	4.5%	2,470	4.5%	1,894
Airport Parkway between N. 1st Street and Technology Drive	29,162	26,271	4.9%	1,441	4.8%	1,268
Bering Drive between Zanker Road and E. Brokaw Road	366	18,374	2.7%	10	3.3%	609
N. First Street between Brokaw Road/Airport Parkway and I-880	19,148	9,658	3.1%	595	3.5%	338
Source: Zander_Road_Model_Traffic_Volumes_08-24-2021.xlsx, Kinley-Horn 2021						

RTP Horizon Year: 2050	AADTs		Trucks			
	2050 No-Build	2050 Build	2050 No-Build		2050 Build	
			%	AADT	%	AADT
US 101 NB near Zanker Road	93,802	92,926	3.7%	3,441	3.7%	3,400
US 101 SB near Zanker Road	101,952	104,351	3.4%	3,433	3.5%	3,613
Fourth Street between US 101 and I-880	9,224	14,191	3.6%	336	3.5%	497
Zanker Road between Brokaw Road and Old Bayshore Highway	4,320	8,846	2.1%	91	2.6%	230
Skyport Drive between N. 1st Street and Technology Drive	19,204	24,424	3.1%	604	3.5%	849
Old Bayshore Highway between Zanker Road and I-880	8,725	9,766	3.4%	297	3.6%	355
Brokaw Road between Bering Drive and N. 1st Street	57,722	43,252	4.5%	2,595	4.6%	1,979
Airport Parkway between N. 1st Street and Technology Drive	30,143	27,083	5.0%	1,506	4.9%	1,327
Bering Drive between Zanker Road and E. Brokaw Road	422	19,625	2.7%	11	3.3%	656
N. First Street between Brokaw Road/Airport Parkway and I-880	20,636	10,187	3.0%	624	3.4%	348
Source: Zander_Road_Model_Traffic_Volumes_08-24-2021.xlsx, Kinley-Horn 2021						

2045 Intersection Level of Service Summary – AM Peak Hour					
ID	Intersection	No-Build		Build	
		Average Delay	LOS	Average Delay	LOS
1	Charcot Avenue & O'Nel Drive	40.4	D	38.4	D
2	Charcot Avenue & N First Street	48.6	D	82.5	F
3	Charcot Avenue & Zanker Road	91.5	F	61.8	E
4	Charcot Avenue & Junction Avenue	28.1	C	33.0	C
5	E Brokaw Road & N First Street*	63.9	E	83.7	F
6	E Brokaw Road & US-101 NB Off-Ramp*	57.7	E	40.0	D
7	E Brokaw Road & Bering Drive	92.3	F	93.7	F
8	E Brokaw Road & Zanker Road*	116.9	F	125.0	F
9	E Brokaw Road & Rogers Avenue	404.6	F	1478.0	F
10	E Brokaw Road & Junction Avenue	190.0	F	130.0	F
11	Devcon Court & Bering Drive	6.4	A	17.6	B
12	Devcon Drive & Zanker Road	26.1	D	59.3	F
13	Crane Ct & Bering Drive	7.1	A	4.9	A
14	Bering Drive & Zanker Road	5.8	A	33.2	C
15	Junction Avenue & Rogers Avenue	7.1	A	263.8	F
16	Queens Lane & Rogers Avenue	210.5	F	2158.2	F
17	Old Bayshore Hwy & US-101 NB Ramps	16.5	C	-	-
18	Old Bayshore Hwy & Queens Lane	168.8	F	573.1	F
19	Old Bayshore Hwy & I-880 SB Ramp	58.3	E	57.6	E
20	Old Bayshore Hwy & N 10th Street	250.7	F	231.6	F
21	E Gish Road & I-880 NB Ramps	255.3	F	228.4	F
22	Airport Parkway & Technology Drive	80.9	F	129.4	F
23	Airport Parkway & Technology Place	106.6	F	64.9	E
24	Technology Place & N First Street	26.2	C	39.5	D
25	Metro Drive & N First Street	63.6	E	65.8	E
26	Technology Place & Bay 101 Casino Driveway	8.9	A	2.6	A
27	Skyport Drive & SR 87 Ramps	115.4	F	77.7	E
28	Skyport Drive & Technology Drive	81.1	F	40.8	D
29	Skyport Drive & N First Street	151.2	F	95.7	F
30	Technology Place & N Fourth Street	210.2	F	-	-
31	Sonora Avenue & N First Street	77.8	E	87.7	F
32	Archer Street & N Fourth Street	226.9	F	45.3	E
33	E Gish Road & N First Street	57.6	E	57.2	E
34	E Gish Road & N Fourth Street	166.5	F	22.6	C
35	Rosemary Street & N First Street	38.7	D	45.6	D
36	E Rosemary Street & N Fourth Street	1030.7	F	98.2	F
37	Bering Drive & US 101 NB Ramps	-	-	22.6	C
38	Old Bayshore Hwy & Zanker Rd	-	-	39.5	D
39	Skyport Drive & Technology Place	-	-	10.5	B
40	Skyport Drive & N. Fourth Street	-	-	48.7	D
	LOS A-D	12		15	
	LOS E	6		7	
	LOS F	18		16	
	Total	36		38	

LOS Source: TOAR, AECOM 2020

2045 Intersection Level of Service Summary – PM Peak Hour					
ID	Intersection	No-Build		Build	
		Average Delay	LOS	Average Delay	LOS
1	Charcot Avenue & O'Nel Drive	72.3	E	85.5	F
2	Charcot Avenue & N First Street	201.8	F	134.5	F
3	Charcot Avenue & Zanker Road	108.4	F	108.5	F
4	Charcot Avenue & Junction Avenue	33.1	C	35.2	D
5	E Brokaw Road & N First Street*	92.8	F	100.8	F
6	E Brokaw Road & US-101 NB Off-Ramp*	46.3	D	48.1	D
7	E Brokaw Road & Bering Drive	64.7	E	75.2	E
8	E Brokaw Road & Zanker Road*	116.1	F	97.3	F
9	E Brokaw Road & Rogers Avenue	997.6	F	194.7	F
10	E Brokaw Road & Junction Avenue	106.7	F	90.3	F
11	Devcon Court & Bering Drive	20.7	C	13.6	B
12	Devcon Drive & Zanker Road	100.8	F	65.7	F
13	Crane Ct & Bering Drive	9.7	A	11.6	B
14	Bering Drive & Zanker Road	101.4	F	57.1	E
15	Junction Avenue & Rogers Avenue	4.4	A	6.7	A
16	Queens Lane & Rogers Avenue	85.3	F	9.4	A
17	Old Bayshore Hwy & US-101 NB Ramps	54.6	F	-	-
18	Old Bayshore Hwy & Queens Lane	55.7	F	55.2	F
19	Old Bayshore Hwy & I-880 SB Ramp	55.5	E	43.5	D
20	Old Bayshore Hwy & N 10th Street	180.9	F	187.7	F
21	E Gish Road & I-880 NB Ramps	222.1	F	267.5	F
22	Airport Parkway & Technology Drive	35.7	D	34.1	C
23	Airport Parkway & Technology Place	41.6	D	37.8	D
24	Technology Place & N First Street	77.2	E	61.8	E
25	Metro Drive & N First Street	200.6	F	58.9	E
26	Technology Place & Bay 101 Casino Driveway	36.6	E	5.3	A
27	Skyport Drive & SR 87 Ramps	113.6	F	84.5	F
28	Skyport Drive & Technology Drive	125.3	F	83.5	F
29	Skyport Drive & N First Street	90.0	F	51.1	D
30	Technology Place & N Fourth Street	140.6	F	-	-
31	Sonora Avenue & N First Street	50.3	D	17.2	B
32	Archer Street & N Fourth Street	251.6	F	46.3	E
33	E Gish Road & N First Street	55.9	E	32.0	C
34	E Gish Road & N Fourth Street	16.9	B	28.0	C
35	Rosemary Street & N First Street	20.5	C	21.3	C
36	E Rosemary Street & N Fourth Street	203.2	F	97.9	F
37	Bering Drive & US 101 NB Ramps	-	-	17.9	B
38	Old Bayshore Hwy & Zanker Rd	-	-	52.3	D
39	Skyport Drive & Technology Place	-	-	19.2	B
40	Skyport Drive & N. Fourth Street	-	-	21.4	C
LOS A-D		**10**		**19**	
LOS E		**6**		**5**	
LOS F		**20**		**14**	
Total		**36**		**38**	

LOS Source: TOAR, AECOM 2020

No 2050 LOS Information Provided in the TOAR.

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 Project Build Alternative would construct an overcrossing above US 101 that would connect Zanker Road on the north with Fourth Street and Skyport Drive on the south. It would also replace the existing nonstandard ramps on northbound US 101 at Old Bayshore Highway and Brokaw Road/N. 1st Street with new ramps at Bering Drive that meet current design standards. These new connections between Zanker and Fourth Street/Skyport Drive will redistribute local traffic currently using N. 1st Street and E. Brokaw Road and/or I-880 and Old Bayshore Highway to cross US 101. The new overcrossing will also provide a more direct connection of the arterial network to San José International Airport via Skyport Drive and Zanker Road. Bering Drive would be widened to accommodate redistributed traffic from consolidation of the nonstandard ramps to the new ramps at Bering Drive. The increase in truck volumes on Bering Drive with the Project are not new trips but rerouted trips from surrounding roadways. The Project would provide congestion relief to N. 1st Street and better circulation in the surrounding area.

Comments/Explanation/Details (please be brief)

This Project does not meet the definition of a Project of Air Quality Concern (POAQC) as defined by 40 CFR 93.123(b)(1). Specifically:

1. *New or expanded highway projects with significant number/increase in diesel vehicles?*

- 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.

