



**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)

July 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. U.S. 101/Peninsula Avenue Interchange Project
 - b. Confirm Projects Are Exempt from PM_{2.5} Conformity
Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern
3. Conformity Analysis for the 2023 Transportation Improvement Program (Update)

For Draft Document, please see:

- https://mtc.ca.gov/sites/default/files/documents/2022-07/A-05_Draft_AQ%20Conformity_PBA-2050_2023_TIP.pdf
- <https://mtc.ca.gov/funding/transportation-improvement-program/draft-2023-tip>

4. Consent Calendar
 - a. June 23, 2022 Air Quality Conformity Task Force Meeting Summary
5. Other Items

Next Meeting: August 25, 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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162.255.36.11 (US East)

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115.114.115.7 (India Hyderabad)

213.19.144.110 (Amsterdam Netherlands)

213.244.140.110 (Germany)

103.122.166.55 (Australia Sydney)

103.122.167.55 (Australia Melbourne)

64.211.144.160 (Brazil)

69.174.57.160 (Canada Toronto)

65.39.152.160 (Canada Vancouver)

207.226.132.110 (Japan Tokyo)

149.137.24.110 (Japan Osaka)

Meeting ID: 843 8369 8853



METROPOLITAN
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COMMISSION

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

Memorandum

TO: Air Quality Conformity Task Force

DATE: July 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	City of San Mateo	U.S. 101/Peninsula Avenue Interchange Project

2ai_US101_Peninsula_Avenue_Interchange_Project_Assessment_Form.pdf (for the U.S. 101/Peninsula Avenue Interchange project)

In addition, MTC 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.

POAQC_Exempt_List_(072022).pdf lists exempt projects under 40 CFR 93.126.

Application of Criteria for a Project of Air Quality Concern
Project Title: U.S. 101/Peninsula Avenue Interchange Project
Project Summary for Air Quality Conformity Task Force Meeting: 7/28/2022

Description

- Project will close the southbound U.S. 101 exit and entrance ramps for E. Poplar Ave in San Mateo. The exit and entrance ramps will be constructed at Peninsula to create a complete interchange with the existing northbound ramps at Airport Boulevard.
- Proposed ramps are long diamond shaped ramps with greater storage capacity that will elevate to meet the existing Peninsula Avenue overcrossing structure and replace the nearby, at-grade 1950's era hook ramps with little storage and an uncontrolled exit.
- No change to U.S. 101 mainline freeway lanes.
- Proposed replacement ramps improve safety by eliminating the uncontrolled off-ramp exit movement, which brings high-speed traffic onto the local road conflicting with slower, stop-controlled local traffic.
- The replacement ramps would also provide more storage capacity for queuing of both the traffic exiting and entering the freeway and encourage freeway traffic to travel on a wider arterial road that is a designated existing truck route within San Mateo.
- Project also includes widening the Peninsula Avenue overcrossing structure and the westbound overcrossing approach to add a new left turn pocket that would allow vehicles to access the new southbound U.S. 101 on-ramp.
- In the City of San Mateo, the project will realign North Amphlett Boulevard from Bayswater Avenue to State Street along the unnamed alleyways between North Idaho Street and the existing North Amphlett Boulevard. The realigned North Amphlett Boulevard would cross under the Peninsula Avenue overcrossing structure.

Background

- Technical studies in preparation to support NEPA process for Initial Study/Environmental Assessment (IS/EA)
- Project's Traffic Operations Analysis Report to be completed in October 2022
- Public review for the IS/EA is scheduled for January and February 2023
- Seeking air quality conformity determination by August 2022

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

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

- Not a new or expanded highway project
- Interchange relocation—no additional lanes on U.S. 101
- No change in overall traffic volume or truck percentages on U.S. 101 or on local roadways. Traffic is redistributed on the local roads only.

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

- Diesel vehicles represent 4.2% of intersection traffic volume
- Intersections at LOS D, E, or F improve with the proposed project
- No project changes to land use that would increase 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 PM₁₀ or PM_{2.5} implementation plan as site of violation?

- No state implementation plan for PM_{2.5}
- Therefore, not identified in plan as an area of potential violation

RTIP ID# *(required)* 21-T06-027 (Plan Bay Area 2050)

TIP ID# *(required)* SM-170011

Air Quality Conformity Task Force Consideration Date
07/28/2022

Project Description *(clearly describe project)*

The project proposes to relocate the existing at-grade hook ramps at E. Poplar Avenue with diamond ramps that connect to the existing elevated Peninsula Avenue overcrossing structure for both the southbound U.S. 101 on- and off-ramps. This would eliminate the existing partial interchange condition and create a single, full access interchange with Peninsula Avenue serving southbound U.S. 101 traffic and Airport Boulevard serving northbound U.S. 101 traffic.

Figure 1 shows the location of the proposed project, which extends on U.S. 101 from post mile 14.5 to 14.9 in the City of San Mateo and includes several local roadways and intersections.

The project would also:

- Widen the overcrossing structure to add a left turn pocket on westbound Peninsula Avenue for access to the new U.S. 101 on-ramp
- Widen the westbound approach to the overcrossing between Airport Boulevard and U.S. 101 to conform to the widening proposed on the overcrossing structure
- Upgrade the existing Class II bike lanes to Class IV bikeways in both directions of the overcrossing
- Upgrade the existing sidewalks on the Peninsula Avenue overcrossing and create a pedestrian pathway from the overcrossing to North Bayshore Boulevard
- Realign North Amphlett Boulevard between Howard Avenue and State Street to the unnamed, northwest-southeast alleys one block to the west
- Remove 33 properties adjacent to the freeway to accommodate the new diamond ramps
- Modify pavement striping, pavement markings, and roadside signs at nearby intersections in San Mateo and Burlingame
- Close the existing southbound on- and off-ramps at E. Poplar Avenue

The project does not include changes to the mainline of U.S. 101.

Type of Project:

Roadway- Interchange Improvements

County
San Mateo

Narrative Location/Route & Postmiles

The project limits on U.S. 101 are postmile (PM) 14.5 – 14.9, which are located on U.S. 101 northwest of Peninsula Avenue and southeast of the E. Poplar Avenue on- and off- ramps.

