



**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/4827063628?pwd=RGpEanhGMEx2VzFRSFJZYWcyTGVjQT09>

**Meeting ID: 482 706 3628**

**Passcode: 637720**

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

**July 27, 2023**

**9:30 a.m. – 11:00 a.m.**

### **AGENDA**

1. Welcome and Introductions
2. Long-Range Planning Updates: Plan Bay Area 2050+ and Transit 2050+ – Update on scope and schedule for Plan Bay Area 2050+, as well as the draft problem statement, goals, and network definition for the parallel Transit 2050+ modal plan. *(Presentation will be provided prior to meeting)*
3. PM<sub>2.5</sub> Project Conformity Interagency Consultations
  - a. Confirm Project Projects Exempt from PM<sub>2.5</sub> Conformity
    - i. Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern
4. Projects with Regional Air Quality Conformity Concerns
  - a. Review of the Regional Conformity Status for New and Revised Projects  
4a\_Regional\_AQ\_Conformity\_Review\_072723.pdf  
4a\_Attachment-A\_List\_of\_Proposed\_New\_Projects\_072723.pdf
5. Consent Calendar
  - a. June 22, 2023 Air Quality Conformity Task Force Meeting Summary
6. Other Items

Next Meeting: Meeting: August 24, 2023

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/4827063628?pwd=RGpEanhGMEx2VzFRSFJZYWcyTGVjQT09>

Meeting ID: 482 706 3628

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Join by SIP

[4827063628@zoomcrc.com](mailto:4827063628@zoomcrc.com)

Join by H.323

162.255.37.11 (US West)

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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)

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PLAN BAY AREA 2050+  
ASSOCIATION OF BAY AREA GOVERNMENTS  
METROPOLITAN TRANSPORTATION COMMISSION  
TRANSIT 2050+