2. *Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?*

- The intersections impacted by the Build Alternative do not serve a significant number of diesel vehicles nor will the LOS of the intersections degrade due to increased traffic volumes from a significant number of diesel vehicles.

3. *New bus and rail terminals and transfer points?*

- The Project does not involve a bus terminal, rail terminal, or transfer point.

4. *Expanded bus and rail terminals and transfer points?*

- The Project does not involve a bus terminal, rail terminal, or transfer point.

5. *Affects areas identified in PM_{10} or $PM_{2.5}$ implementation plan as site of violation?*

- 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.
- The Project location is not in an area identified by the SIP as one that could violate or possibly violate the NAAQS for $PM_{2.5}$.

List of Attachments

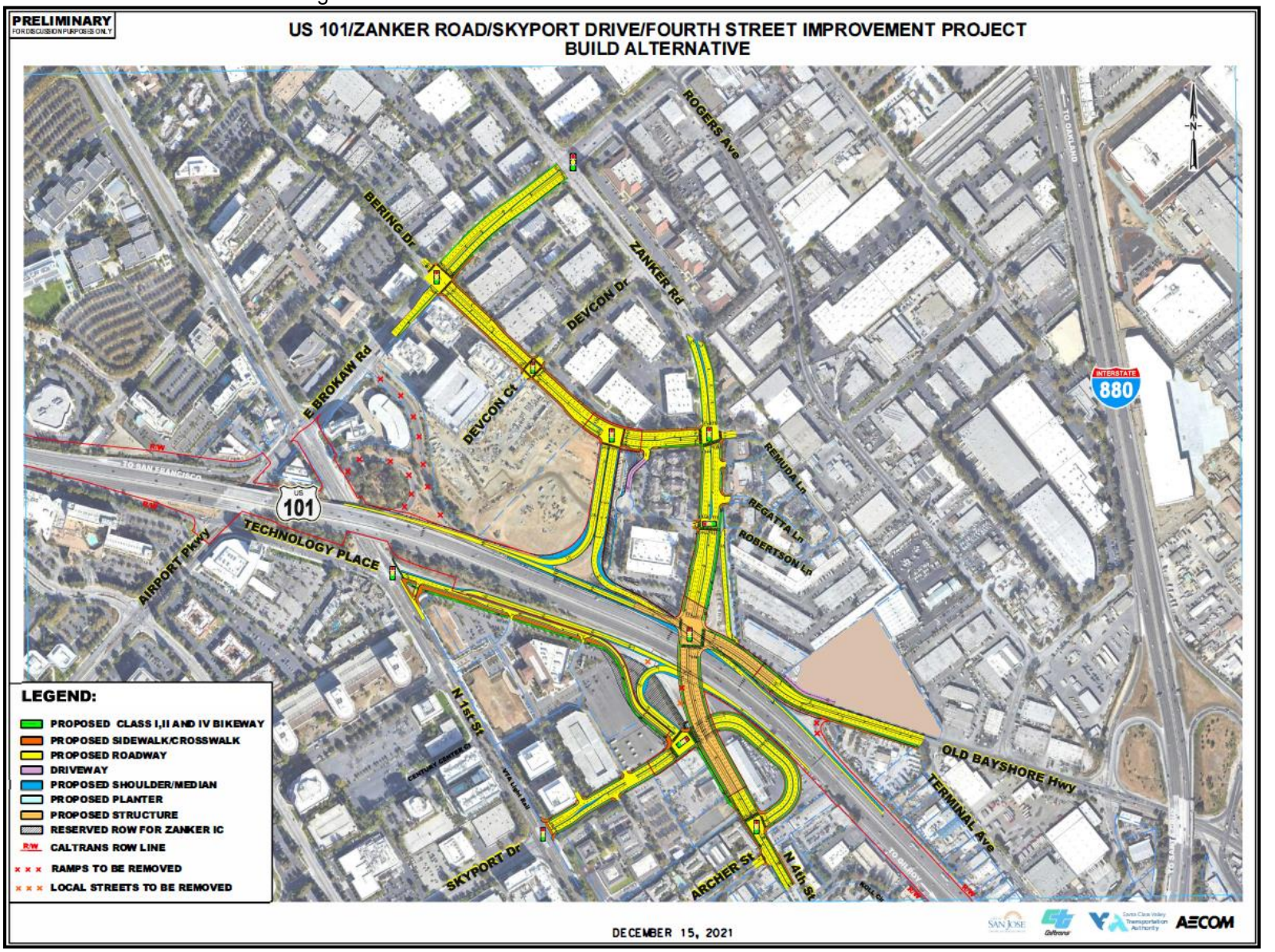
1. Attachment 1 - Location Map
2. Attachment 2 – Build Alternative Figure
3. Attachment 3 – Surrounding Land Use/Traffic Generators
4. Attachment 4 – Intersection LOS Map
5. Attachment 5 – Final TOAR (May 2020)- Provided via link below:

Final TOAR

Attachment 1: Location Map

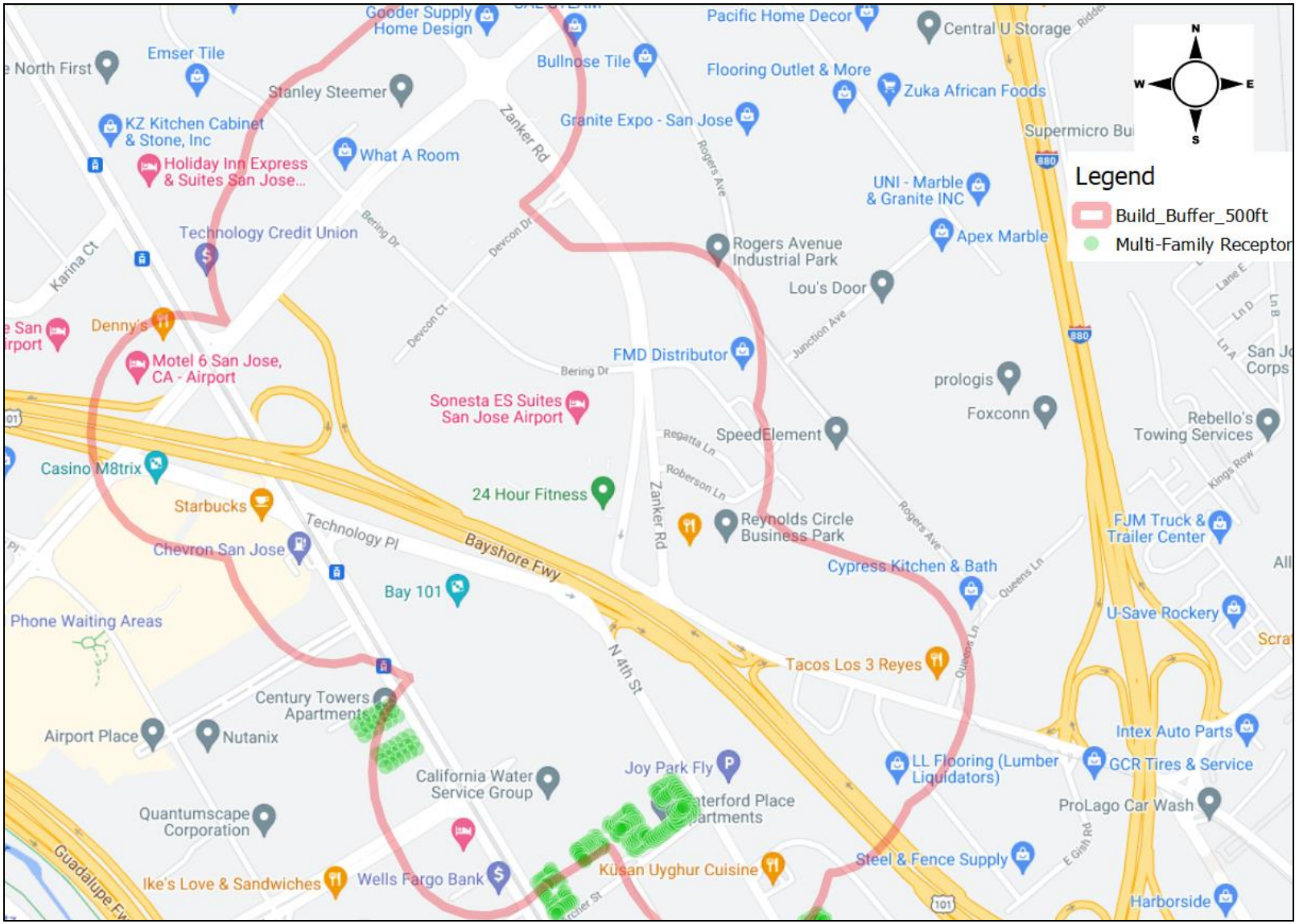
Source: AECOM

Attachment 2: Build Alternative Figure



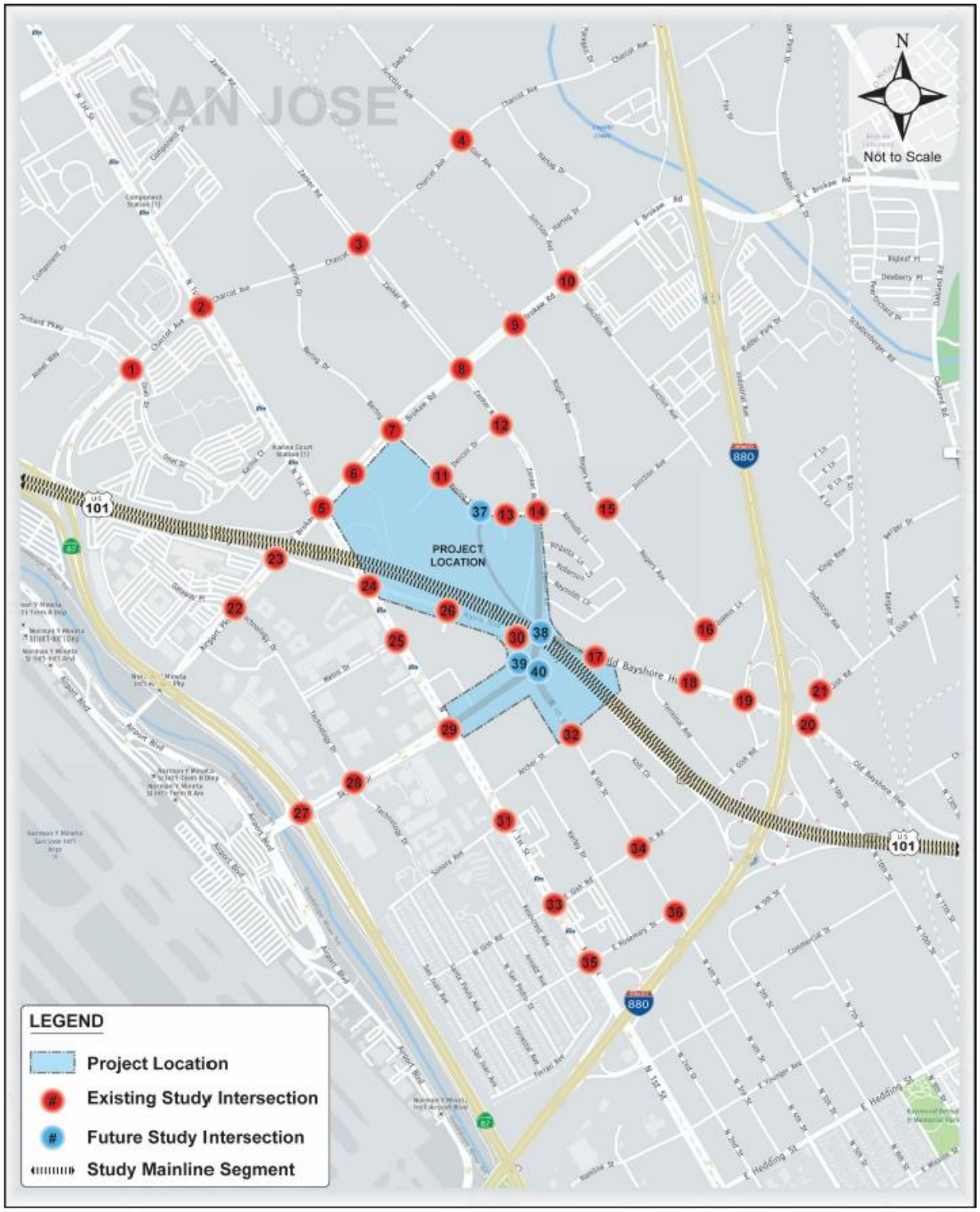
Source: David J. Powers & Associates, Inc.

Attachment 3: Surrounding Land Use/Traffic Generators



Source: Illingworth & Rodkin, 2021.

Attachment 4: Intersection LOS Map



Source: TOAR, AECOM 2020.

US 101 / Zanker Road / Skyport Drive / Fourth Street Improvement Project

Air Quality Conformity Task Force Meeting

April 28, 2022

Santa Clara Valley Transportation Authority
Solutions that move you

Caltrans

City of San Jose
Capital of Silicon Valley

Project Purpose and Need

The Project is needed to address:

- Congestion in the project area (both present and future).
- Inadequate pedestrian and bicycle facilities.
- On and off-ramps deficiencies.
- Inadequate access to/from the Norman Y. Mineta San Jose International Airport.

Solutions that move you

Project Purpose and Need

The Purpose of the Project is to:

- Enhance transportation network within the project area to accommodate planned growth as anticipated under the adopted *Envision San Jose 2040 General Plan*.
- Improve pedestrian and bicycle facilities in the project area.
- Improve safety and traffic operations at the on/off-ramps and mainline of US 101 within the Project limits.
- Improve access to/from the Norman Y. Mineta San Jose International Airport.

Solutions that move you

Project Description

AQ Conformity

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

- Not a new or expanded highway project
- Improvements to highway and local roadway circulation - no new lanes on US 101
- No change in traffic volume or truck percentages on US 101 or change in significant numbers of diesel vehicles on US 101

Solutions that move you

AQ Conformity

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

- The intersections impacted by the Project do not serve a significant number of diesel vehicles
- The LOS of the intersections will not degrade due to increased traffic volumes from a significant number of diesel vehicles
- Increases in truck volumes on local roadways with the Project are not new trips but redistributed trips

Solutions that move you

AQ Conformity

(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 PM2.5 implementation plan as site of violation?

- The Project will not result in any exceedances of either PM10 or PM2.5 standards
- The Project location is not in an area identified by the SIP as one that could violate or possibly violate the NAAQS for PM2.5

Solutions that move you

40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Expanded Description	Project Type under 40 CFR 93.126
MRN	MRN190020	Fairfax	Town of Fairfax BPMP	Fairfax: Various Locations: Bridge Preventative Maintenance (BPMP)	BPMP for three older Fairfax bridges on Canyon Road, Spruce Road and Marin Road to address concrete repair needs and deteriorated structural members to prevent further deterioration and failure.	Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
MRN	MRN190021	San Anselmo	San Anselmo Bridge Preventative Maintenance Progra	San Anselmo: Various locations: Bridge Preventative Maintenance Program (BPMP)	In San Anselmo; Maintenance work on two bridges,Sir Francis Drake Blvd at Tunstead (27-C-0040) and Barber Avenue (27-C-0073). Work includes bridge deck AC removal and application of polyester concrete, repair of concrete cracks and spalls, joint seal repair, and structure patching with epoxy grout or carbon fiber wraps.	Safety - Pavement resurfacing or rehabilitation
SCL	SCL210026	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	Safety - Hazard elimination program
SM	SM-210014	SamTrans	SamTrans Bus Replacement	SamTrans: Bus Fleet: Replace buses that have reached the end of their useful life	SamTrans: Bus Fleet: Replace buses that have reached the end of their useful life. This project will procure 135 transit buses to replace an equal number of 2009 Gillig buses that have reached the end of their useful life. The project will procure 5 35'foot and 130 40' transit buses.	Mass Transit - Purchase of new busses and rail cars to replace existing vehicles or for minor expansions of the fleet
SM	SM-210015	SamTrans	SamTrans Paratransit Vehicle Replacements	SamTrans: Paratransit vehicle fleet: Replace vehicles that have reached the end of their useful life	SamTrans: Paratransit vehicle fleet: Replace vehicles that have reached the end of their useful life. Vehicles to be replaced between FY2022 and FY2024 include: FY22--21 cutaway buses, FY24--14 minivans, FY24--9 cutaway buses.	Mass Transit - Purchase of new busses and rail cars to replace existing vehicles or for minor expansions of the fleet
SON	SON210005	Sebastopol	SR 116 and 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.	Air Quality - Bicycle and pedestrian facilities
SON	SON210008	SantaRosa Bus	Santa Rosa CityBus: ZEB Replacement	Santa Rosa CityBus: Replace two local transit clean-diesel buses with two electric buses	Santa Rosa CityBus: Replace two local transit clean-diesel buses with two electric buses	Mass Transit - Purchase of new busses and rail cars to replace existing vehicles or for minor expansions of the fleet

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: April 28, 2022

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 or 2023 TIP

Staff is proposing to add some projects to the 2021 TIP or 2023 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	ALA230001	BART	DT Berkeley BART Station Elevator Modernization	Berkeley: At the Downtown Berkeley BART Station: Modernize station elevators	Berkeley: At the Downtown Berkeley BART Station: Modernize two (2) station elevators to replace/upgrade critical components of the elevator to utilize the latest technology; increase performance and reliability; improve safety to the latest applicable standards; and update aesthetics.	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)
2	Alameda	ALA230032	Pleasanton	W Las Positas Repair and Seperate Bike Lanes	Pleasanton: Along West Las Positas: Reconstruct the roadway and contruct new seperated bike lanes that would be protected from vehicle traffic	Pleasanton: Along West Las Positas: address roadway pavement and sinking failures by reconstrucing the road. The reconstruction will provide new subbase, base and asphalt. A new bicycle facility will also be constructed that will provide physical separation between vehicles and bicycles along the length of the road. Protected intersection design will be constructed at intersections along West Las Positas.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
3	Contra Costa	CC-230001	East Bay Regional Park District	Martinez Bay Trail Gap Closure	East Bay Regional Parks District: Along the Carquinez Loop Trail and SF Bay Trail in the vicinity of Berrellesa St: Close a 0.5 mile gap by constructing a shared-use path along with crossing improvements	East Bay Regional Parks District: Along the Carquinez Loop Trail and SF Bay Trail in the vicinity of Berrellesa St: Close a 0.5 mile gap by constructing a shared-use path along with crossing improvements	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
4	Contra Costa	CC-210017	ECCTA	ECCTA: Hydrogen Fueling Station	ECCTA: At the ECCTA maintenance facility: Design and construction of a hydrogen fueling station	ECCTA: At the ECCTA maintenance facility located at 801 Wilbur Avenue, Antioch, CA 94509: Design and construction of a stand-alone hydrogen fueling station with the capacity to fuel up to 30 fuel cell electric buses	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities
5	Contra Costa	CC-210015	WCCTA	WestCat 45-foot Over the Road Coach Replacement	WestCAT: 45-foot over the road coach subfleet: Replace vehicles past their useful life	WestCAT: 45-foot over the road coach subfleet: Replace two vehicles past 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
6	Contra Costa	CC-210016	WCCTA	WestCAT Purchase Double Decker Vehicles	WestCAT: Fleet: Purchase double decker buses to replace vehicles past their useful life	WestCAT: Fleet: Purchase two double decker buses to replace vehicles past their useful life expanding service on the Lynx Transbay Service by adding additional capacity	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
7	Marin	MRN210004	MCTD	MCTD: Replace Paratransit Vehicles	MCTD: Paratransit fleet: Replace parantransit vehicle with vans	MCTD: Paratransit fleet: Replace five parantransit vehicle with vans	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
8	Marin	MRN210005	MCTD	MCTD: Replace 35ft Hybrid Vehicles	MCTD: 35ft Hybrid Transit buses: Replace buses	MCTD: 35ft Hybrid Transit buses: Replace 7 buses	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
9	Marin	MRN210007	MCTD	MCTD: Replace Demand Response Vans	MCTD: Demand response vans: Replace vehicles that are beyond their useful life	MCTD: Demand response vans: Replace 4 vehicles that are beyond 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
10	San Mateo	SM-210014	SamTrans	SamTrans Bus Replacement	SamTrans: Bus Fleet: Replace buses that have reached the end of their useful life	SamTrans: Bus Fleet: Replace buses that have reached the end of their useful life. This project will procure 135 transit buses to replace an equal number of 2009 Gillig buses that have reached the end of their useful life. The project will procure 5 35'foot and 130 40' transit buses.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
11	San Mateo	SM-210015	SamTrans	SamTrans Paratransit Vehicle Replacements	SamTrans: Paratransit vehicle fleet: Replace vehicles that have reached the end of their useful life	SamTrans: Paratransit vehicle fleet: Replace vehicles that have reached the end of their useful life. Vehicles to be replaced between FY2022 and FY2024 include: FY22--21 cutaway buses, FY24--14 minivans, FY24--9 cutaway buses.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet

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
12	Santa Clara	7394	Cupertino	Cupertino Stevens Creek Blvd Class IV Bike Lanes	Cupertino: On Stevens Creek Blvd between Wolfe and Hwy 85: Convert existing Class II bike lanes to Class IV bike lanes	Cupertino: On Stevens Creek Blvd between Wolfe and Hwy 85: Convert existing Class II bike lanes to Class IV bike lanes. Improvements include installing pre-cast concrete vertical curbs, in-line floating bus stops and associated drainage improvements, traffic signal modifications with bicycle phasing, revised signage and striping, and removal of crosswalk obstructions.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
13	Santa Clara	7385	Milpitas	South Milpitas Blvd Extension and Bridge	Milpitas: S. Milpitas Blvd over Penitencia Creek connecting to Tarob Ct: Extend roadway and construct bridge	Milpitas: S. Milpitas Blvd over Penitencia Creek connecting to Tarob Ct: Extend roadway and construct bridge. The vehicular bridge is part of the Metro Area Specific Plan circulation infrastructure plan to provide vehicular, bicycle and pedestrian connectivity between Metro developments, Milpitas BART Station, Great Mall and surrounding residential developments.	NON-EXEMPT - Not Regionally Significant Project
14	Santa Clara	SCL210030	VTA	N 1st/Tasman EB Track Switch Mod - TSP Enhancement	San Jose: At the Champion station In the vicinity of the North First St and Tasman Dr intersection: Modify the eastbound trackway circuit to trigger the eastbound transit signal priority (TSP) service calls earlier	San Jose: At the Champion station In the vicinity of the North First St and Tasman Dr intersection: Modify the eastbound trackway circuit to trigger the eastbound transit signal priority (TSP) service calls earlier with the goal of reducing delays for eastbound light rail vehicles.	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems
15	Santa Clara	SCL210031	VTA	VTA Network Switch Replacement Upgrade	VTA: Throughout the VTA light rail system: Procure and install new replacement SCADA network backbone switches throughout the VTA light rail system at locations identified in the SCADA Fiber Network assessment.	VTA: Throughout the VTA light rail system: Procure and install new replacement SCADA network backbone switches throughout the VTA light rail system at locations identified in the SCADA Fiber Network assessment. Based on a recent assessment and study analysis of the SCADA Fiber Network system, a need for the replacement improvement of the system was identified to maintain a state of good repair. As part of the fiber optic network replacement and upgrade, the scope for this budget request includes the procurement and installation of replacement SCADA network backbone Cisco switches throughout the VTA light rail system at locations identified in the SCADA Fiber Network assessment.	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems
16	Santa Clara	SCL210032	VTA	VTA Axle Press Replacement	San Jose: At the Guadalupe Division: Replace the Ajax-Ceco Axle press	San Jose: At the Guadalupe Division: Replace the Ajax-Ceco Axle press. It includes specification drawings, equipment procurement, delivery, assembly, installation, and disassembly and removal of the old equipment. The Axle Press with controls and hydraulics will be delivered to Guadalupe. The Axle Press will need to have a drawing completed and be assembled by a separate contractor. The current Axle Press will need to be dissasembled and removed from it's current location.	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities
17	Santa Clara	7399	VTA	VTA North Yard Tire Awning	Mountain View: At VTA North Yard: Build a steel frame awning with a metal roof and install lighting under the awning.	Mountain View: At the tire storage area of the VTA North Yard: Install a solid awning covering the tire storage area. The awning structure would be a steel frame with metal roof. Lights would need to be attached to the awning to light the area below the awning.	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)

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
18	Solano	SOL210009	Fairfield	Fairfield West Texas Street Complete Streets	Fairfield: Along West Texas St between Beck Ave and Pennsylvania Ave: Modernizes a relinquished highway to improve conditions for bicyclists and pedestrians traveling including implementing a road diet	Fairfield: Along West Texas St between Beck Ave and Pennsylvania Ave: Modernizes a relinquished highway to improve conditions for bicyclists and pedestrians traveling including implementing a road diet. The corridor is a primary route of local and regional significance, providing access to key community destinations including a major transit hub, downtown, a park, government services, and schools. As a Class II bike route, bicyclists share the curb lane of the 5 lane roadway with fast-moving traffic. Sidewalks are narrow and not buffered from the roadway; pedestrians often cross at unmarked and unsafe locations because there are too few marked crossings. Although facilities for walking and biking exist, they are insufficient. This proposed road diet will reduce lanes for motorist and upgrade facilities for bicyclist and pedestrians. Class II bike routes will be upgraded to Class IV separated bikeways and a landscaped street buffer will be installed; marked crossings will be added and a raised center median will be constructed.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature
19	Solano	SOL210010	Vallejo	Vallejo Springs Rd Pavement Preservation	Vallejo: On Springs Rd from Humboldt St. to Maywood Dr: Pavement preservation including pavement rehabilitation, curb ramps imp., curb and gutter, and pavement striping	Vallejo: On Springs Rd from Humboldt St. to Maywood Dr: Pavement preservation including developing and implementing a water pollution program, traffic control for street closures and detours, surveying and staking for proposed grades, remove and replace curb, gutter, sidewalk, and curb ramps, cold-milling removal of asphalt concrete, hot-mix asphalt paving, lowering and raising of existing utilities, recycling disposed materials, pavement striping, signage, relocating utilities, Capital Improvements shall include demolition, and all ancillary work associated with the work, completed in place as shown on the drawings and specifications.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
20	Sonoma	7392	Rohnert Park	Southwest Boulevard Complete Streets	Rohnert Park: On Southwest Blvd between Commerce Blvd and 300-feet north of Adrian Dr: Rehabilitate pavement; reconfigure lanes; install / improve on-street bike facilities, sidewalks, intersection, crosswalks, streetscape features, and bus stop.	Rohnert Park on Southwest Boulevard between Commerce Boulevard and 300-feet east of Adrian Drive: Pavement rehabilitation; lane reconfiguration; installation of new median and sidewalks; improvement of on-street bike facilities, crosswalks and bus stop; modifications of existing sidewalks and intersections; new pedestrian lighting; enhancement of existing soundwall; other streetscape improvements (i.e. signage, landscaping, street furniture); repair or replace utilities.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
21	Sonoma	SON210008	SantaRosa Bus	Santa Rosa CityBus: ZEB Replacement	Santa Rosa CityBus: Replace two local transit clean-diesel buses with two electric buses	Santa Rosa CityBus: Replace two local transit clean-diesel buses with two electric buses	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
22	Sonoma	7395	Sonoma County Regional Parks	West County Trail Gap Closures	Sonoma County: West County Trail along Green Valley Rd and Occidental Rd: Construct Class I bike path segments to close gaps in the trail	Sonoma County: West County Trail at a 0.20 gap along Green Valley Rd and a 0.90-mile gap Occidental Rd: Construct Class I bike path segments to close gaps in the trail. The two Class I bike path segments will parallel Green Valley Road and Occidental Road. The construction work includes the following: earthwork, 8 feet wide asphalt pavement for the trail, drainage improvements, signage, and striping.	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
23	Various	7279	MTC	I-880 Optimized Corridor Operations	Alameda and Santa Clara Counties: I-880 Corridor: Implement near-term strategies to integrate and optimize corridor operations, including data sharing platform and system integration.	Alameda and Santa Clara Counties: I-880 Corridor: Implement near-term strategies to integrate and optimize corridor operations, including data sharing platform and system integration. The I-880 corridor serves an integral role in the Bay Area transportation network by connecting Alameda County and Santa Clara County/Silicon Valley. The goal of this project is to develop and implement strategies and plans to integrate the various existing and planned ITS/operational infrastructure to improve the corridor operational performance. The existing ITS/operational infrastructure includes adaptive ramp metering, express lanes, incident management, and others. The project may also evaluate opportunities to integrate operations with key parallel arterials.	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization projects

Air Quality Conformity Task Force
Summary Meeting Notes
February 24, 2022

Participants:
Dick Fahey – Caltrans
Shilpa Mareddy – Caltrans
Abhijit Bagde – Caltrans
Lucas Sanchez – Caltrans
Lexie Arellano – Caltrans
Kevin Krewson – Caltrans
Gez Tizazu – Caltrans
Jacqueline Kahrs – Caltrans
Erika Espinosa Araiza – Caltrans
Andrea Gordon – BAAQMD
Patrick Pittenger – FHWA
Dominique Kraft – FTA
John Saelee – MTC
Adam Crenshaw – MTC
Harold Brazil – MTC

