



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105  
415.778.6700  
[www.mtc.ca.gov](http://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)

**October 27, 2022**

**9:30 a.m. –11:00 a.m.**

### **AGENDA**

1. Welcome and Introductions
2. PM<sub>2.5</sub> Project Conformity Interagency Consultations
  - a. Consultation to Determine Project of Air Quality Concern Status
    - i. Interstate-80/Powell Street Interchange Transit Access Improvement Project
    - ii. US 101/Peninsula Avenue Interchange Project (Email stream documenting September 2022 Task Force no POAQC determination)
3. Consent Calendar
  - a. September 22, 2022 Air Quality Conformity Task Force Meeting Summary
4. Other Items

Next Meeting: December 1, 2022

MTC Staff Liaison: Harold Brazil [hbrazil@bayareametro.gov](mailto: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

Join Zoom Meeting

<https://bayareametro.zoom.us/j/84383698853>

Meeting ID: 843 8369 8853

One tap mobile

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84383698853@zoomcrc.com

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162.255.36.11 (US East)

115.114.131.7 (India Mumbai)

115.114.115.7 (India Hyderabad)

213.19.144.110 (Amsterdam Netherlands)

213.244.140.110 (Germany)

103.122.166.55 (Australia Sydney)

103.122.167.55 (Australia Melbourne)

64.211.144.160 (Brazil)

69.174.57.160 (Canada Toronto)

65.39.152.160 (Canada Vancouver)

207.226.132.110 (Japan Tokyo)

149.137.24.110 (Japan Osaka)

Meeting ID: 843 8369 8853



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## *Memorandum*

TO: Air Quality Conformity Task Force

DATE: October 24, 2022

FR: Harold Brazil

W. I.

RE: PM<sub>2.5</sub> 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	Metropolitan Transportation Commission (MTC)	Interstate-80/Powell Street Interchange Transit Access Improvement Project

**2ai\_I\_80\_Powell\_St\_Intchg\_TransAcclmprove\_Project\_Assessment\_Form.pdf** (for the Interstate-80/Powell Street Interchange Transit Access Improvement project)

**Project Title: Interstate-80/Powell Street Interchange Transit Access Improvement Project**  
**Project Summary for Air Quality Conformity Task Force Meeting: October 2022**

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**Description**

- Project will convert one existing westbound lane on Powell Street to a transit-only lane, between Christie Avenue and the I-80 eastbound ramp intersection.
- The transit-only lane will continue to a new transit-only lane between the I-80 eastbound ramps intersection and the I-80 westbound on-ramp intersection.
- The current three-lane roadway section will be modified to accommodate the new dedicated transit-only left-turn lane, maintain one through-lane, and two dedicated right-turn lanes by slightly widening the roadway to the north.
- A portion of the existing westbound I-80 on-ramp from Powell Street will be reconstructed to align with the proposed transit-only left-turn lane. The Project includes adding dedicated transit-only signals and detectors at the eastbound and westbound ramp intersections to facilitate transit priority.
- Two new bus stops will be constructed along the I-80 westbound on-ramp and eastbound off-ramp near the Powell Street ramp terminal intersections to enhance accessibility for transit users.
- The Project will seek opportunities to improve safety for transit users by shortening the pedestrian crossing distance in the west leg of the Powell Street/West Frontage Road intersection in compliance with current ADA standards.
- The Project will extend the sidewalk curb to a bulb-out at the northeast corner of Powell Street/West Frontage Road intersection facilitated by the proposed roadway modifications on Powell Street.
- The Project includes relocating the existing, narrow 3 to 4-foot sidewalk along the north side of Powell Street approximately 10 feet away from the roadway and providing a 10-foot pedestrian path north of the freeway undercrossing structure columns.
- Within the Project limits, the San Francisco Bay Trail will be repainted, with the 8-foot-wide bicycle path in green and the parallel 5-foot pedestrian path in white to provide clear differentiation between the areas reserved for bicyclists and pedestrians.

**Background**

- Seeking air quality conformity determination on or before October 27, 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
- No change in traffic volume or truck percentages are anticipated

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

- No project changes to land use that would affect diesel traffic percentage

*(iii) New bus and rail terminals and transfer points?*

- The project provides two additional bus stops and a transit priority lane, but does not change the number of buses on this route. It is anticipated that the project will have no impact on the number of buses on this route.

*(iv) Expanded bus and rail terminals and transfer points?*

- The project provides two additional bus stops and a transit priority lane, but does not change the number of buses on this route. It is anticipated that the project will have no impact on the number of buses on this route.

*(v) Affects areas identified in PM<sub>10</sub> or PM<sub>2.5</sub> implementation plan as site of violation?*

- No state implementation plan is required for PM<sub>2.5</sub> (due to change in EPA standards as of December 2012) and the Bay Area is in PM<sub>10</sub> attainment.
- Therefore, the site is not identified in plan as an area of potential violation

**RTIP ID#** *(required)* 21-T06-049

**TIP ID#** *(required)* ALA210027

**Air Quality Conformity Task Force Consideration Date**  
Oct 2022

**Project Description** *(clearly describe project)*

The Metropolitan Transportation Commission (MTC), in partnership with the Alameda County Transportation Commission (CTC) and the California Department of Transportation (Caltrans), is proposing to construct a dedicated transit lane on Powell Street in the vicinity of the I-80/Powell Street interchange to enhance transit service, reliability and transit rider accessibility. The project proposes two new bus stops and improved pedestrian and bicycle access to increase accessibility, connectivity, and transit usage.