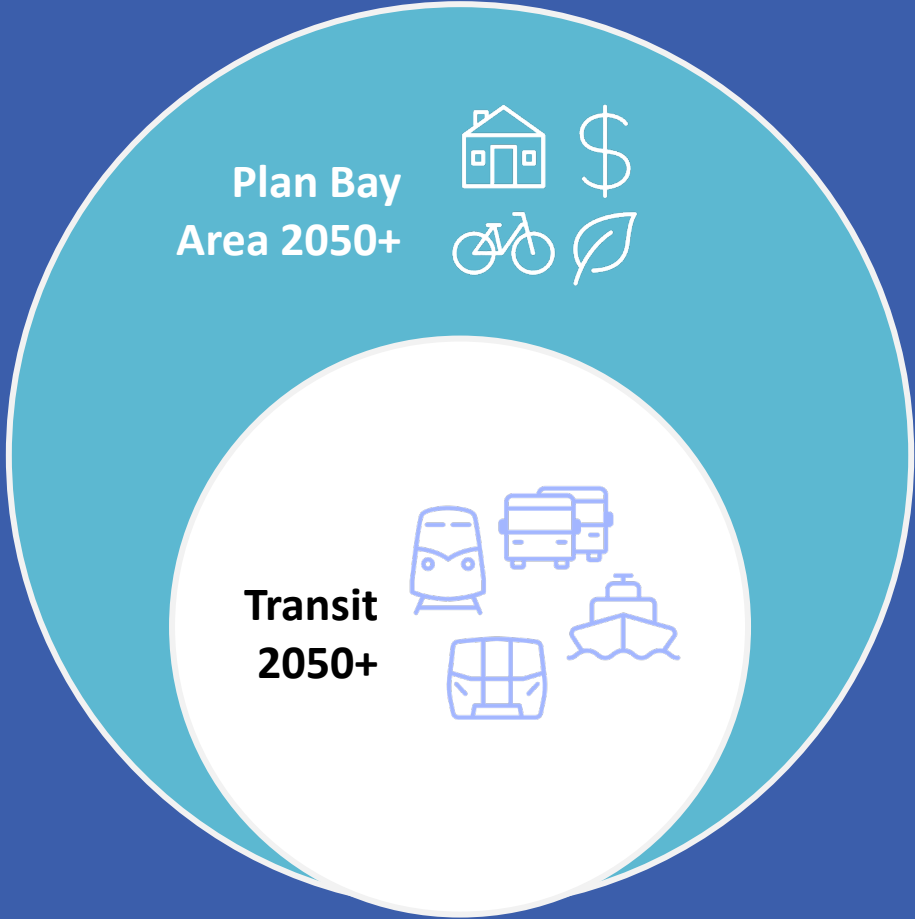


# Long-Range Planning Updates: Plan Bay Area 2050+ and Transit 2050+

Air Quality Conformity Task Force Meeting

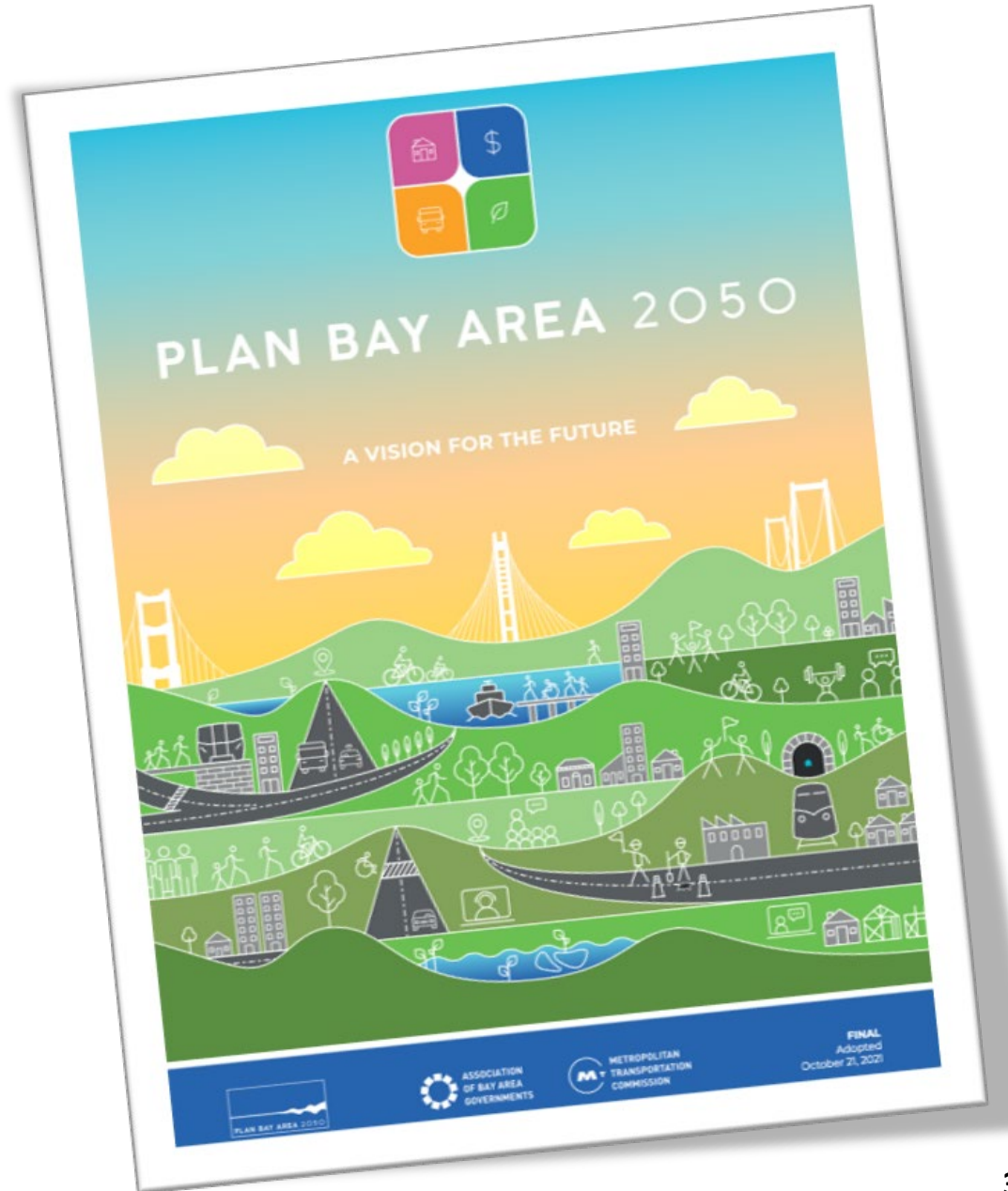
July 27, 2023

# Plan Bay Area 2050+: Project Kickoff



# Plan Bay Area 2050: Refresher

- Adopted in October 2021, Plan Bay Area 2050 represents the **most comprehensive regional vision to date**, leveraging deep community engagement and a strong commitment to equity when planning for an uncertain future.
- This long-range plan responded to clear direction from policy leaders to be **“bold and unflinching”** in identifying what it would take to address many of the region’s thorniest policy challenges.
- Since adoption, MTC and ABAG have been singularly focused on **advancing plan implementation to achieve regional outcomes.**



# Plan Bay Area 2050+ and Transit 2050+

- Federal and state law require that the plan be **updated every four years**, with the next statutory deadline in **fall 2025**
- In December 2022, staff proposed advancing two long-range planning efforts in parallel:
  - *Plan Bay Area 2050+*: A **limited and focused update** to the solid foundation of Plan Bay Area 2050, with no required Regional Housing Needs Allocation (RHNA) process
  - *Transit 2050+*: A **service-oriented, fiscally-constrained transit network plan** for the nine-county Bay Area
- Plan Bay Area 2050 envisioned a robust, connected transit network, but the rapid change in commute patterns and reduction in anticipated revenue requires a comprehensive update via Transit 2050+

## Plan Bay Area 2050+:

Responsible for targeted refinements to the plan's 29 strategies unrelated to transit

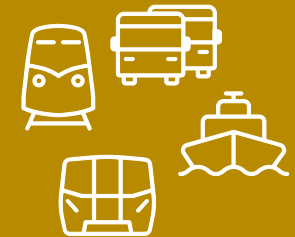
Plan Bay  
Area 2050+



## Transit 2050+:

Responsible for a comprehensive reimagining of the plan's six transit-oriented strategies

Transit  
2050+

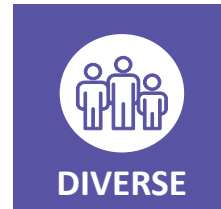


# Plan Bay Area 2050+: Scope

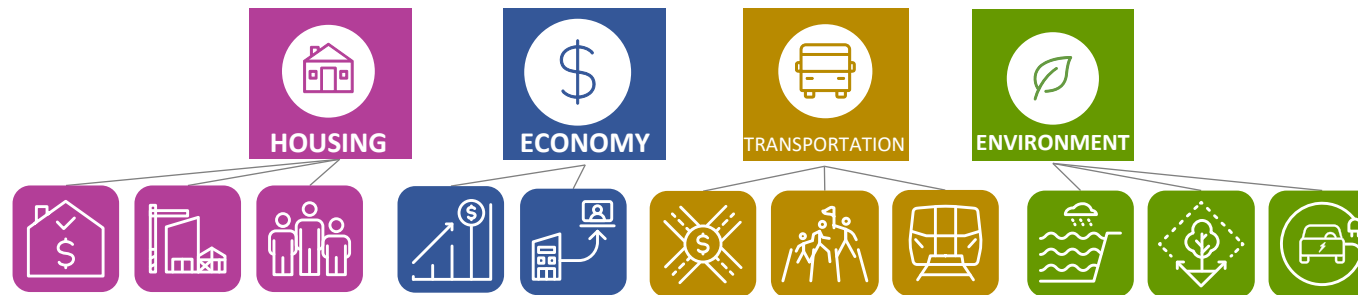
In addition to addressing all federal and state planning requirements,

Plan Bay Area 2050+ will:

**Leverage the vision and guiding principles established in Plan Bay Area 2050**



**Maintain the long-range plan's existing strategic framework and organization**



**Focus on three core priorities: education, implementation, and updated assumptions**



# Key Priorities for a Limited and Focused Update



Image Source: MidPen Housing



Image Source: Noah Berger



Image Source: Clipper



Image Source: Peter Beeler



Image Source: Karl Nielsen



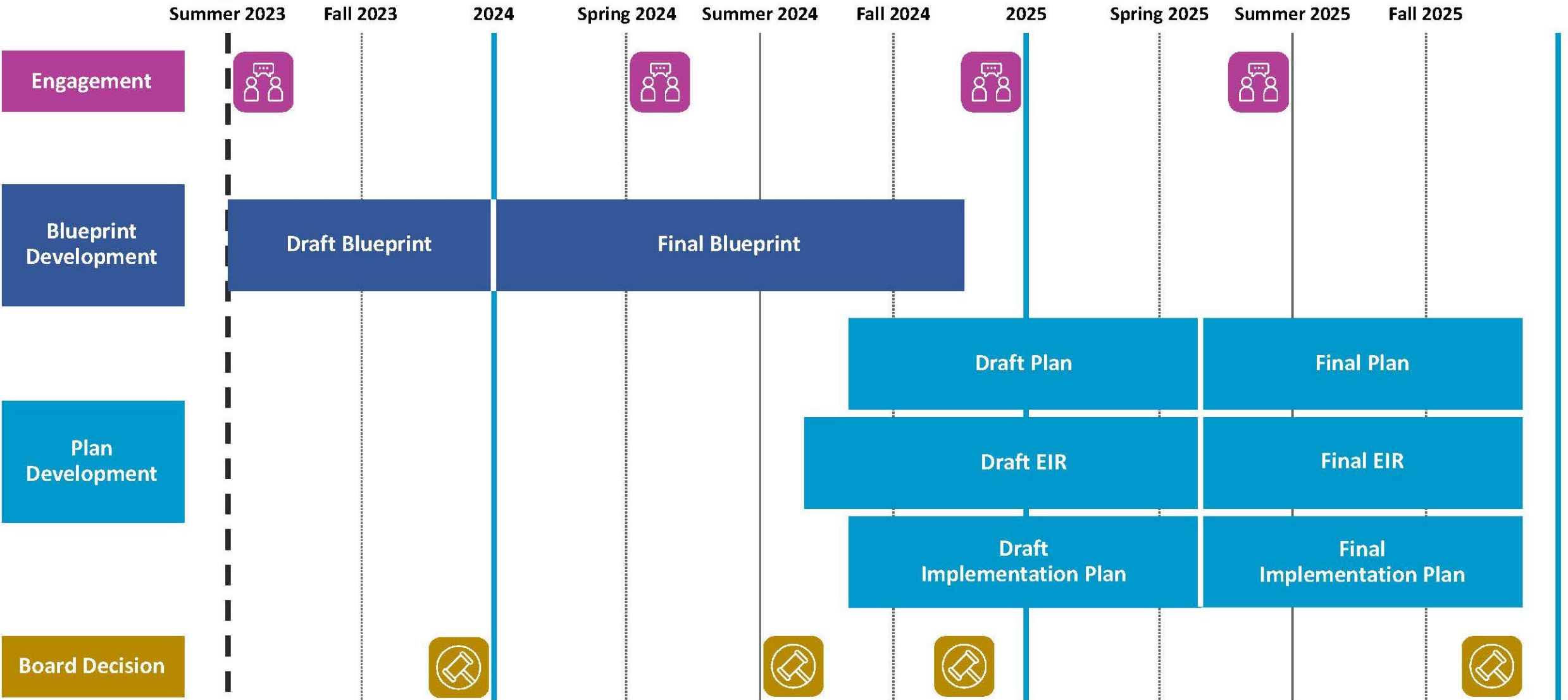
Image Source: Karl Nielsen

Education	Implementation	Updated Assumptions
<ul style="list-style-type: none"> <li>Provide the public with more background information on who we are, what we do, and why</li> </ul>	<ul style="list-style-type: none"> <li>Continue implementation of initiatives that will drive regional outcomes</li> </ul>	<ul style="list-style-type: none"> <li>Update the plan's technical and planning assumptions to better reflect the post-COVID environment</li> </ul>
<ul style="list-style-type: none"> <li>Focus Plan Bay Area 2050+ education efforts on the purpose, strategies, and real-world impact of the long-range plan</li> </ul>	<ul style="list-style-type: none"> <li>Lean on high-profile implementation efforts to inform refinements to select plan strategies</li> </ul>	<ul style="list-style-type: none"> <li>Focus on financial forecasts, the regional economy, demographics, and areas likely to impact plan outcomes</li> </ul>



# Plan Bay Area 2050+: Schedule

We are here



For a more detailed project schedule, please see Attachment A

# Plan Bay Area 2050+: Next Steps

- A **first round of public engagement** – including pop-ups, workshops, webinars, and a survey – will take place over **summer 2023**.
- Staff will provide **updates to committees** on a variety of topics over the course of 2023, including:
  - Draft Core Planning Assumptions (*September 2023 – Information*)
  - Anticipated Draft Blueprint Refinements (*October 2023 – Information*)
  - Round 1 Public Engagement Findings (*November 2023 – Information*)
  - Draft Blueprint Strategy Adoption (*December 2023 - Action*)



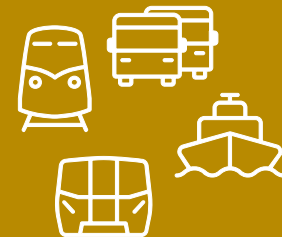
An individual participating at an event in Oakland. Credit: Noah Berger

