



**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/88015790031?from=addon>  
**Meeting ID: 880 1579 0031**

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

**March 28, 2024**  
**9:30 a.m. – 11:00 a.m.**

### **AGENDA**

1. Welcome and Introductions
2. Projects with Regional Air Quality Conformity Concerns
  - 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
  - b. Consultation to Determine Project of Air Quality Concern Status
    - i. SON 12 / Verano Avenue Safety Improvements Project
3. 40 CFR 93.126 Exemption for Electric Charging Station Project (Discussion Continuation)
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\_022224.pdf  
4a\_Attachment-A\_List\_of\_Proposed\_New\_Projects\_022224.pdf
5. Consent Calendar
  - a. February 22, 2024 Air Quality Conformity Task Force Meeting Summary
6. Other Items

Next Meeting: April 25, 2024

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

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## *Memorandum*

TO: Air Quality Conformity Task Force

DATE: March 21, 2024

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 to determine whether the project should be considered as a safety project and exempt under 40 CFR §93.126. The project is as follows:

No.	Project Sponsor	Project Title
1	Caltrans	SON 12 / Verano Avenue Safety Improvements Project

**2bi\_SON12\_Verano\_Avenue\_Safety\_Improvements\_Project\_Assessment\_Form.pdf** (for the SON 12 / Verano Avenue Safety Improvements project)

MTC also requests the review and concurrence from the Task Force on projects which the sponsors have identified as exempt and likely not to be a POAQC.

**2ai\_POAQC\_Exempt\_List\_032024.pdf** lists exempt projects 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
CC	CC-230206	Walnut Creek	Walnut Creek Safe Routes to School Infrastructure	Walnut Creek : Broadway and Newell Ave; Cedro Ln and Ebano Dr; Parkside Dr; Walnut Blvd : Implement bike/ped improvements	This project consists of infrastructure improvements that enhance safety and close gaps in the existing sidewalk network for pedestrian and bicyclists in the vicinity of schools and along known walking and bicycling routes to schools.	Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
CC	CC-230221	Walnut Creek	Ygnacio Valley Road Fiber Infrastructure	Walnut Creek : Ygnacio Valley Road - between I-680 & Oak Grove Road : Includes PE, Con and CE phases for installation of fiber communication infrastructure.	This project will install fiber optic communication infrastructure and technologies on Ygnacio Valley Road between I-680 & Oak Grove Road	Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
MRN	MRN230204	Corte Madera	Paradise Drive Complete Streets	Corte Madera : Paradise Drive from Westward Drive to about 950 feet east of Robin Drive, at the Town limit : Complete Streets Improvements	The project includes multimodal enhancements with a new 8' wide shared-use path for pedestrians and bicyclists along the 1700' corridor. Additionally, the project will include new and improved crosswalk, including lighted signs or a Rectangular Rapid Flashing Beacon, near the Upland Circle intersection. To accommodate the new bike and pedestrian improvements and to reduce high vehicular travel speeds along the corridor, the road will be resurfaced and vehicle travel lanes will be narrowed down to 10 feet with a striped shoulder. New signs and striping will be added for additional safety and traffic calming purposes. Paved on-street parking will be included for residents and visitors of Ring Mountain Open Space. The road will be raised to protect against flooding and future sea level rise.	Air Quality - Bicycle and pedestrian facilities
SCL	SCL110113	Saratoga	Bridge No. 37C0294, 4th Street Bridge		HBP: BRIDGE NO. 37C0294, 4TH ST, OVER SARATOGA CREEK, NEAR BASIN WAY. Replace deck, railings, widen lanes & shoulders, new sidewalks.	Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
SCL	SCL230221	VTA	Bascom Avenue Complete Street (I-880 to Hamilton)	Santa Clara County : Bascom Ave from I-880 to Hamilton : Construct community-identified complete streets and safety improvements	VTA: In Santa Clara County: Construct community-identified complete streets and safety improvements on a three-mile stretch of Bascom Avenue in Santa Clara County. Conceptual designs were developed by the Bascom Avenue Complete Streets Study. When completed, the project will close sidewalk gaps, improve crossings, add new controlled pedestrian crossings, add a Class IV separated bikeway and transit islands, construct a raised median, and add street trees and lighting safety enhancements.	Air Quality - Bicycle and pedestrian facilities
SF	SF-230207	SFMTA	Western Addition Safe Streets	San Francisco City/County : San Francisco Western Addition : Traffic Signal Upgrades, Speed Reduction with Speed Management Strategies, Lower Speed Limits, Radar Speed Signs, Quick-Build Safety Improvements, and Multilingual Education and Outreach	The Western Addition Community Safe Streets Project (the Project) will improve traffic safety outcomes and increase connectivity in the Western Addition. The project will deliver core safety improvements identified in the Western Addition Community Based Transportation Plan (WA CBTP) and implement speed management strategies throughout the neighborhood to reduce crashes and help San Francisco achieve its Vision Zero goals of zero traffic deaths.	Safety - Projects that correct, improve, or eliminate a hazardous location or feature
SON	SON230001	Son Co Reg Park	Sonoma County - West County Trail Gap Closures	Sonoma County : West County Trail along Green Valley Rd and Occidental Rd : Construct Class I bike path segments to close gaps in the trail	Sonoma County: West County Trail at a 0.20 gap along Green Valley Rd and a 0.90-mile gap Occidental Rd: Construct Class I bike path segments to close gaps in the trail. The two Class I bike path segments will parallel Green Valley Road and Occidental Road. The construction work includes the following: earthwork, 8 feet wide asphalt pavement for the trail, drainage improvements, signage, and striping.	Air Quality - Bicycle and pedestrian facilities



**CONFORMITY EXEMPTION FORM**  
**PROJECT SUMMARY FOR INTERAGENCY CONSULTATION**  
 For projects that correct, improve, or eliminate a hazardous location or feature

**Project Information**

**DIST-CO-RTE-PM:** 04-SON-12-34.93/36.10

**EA/EFIS ID (Caltrans Projects):** 04-3Y710/ 0423000292

**Fed. Aid. No. (Local Projects):**

**FTIP ID No. (required):** VAR170007

**TCWG Consideration Date:** 3/28/2024

**Pollutant of Concern:** PM 2.5

**Contact Information**

**Lead Agency:** Caltrans

**Contact Person:** Shilpa Mareddy

**Phone:** (510) 418-1794

**Fax:**

**Email:** Shilpa.Mareddy@dot.ca.gov

**Environmental Approval Information**

**Anticipated Federal Environmental Approval** (check appropriate box):

23 USC 326 CE       23 USC 327 CE       EA       EIS

**Anticipated Date of Federal Environmental Approval:**

**Current Programming Dates** (as appropriate):

	<b>PA&amp;ED</b>	<b>PS&amp;E</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	12/19/2023	12/20/2024	12/20/2024	8/17/2026
<b>End</b>	12/20/2024	7/31/2026	7/31/2026	12/19/2026



**CONFORMITY EXEMPTION FORM**  
**PROJECT SUMMARY FOR INTERAGENCY CONSULTATION**  
For projects that correct, improve, or eliminate a hazardous location or feature

**Project Details**

**Project Description**

The project location is on State Route 12 (SR 12) in the Cities of Sonoma and El Verano in Sonoma County from post mile (PM) 34.93 to PM 36.10. The project proposes to enhance safety at the SR-12/Verano Avenue Intersection by providing an exclusive left-turn lane on WB Verano Ave, replacing existing traffic signals, refreshing existing striping, and installing audible accessible pedestrian signals (APS), traffic cameras, and speed feedback signs. The following 2 alternatives are under considerations