The project will convert one existing westbound lane on Powell Street to a transit-only lane, between Christie Avenue and the I-80 eastbound ramp intersection. The transit-only lane will continue to a new transit-only lane between the I-80 eastbound ramps intersection and the I-80 westbound on-ramp intersection (Figure 1 attached at end of document). The current three-lane roadway section will be modified to accommodate the new dedicated transit-only left-turn lane, maintain one through-lane, and two dedicated right-turn lanes by slightly widening the roadway to the north. A portion of the existing westbound I-80 on-ramp from Powell Street will be reconstructed to align with the proposed transit-only left-turn lane. The project includes adding dedicated transit-only signals and detectors at the eastbound and westbound ramp intersections to facilitate transit priority. Two new bus stops will be constructed along the I-80 westbound on-ramp and eastbound off-ramp near the Powell Street ramp terminal intersections to enhance accessibility for transit users.

The Project will seek opportunities to improve safety for transit users by shortening the pedestrian crossing distance in the west leg of the Powell Street/West Frontage Road intersection in compliance with current ADA standards. The Project will extend the sidewalk curb to a bulb-out at the northeast corner of Powell Street/West Frontage Road intersection facilitated by the proposed roadway modifications on Powell Street. The Project includes relocating the existing, narrow 3 to 4-foot sidewalk along the north side of Powell Street approximately 10 feet away from the roadway and providing a 10-foot pedestrian path north of the freeway undercrossing structure columns. Within the Project limits, the San Francisco Bay Trail will be repainted, with the 8-foot-wide bicycle path in green and the parallel 5-foot pedestrian path in white to provide clear differentiation between the areas reserved for bicyclists and pedestrians.

**Type of Project:**  
Transit Access Improvement Project

<b>County</b> Alameda	<i>Narrative Location/Route &amp; Postmiles</i> I-80/Powell Street Interchange Transit Access Improvement – PM: ALA 3.8 <b>Caltrans Projects – EA#</b> 04-ALA-80/PM 3.8
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**Lead Agency:** MTC

<i>Contact Person</i> Pamela Kwan	<i>Phone#</i> (415) 778-5378	<i>Fax#</i>	<i>Email</i> pkwan@bayareametro.gov
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**Federal Action for which Project-Level PM Conformity is Needed** *(check appropriate box)*

X	<i>Categorical Exclusion (NEPA)</i>	<b>EA or Draft EIS</b>	<b>FONSI or Final EIS</b>	<b>PS&amp;E or Construction</b>	<i>Other</i>
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**Scheduled Date of Federal Action:** December 2023

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

	<b>Section 326 – Categorical Exclusion</b>	X	<b>Section 327 – Non-Categorical Exclusion</b>
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**Current Programming Dates (as appropriate)**

	PE/Environmental	ENG	ROW	CON
<b>Start</b>	June 2021	June 2021	NA	June 2023
<b>End</b>	December 2022	April 2023	NA	July 2024

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

**Purpose:** The purpose of this project is to improve transit reliability and travel time, improve transit accessibility, promote safety for transit riders, and encourage transit usage.

**Need:** The project is needed to address the transit operational deficiencies that currently result in travel delays and decreased reliability for transit vehicles that enter and exit I-80 via Powell Street.

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

The project would occur entirely within the existing right-of-way. The zoning designations surrounding the project area allow industrial, commercial, and mixed-use/urban community uses.

**Brief summary of assumptions and methodology used for conducting analysis**

A traffic operations analysis report (TOAR) was prepared for the project by Iteris, Inc (May 31, 2022). The TOAR evaluated traffic operations for existing conditions and existing plus project conditions during typical weekday AM and PM peak hours. The project is not adding a new facility or route, only improving an existing route for existing buses. The traffic volumes and projections did not require projections for opening and horizon year because it will not change capacity or operations of the interchange or intersections. Existing year traffic volumes are a combination of 2019 and 2021 traffic counts.

The TOAR included an intersection operations analysis and a bus travel time analysis.

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

NA – facility is not a highway or street.

**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**

NA – facility is not a highway or street.

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

Due to the low consequence of this project, the study used existing year traffic volumes for both without and with Project. The project would not change AADT, # of trucks or truck AADT nor number of buses on this route. Opening year is represented by existing condition for AM and PM peak and the horizon is represented by comparing with Project. I-80 EB Ramps/Powell Street and the Christie Avenue/Powell Street shows slight degradation, however, all intersections would continue to operate at LOS D or better, which are acceptable.

**AM and PM Peak Hour Intersection Performance (Existing Conditions -2020)**

Intersection		AM Peak Hour		PM Peak Hour	
		Delay (s)	LOS	Delay (s)	LOS
1	W. Frontage Road/Access Road/I-80 WB Ramps	23.5	C	42.2	D
2	W. Frontage Road/I-80 WB On-Ramp/Powell Street	17.5	B	16.4	B
3	I-80 EB Ramps/Powell Street	18.0	B	19.1	B
4	Christie Avenue/Powell Street	24.1	C	34.4	C

**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**

**AM and PM Peak Hour Intersection Performance (Existing plus Project Conditions)**

Intersection		AM Peak Hour		PM Peak Hour	
		Delay (s)	LOS	Delay (s)	LOS
1	W. Frontage Road/Access Road/I-80 WB Ramps	22.4	C	38.3	D
2	W. Frontage Road/I-80 WB On-Ramp/Powell Street	20.2	C	18.1	B
3	I-80 EB Ramps/Powell Street	23.0	C	26.0	C
4	Christie Avenue/Powell Street	27.0	C	45.9	D

**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**

This project will serve AC Transit routes Route C, Route CB, Route F, Route J, and Route Z. These buses provide a bus connection service from the Emeryville Capitol Corridor/Amtrak station to downtown San Francisco, which includes 40 daily trips. Seven of the daily trips are peak hour trips with 3 trips during the AM peak hour and 4 trips during the PM peak hour.

The project provides two additional bus stops and a transit priority lane for the same bus routes that pass through the project limits, but does not change the number of buses on this route. It is anticipated that the project will have no impact on the number of buses on this route.