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

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

   a. **Consultation to Determine Project of Air Quality Concern Status**

      i. **I-580/680/780 Traffic Management Systems Project**

Shilpa Mareddy (Caltrans) began her discussion on the I-580/680/780 Traffic Management Systems project by identifying some of the land uses in the project area:

- Interstate 680 (I-680)
  - Within Solano County project limits, I-680 is the Benicia-Martinez Bridge, which is comprised of two structures (north and south bound) of 5 and 4 lanes. The route connects the suburban communities of Solano County with Central Contra Costa County via the Bridge and with I- 80 and SR 12 further north at the Cordelia Junction.
  - Within Alameda County project limits, I-680 is a six-lane freeway, interchanging with I-580 in the City of Dublin.
  - Within Contra Costa County project limits, I-680 is an eight-lane freeway.
- Interstate 580 (I-580)
  - Within Alameda County project limits, I-580 is a ten-lane divided freeway, interchanging with I-680 in the City of Dublin. The Corridor serves local traffic within the Tri-Valley, links commuters to economic and employment centers, and supports interregional travel through direct access to I-80, I-880 (via 1-238), and I-5 in San Joaquin County.
- Interstate 780 (I-780)

- I-780 is a seven-mile four-lane freeway which closely follows the Carquinez Strait, linking I-680 in Benicia to 1-80 in Vallejo. The route traverses' dense suburban communities and is entirely located within Solano County.

Ms. Mareddy also pointed out the purpose and need of the I-580/680/780 Traffic Management Systems project being –

- *Purpose*:
  The purpose of this project is to provide a high-capacity fiber-optic communication backbone (trunk) that will link Caltrans-owned facility to 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.
- *Need*:
  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.

Ms. Mareddy went into the specific proposed description of the I-580/680/780 Traffic Management Systems project by listing the following:

- Install fiber optic communication trunk line to close fiber trunk gaps within project limits along I-580, I-680, and I-780.
- Install distribution line connecting TOS elements, field hubs, and cable trunk line.
- Install/upgrade Traffic Operation Systems (TOS)
- Install missing over ground equipment and traffic controller cabinets.
- Install/upgrade Ramp Metering (RM) Element at 66 ramps.
- Widen ramp to provide HOV bypass lanes at 27 locations
- Restripe ramp to add HOV bypass lane or convert existing GP lane to HOV bypass lane at 8 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.
- Construct CHP enforcement area at all ramps that add/convert HOV lane.

Final Determination: The determination on the I-580/680/780 Traffic Management Systems project was deferred to a follow-up meeting to include input from EPA. The follow-up meeting occurred on March 8th and the meeting discussion points are included below.

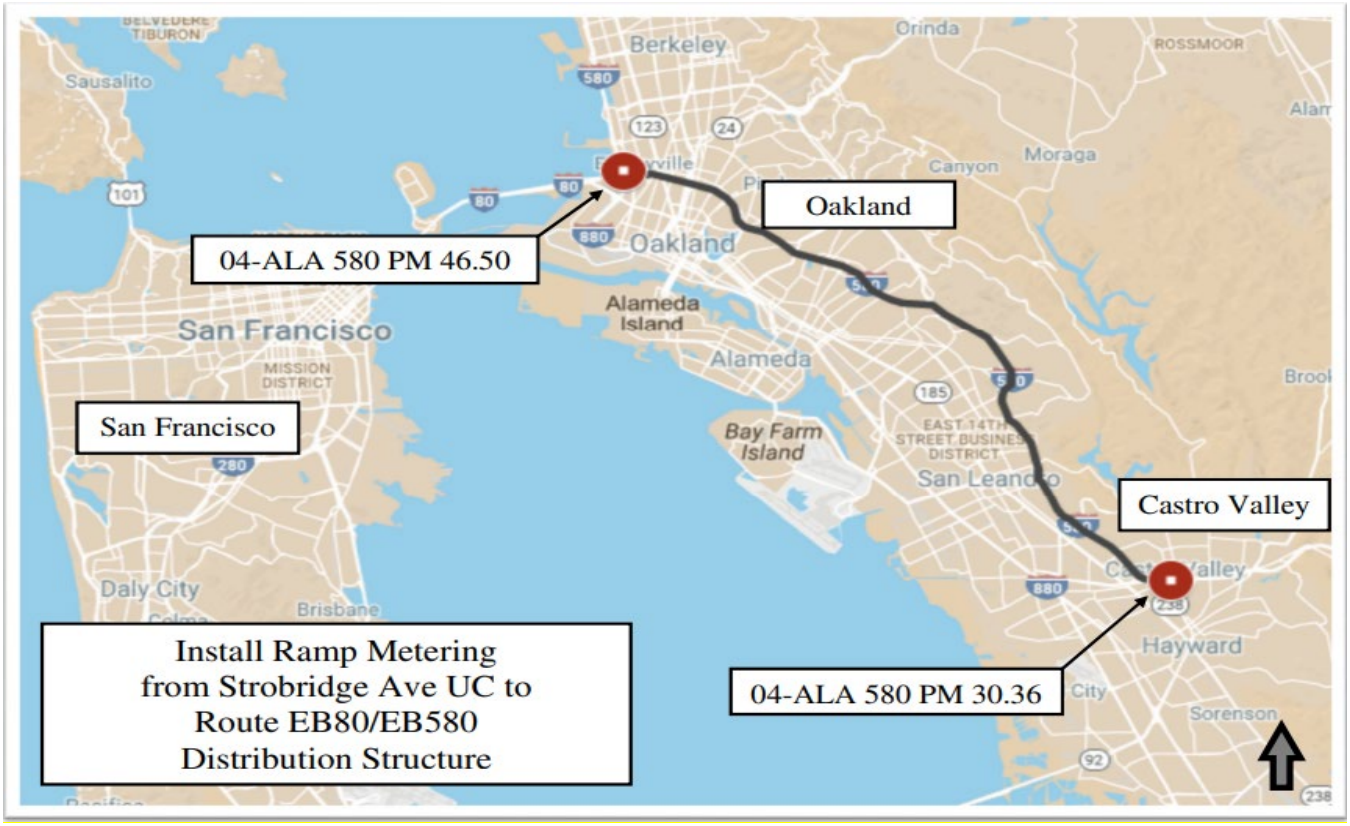
ii. I-580 Ramp Metering Installation Project

Note: the following information was available at the meeting and discussion on this item was deferred to a follow-up meeting with EPA

Land uses in the I-580 Ramp Metering Installation project area included the following:

- The I-580 corridor provides direct connections to three major north-south freeways, I-5, I-680 and I-880.
- I-580 is a major gateway for goods movement into and out of the San Francisco Bay Area's five seaports, three commercial airports, and four rail freight terminals, and is the primary route for eastbound travelers destined for the Sierra Nevada Mountains and Southern California.
- I-580 serves inter-regional and inter-county commute trips in Alameda County.
- The segment of I-580 within the project limits is a six to ten-lane freeway with no high-occupancy vehicle (HOV) lanes. Truck traffic is prohibited on I-580 from Foothill Boulevard in San Leandro (postmile 34.9) to Grand Avenue in Oakland (postmile 43.6), except during emergencies. This portion of I-580 is officially designated as a State Scenic Route.

PROJECT LOCATION



Purpose of Project:
The purpose of the I-580 Ramp Metering Installation project is to install or upgrade ramp metering systems and widen ramp entrances to provide HOV bypass lanes, where applicable. The proposed improvements will:

- Manage congestion and control traffic flow entering freeway
- Minimize off-ramp to on-ramp cut through traffic during peak hours
- Enhance safety by reducing congestion-related accidents

Need of Project:
The current and anticipated future transportation demand contributes to the need for this project. According to recent Performance Measurement System (PeMS) data, there are approximately 265,000 hours of annual vehicle delay along this segment of the I-580 corridor. The accumulation of vehicular delay combined with regional economic growth are causing extended queuing on westbound direction during AM peak commute hours, and eastbound direction during PM peak commute hours.

The main design features of the Build Alternatives for the I-580 Ramp Metering Installation project are as follows:

- Install/upgrade Ramp Metering (RM) Systems at 43 entrance ramp locations.
- Widen ramp to add a HOV bypass lane or a GP lane.
- Construct Maintenance Vehicle pullouts (MVP) where applicable.
- Construct CHP enforcement areas on the ramps.
- Cold plane and overlay of existing ramp pavement from mainline to the ramp intersection.

Final Determination: The determination on the I-580 Ramp Metering Installation project was deferred to a follow-up meeting to include input from EPA. The follow-up meeting occurred on March 8th and the meeting discussion points are included below.

iii. SON 116/Lakeville Road and State Gulch Road Intersection Improvement Project

Note: the following information was available at the meeting and discussion on this item was deferred to a follow-up meeting with EPA

The project proposes to improve safety on State Rote (SR) 116 and State Gulch Road intersection at Post Mile 39.27 in the City of Lakeville in Sonoma County. The following 4 alternatives are under considerations:

- Alternative 1A: Signalized Intersection at Existing Location
  - Install traffic signals at all 3 legs of the existing intersection.
  - Traffic Signals will meter traffic through the intersection and enhance movement from Lakeville Highway with proposed right-turn channelization lane.
- Alternative 1B: Signalized Intersection realigned to East
  - Realign intersection east and install traffic signals at all 3 legs of the intersection.

- Traffic Signals will meter traffic through the intersection and enhance movement from Lakeville Highway with proposed right-turn channelization lane.

- Alternative 2A: Roundabout at Existing Location
  - Construct roundabout at existing intersection.
- Alternative 2B: Roundabout realigned to East
  - Realign intersection east and construct roundabout at intersection.