**Alternative A1: Programmable Project Alternative**

- Restripe to install an exclusive left-turn lane for WB Verano Avenue to SR 12
- Refresh existing striping at all approaches of Verano Avenue and remove two right turn pavement markers on eastbound (EB) Verano Avenue
- Replace WB and EB traffic signals on Verano Avenue and install separate left-turn signal phases to SR 12
- Install right-turn movement control signals on northwest and southeast quadrant islands for vehicles coming from EB /WB Verano Avenue and heading in direction of northbound/southbound (NB/SB) SR 12
- Replace temporary lighting for permanent lighting at northwest and southeast quadrant curb ramps of SR 12 and Verano Avenue intersection
- Install traffic cameras for analytics at all approaches of the SR 12 and Verano Avenue intersection
- Install speed feedback signs on all approaches of SR 12 and Verano Avenue intersection
- Replace existing APS at the intersection of SR 12 and Verano Avenue for audible APS
- Extend the existing pedestrian railing at the Sonoma Bike Path (approx. PM 36.12) up to the adjacent driveway, construct Americans with Disabilities Act (ADA) curb ramp at sidewalk to cross Sonoma Bike Path and add additional signage along the pedestrian railing at the end of the Sonoma Bike Path
- Close Lomita Avenue from SR 12 with MGS
- Install RRFBs for each end of crosswalks at Central Avenue, Waterman Avenue, and Sierra Drive
- Close sidewalk gap and construct curb ramps from Harley Street to Agua Caliente Creek Bridge on SR 12
- Construct retaining wall between Harley Street to Donald Street.



**CONFORMITY EXEMPTION FORM**  
**PROJECT SUMMARY FOR INTERAGENCY CONSULTATION**  
**For projects that correct, improve, or eliminate a hazardous location or feature**

- Remove and replace drainage system along SB SR 12 between Donald Street and Meadowbrook Avenue

**Alternative A2: Minimum Project Alternative**

- Alternative A2 is similar to Alternative A1 except removal of the two (2) pork chop islands at the intersection of Verano Avenue and SR 12 and not installing right turn signals at the free right movements.

**Project Purpose and Need (Summary)** (attach additional sheets as necessary):

The purpose of this project is to improve traffic safety and nighttime visibility, thereby reducing the potential and severity of collisions along the intersection of SR 12 and Verano Avenue. Removing conflicting traffic movements could reduce the potential for collisions from both directions of Verano Avenue.

The project is needed due to a recent pedestrian crash related on January 16, 2023, there is an increasing need to install a protected left-turn lane and separate signal phase for Verano Avenue to enhance pedestrian, motorist, and bicyclist safety at this intersection. There is a need for additional safety improvements for pedestrians that walk along and cross SR 12 which will include adding sidewalk and RRFBs.

**Please provide collision data or justification on the need for the correction, improvement, or elimination of a hazardous location or feature:**

**Table 1: 5-Year Traffic Accident Data between 8/1/2017 to 7/30/2022**

Highway Intersection	Number of Accidents					Actual Accident Rates <sup>1</sup>			Average Accident Rates <sup>1</sup>		
	Total	FAT	INJ	F+I	PDO	FAT	F+I	Total	FAT	F+I	Total
SON 12 PM 35.95	21	0	12	12	9	0.00	0.53	0.93	0.003	0.22	0.55

Notes:

FAT = Fatal Accidents

INJ = Injury accidents

F+I = Fatal plus Injury accidents

PDO = Property damage only

<sup>1</sup> # of Accidents/ Million Vehicle Miles

Based on the traffic accident data in Table 1, provided by the Office of Traffic Safety, there were 21 collisions within the intersection SON-12 PM 35.95 and the study period summarized above, with a total rate of fatality and injury related collisions that is above the average for similar facilities statewide, and a total rate of collision that is above the average for similar facilities statewide.



**CONFORMITY EXEMPTION FORM**  
**PROJECT SUMMARY FOR INTERAGENCY CONSULTATION**  
**For projects that correct, improve, or eliminate a hazardous location or feature**

- \* The majority type of collision was rear end (24%), sideswipe (24%), auto/pedestrian (19%), Broadside (9.5%), Hit object (4.8%) and head-on (19%).
- \* There were two crash concentration areas. Both areas involving the left-turn Verano Ave traffic hitting the Verano Ave through traffic from the opposite direction with total of 8 crashes. Out of these 8 crashes, there were 5 crashes involved with the left-turn from EB Verano Ave traffic and WB through Verano Ave traffic, and 3 crashes involved with the left-turn from WB Verano Ave traffic and EB through Verano Ave traffic. There is no protective left-turn phase for Verano Ave left-turn traffic, 8 of which failed to yield to the through traffic from the opposite direction of Verano Ave.
- \* There were 4 pedestrian related crashes within this 5-year period, excluding the pedestrian related fatal crash on 1/16/2023 due to the pending of CHP report.
  - The pedestrian in two crashes (occurred on 3/3/20 and 12/23/17, one at approx. 100 ft north of the intersection and the other at approx. 100 ft south of the intersection.) jay walked without using the pedestrian crossing.
  - The other two pedestrian related injury crashes occurred at the same area within the northern leg crosswalk across Hwy 12. One crash occurred on 9/18/18 at 21:30 where it was dark w/o light. The other occurred on 2/14/21 at 13:40 in cloudy weather conditions. In both crashes, the EB left-turn traffic from Verano failed to yield to the WB pedestrian within the crosswalk.

**Comments/Explanation/Details** (attach additional sheets as necessary):

To resolve the conflicting traffic movements and reduce the number and severity of accidents, the project proposes to install an exclusive left-turn lane on westbound (WB) Verano Avenue, replacing existing traffic signals, refreshing existing striping, and installing audible accessible pedestrian signals (APS), traffic cameras, and speed feedback signs. Therefore, this project would fall into a safety project, which Caltrans believes is an exempt project.

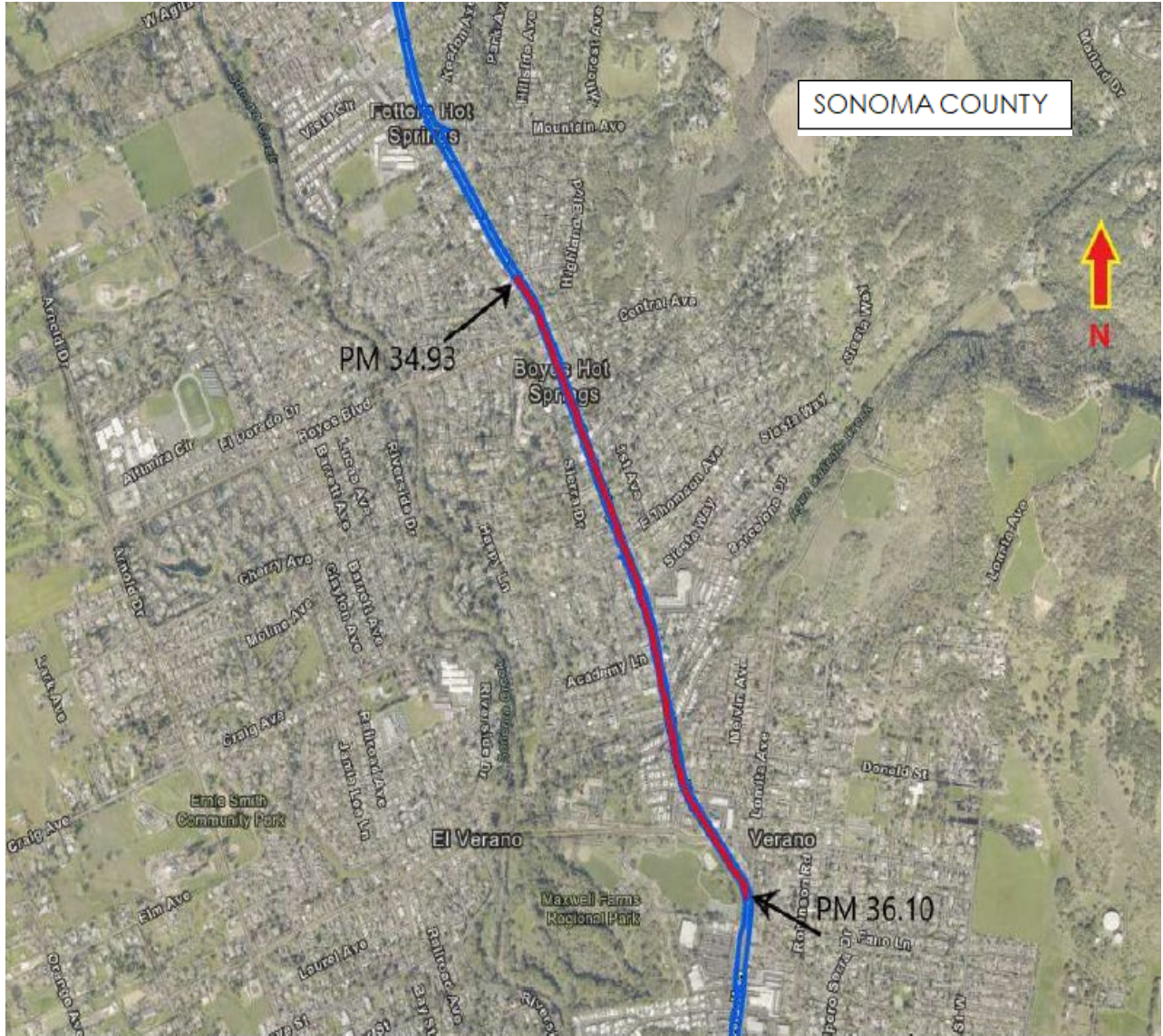
Caltrans would like to request a determination or concurrence from the Interagency Consultation Taskforce group that this project is exempt from project-level conformity under 40 CFR 93.126 – Projects that correct, improve, or eliminate a hazardous location or feature.