Caltrans Projects – EA# 04-4H460

Lead Agency: City of San Mateo

Contact Person
Azalea Mitch

Phone#
650-522-7303

Fax#
650-522-7301

Email
amitch@cityofsanmateo.org

Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
<i>Categorical Exclusion (NEPA)</i>	X EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	<i>Other</i>
Scheduled Date of Federal Action: December 2022				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
	Section 326 – Categorical Exclusion	X	Section 327 – Non-Categorical Exclusion	
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	2017	2023	2023	2025
End	2023	2024	2024	2027
Project Purpose and Need (Summary): <i>(please be brief)</i>				
<u>Purpose</u>				
The purpose of the proposed project is to:				
<ul style="list-style-type: none"> • Improve the safety of southbound U.S. 101 and the off/on-ramps to/from E. Poplar Avenue. • Improve the safety and traffic operations of the intersection at E. Poplar Avenue and North Amphlett Boulevard. • Improve access into north San Mateo and key local destinations including the residential and business communities within the Peninsula Avenue interchange area. • Improve bicycle and pedestrian circulation within the project limits. • Improve local circulation in the project area (Figure 1). 				
<u>Need</u>				
The project is needed to correct deficiencies and reduce congestion in the area as well as improve safety and the quality of bicycle/pedestrian facilities. The existing single-lane E. Poplar Avenue southbound on- and off-ramps are relatively short and have limited capacity to contain queues during peak periods. Consequently, vehicles exiting southbound U.S. 101 generally enter E. Poplar Avenue at a relatively high rate of speed, requiring drivers to quickly decelerate when exiting U.S. 101, as the vehicles immediately enter into the intersection at E. Poplar Avenue/North Amphlett Boulevard. A review of recent crash data for U.S. 101 showed the “fatality plus injury” (F+I) rate at the southbound U.S. 101/E. Poplar Avenue off-ramp is slightly higher than the statewide average.				
Additionally, Peninsula Avenue is used by bicyclists and pedestrians to cross U.S. 101 and to reach the nearby Coyote Point Recreation Area located just to the northeast of U.S. 101. The south sidewalk on the east side of the Peninsula Avenue currently ends at North Bayshore Boulevard and there is no marked crosswalk across North Bayshore Boulevard. The project would create a direct connection with North Bayshore Boulevard for both bicyclists and pedestrians.				

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

The project is located within the City of San Mateo, which is a densely populated urban area. The areas adjacent to Peninsula Avenue and E. Poplar Avenue are primarily commercial and light industrial developments (i.e., hardware, manufacturing, and auto body shops). There are also several multi-family and single-family residential developments near the project area. The Coyote Point Recreation Area and Poplar Creek Golf course are adjacent to U.S. 101 east of the project location. E. Poplar Avenue includes an elementary school and a high school. On the east side of U.S. 101, outside of the project area, Burlingame Point has recently been redeveloped into a 767,000 square foot campus which is now home to Facebook's Oculus division. All of these projects are part of the existing conditions for the proposed project.

As shown in Figure 2, the project would result in the removal of 33 properties, many of which contain commercial and light industrial businesses, adjacent to the freeway. This has the potential to result in a very slight decrease in the number of trucks accessing the future U.S. 101 on- and off-ramps at Peninsula Avenue. The project would not result in land use changes that would increase truck traffic to the project area.

Brief summary of assumptions and methodology used for conducting analysis

Data collections was undertaken for the U.S. 101 mainline, freeway ramps, and local intersections in the project area from July 2016 to May 2017 and May 2022. The U.S. 101 mainline study area stretches from Broadway Interchange to Hillsdale Boulevard (Southbound only) and has been broken into four contiguous segments. In addition, there are numerous local roadway study intersections and segments included in the project's traffic analysis. They are shown in Figure 3. The traffic study area is larger than the project area to capture the effects of the proposed project on the surrounding transportation system both on the freeway and on local roadways.

The following data sources were used for the project's traffic analysis:

- Mainline and Ramp counts from Caltrans Performance Measurement System (PeMS);
- U.S. 101 Ramp Metering Data provided by the Caltrans Ramp Metering Group;
- Caltrans Annual Average Daily Truck Traffic Database;
- Project-specific traffic volume counts conducted by AECOM in 2016
- Future forecasts from the VTA/ C-CAG Bi-county Travel Demand Model

Future traffic conditions were evaluated for an opening year of 2028 and a design year of 2048 as well as the RTP horizon year of 2050.

Annual average daily traffic (AADT) data have been evaluated for six key locations that represent general volumes in the project area:

- U.S. 101/On Ramp and E. Poplar Ave/Produce Ave
- U.S. 101/Off-Ramp and E. Poplar Ave/Produce Ave
- Peninsula Ave Overcrossing
- Peninsula Avenue between overcrossing and Humboldt Street
- E. Poplar Avenue between U.S. 101 ramps and N. Humboldt Street
- N. Amphlett Blvd. between Peninsula Avenue and E. Poplar Avenue

Assumptions

In 2019, trucks comprise from 3.8 to 4.4 percent of the average annual daily traffic on U.S. 101 in the study area. Between 59 and 69 percent of trucks are two axle (see **2019 Caltrans Truck Census Data for U.S. 101** table below). Similarly, the project's existing conditions analysis found that at the key locations listed above, trucks accounted for 4.2 percent of the annual average daily traffic. This number is expected to increase to 4.4 percent in the future both with and without the project.

2019 Caltrans Truck Census Data for U.S. 101

U.S. 101 Postmile	Description	AADT Truck Total	Total Truck Percent	Two Axle Truck Total	Two Axle Truck Percent	Three Axle Truck Total	Three Axle Truck Percent	Four Axle Truck Total	Four Axle Truck Percent	Five Axle Truck Total	Five Axle Truck Percent
13.461	(BEFORE) SAN MATEO, THIRD AVENUE	10058	3.81%	6193	61.57%	880	8.75%	493	4.90%	2492	24.78%
13.461	(AFTER) SAN MATEO, THIRD AVENUE	11580	4.42%	6854	59.19%	1080	9.33%	620	5.35%	3025	26.12%
17.947	(BEFORE) MILLBRAE, MILLBRAE AVENUE	10744	4.23%	7181	68.84%	1103	10.27%	389	3.62%	2070	19.27%

In 2008, the City of San Mateo adopted a truck route policy and designated Peninsula Avenue, 3rd Avenue, and 4th Avenue (among others) as truck routes to be used by commercial vehicles unless they are delivering goods. E. Poplar Avenue is not a designated truck route. Therefore, moving the southbound U.S. 101 ramps from E. Poplar Avenue to Peninsula Avenue is not expected to change the local or regional quantity of truck traffic. As noted in the Surrounding Land Use/Traffic Generators section, the removal of businesses may slightly decrease trucks in the project area, but the project does not contain any land use changes that would result in increased truck traffic.

Source

Caltrans Traffic Census Program (2019 AADT Trucks)
 Kittelson and Associates. 2019. U.S. 101/Peninsula Avenue Interchange Project Travel Forecasting Memorandum (Updated 2021).

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

Location	2028 – No Build			2028 - Build			Change in AADT (Trucks)
	AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic	AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic	
U.S. 101 Southbound Off-Ramp at E. Poplar Avenue (No Build)/Peninsula Ave (Build)	8,205	345	4.2	6,986	293	4.2	-52
U.S. 101 Southbound On-Ramp at E. Poplar Avenue (No Build)/Peninsula Ave (Build)	14,127	593	4.2	17,027	715	4.2	+122
Peninsula Avenue Overcrossing of U.S. 101	27,266	1,145	4.2	27,296	1,146	4.2	+1
Peninsula Avenue between overcrossing and Humboldt Street	27,266	1,145	4.2	42,969	1,805	4.2	+660
E. Poplar Avenue between U.S. 101 ramps and N. Humboldt Street	18,310	769	4.2	48	2	4.2	-767
N. Amphlett Blvd. between Peninsula Avenue and E. Poplar Avenue	46	2	4.2	16	1	4.2	-1
Intersection LOS	AM		PM	AM		PM	
Southbound Ramps at U.S. 101 and E. Poplar Avenue	F		F	B		B	
Peninsula Avenue at Humboldt Street	C		C	C		C	
E. Poplar Avenue at Humboldt Street	F		E	B		B	