**AM and PM Peak Hour Existing Condition Bus Travel Time Performance**

From	To	Bus Travel Time (min)	
		AM Peak Hour	PM Peak Hour
Christie Avenue/Powell Street	I-80 EB Ramps/Powell Street	0.8	0.7
I-80 EB Ramps/Powell Street	W/Frontage Road/I-80 WB On-Ramp/Powell Street	0.2	0.3
W. Frontage Road/I-80 WB On-Ramp/ Powell Street	W Frontage Road/Access Road/I-80 WB Ramps	0.9	2.0
W Frontage Road/Access Road/I-80 WB Ramps	I-80 WB Merge Point	1.8	3.9
<b>Total</b>		<b>3.7</b>	<b>6.9</b>

**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**

**AM and PM Peak Hour Bus Travel Time Performance (Existing plus Project Conditions)**

From	To	Bus Travel Time (min)	
		AM Peak Hour	PM Peak Hour
Christie Avenue/Powell Street	I-80 EB Ramps/Powell Street	0.7	0.6
I-80 EB Ramps/Powell Street	W Frontage Road/I-80 WB On-Ramp/ Powell Street	0.5	0.6
W Frontage Road/I-80 WB On-Ramp/ Powell Street	I-80 WB Merge Point	1.2	1.3
<b>Total</b>		<b>2.4</b>	<b>2.5</b>



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

None. The project will have no impact on the number of buses on this route, and no impact on the capacity or truck percentages. There will be no redistribution of traffic.

The geometric changes in the study area caused by the project would result in increased intersection delays during AM and PM peak hours. However, all intersections would continue to operate at LOS D or better, which are acceptable. Therefore, the transit access improvement project at the I-80/Powell Street interchange would not have substantial impacts in the study area's traffic operations.

The project would greatly decrease bus travel times from the Christie Avenue/Powell Street intersection to the I-80 WB Merge Point by 1.3 minutes during the AM peak hour and 4.4 minutes during the PM peak hour (as shown in Figure 2 from the TOAR included below). The decreased bus travel time and installation of exclusive transit-only lanes would also improve transit reliability. Transit accessibility with the new bus stops would better serve transit riders who live or work in the project vicinity. The project would also help promote possible mode shift away from auto trips to transit trips since transit reliability and accessibility would be improved.

**Comments/Explanation/Details (please be brief)**

Please see attached figures:

Figure 1: Project Description

Figure 2: Project Changes in Transbay Transit Routes

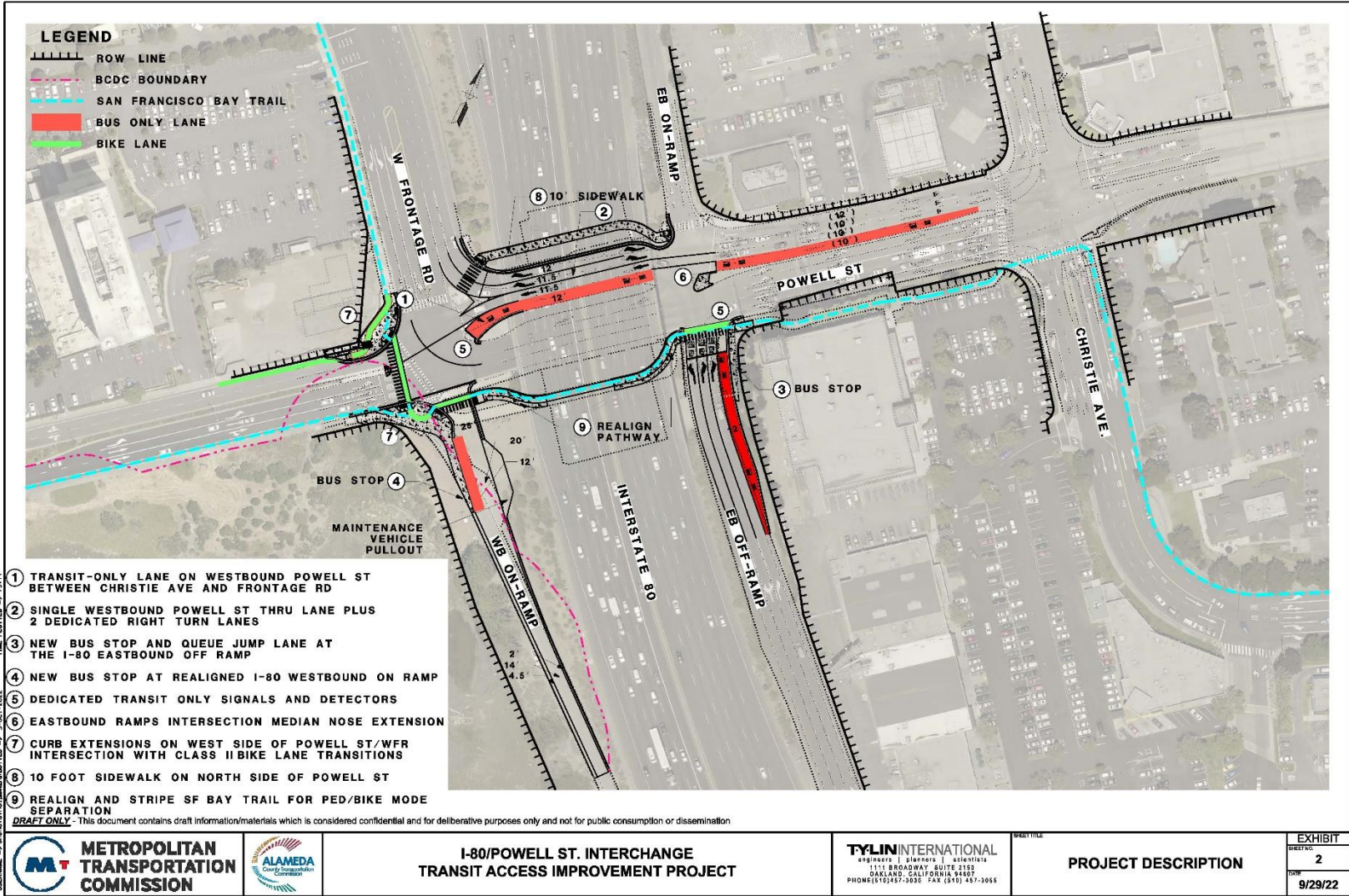
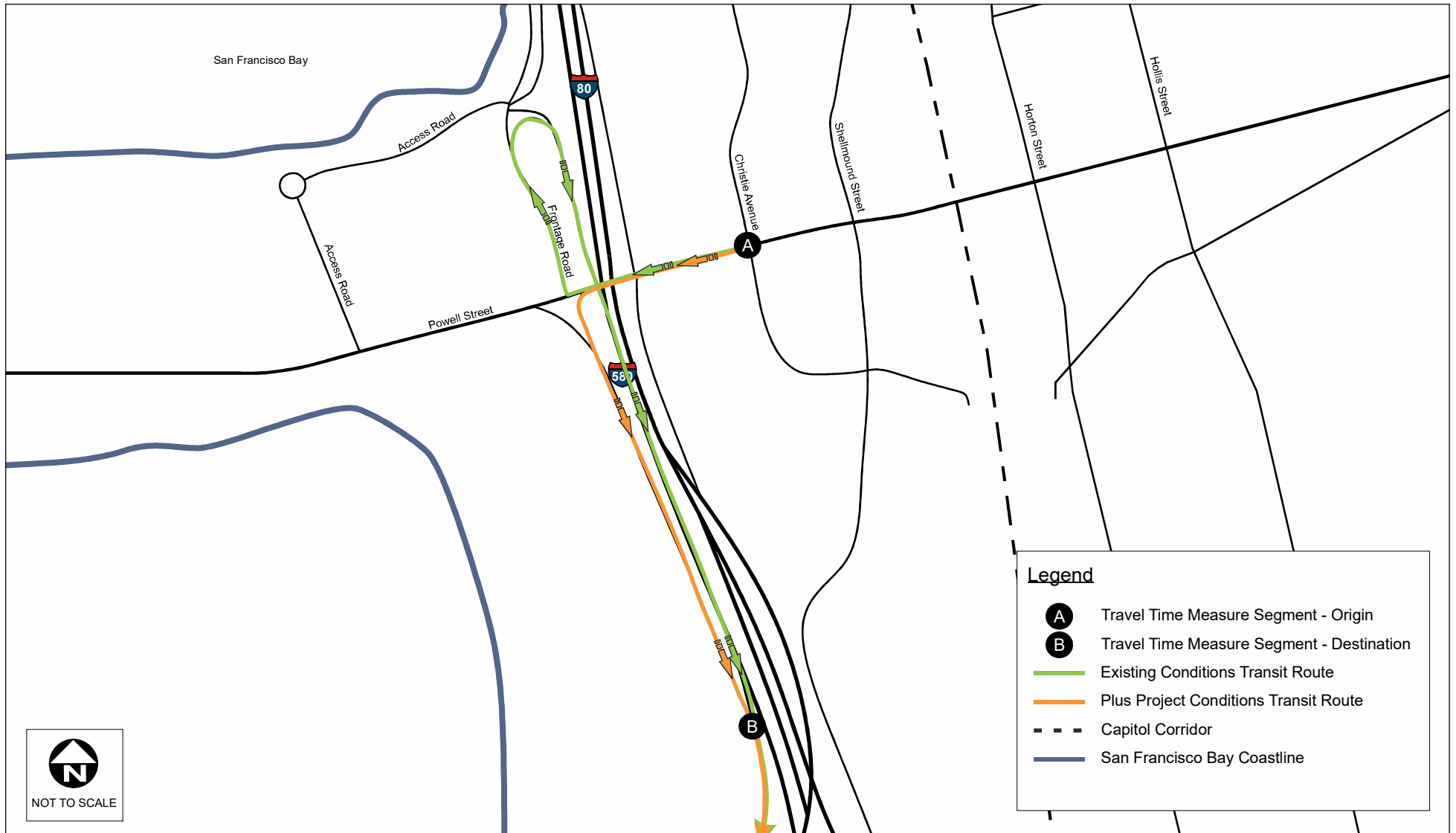


FIGURE 1: Project Description





# I-80/POWELL STREET INTERCHANGE TRANSIT ACCESS IMPROVEMENTS PROJECT

RTIP ID# 21-T06-049

TIP ID# ALA210027

EA 04-2W480

**Air Quality Conformity Review Meeting**

**October 27, 2022**

# Agenda

1. **Project Description:**
  - **Project Purpose/Need**
  - **Project Elements – Roadway, Transit, Pedestrian and Bicycle**
2. **Project of No Air Quality Concern**
  - **Form Questions**
3. **Discussion**

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

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

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

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

- No project changes to land use that would affect diesel traffic percentage

***(iii) New bus and rail terminals and transfer points?***

- The project provides two additional bus stops and a transit priority lane, but does not change the number of buses on this route. It is anticipated that the project will have no impact on the number of buses on this route.

# Not a Project of Air Quality Concern (Continued)

## ***(iv) Expanded bus and rail terminals and transfer points?***

- The project provides two additional bus stops and a transit priority lane, but does not change the number of buses on this route. It is anticipated that the project will have no impact on the number of buses on this route.

## ***(v) Affects areas identified in PM<sub>10</sub> or PM<sub>2.5</sub> implementation plan as site of violation?***

- No state implementation plan is required for PM<sub>2.5</sub> (due to change in EPA standards as of December 2012) and the Bay Area is in attainment for PM<sub>10</sub>.
- Therefore, the site is not identified in plan as an area of potential violation.