# Transit 2050+: Progress Update on Goals & Network Definition

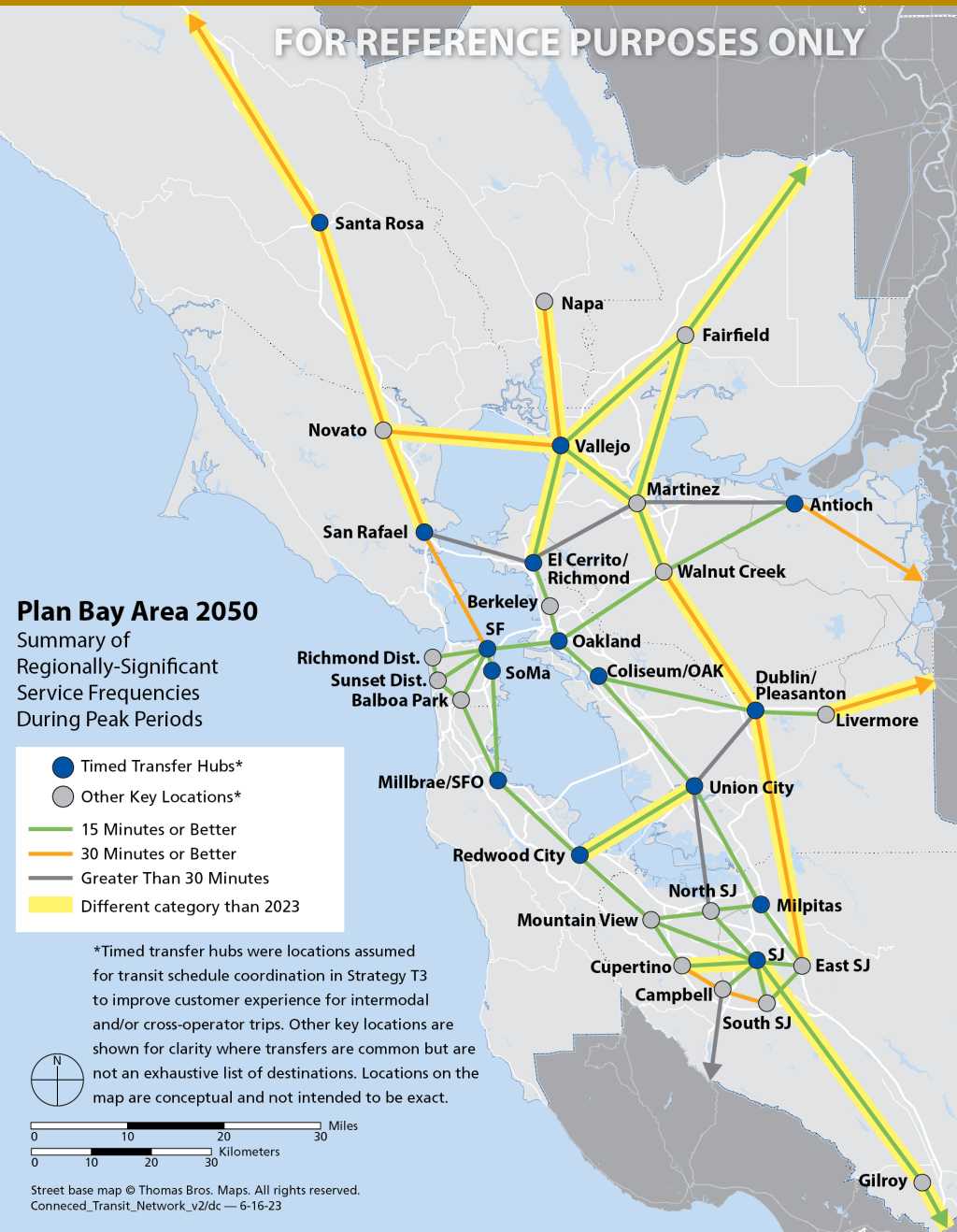
Plan Bay  
Area 2050+



Transit  
2050+



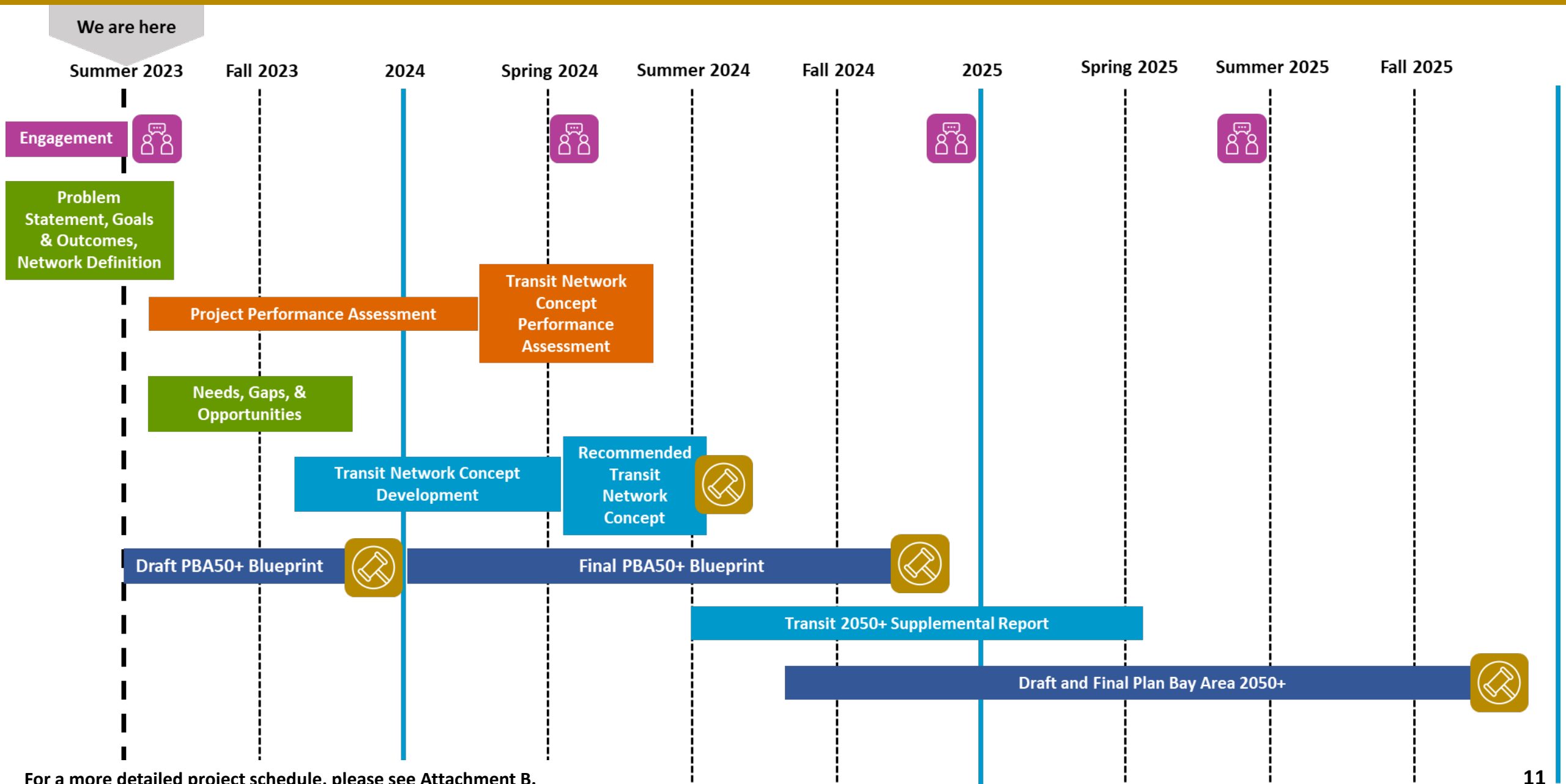
# Transit Network & Strategies: Plan Bay Area 2050



Theme	Strategy	Total Plan Investment
<b>Maintain and Optimize Existing Infrastructure</b>	T1. Restore, operate and maintain the existing system.	\$271 B*
	T3. Enable a seamless mobility experience.	\$3 B
	T4. Reform regional transit fare policy.	\$10 B
<b>Enhance Regional and Local Transit</b>	T10. Enhance local transit frequency, capacity and reliability.	\$32 B
	T11. Expand and modernize the regional rail network.	\$81 B
	T12. Build an integrated regional express lanes and express bus network.	\$9 B
<b>TOTAL OF TRANSIT STRATEGIES</b>		<b>\$406 B</b>

\* = only includes portion of Strategy T1 focused on transit O&M and capital needs

# Transit 2050+: Schedule



For a more detailed project schedule, please see Attachment B.



## Goal 1:

Develop an integrated, well-connected transit network.

## Goal 2:

Recover and grow transit ridership and mode share.

## Goal 3:

Improve the reliability and average travel speed of transit service.

## Goal 4:

Reduce barriers to using transit.

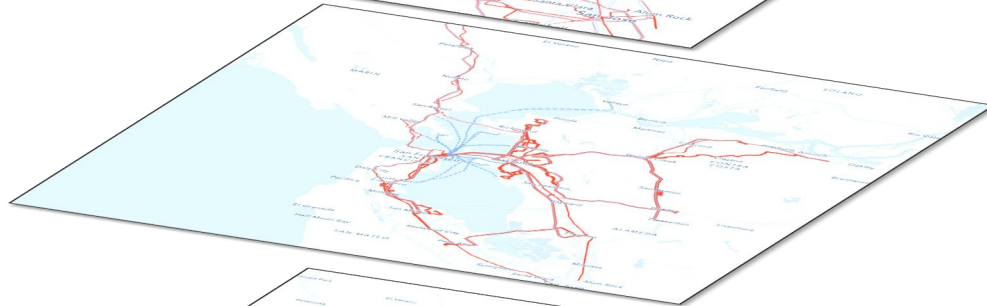
# Transit 2050+: Draft Network Definition



**Local and Community Transit Services:** Buses, Shuttles, On-Demand



**High-Capacity Local Transit Services:** Light Rail, Bus Rapid Transit, Rapid Bus



**Regional Transit Services:** Rail, Ferry, Express Bus



**Interregional Transit Services:** Interregional Rail, Interregional Express Bus

Needs and improvements identified locally and incorporated into Transit 2050+ Network Concepts

Needs and improvements identified both by existing local studies and plans as well as via Transit 2050+

**Note:** Proposed definitions are still in development and are for planning purposes only. Maps are representative. Inclusion of future transit improvements in Transit 2050+ will depend on anticipated revenue forecasts through 2050.



PLAN BAY AREA 2050+

# Questions or Comments?

Chirag Rabari – [crabari@bayareametro.gov](mailto:crabari@bayareametro.gov)

Plan Bay Area 2050+ Project Manager, MTC/ABAG

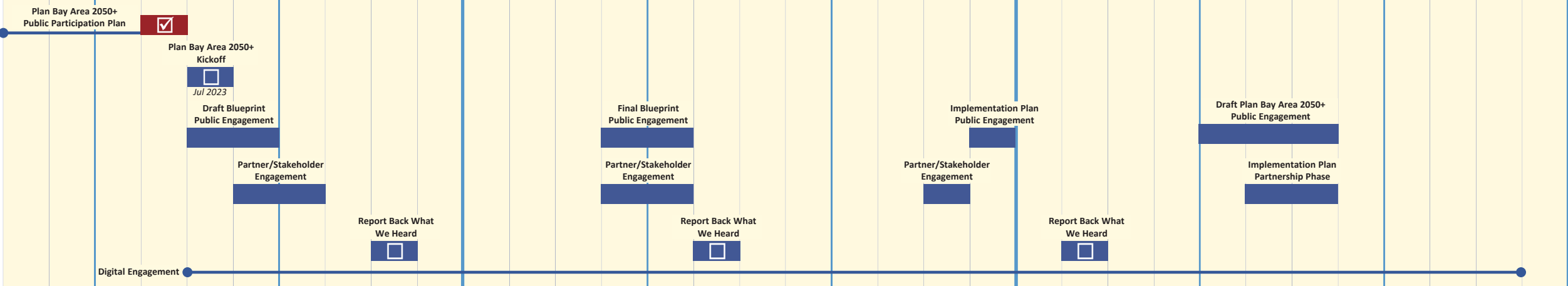
Kara Vuicich – [kvuicich@bayareametro.gov](mailto:kvuicich@bayareametro.gov)