Source: Kittelson & Associates via AECOM, 2021

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

Location	2048 – No Build			2048 - Build			Change in AADT (Trucks)
	AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic	AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic	
U.S. 101 Southbound Off-Ramp at E. Poplar Avenue (No Build)/Peninsula Ave (Build)	9,745	429	4.4	8,292	365	4.4	-64
U.S. 101 Southbound On-Ramp at E. Poplar Avenue (No Build)/Peninsula Ave (Build)	16,778	738	4.4	20,209	889	4.4	+151
Peninsula Avenue Overcrossing of U.S. 101	32,384	1,425	4.4	32,398	1,425	4.4	0
Peninsula Avenue between overcrossing and Humboldt Street	32,384	1,425	4.4	51,000	2,244	4.4	+819
E. Poplar Avenue between U.S. 101 ramps and N. Humboldt Street	21,747	957	4.4	57	3	4.4	-954
N. Amphlett Blvd. between Peninsula Avenue and E. Poplar Avenue	55	2	4.4	19	1	4.4	-1
Intersection LOS	AM	PM		AM	PM		
Southbound Ramps at US101 and E. Poplar Avenue	F	F		C	C		
Peninsula Avenue at Humboldt Street	F	F		D	D		
E. Poplar Avenue at Humboldt Street	F	F		E	E		

Source: Kittelson & Associates via AECOM, 2021

Location	2050 – No Build			2050 - Build			Change in AADT (Trucks)
	AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic	AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic	
U.S. 101 Southbound Off-Ramp at E. Poplar Avenue (No Build)/Peninsula Ave (Build)	10,125	445	4.4	8,616	379	4.4	-66
U.S. 101 Southbound On-Ramp at E. Poplar Avenue (No Build)/Peninsula Ave (Build)	17,432	767	4.4	20,997	924	4.4	+157
Peninsula Avenue Overcrossing of U.S. 101	33,645	1,480	4.4	33,661	1,481	4.4	+1
Peninsula Avenue between overcrossing and Humboldt Street	33,645	1,480	4.4	52,989	2,331	4.4	+851
E. Poplar Avenue between U.S. 101 ramps and N. Humboldt Street	22,594	994	4.4	59	3	4.4	-991
N. Amphlett Blvd. between Peninsula Avenue and E. Poplar Avenue	57	2	4.4	20	1	4.4	-1
Intersection LOS	AM¹	PM¹		AM¹	PM¹		
Southbound Ramps at US101 and E. Poplar Avenue	F	F		C	C		
Peninsula Avenue at Humboldt Street	F	F		D	D		
E. Poplar Avenue at Humboldt Street	F	F		E	E		

Source: Kittelson & Associates via AECOM, 2021, ¹ 2048 LOS are representative of 2050 RTP Horizon Year LOS

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 would construct new on- and off- ramps at Peninsula Avenue and close the existing on- and off-ramps at E. Poplar Avenue. As a result, traffic coming southbound on U.S. 101 that would currently access San Mateo and Burlingame using the E. Poplar Avenue ramps would be redistributed to Peninsula Avenue. Since Peninsula Avenue has four lanes at N. Humboldt St. and E. Poplar Avenue has two lanes at N. Humboldt St., Peninsula Ave has more capacity than E. Poplar Avenue to hold traffic entering and exiting the freeway. In addition, E. Poplar Avenue has two schools just west of N. Humboldt St. that contribute to congestion. Therefore, moving traffic from E. Poplar Avenue to Peninsula Avenue would decrease congestion in the surrounding area.

A small percentage of traffic that currently travels north to access the E. Poplar Avenue ramps is expected to divert southward to the existing 3rd/4th Street ramps to access southbound U.S. 101. The project would not result in a regional redistribution of traffic.

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:

- The project is an interchange improvement and not a new or expanded highway project. The project would not add lanes to U.S. 101.
- None of the intersections in the project area serve a significant number of diesel vehicles and all key project intersections improve with the project over the no project condition.
- The project does not involve a bus terminal, rail terminal, or transfer points involving a significant number of diesel vehicles congregating at a single location.
- 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}.

FIGURES



Figure 1: Project Area



See Legend Below

LEGEND:













	Exist Right of Way		Ramp Improvements
	Property Line		Shoulder Improvements
	City Limits		Structure Improvements
	Retaining Wall		Sidewalk Improvements
	Concrete Barrier		Sidewalk Improvements By Others
	Remove Existing Features		Local Road Improvements