## List of Attachments

1. Attachment A - Project Location
2. Attachment B – Layout Sheets



ATTACHMENT A  
Project Location



ATTACHMENT B

Layout Sheets



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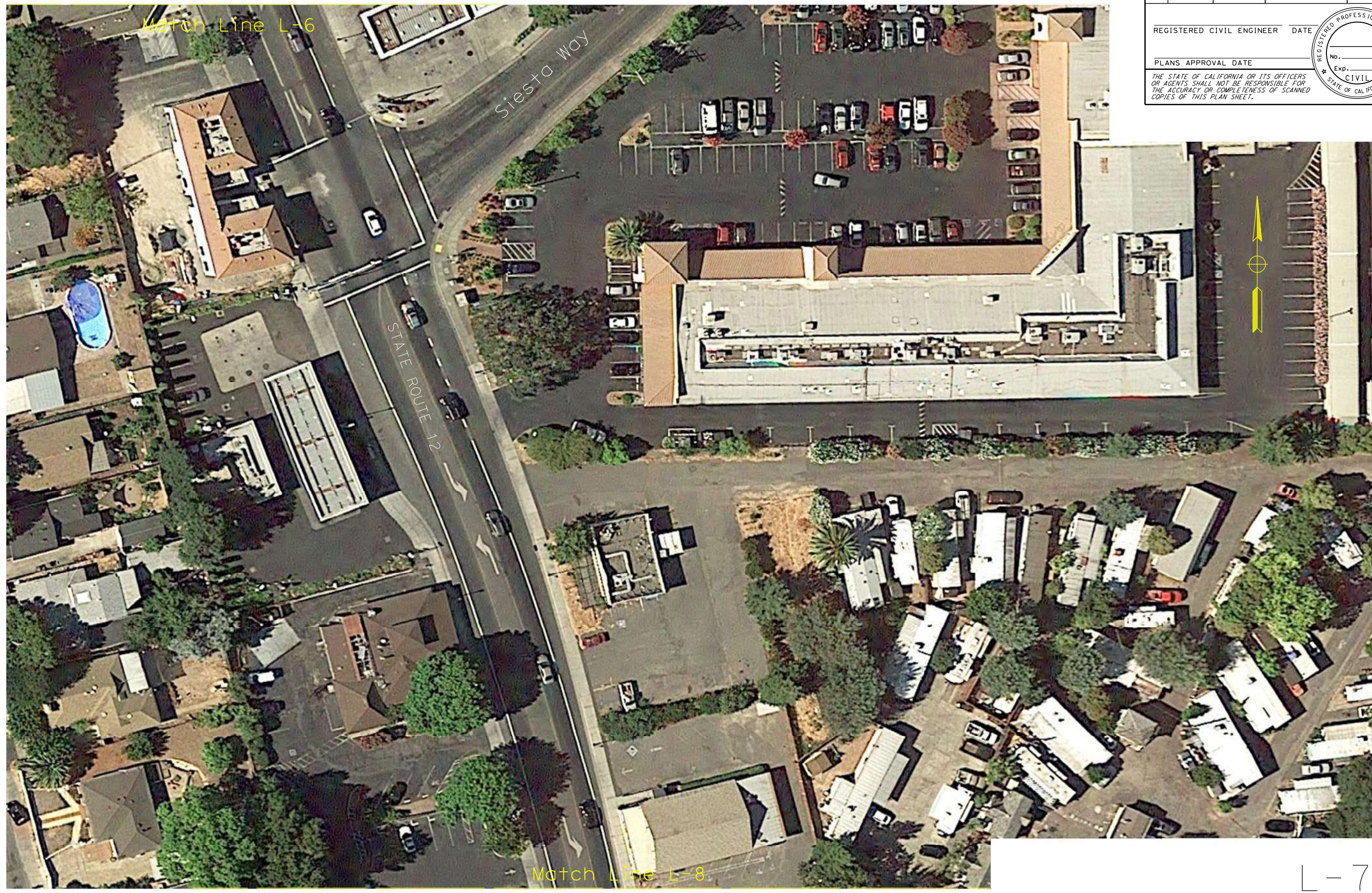