Transit 2050+ Project Manager, MTC/ABAG



Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
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## Public and Stakeholder Engagement



## Planning Assumptions





## Blueprint Development



## Draft and Final Plan, EIR, and Implementation Plan



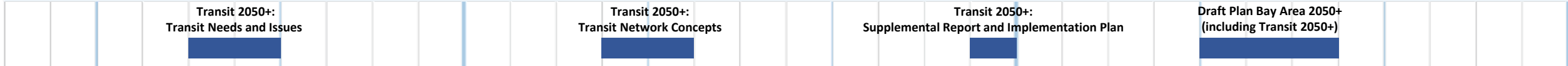
 ABAG/MTC Information  
 ABAG/MTC Action

\*Core Planning Assumptions includes Regional Growth Forecast, Growth Geographies and External Forces.

(Dates are tentative and subject to change.)

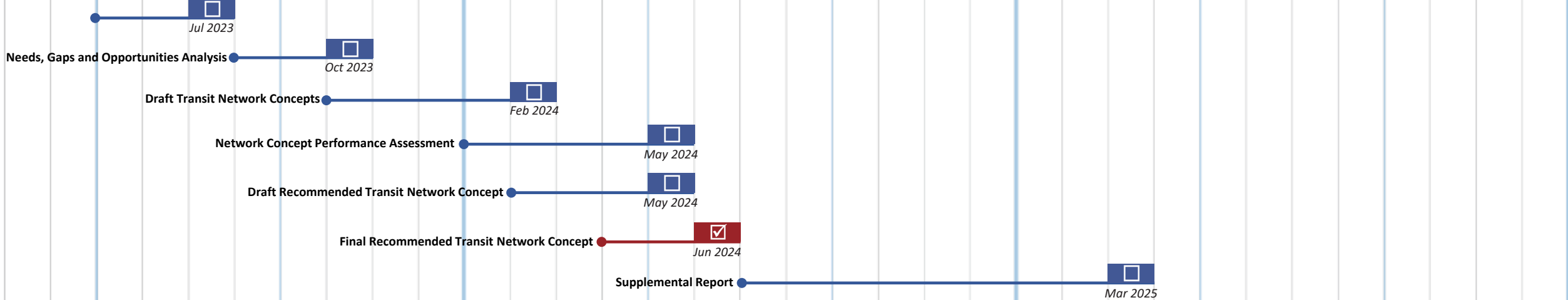
Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
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## Public Engagement - Conducted in Conjunction with Plan Bay Area 2050+

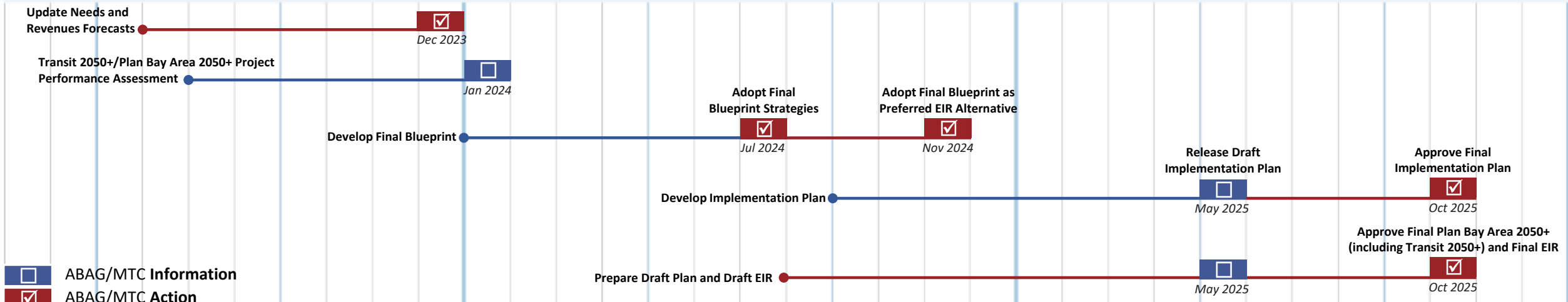




## Transit 2050+ Task Schedule

### Problem Statement, Goals and Outcomes, and Network Definition



## Coordination and Integration with Plan Bay Area 2050+



 ABAG/MTC Information  
 ABAG/MTC Action



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375 Beale Street  
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## *Memorandum*

TO: Air Quality Conformity Task Force

DATE: July 20, 2022

FR: Harold Brazil

W. I.

RE: PM<sub>2.5</sub> Project Conformity Interagency Consultation

MTC requests the review and concurrence from the Task Force which a project sponsor has identified as exempt and likely not to be a POAQC. **2b\_POAQC\_Exempt\_List\_051823.pdf** lists the project to be considered exempt under 40 CFR 93.126.

40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Additional Description	Project Type under 40 CFR 93.126
SCL	SCL230203	VTA	Cerone Operations Command and Control Center	Santa Clara Valley Transportation Authority (VTA) - VTA's Cerone Bus Division : Construct a new Operations Command and Control Center (OCC)	VTA: At Cerone Bus Operating Division: Construct a new Operations Command and Control Center (OCC) Theater that would include Bus and Light Rail Workstations displaying the entire VTA Bus and Light Rail System in real time. The new OCC would support SCADA, Information Technology, and Telecommunications Rooms with staff offices for both the OCC facility and field staff. The new facility would also include a Training Center and Situation Room.	Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)



TO: Air Quality Conformity Task Force

DATE: July 27, 2023

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 2023 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 2023 TIP

Staff is proposing to add a number of new projects to the 2023 TIP through future revisions. The description of the new projects along with the regional air quality category that staff believes best describes the project is included on Attachment A.

Staff has also received additional information on projects that were discussed at the Task Force's June meeting:

#### **1. US101 Part Time Transit Lane**

TIP ID: MRN230206

Sponsor: Marin County

Description: MCTD: Southbound US101 from DeLong Ave in Novato to Mission Ave in San Rafael: Implement part time transit lane pilot



Expanded Description: US 101 Part Time Transit Lane Project (PTTL) is a proposed pilot project on the shoulder of the southbound US 101, in Marin County between Delong Avenue in Novato and Mission Avenue in San Rafael. This project will improve bus travel times for Marin County Transit District (Marin Transit) and Golden Gate Transit Services during peak congestion. This project has been identified as a low-cost way to provide highly visible transit priority for transit buses and provide significant time travel savings for bus riders.

Conformity Issue: Members of this Task Force had concerns about the regional significance of the roadway and questions about what will happen after the pilot period.

Additional Information: The sponsor confirmed that while the project will be implemented on a highway, it would not significantly impact automobile traffic. The length of the pilot has not been set and additional funds will be needed for construction. During the pilot, the evaluation would be expected to determine if the lane would be continued for transit use or closed entirely at the end of the pilot. If extended, it would be for bus only. The lane would not be designed to accommodate general users and could not be opened to all users.