Figure 2: Project Layout

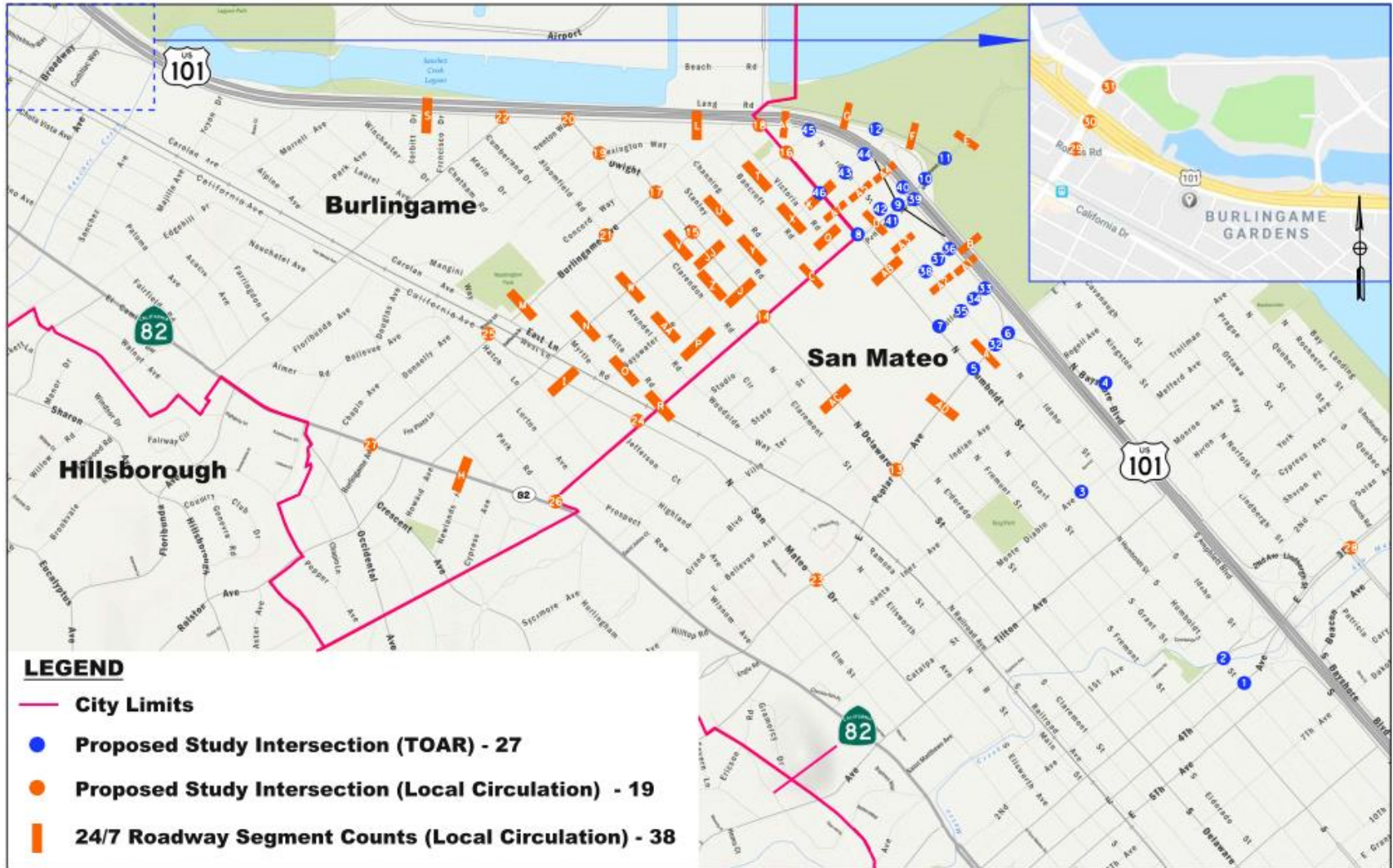


Figure 3: Project Study Intersection and Roadway Segments Map



US 101/ Peninsula Ave Interchange Project

Air Quality
Conformity Task
Force Meeting
July 28, 2022

PRESENTED BY CITY OF SAN MATEO,
SMCTA, AND THEIR CONSULTANTS

PROJECT LOCATION



PROJECT DESCRIPTION

- Relocate the southbound US 101 on- and off-ramps from East Poplar Avenue to Peninsula Avenue in the City of San Mateo
- The project would:
 - Construct new southbound on- and off-ramps that connect to the existing elevated Peninsula Avenue overcrossing
 - Widen the overcrossing to add a travel lane
 - Construct new bridges, sound walls and retaining walls
 - Remove light industrial/commercial and possibly residential structures
 - Realign the existing frontage road by upgrading an existing alleyway



PURPOSE AND NEED

- Improve the safety of southbound US 101 and the off/on-ramps to/from East Poplar Avenue.
- Improve the safety and traffic operations of the intersection at East Poplar Avenue and North Amphlett Boulevard.
- Improve access into north San Mateo.
- Improve bicycle and pedestrian circulation within the project limits.
- Improve local circulation in the project limits.

PENINSULA VS. POPLAR



- Two lanes in each direction
- No parking, no driveways
- 5-foot shoulders/bike lane



- One lane in each direction
- On-street parking and driveways
- No shoulders

OPENING YEAR (2028) AADT, % TRUCKS, AND TRUCK AADT

Location	AADT				Change in Truck AADT
	No Build		Build		
	Total	Trucks (4.2%)	Total	Trucks (4.2%)	
US 101 SB Off-Ramp at E. Poplar (No Build)/Peninsula Ave (Build)	8,205	345	6,986	293	-52
US 101 SB On-Ramp at E. Poplar (No Build)/Peninsula Ave (Build)	14,127	593	17,027	715	+122
Peninsula Ave overcrossing at US 101	27,266	1,145	27,296	1,146	+1
Peninsula Ave between overcrossing and N. Humboldt St	27,266	1,145	42,969	1,805	+660
E. Poplar Ave between US 101 ramps and N. Humboldt St	18,310	769	48	2	-767
N. Amphlett Blvd between Peninsula Ave and E. Poplar Ave	46	2	16	1	-1

DESIGN YEAR (2048) AADT, % TRUCKS, AND TRUCK AADT

Location	AADT				
	No Build		Build		Change in Truck AADT
	Total	Trucks (4.4%)	Total	Trucks (4.4%)	
U.S. 101 SB Off-Ramp at E. Poplar (No Build)/Peninsula Ave (Build)	9,745	429	8,292	365	-64
U.S. 101 SB On-Ramp at E. Poplar (No Build)/Peninsula Ave (Build)	16,778	738	20,209	889	+151
Peninsula Ave overcrossing of U.S. 101	32,384	1,425	32,398	1,425	0
Peninsula Ave between overcrossing and N. Humboldt St	32,384	1,425	51,000	2,244	+819
E. Poplar Ave between U.S. 101 ramps and N. Humboldt St	21,747	957	57	3	-954
N. Amphlett Blvd between Peninsula Ave and E. Poplar Ave	55	2	19	1	-1

TRAFFIC DIVERSION FROM CLOSING OF POPLAR RAMPS





TASK FORCE QUESTIONS AND ANSWERS

THANK YOU!



SAN MATEO COUNTY
**Transportation
Authority**



www.cityofsanmateo.org/Peninsula

40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Additional Description	Project Type under 40 CFR 93.126
ALA	ALA230006	Oakland	Reconnecting the Town (RAISE)	Oakland: On Broadway between Embarcadero West and 11th Street and Martin Luther King Jr. Way between 2nd and 7th: Implement transit only lanes, new traffic signals and bulbouts, upgrade existing bikeway, and other safety improvements for people walking and biking. Other Federal funds are RAISE funds	2023 TIP Update - add project	Air Quality - Bicycle and pedestrian facilities
ALA	ALA230007	ACTC	East Bay Greenway Multimodal (Phase 1)	Alameda County: Along the BART alignment following parallel arterial roadways from Lake Merritt BART Station to S. Hayward BART Station: Construct a regional trail facility comprised of Class I and Class IV bikeway facilities that would span approximately 16 miles, traversing East Oakland, San Leandro, Ashland/Cherryland, and Hayward. The project will run along city streets including E. 10th St., E. 8th St., E. 12th St., San Leandro Streets, San Leandro Blvd., E 14th St., and Mission Blvd. Along E 14th St. and Mission Blvd. the project also includes pedestrian safety improvements, bus stop improvements, and placemaking elements. Road diet segments are included and intersections will be modified at various locations for enhanced bicycle and pedestrian safety	Adding new phase of the East Bay Greenway project to the 2023 TIP. The Phases 1 and 2 projects will have separate Env documents.	Air Quality - Bicycle and pedestrian facilities
ALA	ALA230008	ACTC	Alameda CTC: San Pablo Avenue Bus/Bike Lanes	Oakland, Emeryville, and Berkeley: Along San Pablo Avenue from 16th Street in Downtown Oakland to Heinz Street: Install pedestrian crossing improvements and dedicated bus lanes and bike lanes	2023 TIP Update - Add new project	Air Quality - Bicycle and pedestrian facilities
CC	CC-110068	CC County	Marsh Creek Detention Facility Bridge Replacement	HBP: Bridge No. 28C0226. County jail access road, over Marsh Creek, Sheriff Detention Facility. Replace one lane bridge with one lane bridge meeting min. federal AASHTO standards. Road remains one lane.	Create a new TIP entry for bridge group listing.	Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
CC	CC-170054	Pinole	Replace San Pablo Avenue OH Bridge No 28C0062	In Pinole: on San Pablo Avenue over BNSF RR just west of Hercules City Limit Replace structurally deficient 4 lane bridge with a new 4 lane bridge to include a class II bike lane in each direction and sidewalk for Pedestrian travel on the southern side on the structure. Limits are expected to extend through the intersection of San Pablo Avenue and John Street. There are several existing private property access points that will need to be replaced/restored. The project shall be completed in conformance with the City Green Infrastructure Plan currently in development.	Add new project to TIP	Air Quality - Bicycle and pedestrian facilities
REG	REG110039	MTC	GL: 5307 JARC Set-aside FY13-FY14 Large UA	GL: 5307 JARC Set-aside FY13 Large UA. Various 5307 (former JARC) projects in large urbanized areas. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	2021 TIP Update	Mass Transit - Operating assistance to transit agencies
SON	SON210009	Rohnert Park	Southwest Boulevard Complete Streets	Rohnert Park on Southwest Boulevard between Commerce Boulevard and 300-foot 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.	2023 TIP Update	Air Quality - Bicycle and pedestrian facilities
VAR	VAR150001	MTC	GL: FTA 5311 Rural Area FY16	GL: FTA Section 5311 Rural Area Program, Non-ITS portion. Projects include capital and operating assistance. Projects consistent with 40 CFR Part 93.126 Exempt Table 2	2021 TIP Update	Mass Transit - Operating assistance to transit agencies
VAR	VAR170026	MTC	GL: FTA 5311 Rural Area FY19 and FY20	GL: FTA Section 5311 Rural Area Program, Non-ITS portion. Projects include capital and operating assistance. Projects consistent with 40 CFR Part 93.126 Exempt Table 2	2021 TIP Update	Safety - Safer Non-Federal-Aid system roads