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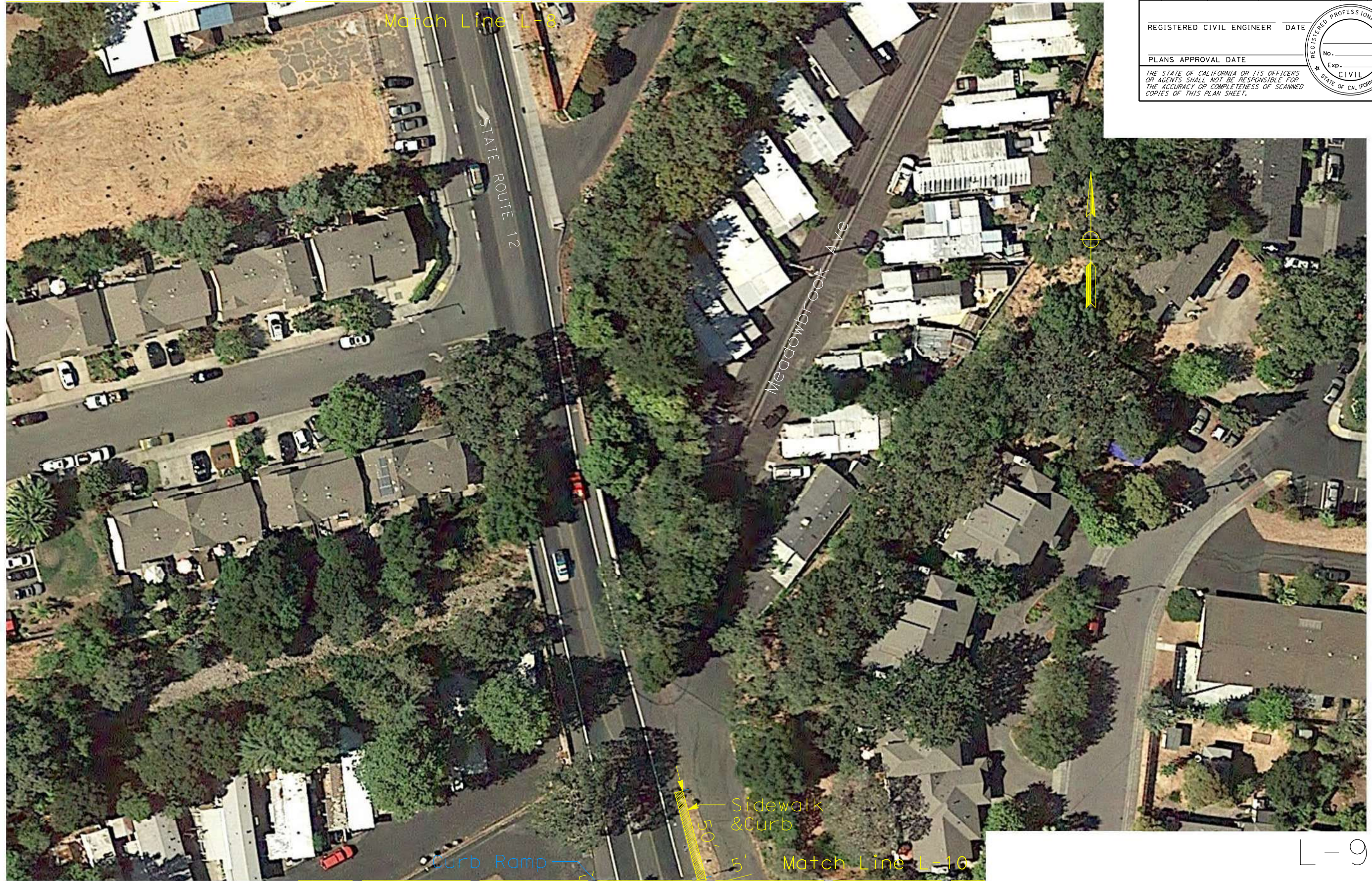
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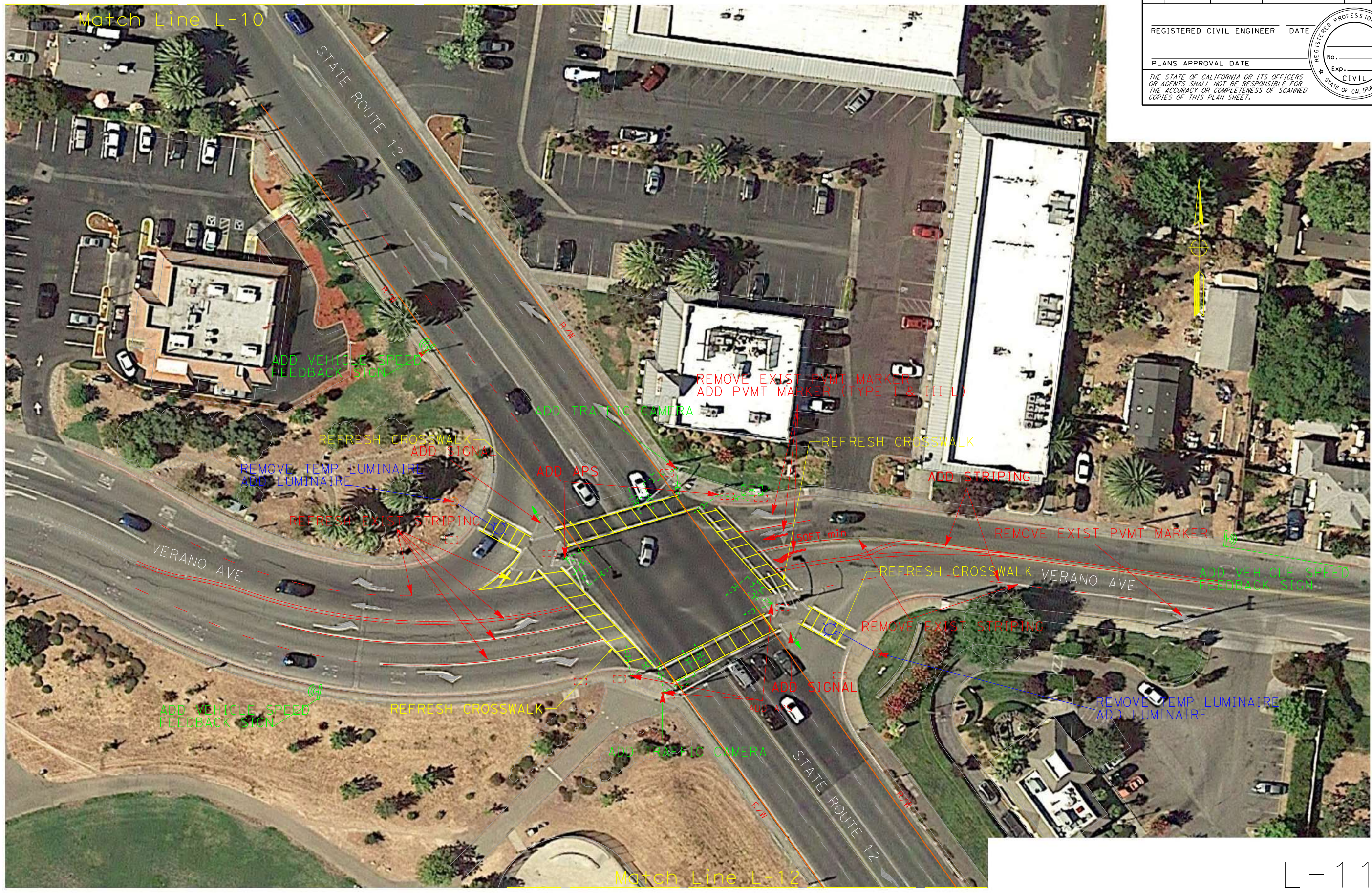
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# SON 12 / Verano Avenue Safety Improvements Project

**Air Quality Conformity Task Force Meeting on March 28, 2024**

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

**CALIFORNIA DEPARTMENT OF TRANSPORTATION, DISTRICT 4**

**111 Grand Avenue, Oakland, CA 94612**

# PROJECT LOCATION



PM 4.3  
END



# PURPOSE AND NEED

**Purpose:** The purpose of this project is to improve traffic safety and nighttime visibility, thereby reducing the potential and severity of collisions along the intersection of State Route (SR) 12 and Verano Avenue. Removing conflicting traffic movements could reduce the potential for collisions from both directions of Verano Avenue.

**Need:** There is an increasing need to enhance pedestrian, motorist, and bicyclist safety at the SR 12/Verano Avenue intersection and along SR 12 following a recent pedestrian accident in January 2023. There is a need for additional safety improvements for pedestrians that walk along and cross SR 12 which will include adding sidewalk and Rectangular Rapid Flashing Beacons (RRFBs).