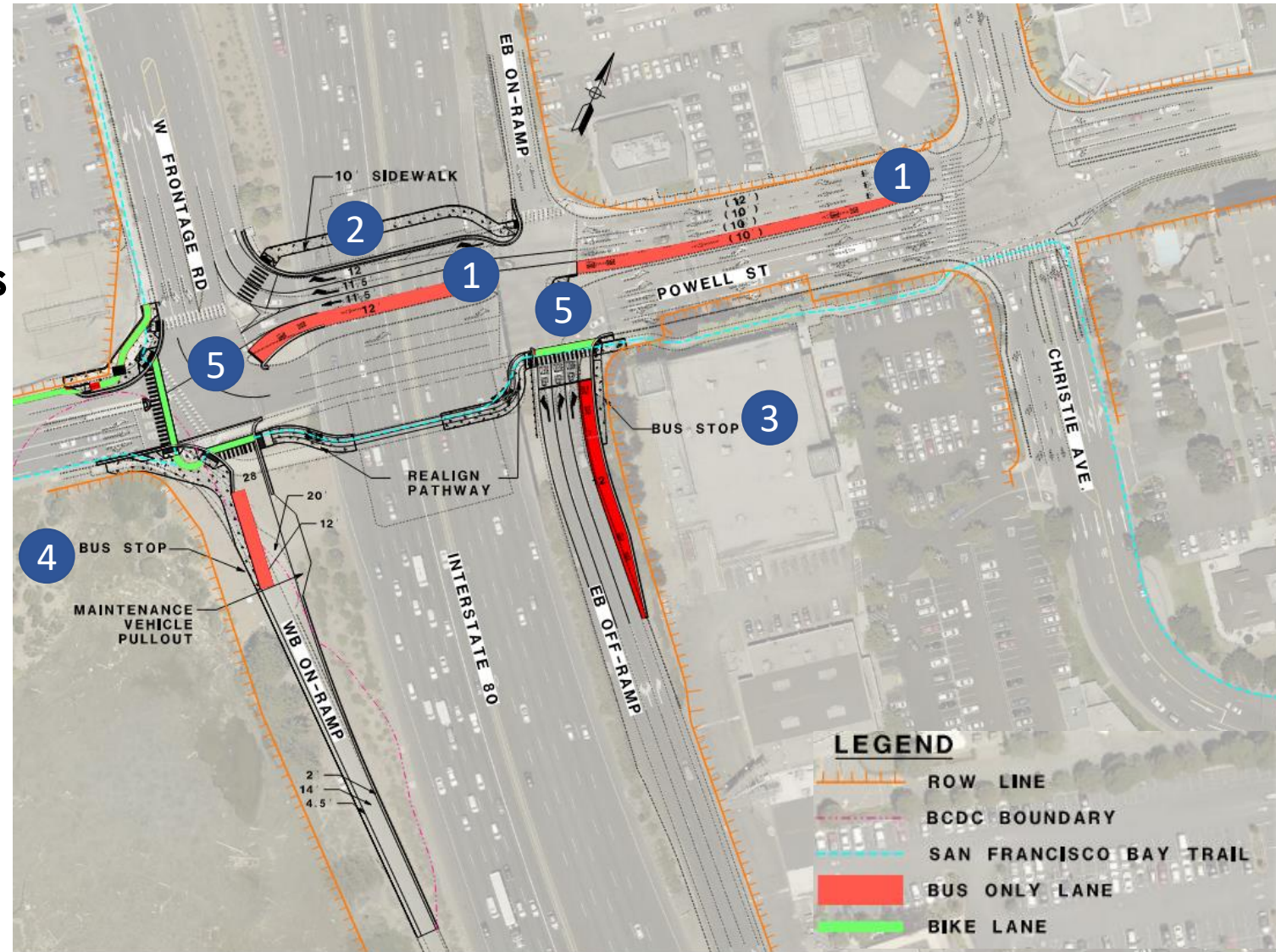




# Project Elements – Roadway/ Transit

1. Transit-only lane on westbound Powell St. between Christie Ave. and Frontage Rd.
2. Single westbound Powell St. thru-lane + 2 dedicated right-turn lanes
3. New bus stop and queue jump lane at the I-80 eastbound off-ramp.
4. New bus stop at the realigned I-80 westbound on-ramp.
5. Dedicated transit-only signals and detectors