Additional Information for the San Pablo Avenue Bridge Replacement Project

San Pablo Avenue Bridge Replacement Project

Air Quality Exemption – Supplementary Information

1. More information about the temporary bridge.

The following information describes the temporary 2-lane road and bridge:

- Length of temporary bridge - 138 ft
- Traffic flow would be a single lane of traffic in each direction at all times
- The temporary bridge would be used for approximately 13 months of the total 17 month construction period
- After construction the area would be restored by removing the fill material and surfacing, replant/hydroseed detour area

2. AADT for San Pablo Avenue including truck counts and percentages

Attached to this email is the LOS data. We also ran model the project the following ADT:

2024 ADT

- 29,500 Total Vehicles
- 1,200 Heavy Vehicles

2026 ADT

- 30,500 Total Vehicles
- 1,200 Heavy Vehicles

ADT values were calculated assuming the PM peak hour volumes are 9.6% of the ADT volumes which is based on historical 2018 tube count data.

Heavy vehicles were assumed to be 4% of the ADT volumes and is based on peak hour turning movement counts from 2017. Note that we only have available truck data during the peak hours and not during the entire day. I'm assuming that trucks may want to avoid traveling during the peak hours and therefore the truck % may be higher than 4% but there is no truck ADT data for us to know that percentage.

The ADT information provided is from an LOS study prepared by Kimberly Horn which analyzed the potential traffic scenarios for different bridge construction alternatives that were being considered in the initial design phase (e.g. constructing in phases or a new bridge side-by-side). Projected ADT for the years 2024 and 2026 was used to predict future travel demand and usage.

3. Is this part of San Pablo Avenue on a truck route?

Yes, this section of San Pablo Avenue is used as a truck route. The project would implement the following construction traffic control measures:

Mitigation Measure TRA-1: Construction Traffic Control Measures

The contractor shall prepare and implement a Traffic Control Plan that includes the traffic safety measures listed below. The contractor shall submit the Traffic Control Plan to the City of Pinole for review at least 14 days prior to construction.

- Traffic safety guidelines compatible with Section 12, "Temporary Traffic Control," of the Caltrans Standard Specifications, and the California Manual on Uniform Traffic Control Devices (California MUTCD) shall be implemented during construction.

Project plans and specifications shall require provision of adequate signage and other precautions for public safety during project construction.

- Prior to temporary closures or lengthy delays, signs shall be placed at all entrances to the project site and on major intersecting roads (e.g., San Pablo Avenue and Hercules Avenue) to notify motorists and bicyclists that traffic shall be subject to delay.
- Local emergency service providers (i.e., fire departments, police departments, ambulance, and paramedic services) shall be notified of the construction schedule and potential for delays prior to the start of construction.
- Emergency service providers shall be notified of any temporary closures at least 5 days in advance of the closures. The contractor shall provide proof of the notification to the City of Pinole.
- The contractor shall allow passage of emergency vehicles through the project site at all times.
- The contractor shall maintain access to all driveways to parcels off the project site throughout project construction.

The contractor shall determine the construction schedule for local roadway improvement projects along the truck routes to and from the project site, particularly any lane and road closures. The contractor shall time large haul and material delivery truck trips to avoid traveling along routes where conflicts could occur due to ongoing roadway improvements.

Note: **Mitigation Measure TRA-1** requires implementation of a Traffic Management Plan in accordance with Caltrans, City of Pinole and Hercules standards. The Plan would ensure that traffic flow and roadway safety are maintained in the project area during construction. This Plan would include provisions for adequate notices, sign-postings, detours, phased construction, provisions for pedestrians and bicycles, and the permitted hours of construction activities. The Plan would be developed so that construction would not interfere with any emergency response or evacuation plans. Construction-related impacts would cease following construction. Traffic related impacts would be less than significant with mitigation incorporated.

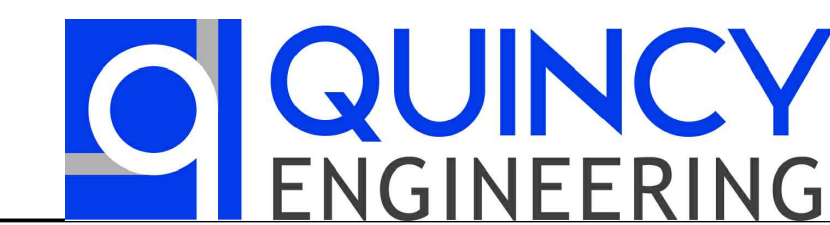
4. What are the land uses in the project area?

The project is located in a suburban area within the cities of Pinole and Hercules. In the City of Pinole, the project area is zoned as Low Density Residential, Open Space, and Transportation, and in the City of Hercules, the project area is zoned as Residential Single Family Low Density. The project area and its surroundings are comprised of suburban residential, and industrial (BNSF Railroad) uses. Construction of the new bridge would occur approximately 100 feet from residents.