# PROJECT DESCRIPTION

- The project proposes to enhance safety on SR 12 and Verano Avenue intersection from Post Mile 34.93 to 36.10 in the Cities of Sonoma and El Verano in Sonoma County. The following 2 alternatives are under considerations:
- **Alternative 1A: Programmable Project Alternative**
  - Restripe to install an exclusive left-turn lane for westbound (WB) Verano Avenue to SR 12
  - Refresh existing striping at all approaches of Verano Avenue and remove two right turn pavement markers on eastbound (EB) Verano Avenue.
  - Replace WB and EB traffic signals on Verano Avenue and install separate left-turn signal phases to SR 12
  - Install right-turn movement control signals on islands for vehicles coming from EB /WB Verano Avenue
  - Replace lighting and Accessible Pedestrian Signal (APS) at SR 12 and Verano Avenue intersection
  - Install traffic cameras and speed feedback signs at all approaches of the SR 12 and Verano Avenue intersection
  - Extend the existing pedestrian railing and add additional signage along the pedestrian railing and construct Americans with Disabilities Act (ADA) curb ramp at the sidewalk of the Sonoma Bike Path
  - Close Lomita Avenue from SR 12 with MGS
  - Install RRFBs for each end of crosswalks at Central Avenue, Waterman Avenue, and Sierra Drive
  - Close sidewalk gap and construct curb ramps between Harley Street to Agua Caliente Creek Bridge on SR 12 and construct retaining wall between Harley Street to Donald Street.
  - Remove and replace drainage system along SB SR 12



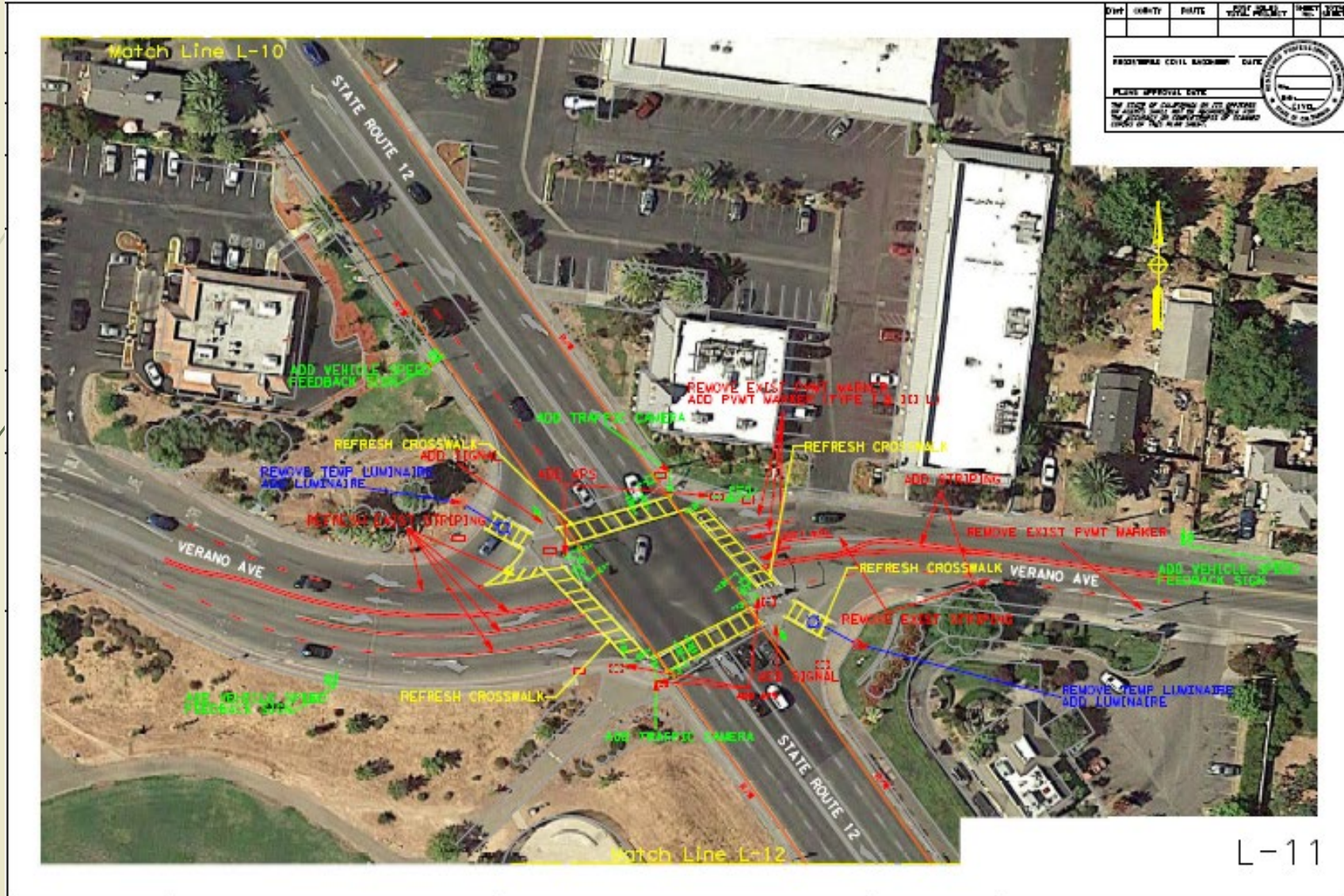
# PROJECT DESCRIPTION (continued....)

- ▶ **Alternative A2: Minimum Project Alternative**

Alternative A2 is similar to Alternative A1 except removal of the two (2) pork chop islands at the intersection of Verano Avenue and SR 12 and not installing right turn signals at the free right movements.



# PROPOSED IMPROVEMENTS



DATE	ISSUED	BY	FOR	PROJECT	NO.

PROFESSIONAL CIVIL ENGINEER  
 DATE: \_\_\_\_\_  
 PROJECT APPROVAL DATE: \_\_\_\_\_  
 THE STATE OF CALIFORNIA IN ITS SOVEREIGNTY, SOVEREIGNTY, GOOD GOVERNMENT AND JUSTICE DO HEREBY CERTIFY THAT THE ABOVE ENGINEER IS A LICENSED PROFESSIONAL CIVIL ENGINEER IN THE STATE OF CALIFORNIA.  
 STATE OF CALIFORNIA  
 DEPARTMENT OF INDUSTRIAL RELATIONS

L-11

# Accident Data

**Table 1: 5-Year Traffic Accident Data between 8/1/2017 to 7/30/2022**

Highway Intersection	Number of Accidents					Actual Accident Rates <sup>1</sup>			Average Accident Rates <sup>1</sup>		
	Total	FAT	INJ	F+I	PDO	FAT	F+I	Total	FAT	F+I	Total
SON 12 PM 35.95	21	0	12	12	9	0.00	0.53	0.93	0.003	0.22	0.55

Notes:

FAT = Fatal Accidents

INJ = Injury accidents

F+I = Fatal plus Injury accidents

PDO = Property damage only

<sup>1</sup> # of Accidents/ Million Vehicle Miles

- Based on the 5-year traffic accident data provided by the Office of Traffic Safety, there were 21 collisions at the intersection of SR 12 and Verano Avenue, with a total rate of fatality and injury related collisions and total rate of collision are above the average for similar facilities statewide.
- The primary Collision factor was failed to yield. There were 8 crashes where Verano Avenue left-turn traffic failed to yield to through traffic from opposite direction.
- There were 4 pedestrian related crashes, where in 2 crashes the pedestrian jay walked without using pedestrian crossing and the other 2 crashes the EB left-turn traffic from Verano Avenue failed to yield to WB pedestrian within the crosswalk.

# PROJECT SCHEDULE

Current Programming Dates	Preliminary Engineering/ Environmental	Engineering	Right of Way	Construction
<b>Start</b>	December 2023	December 2024	December 2024	August 2026
<b>End</b>	December 2024	July 2026	July 2026	December 2026



# CONCLUSIONS

- ▶ The project proposes to enhance safety at the SR-12/Verano Avenue Intersection by providing an exclusive left-turn lane on WB Verano Ave.
- ▶ The project would resolve conflicting traffic movements and reduce the potential for collisions from both directions of Verano Avenue.
- ▶ Therefore, this project should be considered as a safety project, and it is an exempt project.