Purpose of Project:
The purpose of the Project is to improve safety on SR 116 at the intersection of SR 116 (Stage Gulch Road) and Lakeville Highway by reducing the potential for broadside collisions and decreasing the severity of accidents.

Need of Project:
The Project is needed due to an established pattern of broadside collisions involving northbound through vehicles on Lakeville Highway with left turning vehicles going eastbound on SR 116. Based on the 3-year Traffic Accident Surveillance and Analysis System from 01/01/2015 to 12/31/2017 there were 16 collisions at the intersection of which 1 was fatal and 6 involved injuries.

Table 1: 3-Year Traffic Accident Data between 1/1/2015 to 12/31/2017

Highway Intersection	Number of Accidents					Actual Accident Rates[1]			Average Accident Rates[1]		
SON 116	Total	FAT	INJ	F+I	PDO	FAT	F+I	Total	FAT	F+I	Total
PM 39.27	16	1	6	0	16	0.08	0.53	1.210.69	0.02	0.17	0.33

Notes:
FAT = Fatal Accidents INJ = Injury accidents
F+I = Fatal plus Injury accidents PDO = Property damage only
[1] # of Accidents/ Million Vehicle Miles

Conclusions drawn from evaluation:

- The SON 116/Lakeville Road and State Gulch Road Intersection Project would improve Operational Improvement Project would resolve the broadside collision and reduce the number and severity of accidents.
- The project will construct a signalized intersection or a roundabout.
- Therefore, this project should be considered as a safety project, and it is an exempt project.

Final Determination: The determination on the SON 116/Lakeville Road and State Gulch Road Intersection project was deferred to a follow-up meeting to include input from EPA. The follow-up meeting occurred on March 8th and the meeting discussion points are included below.

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 members in attendance concurred the projects on the attached list – except the Julian and St. James Couplet Conversion project (TIP ID# SCL210026) in San Jose – are exempt.

> ***Final Determination:*** The determination on the **2b_Exempt List 02142022.pdf** exempt list was deferred to a follow-up meeting to include input from EPA. The follow-up meeting occurred on March 8th and the meeting discussion points are included below.

3. Projects with Regional Air Quality Conformity Concerns

Adam Crenshaw (MTC) stated staff prepared information 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. The item was for advisory purposes only and 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 description of the new projects (along with the regional air quality category that staff believes best describes the projects) were included in the agenda item and MTC staff was not seeking a determination on the status of these projects for project-level conformity purposes. Lucas Sanchez (Caltrans) and Patrick Pittenger (FHWA) both indicated they had no comments or questions on list of 2021 TIP revisions.

4. Consent Calendar

a. January 27, 2022 Air Quality Conformity Task Force Meeting Summary

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

>>
Discussion Points from March 8th follow-up meeting:

Attendees –
Dick Fahey – Caltrans
Shilpa Mareddy – Caltrans
Lucas Sanchez – Caltrans
Erika Espinosa Araiza – Caltrans
Panah Stauffer – EPA
Rodney Tavitas – Caltrans
Harold Brazil – MTC

- The ramp metering projects are unique projects – the number of individual ramp metering installations normally not combined into one project; Caltrans looking to EPA for guidance

- Traffic numbers/ADTs do not change between build and no-build alternatives

- Lucas Sanchez (Caltrans) noted the projects are Section 326 NEPA assigned

- In the Bay Area region, sensitive receptors to heavy-duty vehicle emissions are in the port and industrial areas of Oakland and Richmond

- The following determinations were made:

    - I-580/680/780 Traffic Management Systems Project (no POAQC)
    - I-580 Ramp Metering Installation Project (no POAQC)
    - SON 116/Lakeville Road and State Gulch Road Intersection Improvement Project (confirmed the project is exempt)
    - Concurred the projects on the **2b_Exempt List 02142022.pdf** list – except the Julian and St. James Couplet Conversion project (TIP ID# SCL210026) in San Jose – are exempt. The determination completed for the St. James Couplet project with a separate email(s) asap.

>>

From: Harold Brazil
Sent: Friday, March 11, 2022 4:00 PM
To: Kraft, Dominique (FTA) <Dominique.Kraft@dot.gov>; Andrea Gordon <agordon@baaqmd.gov>; abhijit.bagde@ca.dot.gov; Alexus.Arellano@dot.ca.gov; Kahrs, Jacqueline J@DOT <jacqueline.kahrs@dot.ca.gov>; Pittenger, Patrick (FHWA) <patrick.pittenger@dot.gov>
Cc: Stauffer, Panah <Stauffer.Panah@epa.gov>; Sanchez, Lucas@DOT <Lucas.Sanchez@dot.ca.gov>; Espinosa Araiza, Erika@DOT <Erika.Espinosa.Araiza@dot.ca.gov>; Dick Fahey <dick.fahey@dot.ca.gov>; 'rodney.tavitas@dot.ca.gov' <rodney.tavitas@dot.ca.gov>; Krewson, Kevin@DOT <kevin.krewson@dot.ca.gov>; John Saelee <jsaelee@bayareametro.gov>; Adam Crenshaw <ACrenshaw@bayareametro.gov>
Subject: Re: Follow-Up Meeting for 2/24/22 TF Mtg

Task Force members, as a follow-up to the Feb ’22 meeting – EPA, Caltrans and myself met earlier this week and the following determinations were made:

1. I-580/680/780 Traffic Management Systems Project [no POAQC]

2. I-580 Ramp Metering Installation Project [no POAQC]

3. SON 116/Lakeville Road and State Gulch Road Intersection Improvement Project [confirmed the project is exempt]

In addition, the group concurred the projects on the attached list – ***except*** the Julian and St. James Couplet Conversion project [TIP ID# SCL210026] in San Jose highlighted in green – are exempt. We will get the determination completed for the St. James Couplet project with a separate email[s] asap.

If you have any questions and/or comments, please let me know and have a good weekend!

Thanks,

Harold

Harold Brazil
Senior Planner
hbrazil@bayareametro.gov

BAY AREA METRO | BayAreaMetro.gov
Metropolitan Transportation Commission
Association of Bay Area Governments

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
Phone: 415-778-6747
Gen. 415-778-6700
http://www.mtc.ca.gov/

Placeholder Page for agenda item:

5. b. March 24, 2022 Air Quality Conformity Task Force Meeting Summary

Air Quality Conformity Task Force
Summary Meeting Notes
March 24, 2022

Participants:
Lexie Arellano – Caltrans
Kevin Krewson – Caltrans
Chris Lillie – VTA
Jacqueline Kahrs – Caltrans
Erika Espinosa Araiza – Caltrans
Lani Lee Ho – VTA
Patrick Pittenger – FHWA
Maria Levario – HDR
Abhijit Bagde – Caltrans
John Hesler – David Powers & Associates
Sheena Patel – HDR
Rodney Tavitas – Caltrans
Alex Jewell – Kimley-Horn
Stephanie Hu – CCTA
Panah Stauffer – EPA
Dick Fahey – Caltrans
Joon Kang – Caltrans
Genay Markham – Leadership Development & Advocacy
Shilpa Mareddy – Caltrans
Joseph Vaughn – FHWA
Jay Witt – Illingworth & Rodkin Inc
Danielle Sanchez – Mark Thomas
Mike Aronson – Kittelson & Associates, Inc
Charlie Winter – Caltrans
George Gorman – HDR
Phil Pierce – Zoox
John Saelee – MTC
Adam Crenshaw – MTC
Harold Brazil – MTC

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

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

   a. **Consultation to Determine Project of Air Quality Concern Status**

      i. **Sunnyvale SNAIL Safe Routes to School Project**

Alex Jewell (Kimley-Horn) described the purpose of the Sunnyvale SNAIL Safe Routes to School project is to close slip lanes, add bulbouts, install detection systems, ADA compliant pedestrian signals, enhance existing bike lanes to include green bike lanes, create new bicycle lanes and bicycle boulevards. Mr. Jewell added the project is needed to provide increased safety to pedestrians and bicyclists. Many of the proposed intersections have been challenging to navigate for pedestrians and cyclists. There is also a need to provide bike and pedestrian enhancements around Columbia and San Miguel Elementary Schools.

Mr. Jewell added the Sunnyvale SNAIL Safe Routes to School project will provide various improvements at 23 intersections, including:

- New bulbouts

- Create new bicycle lanes and bicycle boulevards, enhance existing bike lanes, add green bike lanes
- Add high visibility crosswalks and install crosswalk warning systems at selected locations
- Safe Routes to Schools (SRTS) improvements will be constructed for Columbia and San Miguel Elementary Schools

Mr. Jewell mentioned some of the background activities as part of the Sunnyvale SNAIL Safe Routes to School project involving community engagement (which prioritize providing active transportation improvements closer to the schools), project scope changes, CTC approvals at their December 2020 and January 2021 meetings and (most recently) March 2022 CEQA project approval.

Final Determination: With input from EPA, FTA (via email), FHWA (deferring their determination to Caltrans) and Caltrans, the Task Force concluded the Sunnyvale SNAIL Safe Routes to School project was not of air quality concern.

ii. I-280 Winchester Boulevard Interchange Improvements Project

Chris Lillie (VTA) began his presentation of the I-280 Winchester Boulevard Interchange Improvements project by indicating the Project would modify the existing I-280/Winchester Boulevard interchange by constructing a new tunnel off-ramp from northbound I-280 to Winchester Boulevard. The Project would also construct a new direct connector ramp from northbound SR 17 to northbound I-280 and would replace the existing Monroe Pedestrian Overcrossing improving the improve bicycle/pedestrian access and transit connectivity in the project area.