SAN PABLO AVENUE-ALTERNATIVE 1 2-LANE TEMPORARY BRIDGE

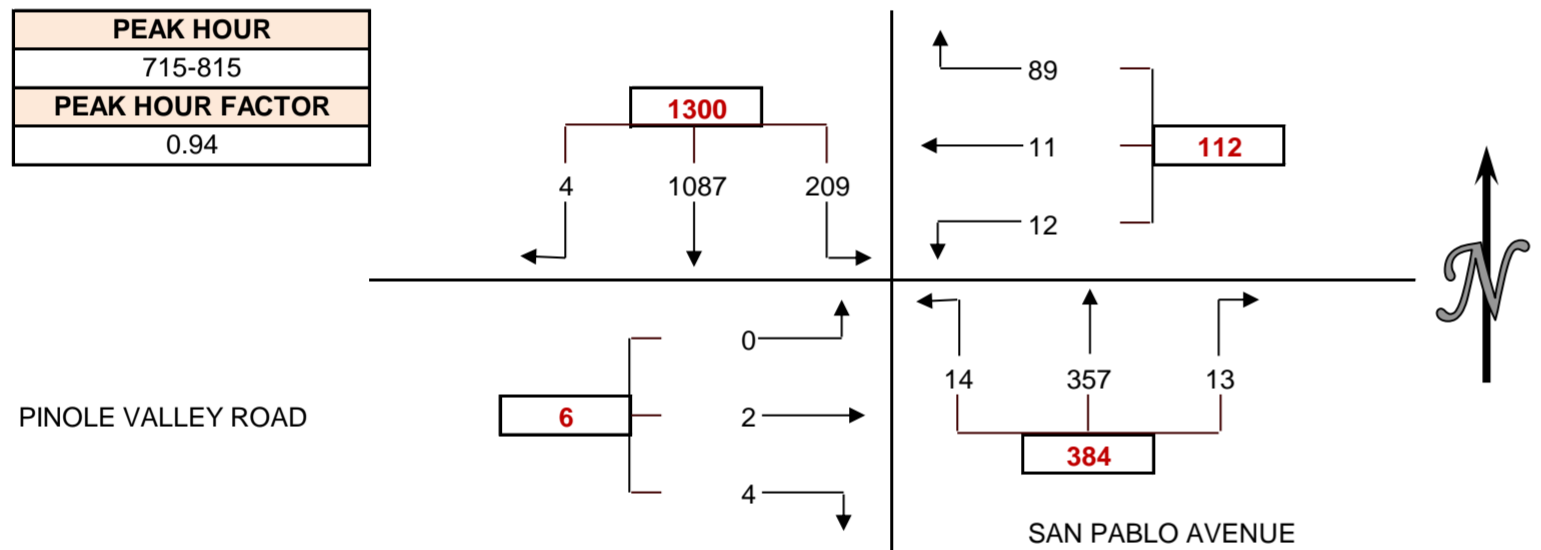
SCALE: 1" = 40'



INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: ITERIS
 PROJECT: 2019 CCCTA CMP MONITORING PROJECT
 DATE: WEDNESDAY FEBRUARY 6, 2019
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S SAN PABLO AVENUE
 E/W PINOLE VALLEY ROAD
 CITY: W2

VEHICLE COUNTS													
15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-715	0	245	51	14	1	3	2	71	2	1	0	0	390
715-730	0	307	45	22	2	8	1	60	4	1	1	0	451
730-745	0	303	60	24	1	2	2	80	3	2	0	0	477
745-800	0	261	46	18	5	1	3	112	1	0	1	0	448
800-815	4	216	58	25	3	1	7	105	6	1	0	0	426
815-830	0	201	44	24	7	6	3	103	11	2	0	2	403
830-845	7	231	40	23	5	5	4	104	4	1	0	2	426
845-900	1	246	34	23	8	7	4	91	7	1	1	3	426
HOURLY TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-800	0	1116	202	78	9	14	8	323	10	4	2	0	1766
715-815	4	1087	209	89	11	12	13	357	14	4	2	0	1802
730-830	4	981	208	91	16	10	15	400	21	5	1	2	1754
745-845	11	909	188	90	20	13	17	424	22	4	1	4	1703
800-900	12	894	176	95	23	19	18	403	28	5	1	7	1681



PEDESTRIAN COUNTS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	1	1	0	2	4
715-730	2	6	1	1	10
730-745	3	1	0	1	5
745-800	0	1	0	0	1
800-815	2	6	1	2	11
815-830	0	2	2	0	4
830-845	1	0	0	0	1
845-900	4	2	2	4	12
HOURLY TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
700-800	6	9	1	4	20
715-815	7	14	2	4	27
730-830	5	10	3	3	21
745-845	3	9	3	2	17
800-900	7	10	5	6	28

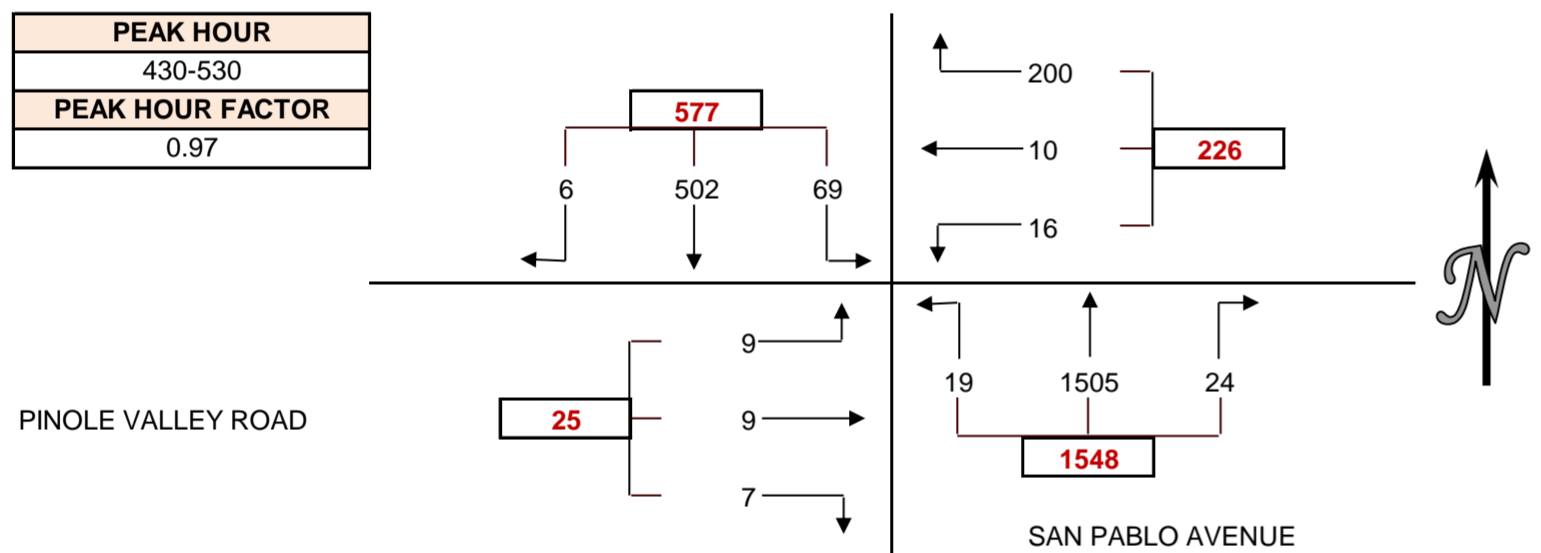
BICYCLE COUNTS					
15 MIN COUNTS	NORTH APRCH	EAST APRCH	SOUTH APRCH	WEST APRCH	TOTAL
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOURLY TOTALS	NORTH APRCH	EAST APRCH	SOUTH APRCH	WEST APRCH	TOTAL
PERIOD					
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

APPROACH SUMMARIES											
	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
700-800	1318	401		101	212		341	1134		6	19
715-815	1300	446		112	224		384	1103		6	29
730-830	1193	493		117	224		436	996		8	41
745-845	1108	518		123	206		463	926		9	53
800-900	1082	505		137	195		449	918		13	63

INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: ITERIS, INC.
 PROJECT: 2019 CCCTA CMP MONITORING PROJECT
 DATE: WEDNESDAY FEBRUARY 6, 2019
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S SAN PABLO AVENUE
 E/W PINOLE VALLEY ROAD
 ID: W2

VEHICLE COUNTS													
15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-415	2	99	16	49	2	2	3	360	2	2	4	0	541
415-430	3	101	23	53	1	4	2	362	2	1	0	1	553
430-445	3	128	11	49	5	7	3	360	5	1	0	2	574
445-500	2	130	20	51	3	3	7	389	4	3	2	0	614
500-515	1	116	18	51	2	4	4	403	7	2	3	4	615
515-530	0	128	20	49	0	2	10	353	3	1	4	3	573
530-545	0	110	17	52	1	2	3	349	0	3	1	3	541
545-600	1	102	22	55	2	0	5	358	3	0	3	0	551
HOURLY TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-500	10	458	70	202	11	16	15	1471	13	7	6	3	2282
415-515	9	475	72	204	11	18	16	1514	18	7	5	7	2356
430-530	6	502	69	200	10	16	24	1505	19	7	9	9	2376
445-545	3	484	75	203	6	11	24	1494	14	9	10	10	2343
500-600	2	456	77	207	5	8	22	1463	13	6	11	10	2280



PEDESTRIAN COUNTS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
400-415	3	1	0	4	8
415-430	0	0	0	0	0
430-445	1	1	2	0	4
445-500	0	6	3	0	9
500-515	4	3	1	5	13
515-530	4	4	3	3	14
530-545	1	2	2	0	5
545-600	0	0	2	0	2
HOURLY TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
400-500	4	8	5	4	21
415-515	5	10	6	5	26
430-530	9	14	9	8	40
445-545	9	15	9	8	41
500-600	9	9	8	8	34

BICYCLE COUNTS					
15 MIN COUNTS	NORTH APRCH	EAST APRCH	SOUTH APRCH	WEST APRCH	TOTAL
400-415	1	0	0	0	1
415-430	1	0	0	0	1
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOURLY TOTALS	NORTH APRCH	EAST APRCH	SOUTH APRCH	WEST APRCH	TOTAL
PERIOD					
400-500	2	0	0	0	2
415-515	1	0	0	0	1
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

APPROACH SUMMARIES											
	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
400-500	538	1676		229	91		1499	481		16	34
415-515	556	1725		233	93		1548	500		19	38
430-530	577	1714		226	102		1548	525		25	35
445-545	562	1707		220	109		1532	504		29	23
500-600	535	1680		220	110		1498	470		27	20

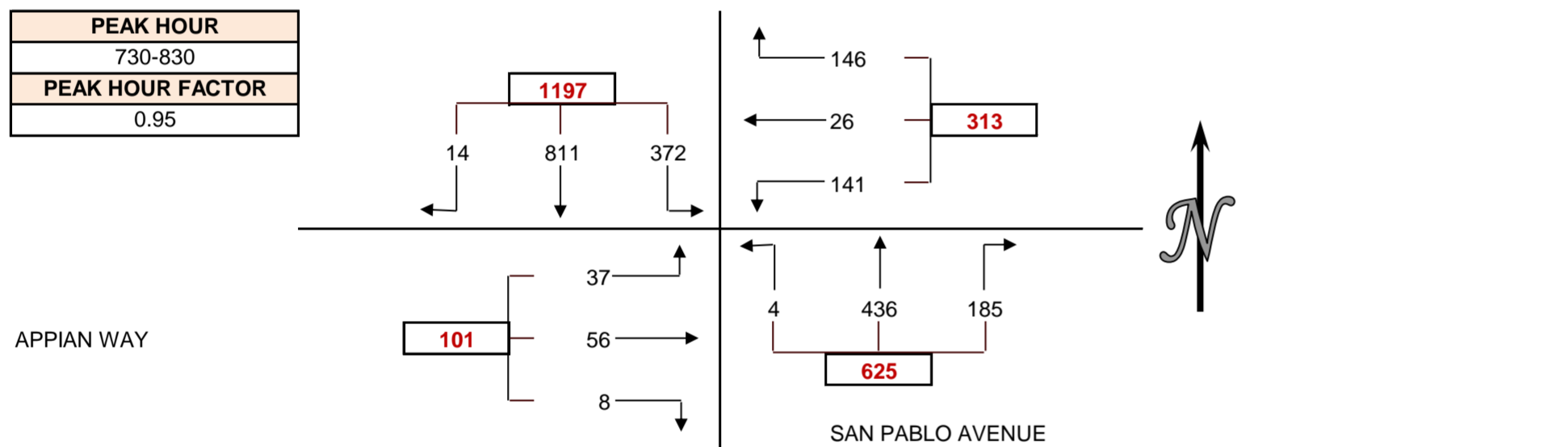
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: ITERIS
 PROJECT: 2019 CCCTA CMP MONITORING PROJECT
 DATE: WEDNESDAY FEBRUARY 6, 2019
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S SAN PABLO AVENUE
 E/W APPIAN WAY
 CITY: W3

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-715	2	188	58	10	2	111	40	74	0	5	7	4	501
715-730	2	256	84	16	5	-80	35	66	1	2	9	9	405
730-745	3	247	101	20	3	21	56	85	0	2	10	7	555
745-800	4	193	95	41	4	30	44	119	1	3	15	10	559
800-815	4	176	82	42	7	47	36	110	1	3	17	9	534
815-830	3	195	94	43	12	43	49	122	2	0	14	11	588
830-845	6	188	63	39	9	43	57	94	2	0	10	10	521
845-900	3	171	69	36	11	47	45	106	4	1	11	5	509
HOURLY TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-800	11	884	338	87	14	82	175	344	2	12	41	30	2020
715-815	13	872	362	119	19	18	171	380	3	10	51	35	2053
730-830	14	811	372	146	26	141	185	436	4	8	56	37	2236
745-845	17	752	334	165	32	163	186	445	6	6	56	40	2202
800-900	16	730	308	160	39	180	187	432	9	4	52	35	2152

PEAK HOUR
730-830
PEAK HOUR FACTOR
0.95



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
700-715	0	1	0	0	1
715-730	0	2	0	0	2
730-745	3	2	0	0	5
745-800	2	2	1	2	7
800-815	0	1	1	0	2
815-830	1	1	0	0	2
830-845	1	2	0	0	3
845-900	3	2	1	1	7
HOURLY TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
700-800	5	7	1	2	15
715-815	5	7	2	2	16
730-830	6	6	2	2	16
745-845	4	6	2	2	14
800-900	5	6	2	1	14

BICYCLE COUNTS

15 MIN COUNTS	NORTH APRCH	EAST APRCH	SOUTH APRCH	WEST APRCH	TOTAL
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	1	0	0	0	1
845-900	0	0	0	0	0
HOURLY TOTALS	NORTH APRCH	EAST APRCH	SOUTH APRCH	WEST APRCH	TOTAL
PERIOD					
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	1	0	0	0	1
800-900	1	0	0	0	1