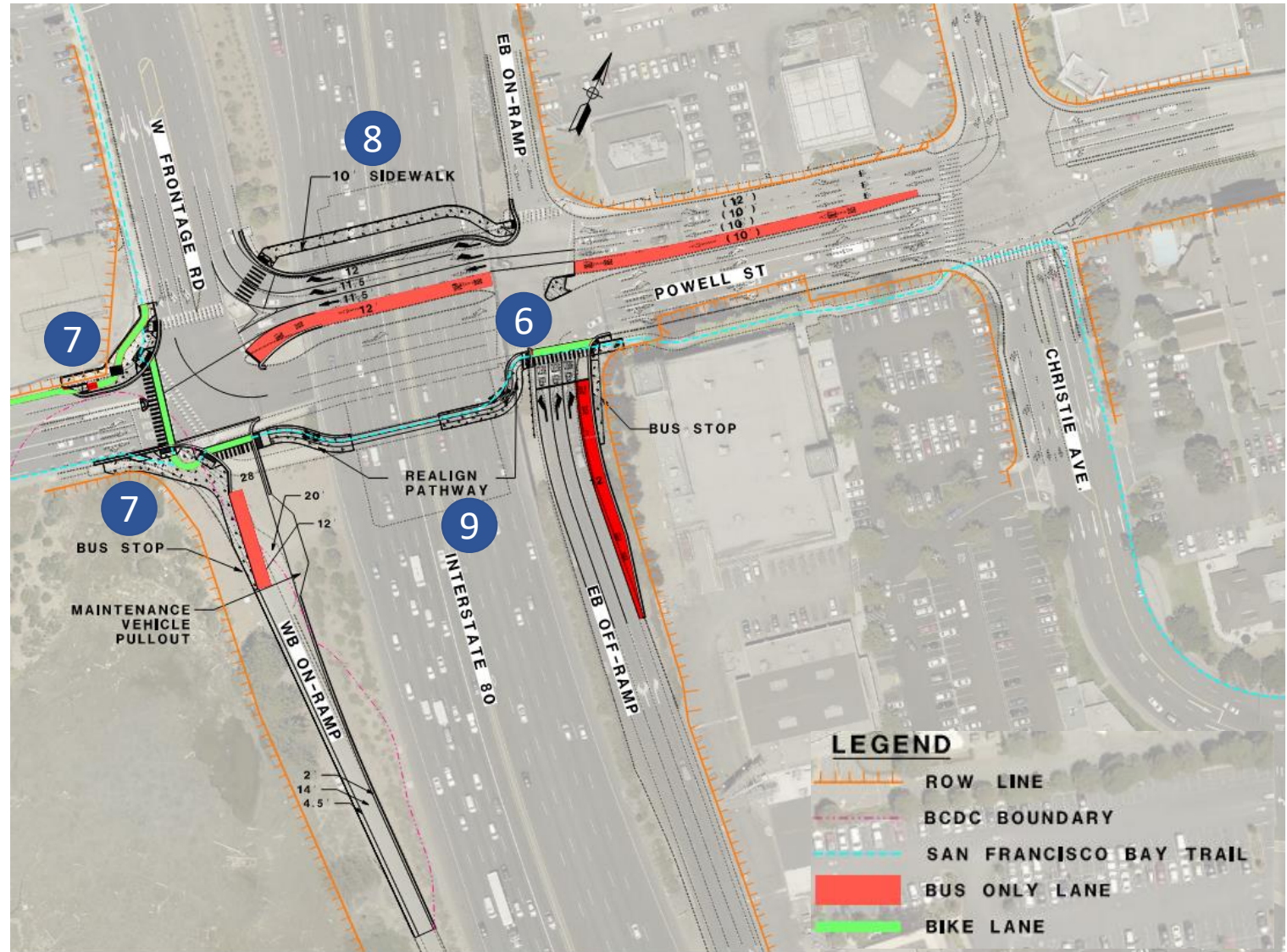
(continued next slide)





# Project Elements – Pedestrian/ Bike

6. Eastbound ramps intersection median nose extension.
7. Curb extensions on west side of Powell St./WFR intersection with Class II bike lane transitions
8. 10-foot sidewalk on north side of Powell St.
9. Realign and stripe SF Bay Trail for ped/bike mode separation.



# Traffic Operations Assessment Findings

AM and PM Peak Hour Intersection Performance (Opening Year = Existing Conditions 2020)

Intersection		AM Peak Hour		PM Peak Hour	
		Delay (s)	LOS	Delay (s)	LOS
1	W. Frontage Road/Access Road/I-80 WB Ramps	23.5	<b>C</b>	42.2	<b>D</b>
2	W. Frontage Road/I-80 WB On-Ramp/Powell Street	17.5	<b>B</b>	16.4	<b>B</b>
3	I-80 EB Ramps/Powell Street	18.0	<b>B</b>	19.1	<b>B</b>
4	Christie Avenue/Powell Street	24.1	<b>C</b>	34.4	<b>C</b>

AM and PM Peak Hour Intersection Performance (Design Year = Existing plus Project Conditions)

Intersection		AM Peak Hour		PM Peak Hour	
		Delay (s)	LOS	Delay (s)	LOS
1	W. Frontage Road/Access Road/I-80 WB Ramps	22.4	<b>C</b>	38.3	<b>D</b>
2	W. Frontage Road/I-80 WB On-Ramp/Powell Street	20.2	<b>C</b>	18.1	<b>B</b>
3	I-80 EB Ramps/Powell Street	23.0	<b>C</b>	26.0	<b>C</b>
4	Christie Avenue/Powell Street	27.0	<b>C</b>	45.9	<b>D</b>

# Summary of Traffic Operations Assessment

## *No Change to Traffic Capacity*

- Shortens existing bus route and adds two bus stops.
- I-80 EB Ramps/Powell Street and the Christie Ave/Powell St shows slight degradation in PM peak, however, all intersections would continue to operate at LOS D or better, which is acceptable.
- Used existing year as AM and PM Peak traffic for both without and with Project.
- No change to AADT, # of trucks or truck AADT

# Bus Travel Time Findings

## AM and PM Peak Hour Existing Condition Bus Travel Time Performance

From	To	Bus Travel Time (min)	
		AM Peak Hour	PM Peak Hour
Christie Avenue/Powell Street	I-80 EB Ramps/Powell Street	0.8	0.7
I-80 EB Ramps/Powell Street	W/Frontage Road/I-80 WB On-Ramp/Powell Street	0.2	0.3
W. Frontage Road/I-80 WB On-Ramp/Powell Street	W Frontage Road/Access Road/I-80 WB Ramps	0.9	2.0
W Frontage Road/Access Road/I-80 WB Ramps	I-80 WB Merge Point	1.8	3.9
<b>Total</b>		<b>3.7</b>	<b>6.9</b>

## AM and PM Peak Hour Bus Travel Time Performance (Existing plus Project Conditions)

From	To	Bus Travel Time (min)	
		AM Peak Hour	PM Peak Hour
Christie Avenue/Powell Street	I-80 EB Ramps/Powell Street	0.7	0.6
I-80 EB Ramps/Powell Street	W Frontage Road/I-80 WB On-Ramp/Powell Street	0.5	0.6
W Frontage Road/I-80 WB On-Ramp/Powell Street	I-80 WB Merge Point	1.2	1.3
<b>Total</b>		<b>2.4</b>	<b>2.5</b>

# Summary of Buses and Bus Travel Time Analysis

## *Increased Transit Reliability and Accessibility*

- Serves AC Transit routes: C, CB, F, J, and Z.
- 40 daily transbay trips between Emeryville and downtown San Francisco. No change to number of buses on this route for Project.
- Installation of exclusive transit-only lanes to improve transit reliability.
- Decreases bus travel times from the Christie Avenue/Powell Street intersection to the I-80 WB Merge Point by 1.3 minutes during the AM peak hour and 4.4 minutes during the PM peak hour.
- Improves transit accessibility with the new bus stops to better serve transit riders who live or work in the project vicinity.
- Helps promote possible mode shift away from auto trips to transit trips.