- *Tunnel Off-Ramp to Winchester Boulevard via Tisch Way*

The new off-ramp from northbound I-280 would connect to Winchester Boulevard via Tisch Way. The new off-ramp would diverge from the current northbound I-280 off-ramp to Stevens Creek Boulevard; run parallel to northbound I-280 separated by a concrete barrier; cross under the I-880 separation structure, which would be widened with tie-back walls; cross under the existing southbound I-280 to northbound I-880 connector ramp structure; tunnel for a total distance of approximately 640 feet under a new northbound SR17 to northbound I-280 connector ramp, the existing southbound I-880 to northbound I-280 connector ramp, and Tisch Way; and rise to terminate at the Tisch Way and Hatton Street intersection. A new traffic signal would be installed at the intersection of Tisch Way and Hatton Street to replace the existing traffic signal used with the current intersection layout.

- *Flyover Connector Ramp*

The existing northbound SR17 to northbound I-280 loop ramp conflicts with the proposed new off-ramp from northbound I-280 to Winchester Boulevard. Therefore, the loop ramp would be removed and replaced with a new northbound SR17 to northbound I-280 direct connector ramp. The connector ramp would diverge from the existing northbound SR17 to southbound I-280 connector ramp and would "flyover" the I-280/I-880/SR17 interchange entering northbound I-

280 west of the I-280/I-880/SR17 interchange. The new connector ramp would reach a maximum height of approximately 70 feet above the northbound off-ramp from I-280 to Stevens Creek Boulevard. The connector ramp would widen to two (2) lanes along its length before merging to one lane and entering northbound I-280 as a fourth lane. The flyover connector ramp would be metered with two (2) mixed-flow lanes.

- *Monroe Pedestrian Overcrossing*

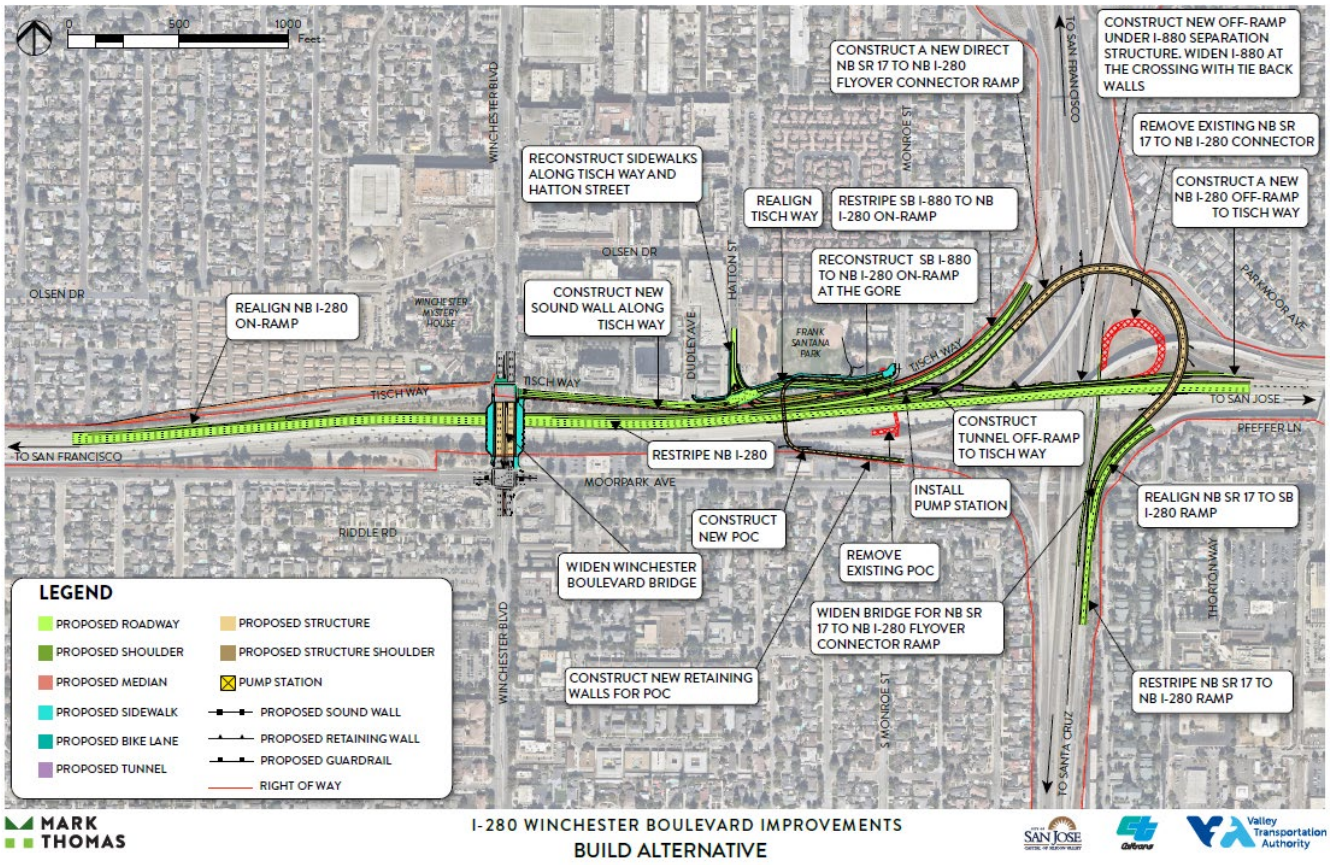
The existing Monroe bike/pedestrian over crossing (POC) over I-280 conflicts with the proposed northbound I-280 off-ramp to Winchester Boulevard. It would, therefore, be removed and replaced with a new POC. The north landing for the new POC would be constructed at the corner of Monroe Street and Tisch Way within Frank Santana Park. The new POC would be approximately 16-feet wide and reach a maximum height of approximately 30 feet.

- *Frank Santana Park*

To accommodate the proposed off-ramp from northbound I-280 to Winchester Boulevard and the reconstruction of the Monroe POC, the walking paths and softball field in Frank Santana Park would be shifted and realigned. Two vacant parcels located on the western edge of Santana Park, fronting Hatton Street, would be purchased, and the portion not needed for Project-related improvements would be transferred to the City of San Jose for expansion of Santana Park.

- *Other Project Elements*

    - The existing southbound I-880 to northbound I-280 connector ramp would be restriped to accommodate two (2) mixed-flow lanes and realigned to provide a 1,000-foot auxiliary lane before merging onto the northbound I-280 mainline. The connector ramp would be metered with two (2) mixed-flow lanes.
    - The existing Winchester Boulevard bridge over I-280 would be widened to provide enhanced bicycle and pedestrian facilities in both directions.
    - Buffered bike lanes and pedestrian facilities would be added on both northbound and southbound Winchester Boulevard within the project limits.
    - A buffered bike lane would be constructed on the southside of Tisch Way from Monroe Street to Winchester Boulevard.
    - A combination of multi-use path, buffered bike lane, and designated bike route would be added on the north side of Tisch Way from Monroe Street to Winchester Boulevard.
    - Emergency vehicle preemption would be added to traffic signals at the intersections of Tisch Way and Hatton Street and Tisch Way and Winchester Boulevard.



The Task Force had no follow-up questions for Mr. Lillie on the I-280 Winchester Boulevard Interchange Improvements project.

Final Determination: With input from EPA, FTA (via email), FHWA and Caltrans (deferring their determination to FHWA), the Task Force concluded the I-280 Winchester Boulevard Interchange Improvements project was not of air quality concern.

iii. Interstate 680 Northbound Express Lane Completion Project

Sheena Patel (HDR) opened her presentation of the Interstate 680 Northbound Express Lane Completion project by identifying the purpose of the I-680 Express Lane Completion Project is to:

- Reduce peak-period congestion and delay
- Optimize use of existing HOV lane capacity
- Improve travel time reliability
- Provide efficient travel options for all vehicles

Ms. Patel added the Interstate 680 Northbound Express Lane Completion project is needed to address the following existing transportation problems within the project study limits:

- **Congestion** – Northbound I-680 general-purpose lanes within the area experience substantial congestion (over 30 minutes of delay) during peak hours.

- **System Continuity** – There is a 7.5-mile gap in the existing northbound I-680 managed lane system between Livorna Road and SR-242; system continuity is lacking through this area, diminishing the effectiveness of the managed lane system, and increasing travel time for all users.

- **Operational Improvements** – The weaving movement between Lawrence Way and Treat Boulevard creates a bottleneck on I-680 and a traffic queue as far back as Livorna Road during the peak traffic period. The situation is compounded by the gap in the managed lane system.

Ms. Patel noted that there are four alternatives are being evaluated as part of the Interstate 680 Northbound Express Lane Completion project: one No Build alternative and three Build Alternatives. The four alternatives are:

No Build Alternative - Under the No-Build Alternative, northbound I-680 would remain in its current configuration and no improvements made.

Build Alternative 1c - Alternative 1C proposes to close the 7.5 mile "gap" between the two existing managed lane segments by constructing a northbound express lane from Livorna Road to SR-242 and by converting the existing northbound HOV lane that runs from SR-242 to just south of the Benicia-Martinez Bridge Toll Plaza to an express lane. The existing NB truck scale facility, south of the Treat Boulevard overcrossing structure between northbound I-680 and the Treat Boulevard off-ramp, would remain in its current condition and location.

Build Alternative 2 - Alternative 2 would leave a 2-mile gap in the northbound I-680 managed lane in the vicinity of the I 680/SR-24 interchange. Traffic operational improvements would be made by addressing the existing major bottleneck between North Main Street and Treat Boulevard. The existing weaving issues between these interchanges would be alleviated by modifying the on- and off-ramp configuration. The existing NB truck scale facility would not be removed or relocated; it would remain in its current condition and location.

Build Alternative 3 - Alternative 3 represents the combined project improvements proposed under Alternative 1C and Alternative 2. Alternative 3 would close the 7.5 mile "gap" between the two existing managed lane segments on I-680 by constructing a northbound express lane from Livorna Road to SR-242 and by converting the existing northbound HOV lane that runs from SR-242 to just south of the Benicia-Martinez Bridge Toll Plaza to an express lane. The existing NB truck scale facility would not be removed or relocated; it would remain in its current condition and location.