## QUESTIONS?

## AGENDA ITEM #3: Exemption for Electric Charging Station Project (Discussion Continuation)

**From:**

**To:**

**Cc:** [Espinosa Araiza, Erika@DOT](mailto:Espinosa Araiza, Erika@DOT)

**Subject:** [Harold Brazil](#)

**Date:** [Tavitas, Rodney A@DOT](#); [Vaca, Erika@DOT](#); [Becha, Karishma@DOT](#); [Maggioncalda, Emma@DOT](#); [Dorantes, Michael](#); [jasmine.amanin](#)

**Attachments:** Air Quality Conformity Task Force meeting follow up

Thursday, February 22, 2024 1:47:52 PM

[image001.png](#)

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\*External Email\*

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Hello Harold,

We wanted to follow up on the electric charging station discussion from earlier today. Thank you for bringing this to our attention and for requesting input from our federal partners.

For conformity purposes, as long as the project is exempt from conformity, the category under 40 CFR 93.126, Exempt (40 CFR 93.126) "Other – Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)" doesn't need to be exact but close. An alternative option would be to use "Construction or renovation of power, signal, and communications systems" under Mass Transit as Mary suggested. Both items are exempt, we just need to agree on which one would be most appropriate.

We are hoping to get a response during next month's Task Force meeting. We are also having a statewide conformity working group meeting in the coming months, and would be happy to include the charging station exemption as part of that discussion.

We found the following information. However, the guidance doesn't tell us which exemption category we can use for charging stations under 40 CFR 93.126 item (Construction or renovation of power, signal, and communications systems or Transportation enhancement activities). I hope this helps.

### **Air Quality Conformity (NEVI Formula Program Q&A)**

#### **14.1 Question: Is a transportation conformity determination required for an EV charging infrastructure project funded or approved by FHWA/FTA?**

##### **Answer:**

Transportation conformity applies only in nonattainment or maintenance areas for the criteria pollutants of ozone (O<sub>3</sub>), carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), and particulate matter (PM<sub>10</sub>, and PM<sub>2.5</sub>) (see definitions of "nonattainment area" and "maintenance area" at 40 CFR 93.101).

EPA's transportation conformity regulation (40 CFR part 93 subpart A) states that transportation conformity determinations in such areas are required for FHWA/FTA projects (40 CFR 93.102). The transportation conformity regulation defines an FHWA/FTA project, highway project, and transit project in 40 CFR 93.101.

*FHWA/FTA project* is defined in 40 CFR 93.101 as:

"any highway or transit project which is proposed to receive funding assistance and approval through the Federal-Aid Highway program or the Federal mass transit program or requires Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) approval for some aspect of the project, such as connection to an interstate highway or deviation from applicable design standards on the interstate system.

*Highway project* is defined in 40 CFR 93.101 as:

an undertaking to implement or modify a highway facility or highway-related program. Such an undertaking consists of all required phases necessary for implementation. For analytical purposes, it must be defined sufficiently to: (1) Connect logical termini and be of sufficient length to address environmental matters on a broad scope; (2) Have independent utility or significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made; and (3) Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

*Transit project* is defined in 40 CFR 93.101 as: an undertaking to implement or modify a transit facility or transit-related program; purchase transit vehicles or equipment; or provide financial assistance for transit operations. It does not include actions that are solely within the jurisdiction of local transit agencies, such as changes in routes, schedules, or fares. It may consist of several phases. For analytical purposes, it must be defined inclusively enough to: (1) Connect logical termini and be of sufficient length to address environmental matters on a broad scope; (2) Have independent utility or independent significance, i.e., be a reasonable expenditure even if no additional transportation improvements in the area are made; and (3) Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

Because EV charging stations would not themselves fit within the definition of a highway or transit project in 40 CFR 93.101, therefore a project-level conformity determination is not required for these stations.

**However, if an EV charging infrastructure project funded or approved by FHWA or FTA also includes infrastructure beyond the charging stations that would fit the definition of a highway or transit project in 40 CFR 93.101, such infrastructure may need a project-level conformity determination, unless exempt under 40 CFR 93.126.**

Similarly, with respect to metropolitan transportation plan/transportation improvement program (TIP) conformity, because EV charging stations do not fit within the definition of a highway or transit project in 40 CFR 93.101, a transportation conformity determination on the plan/TIP amendment is not required if such amendment is for adding EV charging stations only with no other changes. However, if an EV charging infrastructure project includes non-exempt additions, a transportation conformity determination on the plan/TIP amendment would be necessary.

[National Electric Vehicle Infrastructure \(NEVI\) Formula Program Q&A - Resources - NEVI - Environment - FHWA \(dot.gov\)](#)

Please let us know if there is any additional information we can provide.

Best,



**Erika Espinosa Araiza**

*Associate Transportation Planner (she/her)*

Air Quality Branch, Office of Air Quality and Climate Change

Division of Transportation Planning | California Department of Transportation

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TO: Air Quality Conformity Task Force

DATE: March 28, 2024

FR: John Saelee

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.

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	ALA	ALA230225	Alameda	Parking Pricing And Curb Management Strategies	Alameda (City) : Various locations citywide : 1) implement demand-responsive parking pricing in paid parking spaces; 2) create more space for short-term parking, loading, and ADA parking; 3) guide people straight to underutilized off-street parking; and 4) introduce and improve paid parking at ferry terminals.	Alameda's Demand-Based Parking Pricing and Curb Management in Business Districts and Ferry Terminals Project is a package of strategies that includes: 1) implement demand-responsive parking pricing in paid parking spaces; 2) create more space for short-term parking, loading, and ADA parking; 3) guide people straight to underutilized off-street parking; and 4) introduce and improve paid parking at ferry terminals.	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
2	ALA	ALA230234	BART	BART Police Department Headquarters Project	Oakland : 2000 Broadway : Project includes tenant improvements to five-story building to include features unique to police such as holding cells, armory, evidence room, etc. Improvements to the plumbing, electrical, HVAC, fire protection systems may be needed as part of the tenant improvement. The project may also include structurally retrofitting the existing building, upgrading the existing perimeter fencing, security gate, and improving the existing parking lot.	Relocation of BART administrative headquarters with the Zone 1 patrol to an existing office building with tenant improvements. The five-story building and adjacent parking lot, formerly used for commercial office space, occupy 1.36 acres on two parcels. The building consists of 86,875 square feet of office space and a subterranean parking garage consisting of approximately 75 parking spaces. Building access is from Broadway, and the site is directly adjacent to 19th Street BART Station entrance at Broadway and 20th Street. The project includes tenant improvements for all five-stories to include features unique to police such as holding cells, armory, evidence room, etc. Improvements to the plumbing, electrical, HVAC, and fire protection systems may be needed as part of the tenant improvement. The project may also include structurally retrofitting the existing building, upgrading the existing perimeter fencing, security gate, and improving the existing parking lot. One floor, or portion thereof, of the building may be utilized by BART staff other than BART Police. The new BART Police Headquarters will be designed and built under a progressive design-build method, with an anticipated completion date of August 2026.	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)
3	ALA	ALA230227	Dublin	Village Parkway Complete Streets Improvements	Dublin : City of Dublin on Village Parkway from Amador Valley Boulevard to Kimball Avenue/north city limit. : Construct streetscape elements, transforming the segment to a pedestrian and bike-friendly roadway incorporating complete street elements, median islands, bulbouts, high visibility crosswalks, bicycle facilities, and ADA upgrades.	The project is located in City of Dublin on Village Parkway from Amador Valley Boulevard to Kimball Avenue/north city limit. Construct streetscape elements, transforming the segment to a pedestrian and bike-friendly roadway incorporating complete street elements, median islands, bulbouts, high visibility crosswalks, bicycle facilities, and ADA upgrades.	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities
4	ALA	ALA230226	LAVTA	LAVTA Atlantis Facility	Livermore Amador Valley Transit (LAVTA) : 875 Atlantis Court, Livermore, CA : Design-engineering, project-management, and related technical support for construction of LAVTA's Atlantis Facility, including hydrogen fueling infrastructure and FCEB maintenance needs.	Design-engineering, project-management, and related technical support for construction of LAVTA's Atlantis Facility, including hydrogen fueling infrastructure and Fuel Cell Electric Bus (FCEB) maintenance needs.	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)
5	ALA	ALA230228	LAVTA	AVLs for Replacement Vehicles	Livermore Amador Valley Transit (LAVTA) : Districtwide : Purchase 12 Automatic Vehicle Locator (AVL) Systems for replacement buses.	Purchase 12 Automatic Vehicle Locator (AVL) Systems for replacement buses.	Exempt (40 CFR 93.126) - Mass Transit - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)
6	ALA	ALA230229	LAVTA	LAVTA: Purchase Fareboxes	Livermore Amador Valley Transit (LAVTA) : Districtwide : Purchase Fareboxes for 12 replacement vehicle	Purchase Fareboxes for 12 replacement vehicles	Exempt (40 CFR 93.126) - Mass Transit - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)
7	ALA	ALA230230	LAVTA	Replace (8) 40' Buses-Hybrid	Livermore Amador Valley Transit (LAVTA) : Countywide : Purchase 8 40' Hybrid replacement vehicles	Purchase 8 40' Hybrid replacement 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