APPROACH SUMMARIES

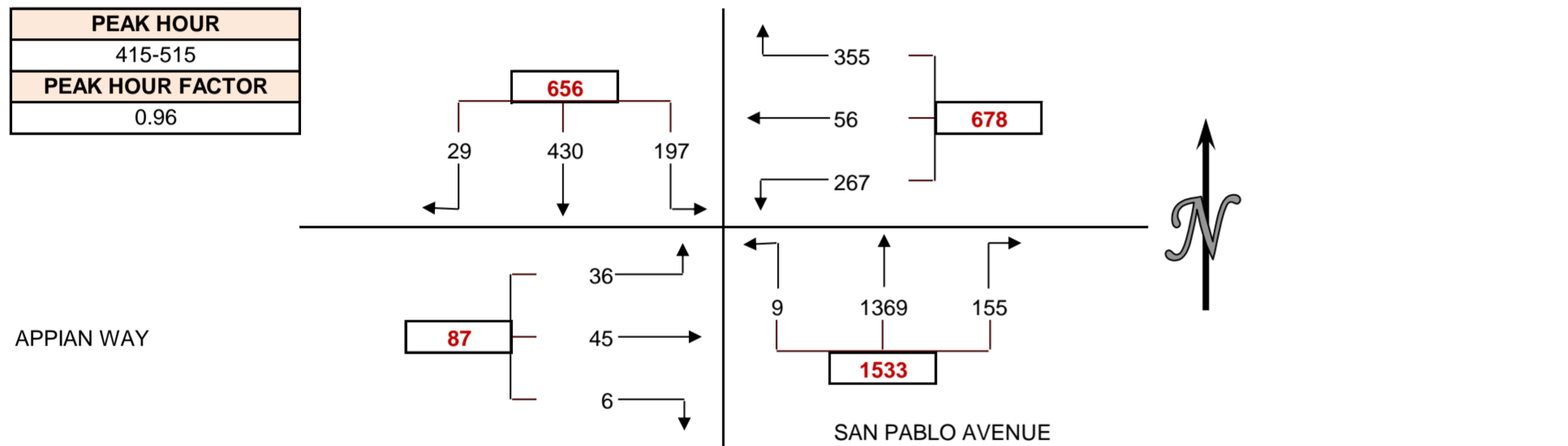
	NORTH APRCH		EAST APRCH		SOUTH APRCH		WEST APRCH	
	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT
700-800	1233	461	183	554	521	978	83	27
715-815	1247	534	156	584	554	900	96	35
730-830	1197	619	313	613	625	960	101	44
745-845	1103	650	360	576	637	921	102	55
800-900	1054	627	379	547	628	914	91	64

INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: ITERIS, INC.
 PROJECT: 2019 CCCTA CMP MONITORING PROJECT
 DATE: WEDNESDAY FEBRUARY 6, 2019
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S SAN PABLO AVENUE
 E/W APPIAN WAY
 ID: W3

VEHICLE COUNTS													
15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-415	6	86	44	82	11	66	40	342	2	1	5	5	690
415-430	7	100	41	83	20	71	43	335	1	2	13	4	720
430-445	3	103	54	81	17	70	41	308	3	0	14	17	711
445-500	14	108	44	83	10	71	33	369	0	2	13	5	752
500-515	5	119	58	108	9	55	38	357	5	2	5	10	771
515-530	5	111	40	97	13	63	44	327	3	3	10	4	720
530-545	9	92	44	76	18	49	49	312	3	3	9	6	670
545-600	5	78	46	96	16	61	52	310	3	1	6	3	677
HOURLY TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-500	30	397	183	329	58	278	157	1354	6	5	45	31	2873
415-515	29	430	197	355	56	267	155	1369	9	6	45	36	2954
430-530	27	441	196	369	49	259	156	1361	11	7	42	36	2954
445-545	33	430	186	364	50	238	164	1365	11	10	37	25	2913
500-600	24	400	188	377	56	228	183	1306	14	9	30	23	2838

PEAK HOUR
415-515
PEAK HOUR FACTOR
0.96



PEDESTRIAN COUNTS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
400-415	0	1	0	0	1
415-430	0	3	1	0	4
430-445	1	2	0	2	5
445-500	3	4	0	2	9
500-515	1	0	0	0	1
515-530	1	0	1	1	3
530-545	1	2	3	2	8
545-600	3	2	0	1	6
HOURLY TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
400-500	4	10	1	4	19
415-515	5	9	1	4	19
430-530	6	6	1	5	18
445-545	6	6	4	5	21
500-600	6	4	4	4	18

BICYCLE COUNTS					
15 MIN COUNTS	NORTH APRCH	EAST APRCH	SOUTH APRCH	WEST APRCH	TOTAL
400-415	0	0	0	0	0
415-430	1	0	0	0	1
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOURLY TOTALS	NORTH APRCH	EAST APRCH	SOUTH APRCH	WEST APRCH	TOTAL
PERIOD					
400-500	1	0	0	0	1
415-515	1	0	0	0	1
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

APPROACH SUMMARIES											
	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
400-500	610	1714		665	385		1517	680		81	94
415-515	656	1760		678	397		1533	703		87	94
430-530	664	1766		677	394		1528	707		85	87
445-545	649	1754		652	387		1540	678		72	94
500-600	612	1706		661	401		1503	637		62	94

**Air Quality Conformity Task Force
Summary Meeting Notes
June 23, 2022**

Participants:

Lexie Arellano – Caltrans

Jacqueline Kahrs – Caltrans

Erika Espinosa Araiza – Caltrans

Patrick Pittenger – FHWA

Abhijit Bagde – Caltrans

Rodney Tavitias – Caltrans

Dick Fahey – Caltrans

Karishma Becha – Caltrans

Ginger Vagenas – EPA

John Saelee – 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. Confirm Projects Are Exempt from PM_{2.5} Conformity

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

Task Force members had no comments.

Final Determination; With input from FTA (via email), FHWA, EPA, Caltrans and MTC, the Task Force agreed that the project on the **POAQC_Exempt_List_(061722).pdf** list was exempt from PM_{2.5} project level analysis.

3. Conformity Analysis for the 2023 Transportation Improvement Program (Update)

Harold Brazil (MTC) indicated review and comment period for the Transportation-Air Quality Conformity Analysis for Plan Bay Area 2050 and the 2023 Transportation Improvement Program (TIP) would start on Tuesday, July 5, 2022, and will close on Wednesday, August 3, 2022. Mr. Brazil stated EMFAC2017 was used to conduct the conformity analysis and adheres to the approach documented at the April 28th Task Force meeting. The Task Force members had no comments.

4. Consent Calendar

a. May 26, 2022 Air Quality Conformity Task Force Meeting Summary

Prior to the Task Force meeting, Harold Brazil (MTC) and Patrick Pittenger (FHWA) discussed edits to the May 26th meeting summary to further explain how the Julian and St. James Couplet Conversion project was originally being defined as a safety project and use the Caltrans' streamlining process to go through project-level conformity. In previous conversations about this project, the Task Force concluded that the project was not regionally significant but need to go through consultation with the Task Force (with a submitted assessment form) and not use to streamlining process to conduct project-level conformity. Ginger Vagenas (EPA) mentioned she will defer to Tom Kelly for follow-up on the Julian and St. James Couplet Conversion

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