## 2. San Rafael Canal Crossing

TIP ID: MRN230208

Sponsor: San Rafael

Description: San Rafael: Between Canal Street and Third Street: Construct new active transportation crossing

Expanded Description: Non-motorized bridge between Canal Street in San Rafael's Canal neighborhood and Third Street in San Rafael.

Conformity Issue: Members of this Task Force had questions about whether or not the bridge would be strictly for bicycle and pedestrian traffic.



Additional Information: The sponsor confirmed that automobiles would not be allowed on the bridge.

### 3. Monterey Road Transit Lane

TIP ID: SCL230216

Sponsor: VTA

Description: San Jose: On Monterey Rd from the intersection with Keyes Rd/1st St to Ford Rd: Implement a road diet and install a dedicated bus lane and protected bicycle lane

Expanded Description: VTA: In San Jose: Implement a road diet and install a dedicated bus lanes and protected bicycle lanes on Monterey Road in San Jose from the intersection with Keyes Rd/1st St to Ford Rd to improve transit travel times while improving safety for all modes.

Conformity Issue: At the June meeting of this Task Force, members had concerns about the regional significance of the roadway where this project will be implemented.

Additional Information: The project sponsor updated the description to indicate that a road diet would be implemented on this corridor to remove a general-purpose lane and replace it with a protected bicycle lane and a bus-only lane similar to other corridors throughout the county. The City of San Jose ran a VISSIM model of removing a vehicle lane to replace it with a transit lane and found no significant impact to vehicle travel times. It is also a vision zero corridor, due to the high number of pedestrian fatalities from vehicle impact. Based on this additional information MTC staff is proposing to add this project to the TIP as either a non-exempt, not regionally significant project, as originally proposed, or as an exempt project under 40 CFR 93.126 under the category of “Projects that correct, improve, or eliminate a hazardous location or feature”.

MTC staff is not seeking a determination on the status of this project 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	Expanded Project Description	Project Type
1	Contra Costa	10243	CCCTA	CCCTA - Replace 22' Vehicles	CCCTA: Fleet: Replace 22' paratransit vehicles	CCCTA: Fleet: Replace 15 22' paratransit vehicles	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
2	Contra Costa	10245	CCCTA	CCCTA - Replace Paratransit Vans	CCCTA: Fleet: Replace paratransit vans	CCCTA: Fleet: Replace 3 paratransit vans	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
3	Contra Costa	10244	CCCTA	CCCTA - Replace 30' Buses	CCCTA: Fleet: Replace 30' diesel buses	CCCTA: Fleet: Replace 10 30' diesel buses	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
4	Regional	10246	MTC	Regional Vision Zero/Safety Prog Coord-Outreach	SF Bay Area: Regionwide: Coordinate Vision Zero workshops and peer exchanges and develop a data-driven outreach campaign to help change traffic safety culture in the region	Support regional work by coordinating Vision Zero workshops and peer exchanges and develop a data-driven outreach campaign to help change traffic safety culture in the region.  Workshops would bring outside knowledge to a forum to share best practices with our regional partners and bring up the level of knowledge of best practices throughout the region. Peer Exchanges would provide the opportunity for our regional leaders to share their knowledge, experiences, and successes with regional partners. Develop a data-driven outreach campaign which would use the work that went into developing our Regional Vision Zero Action Plan to identify a key issue that is affecting our region and develop an effective outreach campaign to address that issue.	Exempt (40 CFR 93.126) - Other - Planning and technical studies
5	San Mateo	10228	San Mateo County	Santa Cruz Ave/ Alameda de las Pulgas Complete St	San Mateo County: On Alameda de las Pulgas between Avy Ave and Campo Bello Lane, and on Santa Cruz Ave between Campo Bello Lane and Sand Hill Road, located in unincorporated San Mateo County: Implement complete streets improvements including road diets	The work to be done consists, in general, of reducing the number of travel lanes by constructing bicycle and pedestrian improvements, which include concrete islands, bulb-outs, and curb ramps. It also involves the removal of damaged sidewalk, roadway, and miscellaneous concrete, as well as the re-alignment of the curb line, gutter, sidewalk, and driveway. Additionally, the project includes drainage improvements with the placement of new storm drains, utility adjustments, removal of old striping and markings, restriping, traffic signal light modifications, creation of protected pedestrian crossings, micro-surfacing of the roadway, and installation of pavement markings, markers, and bike lane designations.	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
6	Santa Clara	10241	VTA	Transit Center Park and Ride and Bus Stop Rehab	VTA: In Santa Clara County: Rehabilitate and repair transit centers and park and ride lots and rehabilitate and improve various bus stops.	VTA: In Santa Clara County: Rehabilitate and repair transit centers and park and ride lots as outlined in VTA's condition assessment, as well as rehabilitate and improve various bus stops.	Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)



Review of the Regional Conformity Status for New and Revised Projects - Attachment A

#	County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Expanded Project Description	Project Type
7	Santa Clara	10237	Santa Clara County	Santa Clara County Circulation and Mobility Element Update	Santa Clara County: Countywide: Planning	The General Plan Transportation Chapter (Circulation and Mobility Element) was last prepared and adopted in 1995. Since then, there have been significant changes in land use, housing and employment, travel behaviors and preferences, and the types of technologies we have access to today. County Goals and Policies in the existing Transportation Element haven't kept up with our current reality, particularly related to changes in housing, employment, and climate resilience goals. An update of the Circulation and Mobility Element (CME) is needed to revise the county's goals and policies that reflect today's current transportation network. The CME update is also needed to represent the county's future vision for a regional transportation network that aligns with current state environmental and transportation laws, and greenhouse goals.	Exempt (40 CFR 93.126) - Other - Planning and technical studies
8	Santa Clara	10083	Los Gatos	Highway 17 Bicycle and Pedestrian Overcrossing	Los Gatos: On Blossom Hill Road over Highway 17: Construct bicycle and pedestrian bridge	The Highway 17 Bicycle & Pedestrian Overcrossing Project proposes to construct a separate bicycle and pedestrian bridge over Highway 17 on Blossom Hill Road between Roberts Road West and Roberts Road East (just south of the existing Blossom Hill Road Bridge) to provide a new Class I facility for bicyclists and pedestrians.	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities
9	Solano	10242	Fairfield	East Tabor and Tolenas Bike/Ped	Fairfield: East Tabor Avenue (north side) from the UPRR tracks to Tolenas Avenue; East side of Tolenas Avenue from Tolenas Elementary School to East Tabor Avenue: On East Tabor Avenue (north side) construct sidewalk across UPRR tracks including minimal roadway widening. On Tolenas Avenue (east side) widen the existing sidewalk.	In Fairfield: On East Tabor Street construct new sidewalk on the north side across the railroad tracks to connect the ends of the existing sidewalk and close the sidewalk gap. Project also includes minimal roadway widening to place the sidewalk in the correct alignment, construction of curb and gutter, revised traffic striping to add class 2 bike lane, and improvements as needed for bikes to use the new pedestrian crossing across the railroad tracks. On Tolenas Avenue (east side) the sidewalk will be widened from 4 feet to 6 feet, minimum. Non-participating work includes costs to modify an existing private property access and parking lot to facilitate the new sidewalk installation alignment adjacent to UPRR right-of-way.	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature
10	Sonoma	10231	Petaluma	Petaluma: (3) 40' Battery Electric Buses	Petaluma: Fleetwide: Purchase Battery Electric Buses	Petaluma: (3) 40' Battery Electric Buses: Purchase 3 Battery Electric 40' vehicles to replace (2) 35' 2007 Fixed Route Diesel buses and (1) 35' 1999 Fixed Route Diesel bus that have expended their useful life.	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
11	Sonoma	10232	Petaluma	Petaluma Paratransit Replacements	Petaluma: Fleetwide: Purchase replacement paratransit cutaways	Purchase five (5) paratransit cutaways. Replace (2) 2015 24' Gas Ford E450 Cut-Away Vans and one (1) 2015 Ford E350 22' Cut-Away van with three (3) 2023 Cut-Away Vans, 5-Year, Gas, and replace two (2) 2013 24' Gas Ford E450 Cut-Away Vans with two (2) 2024 Cut-Away Vans, 5-Year, Gas.	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet

**Air Quality Conformity Task Force  
Summary Meeting Notes  
June 22, 2023**

Participants:

Erika Espinosa Araiza – Caltrans  
Rodney Tavitias – Caltrans  
Kurt Legleiter – AMBIENT  
Andrea Gordon – BAAQMD  
Wilson Tam – City of San Jose  
Michael Dorantes – EPA  
Emma Maggioncalda – Caltrans  
Cid Chiu – Caltrans  
Jack Hall – CCTA  
John Saelee – MTC  
Francis Lo – BayPac Consult Inc

Catherine Saint – GPA Consulting  
Devin Gianchandani – City of San Jose  
Paul Hensleigh – Yolo-Solano AQMD  
Shilpa Mareddy – Caltrans  
Beza Kedida – City of San Jose  
Jasmine Amanin – FHWA  
Peter Kang – Caltrans  
Ryan Santos – City of San Jose  
Erika Vaca – Caltrans  
Stephanie Nguyen – City of San Jose  
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. **Consultation to Determine Project of Air Quality Concern Status**

i. **Julian and St. James Couplet Conversion Project**

Devin Gianchandani (City of San José) began the presentation for the Julian and St. James Couplet Conversion project by introducing Stephanie Nguyen (City of San José) and Ms. Nguyen described the project location as:

- In San José –
  - Julian St. from Market St. to 3rd St.
  - St. James St. from Market St. to 4th St.
  - 3rd St. from Julian St. to St. John St

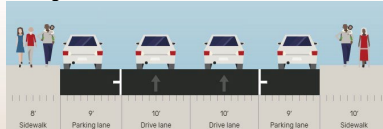


Ms. Nguyen went on to say that the Julian and St. James Couplet Conversion project would also include:

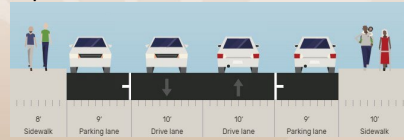
- Restriping the street for two-way traffic (one through lane in each direction),
- New and modified signals to accommodate two-way traffic and improve signal responsiveness for people walking, bicycling, and driving, as well as light rail and bus vehicles,
- Streetlights (new pedestrian-scale lighting and conversion of existing lights to smart, energy efficient lighting)
- 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 or decorative crosswalks.

### Road Configuration (St. James St)

Existing: Market Street to 3<sup>rd</sup> Street

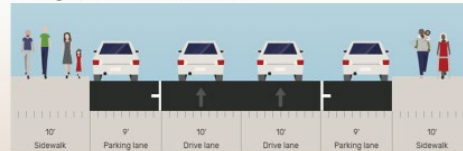


Proposed: Market Street to 3<sup>rd</sup> Street

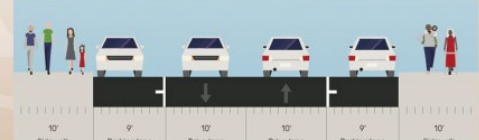


### Road Configuration (Julian St)

Existing: Market Street to 4<sup>th</sup> Street

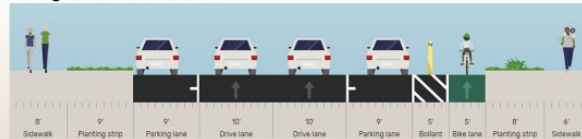


Proposed: Julian Street to St. John Street

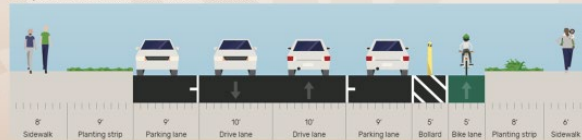


### Road Configuration (3<sup>rd</sup> St)

Existing: Julian Street to St. John Street



Proposed: Market Street to 4<sup>th</sup> Street



Wilson Tam (City of San José) indicated San José performed a transportation analysis for the Julian and St. James Couplet Conversion project, and in fact, this project was originally stemmed from the City's downtown transportation plan – which was a transportation planning process that done for the downtown San Jose area about a few years ago. The San José city council adopted the downtown transportation plan, which includes a total of 56 projects.

Mr. Tam added that when the downtown transportation plan was completed, the City of San José evaluated the transportation impacts (from the plan) as well as adverse effects on traffic operations stemmed by this project.

This information provided San José simple of points with high level summaries of some of the assumptions made for the purposes of the analysis. Mr. Tam stated that the benefits City of San José will experience from the Julian and St. James Couplet Conversion project will be: restored historic great streets with safer access to James Park, improved connectivity, and a more livable neighborhood.

Michael Dorantes (EPA) asked about the overall change in the total amount of routes in the westbound eastbound directions – meaning, what kind of overall change in where traffic is going east and west occurs with the project? Mr. Dorantes indicated that there's a bullet point in the presentation saying that the project would result in more direct eastbound and westbound routes and would like clarification on this information.

Mr. Wilson responded to the question by saying the sections are now today a one-way traffic, which means each of the streets have 2 links in one direction and St. James is has 2 main one-way eastbound streets. Mr. Wilson went on to say that the project is about streamlining the operations of traffic, and to also make it easier for pedestrian and bicycles to get through the intersections and minimize the conflicts created by this confusion of configurations.

**Final Determination:** With input from FHWA, EPA and Caltrans (deferring their determination to FHWA/FTA), the Task Force deferred their determination on the Julian and St. James Couplet Conversion project until receipt of further comment from FHWA and FTA.