# Project Schedule

Current Programming Dates				
	PE/Environmental	ENG	ROW	CONSTRUCTION
<b>Start</b>	June 2021	June 2021	NA	June 2023
<b>End</b>	December 2022	April 2023	NA	July 2024

# DISCUSSION

Questions? Please contact Pamela Kwan:  
[pkwan@bayareametro.gov](mailto:pkwan@bayareametro.gov)



# Environmental Scope – SB 288 Applicability

**a. Implementing Entities are Public Agencies**

MTC, Caltrans, Emeryville, AC Transit

**b. Located in an Urban Area**

Contiguous cities of over 100,000 inhabitants

**c. Does not add physical infrastructure/ new capacity or aux lanes**

Modifies existing transportation system within existing right-of-way

**d. Does not require demolition of affordable housing units**

**e. Implemented with Skilled and Trained Workforce Requirements**

**f. Project does not exceed \$100Mil**

**From:** [Harold Brazil](#)  
**To:** [Tavitas, Rodney A@DOT](#); [Kelly, ThomasP](#)  
**Cc:** [Dorantes, Michael](#); [OConnor, Karina \(she/her\)](#); [Sanchez, Lucas@DOT](#); [Adam Crenshaw](#); [Joseph.Vaughn@dot.gov](#); [patrick.pittenger@dot.gov](#); [Dunning, Connell](#)  
**Subject:** Re: July 2022 Task Force Meeting Follow-up  
**Date:** Friday, September 16, 2022 11:37:00 AM

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Hello Tom and Rodney, understood and thank you very much for this.

Tom, we will pass on your message to the City of San Mateo and if there are no objections from other Task Force members – we will also send the “No POAQC” confirmation email to San Mateo.

If you have any questions, let us know and thanks again.

Harold

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Harold Brazil  
Senior Planner  
[hbrazil@bayareametro.gov](mailto:hbrazil@bayareametro.gov)

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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/>

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**From:** Tavitas, Rodney A@DOT <[rodney.tavitas@dot.ca.gov](mailto:rodney.tavitas@dot.ca.gov)>  
**Sent:** Friday, September 16, 2022 11:35 AM  
**To:** Kelly, ThomasP <[Kelly.ThomasP@epa.gov](mailto:Kelly.ThomasP@epa.gov)>; Harold Brazil <[HBrazil@bayareametro.gov](mailto:HBrazil@bayareametro.gov)>  
**Cc:** Dorantes, Michael <[Dorantes.Michael@epa.gov](mailto:Dorantes.Michael@epa.gov)>; OConnor, Karina (she/her) <[OConnor.Karina@epa.gov](mailto:OConnor.Karina@epa.gov)>; Sanchez, Lucas@DOT <[Lucas.Sanchez@dot.ca.gov](mailto:Lucas.Sanchez@dot.ca.gov)>; Adam Crenshaw <[ACrenshaw@bayareametro.gov](mailto:ACrenshaw@bayareametro.gov)>; Joseph.Vaughn@dot.gov; patrick.pittenger@dot.gov; Dunning, Connell <[Dunning.Connell@epa.gov](mailto:Dunning.Connell@epa.gov)>  
**Subject:** RE: July 2022 Task Force Meeting Follow-up

**\*External Email\***

Caltrans HQ concurs that the US 101/Peninsula Avenue Interchange Project is NOT a project of air quality concern.

Sincerely,

Rodney Tavitas  
Branch Chief, Air Quality Branch  
Office of Air Quality and Climate Change  
Division of Transportation Planning, Caltrans  
1120 N Street, MS-32, Sacramento, CA 95814  
[rodney.tavitas@dot.ca.gov](mailto:rodney.tavitas@dot.ca.gov)  
Office/Cell: (916)207-6113

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**From:** Kelly, ThomasP <[Kelly.ThomasP@epa.gov](mailto:Kelly.ThomasP@epa.gov)>  
**Sent:** Friday, September 16, 2022 11:26 AM  
**To:** Harold Brazil <[HBrazil@bayareametro.gov](mailto:HBrazil@bayareametro.gov)>  
**Cc:** Dorantes, Michael <[Dorantes.Michael@epa.gov](mailto:Dorantes.Michael@epa.gov)>; OConnor, Karina (she/her) <[OConnor.Karina@epa.gov](mailto:OConnor.Karina@epa.gov)>; Tavitas, Rodney A@DOT <[rodney.tavitas@dot.ca.gov](mailto:rodney.tavitas@dot.ca.gov)>; Sanchez, Lucas@DOT <[Lucas.Sanchez@dot.ca.gov](mailto:Lucas.Sanchez@dot.ca.gov)>; Adam Crenshaw <[ACrenshaw@bayareametro.gov](mailto:ACrenshaw@bayareametro.gov)>; [Joseph.Vaughn@dot.gov](mailto:Joseph.Vaughn@dot.gov); [patrick.pittenger@dot.gov](mailto:patrick.pittenger@dot.gov); Dunning, Connell <[Dunning.Connell@epa.gov](mailto:Dunning.Connell@epa.gov)>  
**Subject:** RE: July 2022 Task Force Meeting Follow-up

**EXTERNAL EMAIL.** Links/attachments may not be safe.

Harold,

We do not consider the US 101/Peninsula Avenue Interchange Project a project of air quality concern. We still think it would be wise to complete a hot-spot analysis to address potential community concern that may arise during the planned public IS/EA review given the number of trucks and the proximity to homes, but we'll leave that decision to Caltrans and the City of San Mateo. I probably don't need to ask, but please pass this along to the City of San Mateo staff. I didn't have their email addresses.