Panah Stauffer (EPA) asked if CCTA expected the Interstate 680 Northbound Express Lane Completion project to cause the ADT in the project area to increase and Mike Aronson (Kittelson & Associates, Inc) indicated the projected increasing AADT is a function of both providing the additional managed lane capacity (inducing travel) and following Caltrans' regulations for SB 743. Mr. Aronson went on to say some of the increase in travel volumes in the project area would be produced from traffic diverted from the local streets to the freeway (which would otherwise not be able to use the freeway because of capacity limitations). Jay Witt (Illingworth & Rodkin Inc) added the project team used the same percentage from Caltrans' truck census data to estimate truck volumes, so the truck volumes are based on this same percentage, but the total truck percent is based on total AADT total volume – which changes in each alternative.

Ms. Stauffer had an additional clarifying question on the truck AADT numbers which the CCTA project team on the 3% truck fraction was held constant for the build scenarios' truck AADT numbers. Ms. Stauffer noted the slides included in the Interstate 680 Northbound Express Lane Completion project presentation showed the overall traffic AADT is increasing, but the absolute truck AADT numbers were decreasing, and the thought would be that a constant percentage of increasing numbers would lead to increasing truck numbers.

After regrouping with their Air and Traffic folks, the CCTA project team decided on a different forecast methodology for the project that better represents the impacts of the project on truck traffic. Since the project Build Alternatives would not add capacity that is available to trucks, it is more appropriate to assume the truck volumes on I-680 would not change from the No Build conditions to the Build conditions. The total AADT under the Build Alternatives increases compared to the No Build, and the result is a very marginal reduction to the truck percentages (truck AADT/total AADT) for the project conditions.

The slides below represent the different forecast methodology used to revise the truck traffic estimates for the Interstate 680 Northbound Express Lane Completion project.

Opening Year 2027 AADT Summary
@ I-680 North of Oak Park

Alternative	Truck AADT	Total AADT**	% Trucks
No Build*	6,108	156,623	3.9%
Alternative 1c	6,108	167,534	3.6%
Alternative 2	6,108	167,679	3.6%
Alternative 3	6,108	168,146	3.6%

Source: Kittleson & Associates Traffic Forecast, 2022
*Truck Percentage from Caltrans 2020 Census Data applied to No Build AADT
**General Purpose Lanes plus Express Lane

Build Alternatives do not add lane capacity that is available to truck traffic.

Design Year 2047 AADT Summary
@ I-680 North of Oak Park

Alternative	Truck AADT	Total AADT**	% Trucks
No Build*	6,421	164,653	3.9%
Alternative 1c	6,421	177,607	3.6%
Alternative 2	6,421	177,447	3.6%
Alternative 3	6,421	178,456	3.6%

Source: Kittleson & Associates Traffic Forecast, 2022
*Truck Percentage from Caltrans 2020 Census Data applied to No Build AADT
**General Purpose Lanes plus Express Lane

Build Alternatives do not add lane capacity that is available to truck traffic.

Final Determination: With input from EPA, FTA (via email), FHWA and Caltrans (deferring their determination to FHWA), the Task Force concluded the Interstate 680 Northbound Express Lane Completion project was not of air quality concern.

iv. US 101/Tamalpais Drive Overcrossing Project

Shilpa Mareddy (Caltrans) began her discussion on the US 101/Tamalpais Drive Overcrossing project by identifying the Project's purpose:

- To address current seismic structural deficiencies, improve the structure's resistance to seismic events and reduce the potential for failure of Tamalpais Drive Overcrossing (OC)
- To upgrade pedestrian infrastructure within the state right of way, bring the State pedestrian infrastructure to current Americans with Disabilities Act standards, and improve safety, access, and connectivity across Tamalpais Drive OC

Ms. Mareddy also stated the US 101/Tamalpais Drive Overcrossing project proposes to construct ADA compliant infrastructure for pedestrians and bicyclists, new sidewalks, and intersections, roadside safety improvements and bus bypass improvements at the Tamalpais Drive OC and US 101 in City of Corte Madera. The project will also replace the existing bridge cable restrainers with concrete seat extensions at Abutment 1, Bent 2 and Abutment 10; replace access doors at closure wall; repair spalled surface areas on the bridge deck soffit; clean the deck drains, and remove all ivy growing on the concrete surface of the structure.

The six Build Alternatives analyzed for the US 101/Tamalpais Drive Overcrossing project include:

Alternative 2A:

- Remove the two existing pedestrian spiral walkway ramps and construct two new pedestrian loop ramps with stairways.
- Construct a new pedestrian sidewalk along SB US 101 off-ramp from the intersection at the Tamalpais OC to the existing bus station at the bus bypass.
- At the NB US 101 on-ramp intersection this option will include intersection modification, ramp widening, and an addition of a sign-controlled bus only ramp.
- The existing bus bypass on NB 101 off-ramp will be removed.

Alternative 2B:

- Remove the two existing pedestrian spiral walkway ramps and construct two new pedestrian loop ramps with stairways.
- Construct a new pedestrian sidewalk along SB US 101 off-ramp from the intersection at the Tamalpais Drive OC to the existing bus station at the bus bypass.
- The existing NB US 101 diagonal on-ramp will be realigned to be controlled at a new signalized intersection at Tamalpais Drive OC. The realigned NB on-ramp will include a new bus stop and bus pullout.
- The existing bus bypass at the NB US 101 off-ramp will be removed.

Alternative 3A:

- Remove the two existing pedestrian spiral walkway ramps and construct two new pedestrian ramps.
- Bridge widening and a new pedestrian/bike sidewalk at the SW intersection on Tamalpais Drive to Casa Buena Drive.
- Work at the SB US 101 off-ramp intersection includes ramp widening for a new bus stop and bus pullout.
- Reconfigure the NB and SB US 101 on-ramps to include signalized intersections.
- The NB on-ramp will be widened for a new bus bypass/stop.
- The SB US 101 loop on-ramp and connected bus bypass/stop will be removed
- The NB US 101 off-ramp bus bypass will also be removed.
-

Alternative 3B:

- Remove the two existing pedestrian spiral walkway ramps and construct a new pedestrian overcrossing for bicyclists and pedestrians.
- Bridge widening and a new pedestrian/bike sidewalk at the SW quadrant of the intersection on Tamalpais Drive to Casa Buena Drive.
- Work at the SB US 101 off-ramp intersection includes ramp widening for a new bus stop and bus pullout.
- Reconfigure the NB and SB US 101 on-ramps to include signalized intersections.
- The NB on-ramp will be widened for a new bus bypass/stop.
- Also, the SB 101 loop on-ramp and connected bus bypass/stop will be removed.
- The NB US 101 off-ramp bus bypass/stop will also be removed.

Alternative 4A:

- Remove the two existing pedestrian spiral walkway ramps and construct two new pedestrian ramps.
- Bridge widening and a new pedestrian/bike sidewalk at the SW intersection on Tamalpais Drive to Casa Buena Drive.
- Work at the SB US 101 off-ramp intersection includes ramp widening for a new bus stop and bus pullout. This option will reconfigure the NB and SB US 101 on-ramps to include signalized intersections.
- The NB on-ramp will be widened for a new bus bypass/stop.
- The NB and SB US 101 loop on-ramps and associated bus bypasses/stops will be removed.

Alternative 4B:

- Remove the two existing pedestrian spiral walkway ramps and construct two new pedestrian ramps.
- Bridge widening and a new pedestrian/bike sidewalk at the SW intersection on Tamalpais Drive to Casa Buena Drive.
- Work at the SB US 101 off-ramp intersection includes ramp widening for a new bus stop and bus pullout. This option will reconfigure the NB and SB 101 on-ramps, and NB and SB 101 loop ramps to signalized intersections.
- All existing bus bypasses/stops will be removed with this option.

In conclusion, Ms. Mareddy stated the following:

- The project is proposed to address current seismic deficiencies, upgrade pedestrian infrastructure to current ADA standards and improve safety, access and connectivity across Tamalpais Drive OC.
- The project would not increase capacity or percentage of trucks in the area.
- The 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.

Dick Fahey (Caltrans) noted that in some of the alternatives in the analysis, although they are small volume numbers – the truck traffic doubles but he did not know if it was a huge concern. Rodney Tavitas (Caltrans) added that truck volume increases are more of a concern when they are located passed the ramp gore and potentially would not be considered exempted under 40 CFR 93.127 – then the project can be considered regionally significant.

Panah Stauffer (EPA) indicated that she did not think the US 101/Tamalpais Drive Overcrossing project was of air quality concern, but she wanted to double check internally at EPA before making a final determination.

Final Determination: With input from EPA (after double checking on the project), FTA (via email), FHWA (deferring their determination to Caltrans) and Caltrans, the Task Force concluded the US 101/Tamalpais Drive Overcrossing 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

Final Determination: With input from FTA, FHWA, EPA, Caltrans and MTC and with the omission of the "*Replace San Pablo Avenue OH Bridge No 28C0062"* (TIP ID# CC-170054) project in Pinole, the Task Force agreed that the project on the exempt list **2b_Exempt List 03172022.pdf** is exempt from $PM_{2.5}$ project level analysis.

The *"Replace San Pablo Avenue OH Bridge No 28C0062"* project will be reviewed by the Task Force to see if it can be considered exempt under 40 CFR 93.126 when additional car and truck AADTs and truck map data are provided by the City of Pinole.

3. Consent Calendar

a. February 24, 2022 Air Quality Conformity Task Force Meeting Summary

The Consent Calendar item for the February 24, 2022 Air Quality Conformity Task Force Meeting Summary was inadvertently not discussed and will be reviewed at the Task Force's April 28th meeting.