#### **b. Confirm Projects Are Exempt from PM<sub>2.5</sub> Conformity**

##### **i. Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern; Innovate680: Coordinated Adaptive Ramp Metering Ph1 Project**

Jack Hall (CCTA) began the presentation for the Innovate680: Coordinated Adaptive Ramp Metering Ph1 project by introducing Francis Lo (BayPac Consult Inc) and Mr. Lo described the purpose and need of the project as follows:

**Purpose:** Add System Functionality on I-680 to:

- Supplement Caltrans SHOPP project
- Deploy real-time, coordinated adaptive metering technology
- Manage both recurrent and non-recurrent congestion
- Improve productivity and reliability of the I-680 corridor
- Balance freeway performance and ramp queues
- Improve traffic and incident detection

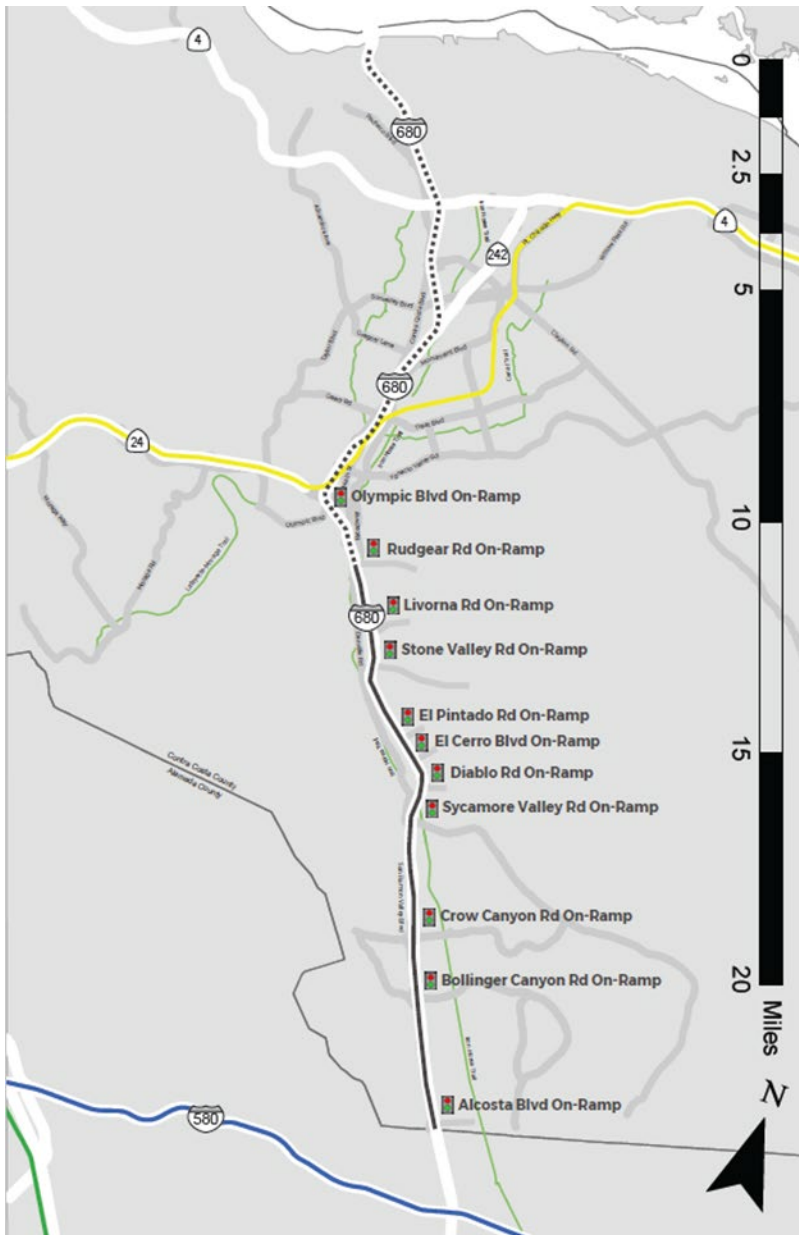
**Need:**

The recurrent and non-recurrent congestion on weekdays and weekends along the I-680 corridor in Contra Costa County results in traffic delays, reduction in traffic throughput and inconsistent travel-time reliability. In some instances, this reportedly leads to natural diversion of freeway traffic onto the local street network. This will require that the following needs to be addressed by the proposed project.

Mr. Lo also described the Innovate680: Coordinated Adaptive Ramp Metering Ph1 (CARM) project's limits as:

- Physical Limits:
  - Dublin to North Main St. (northbound only)
  - Ramp Modification:

- Bollinger Canyon Rd.
- Crow Canyon Rd.
- Sycamore Valley Blvd.
- Diablo Rd
- Olympic Blvd.
- 
- Ramp Modification & Meter Locations:
  - Alcosta Blvd. to Olympic Blvd.
  - Related Work:
    - Traffic Detection
    - SHOPP and CARM to be constructed as a single contract



Mr. Lo also provided the overall schedule for the Innovate680: Coordinated Adaptive Ramp Metering Ph1 project as follows:

- Planning  
Completed 2021
- Environmental Document/Project Approval  
Planned Completion Fall 2023
- Design  
Planned Completion Fall 2025
- Construction  
Planned Completion & Operational Fall 2027

**Final Determination:** With input from FHWA/FTA (deferring their determination to Caltrans), EPA and Caltrans, the Task Force concluded that the Innovate680: Coordinated Adaptive Ramp Metering Ph1 was exempt from project-level conformity per 93.126 – 09-13-2018 exempt project clarification guidance for ramp metering.

### 3. Projects with Regional Air Quality Conformity Concerns

#### a. Review of the Regional Conformity Status for New and Revised Projects

As a follow-up to the AQCTF meeting, three projects required additional information from the June 2023 Task Force meeting Regional Conformity Status item, the following comment responses are listed:

**Project #10 MRN230206 – US101 Part Time Transit Lane** - This project was brought to the Air Quality Conformity Task Force meeting for a Non-Exempt (40 CFR 93.101) Non-Exempt – Not Regionally Significant Project determination.

The Task Force had questions about why the project was listed as “Not Regionally Significant” if the project is located on a regionally significant corridor such as US101. Also, the project mentions it as a pilot program and the Task Force was curious as to what happens to the project, and shoulder, after the pilot program. The Task Force also asked about modeling the project.

*Follow-up with the project sponsor found that the funding for the project is for design and environmental work for a pilot period during which the project would be evaluated. The length of the pilot has not been set and additional funds will be needed for construction. During the pilot the evaluation would be expected to determine if the lane would be continued for transit use or ended at the end of the pilot. If extended, it will be for bus only, or closed entirely. The lane would not be designed to accommodate general users and could not be opened to all users.*

**Project #12 San Rafael Canal Crossing** – Although the description states “Non-motorized bridge between Canal Street in San Rafael’s Canal neighborhood and Third Street in San Rafael.”, the Task Force wondered if the bridge would be for Bike/PED “ONLY”. The project does state it’s non-motorized, but they had questions because the description stated a bridge was involved when labeled Exempt (40 CFR 93.126) – Air Quality – Bicycle and pedestrian facilities.

*Follow-up with the project sponsor found that the bridge would be non-motorized. Only bikes and peds.*

**Project #24 Monterey Road Transit Lane** – This project type has a Non-Exempt (40 CFR 93.101) Non-Exempt – Not Regionally Significant Project determination, but the Task Force wondered why this project was labeled as

“NOT” regionally significant. Based on the map, a couple of the TF members considered Monterey Road pretty significant because of the location and would like further elaboration.

*Follow-up with the project sponsor found the lanes are bus-only lanes just like there are bus-only lanes around the country. The corridor is significant in its size, which is why the project sponsor can add bus-only lanes without impact to vehicles. The City of San José ran a VISSIM model simulating the removal a vehicle lane and replacing it with a transit lane and found no significant impact to vehicle travel times. The transit route is also a vision zero corridor, due to the high number of pedestrian fatalities from vehicle impact and replacing a vehicle lane with a transit lane is one of the many ways the city is working on making the corridor safe. Currently, there is no end date for the project and these bus lanes will be permanent.*

#### **4. Consent Calendar**

##### **a. May 25, 2023 Air Quality Conformity Task Force Meeting Summary**

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