Sorry to hold you up for a while on this. We had a tough time connecting internally due to vacation schedules.

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Tom Kelly | U.S. EPA Region IX | Air Planning Office (AIR-2) | San Francisco, CA 94105 | (415) 972-3856

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**From:** Harold Brazil <[HBrazil@bayareametro.gov](mailto:HBrazil@bayareametro.gov)>  
**Sent:** Wednesday, September 14, 2022 4:30 PM  
**To:** Kelly, ThomasP <[Kelly.ThomasP@epa.gov](mailto:Kelly.ThomasP@epa.gov)>

**Cc:** Dorantes, Michael <[Dorantes.Michael@epa.gov](mailto:Dorantes.Michael@epa.gov)>; OConnor, Karina (she/her) <[OConnor.Karina@epa.gov](mailto:OConnor.Karina@epa.gov)>

**Subject:** Re: July 2022 Task Force Meeting Follow-up

Hello Tom, checking-in again on the U.S. 101/Peninsula Avenue Interchange project from the July task force meeting – do you have any updates?

Please let me know at your earliest convenience and thanks.

Harold

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Harold Brazil  
Senior Planner  
[hbrazil@bayareametro.gov](mailto:hbrazil@bayareametro.gov)

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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/>

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**From:** Harold Brazil

**Sent:** Thursday, August 11, 2022 8:21 AM

**To:** Kelly, ThomasP <[Kelly.ThomasP@epa.gov](mailto:Kelly.ThomasP@epa.gov)>

**Cc:** Dorantes, Michael <[Dorantes.Michael@epa.gov](mailto:Dorantes.Michael@epa.gov)>; OConnor, Karina (she/her) <[OConnor.Karina@epa.gov](mailto:OConnor.Karina@epa.gov)>

**Subject:** Re: July 2022 Task Force Meeting Follow-up

Sounds great and thanks for the update Tom.

Talk to you soon.  
Harold

---

**From:** Kelly, ThomasP <[Kelly.ThomasP@epa.gov](mailto:Kelly.ThomasP@epa.gov)>

**Sent:** Thursday, August 11, 2022 7:13 AM

**To:** Harold Brazil <[HBrazil@bayareametro.gov](mailto:HBrazil@bayareametro.gov)>  
**Cc:** Dorantes, Michael <[Dorantes.Michael@epa.gov](mailto:Dorantes.Michael@epa.gov)>; OConnor, Karina (she/her) <[OConnor.Karina@epa.gov](mailto:OConnor.Karina@epa.gov)>  
**Subject:** RE: July 2022 Task Force Meeting Follow-up

**\*External Email\***

I have discussed the project with Karina. We would like to consult with our Office of Transportation and Air Quality, or OTAQ. The person we need has been out of the office, but we should be able to meet with her soon.

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Tom Kelly | U.S. EPA Region IX | Air Planning Office (AIR-2) | San Francisco, CA 94105 | (415) 972-3856

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**From:** Harold Brazil <[HBrazil@bayareametro.gov](mailto:HBrazil@bayareametro.gov)>  
**Sent:** Wednesday, August 10, 2022 6:56 PM  
**To:** Kelly, ThomasP <[Kelly.ThomasP@epa.gov](mailto:Kelly.ThomasP@epa.gov)>  
**Subject:** Re: July 2022 Task Force Meeting Follow-up

Hi Tom, just checking in – is there any follow-up from EPA on the U.S. 101/Peninsula Avenue Interchange project from last month’s Task Force meeting?

Please let me know and thanks.

Harold

---

Harold Brazil  
Senior Planner  
[hbrazil@bayareametro.gov](mailto:hbrazil@bayareametro.gov)

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Metropolitan Transportation Commission  
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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/>

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**Air Quality Conformity Task Force  
Summary Meeting Notes  
September 22, 2022**

Participants:

Rodney Tavitas – Caltrans  
Andrea Gordon – BAAQMD  
Joseph Vaughn – FHWA  
Abhijit Bagde – Caltrans  
Erika Espinosa Araiza – Caltrans  
Karishma Becca – Caltrans  
Lexie Arellano – Caltrans

Kevin Krewson – Caltrans  
Michael Dorantes – EPA  
Shilpa Mareddy – Caltrans  
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<sub>2.5</sub> Project Conformity Interagency Consultation**

**a. Confirm Projects Are Exempt from PM<sub>2.5</sub> Conformity Projects Exempt Under 40 CFR 93.126**

The Task Force did not determine the Bay Bridge Forward I-80/ Powell I/C Transit Access the project (TIP ID # ALA210027) to be exempt from conformity under **40 CFR 93.126** and the project sponsor will go through consultation at the October 27<sup>th</sup> Task Force meeting.

**Final Determination:** With input from FTA, FHWA, EPA, Caltrans and MTC, the Task Force agreed that the other three projects:

**CC-210003** – East Downtown Concord PDA Access and SR2T  
**SCL110112** – Bridge No. 37C0114: Quito Road Bridge Replacement  
**SCL170023** – Peery Park "Sense of Place" Improvements

on the exempt list **2a\_POAQC\_Exempt\_List\_09192022.pdf** were exempt from PM<sub>2.5</sub> project-level analysis.

**3. Project with Regional Air Quality Conformity Concerns**

Adam Crenshaw (MTC) indicated the MTC's Allocations Committee referred the projects listed in "3a\_Attachment-A\_List\_of\_Proposed\_New\_Projects\_092222.pdf" were referred to the full Commission for approval and staff is expecting to stay on schedule and Commission approval on September 28<sup>th</sup>, 2022. Mr. Crenshaw added, after Commission approval, the projects will be uploaded into the CTIPs statewide database. The Task Force had no comments.

**4. Consent Calendar**

**a. August 25, 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.