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
8	ALA	ALA230231	LAVTA	Replace (4) 40' Buses-Fuel Cell	Livermore Amador Valley Transit (LAVTA) : Districtwide : Replace four 40' Hybrid buses with 4 40' Fuel Cell Buses	Replace four 40' Hybrid buses with 4 40' Fuel Cell 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
9	ALA	ALA230232	LAVTA	LAVTA: Radios	Livermore Amador Valley Transit (LAVTA) : Districtwide : Purchase Radios for 12 replacement buses	Purchase Radios for 12 replacement buses	Exempt (40 CFR 93.126) - Mass Transit - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc
10	CC	CC-230230	CCTA	Antioch Bike Garden	Antioch : Antioch: Prewett Park : Build a Bike Garden with a small scale modern streetscape design elements and learning stations	The Antioch Bike Garden project will build a one-of-a-kind facility for teaching bicycle and pedestrian safety education to encourage the use of pollution-free transportation. Using small scale modern streetscape design elements, this unique facility will be built in the City of Antioch's Prewett Park and will provide healthy, fun, outdoor recreation in a safe, vehicle-free environment. Learning stations throughout the course will aid group instruction and allow for self-guided education.	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities
11	CC	CC-230231	CCTA	L Street Pathway to Transit – Bicycle and Pedestri	Antioch : L Street between 10th St and Sycamore : Bike/Ped improvements include new sidewalks, installing ADA compliant curb ramps, re-striping to allow for multi-modal facilities, improving multimodal safety and operations along the corridor, and intersection improvements including traffic signal modifications	The project includes Phase 2 improvements on L Street between 9th Street and Sycamore Drive in the City of Antioch, about 0.5-mile section. These improvements include new sidewalks under the railroad tracks and along the fairground, installing ADA compliant curb ramps, re-striping to allow for multi-modal facilities between 9th Street and Sycamore Drive, improving multimodal safety and operations along the corridor, and intersection improvements including traffic signal modifications at 10th Street, E18th Street and Sycamore Drive. Other improvements include new bus stops and bus shelters, trail access and connection to bike facilities and sidewalks. "L" Street is on a Tri-Delta Transit bus route that serves and connects the PDA and the Equity Priority Area and serves Contra Costa County low and moderate housing development around "J" Street. "L" Street terminates at the entrance to the existing multi use Delta Trail/waterfront promenade which connects and serves the Antioch Amtrak Station.	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities
12	CC	CC-230232	CCTA	SF Bay Trail Gap Closure: Martinez Intermodal Stat	East Bay Regional Park District (EBRPD) : Along the Carquinez Loop Trail and SF Bay Trail in the vicinity of Berrellesa St : Project activities consists of project environmental documentation, design, right of way, construction including, design, construction, and project management.	The Martinez Intermodal Station - Crockett Bay Trail Gap Closure Project will close a 0.5-mile gap in the 23-mile Carquinez Strait Scenic Loop Trail (CSSLT) and the 500-mile San Francisco Bay Trail. This project will construct a portion of the San Francisco Bay Trail that will connect Carquinez Regional Shoreline property on Carquinez Scenic Drive via an easement on the Union Pacific (UP) Railroad right-of-way to the existing public at-grade crossing at Berrellesa Street, then continuing north on Berrellesa Street to the existing San Francisco Bay Trail on the north end of the street.	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities

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

#	County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Expanded Project Description	Project Type
13	CC	CC-230233	CCTA	Richmond Street Complete Streets Improvement	El Cerrito : Richmond St : Rehabilitating the pavement; installing high-visibility crosswalks, roadway safety lighting, and rapid rectangular flashing beacons at uncontrolled crosswalks; installing enhanced traffic signing, green pavement markings, and signs to enhance the existing shared-lane bike facility. Installing ADA compliant curb ramps; and repairing/replacing non-conforming sidewalk.	The project will improve Richmond Street, a minor arterial, to provide safe and accessible pedestrian connections between El Cerrito's residential neighborhoods to the El Cerrito del Norte and Plaza BART Stations, schools, civic and recreational destinations, commercial districts, and the City's San Pablo Avenue Priority Development Area (PDA). The project will improve access and safety for all modes of travel by rehabilitating the pavement; installing high-visibility crosswalks, roadway safety lighting, and rapid rectangular flashing beacons at uncontrolled crosswalks; installing enhanced traffic signing, green pavement markings, and signs to enhance the existing shared-lane bike facility (which complements the low-stress Ohlone Greenway, just 1-3 blocks West); installing painted tear-drop medians and in-fill streets trees for traffic calming; implementing safety upgrades at the Elm/Key/Hill Streets traffic signal; installing ADA compliant curb ramps; and repairing/replacing non-conforming sidewalk. Upgrades to the vehicle signal loop detection to enhance bike detection at the four signalized intersections within the project limits are proposed as part of the separate countywide CCTA Smart Signals project.	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature
14	CC	CC-230234	CCTA	Moraga Road and Canyon Road Complete Streets	Moraga : Along Moraga Road between St Mary's Road and Moraga Way, and Canyon Road between Moraga Way and Sanders Drive, within the PDA in Downtown Moraga. : Add/replace/repair sidewalks, install ADA-accessible curb ramps, Solar-powered RRFBs, intersection timing w/ leading ped intervals, median ped crossing noses, LF enhanced Class II bike lanes, bus stop shelters, and other necessary improvements.	The Moraga Road and Canyon Road Complete Streets Project will be implemented along Moraga Road between St Mary's Road and Moraga Way, and Canyon Road between Moraga Way and Sanders Drive, within the PDA in Downtown Moraga. Based on conceptual plans, the project scope is currently estimated to add 1233 LF new sidewalks, replacing/repairing 1872 LF nonconforming sidewalks, installing 14 ADA-accessible curb ramps, 12 Solar-powered Rectangular Rapid Flash Beacons (RRFBs), intersection timing with leading pedestrian intervals, 4 median pedestrian crossing noses, 4600 LF enhanced Class II bike lanes with buffer zones, pavement renovation, 25 street trees along new sidewalk, 3 new bus stop shelters with people-friendly benches and solar-power-compacted garbage bins, speed feedback signs, and other necessary improvements. The improvements will tie into previously constructed and future projects providing continuous safe routes for the residents of outlying rural areas connecting low-income residents to the schools and services within Moraga and provide improved access to active transportation modes.	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities
15	CC	N/A	CCCTA	CCCTA Replace (10) 40ft Urban Buses	Purchase 10 replacement buses	Replace 10 40 ft diesel buses that have reached the end of 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
16	MRN	MRN230212	Corte Madera	Central Marin Regional Pathway Gap Closure	Corte Madera : Wornum Drive, Nellen Avenue, and Fifer Avenue in Corte Madera : 2 enhanced crosswalks with RRFB, 2 new bike ramps, 1 new ADA curb ramp, 4 ADA curb ramp reconstructs, 850' of class I bike path, 900' of Class IV cycle track, 1 staggered cross	Construction of Class I pathway, 2-way protected Class IV cycle track, and enhanced pedestrian/bike crossings at two uncontrolled crossings, including at a Highway 101 on/off ramp.	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities

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

#	County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Expanded Project Description	Project Type
17	SCL	SCL230242	MTC	SR-237 Adaptive Ramp Metering Implementation	Santa Clara County : Santa Clara County: SR-237 from US-101 to I-880 : Upgrade local responsive ramp metering to an adaptive ramp metering system	Santa Clara County: SR-237 from US-101 to I-880 adaptive ramp metering implementation. The Adaptive Ramp Metering (ARM) Implementation program offers a cost-effective path to upgrade traditionally ramp-metered congested corridors, enhancing corridor-level system management to improve corridor operational improvements.	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
18	SCL	SCL230240	Palo Alto	Meadow Drive & Charleston Road Grade Separation	Palo Alto : Meadow Drive & Charleston Road at Caltrain crossing : Planning, design, and construction of the grade separations at the existing at grade crossings. Improvements to accommodate bicycles, pedestrians, and vehicular movement at the crossings	The project provides for the planning, design, and construction of the grade separations at the existing at grade crossings on Meadow Drive and Charleston Road in the Caltrain Rail Corridor. The project will provide improvements to accommodate bicycles, pedestrians, and vehicular movement at the crossings	Exempt (40 CFR 93.126) - Safety - Railroad/highway crossing
19	SCL	SCL230241	Palo Alto	Churchill Avenue Grade Separation Project	Palo Alto : Churchill Avenue and Alma Street at Caltrain crossing : Grade Separation Project provides for the planning, design, and construction of the grade separation at the existing at grade crossing on Churchill Avenue in the Caltrain Rail Corridor. The project will provide improvements to accommodate bicycles, pedestrians, and vehicular movement at the crossing.	Churchill Avenue Grade Separation Project provides for the planning, design, and construction of the grade separation at the existing at grade crossing on Churchill Avenue in the Caltrain Rail Corridor. The project will provide improvements to accommodate bicycles, pedestrians, and vehicular movement at the crossing.	Exempt (40 CFR 93.127) - Changes in vertical and horizontal alignment
20	SCL	SCL230237	San Jose	San Fernando Street Mobility Hubs	San Jose : San Jose on San Fernando Street : Construction of two small-scale mobility hubs including bike cage/docks, an e-scooter share corral/docks, and universal electric chargers for all types of personal and shared micro-mobility.	This project will complete the design, environmental clearance, and construction of two small-scale mobility hubs on San Fernando Street in Downtown San José: one Urban District Hub and one Pulse Hub. Each hub includes a long-term secure bike cage, short-term secure bike docks, an e-scooter share corral/docks, and universal electric chargers for all types of personal and shared micro-mobility, including e-bikes/scooters, and e-bikes.	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)
21	SCL	SCL230229	Sunnyvale	Pedestrian and SRTS Imps in SNAIL and Braly Corner	Sunnyvale : Various : Implement pedestrian crosswalk improvements (crosswalk striping, signing and roadway messages), install RRFB and reduced curb radius at 2 locations	Pedestrian and Safe Routes to School improvements at 3 intersections in SNAIL & Braly Corners neighborhoods. Intersections are Gail Ave/Gladiola Dr by Braly Elementary School, Borregas Ave/Hemlock Ave, and Borregas Ave/Duane Ave near Columbia Middle School. The improvements will include high visibility crosswalks, signing and roadway messages, enhanced crossing improvements at 2 locations, curb extensions/reduced curb radius to reduce pedestrian crossing distances and to reduce turning vehicle speeds at 2 intersections. Project will also study possible implementation of Green Stormwater Infrastructure at Braly location.	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities
22	SCL	SCL230236	Sunnyvale	City of Sunnyvale Stevens Creek Trail Extension	Sunnyvale : Adjacent to Stevens Creek Trail between Remington Drive and Fremont Avenue : Construct approximately 0.75miles of Class I (bike/ped trail) facility	Extension of Stevens Creek Trail (Class 1 bike and ped facility) in Sunnyvale from Remington Drive to Fremont Avenue.	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities

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

#	County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Expanded Project Description	Project Type
23	SCL	SCL230228	VTA	Homestead Road Safe Routes to School	Santa Clara County : Homestead Road between Foothill Expressway and Hollenbeck Avenue/Stelling Road. : Bicycle & pedestrian capital improvement	Homestead Road is a major east-west corridor that spans from Santa Clara University to Foothill Expressway traversing multi-jurisdictions including unincorporated Santa Clara County, Caltrans and the cities of Santa Clara, Cupertino, Sunnyvale, and Los Altos. This corridor is a local connection for three public schools, including West Valley Elementary School, Cupertino Middle School, and Homestead High School. The project upgrades pedestrian and bicycle infrastructure on Homestead Road between Foothill Expressway and Hollenbeck Avenue/Stelling Road. Improvements include bike paths, separated bike lanes, widened sidewalks, high-visibility crosswalks, curb ramps, and pedestrian and bicycle detection upgrades. This project will make it easier for K-12 students to travel to and from three public schools.	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities
24	SCL	SCL230230	VTA	Safety Enhancements at Grade Crossings	Santa Clara Valley Transportation Authority (VTA) : Countywide : Install pedestrian gates at several crossings along the light rail corridors, including automatic pedestrian gates, swing gates and railings, minor civil improvements, and related signal modifications as necessary.	VTA: In Santa Clara County: Install pedestrian gates at several crossings along the light rail corridors, including automatic pedestrian gates, swing gates and railings, minor civil improvements, and related signal modifications as necessary.	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature
25	SCL	SCL230231	VTA	Light Rail Station Rehabilitation FY24-FY25	Santa Clara Valley Transportation Authority (VTA) : Santa Clara County : Rehabilitate/renovate 4-6 existing light rail stations, including upgrading/repairing existing finishes, wind screens, benches, trash containers, signage, ADA accessibility, and lighting	VTA: In Santa Clara County: Rehabilitate/renovate 4-6 existing light rail stations, including upgrading/repairing existing finishes, wind screens, benches, trash containers, signage, ADA accessibility, and lighting.	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)
26	SCL	SCL230232	VTA	Fiber Optics Replacement Program	Santa Clara Valley Transportation Authority (VTA) : Tasman West between Whisman and Baypointe light rail stations. : Replace the fiber optic network on Tasman West between Whisman and Baypointe light rail stations.	VTA: In Santa Clara County: Replace the fiber optic network on Tasman West between Whisman and Baypointe light rail stations.	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
27	SCL	SCL230233	VTA	Guadalupe Elevator and Escalator Drainage Improvem	Santa Clara Valley Transportation Authority (VTA) : San Jose : Install bio-retention filter system for elevator and sump pump drainage.	VTA: In San Jose: Install bio-retention filter system for elevator and sump pump drainage.	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)
28	SCL	SCL230234	VTA	Guadalupe 2nd Entrance	Santa Clara Valley Transportation Authority (VTA) : San Jose : Analyze the feasibility of options and develop a preliminary alignment for the recommended option for a second light rail entrance to the Guadalupe Yard from North First Street.	VTA: In Santa Clara County: Analyze the feasibility of options and develop a preliminary alignment for the recommended option for a second light rail entrance to the Guadalupe Yard from North First Street.	Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way
29	SCL	SCL230235	VTA	Access Controls & CCTV Capability Expansion	Santa Clara Valley Transportation Authority (VTA) : Santa Clara County : Procure and install cameras, access control hardware devices, SANs for video, as well as cabling and network infrastructure.	VTA: In Santa Clara County: Procure and install cameras, access control hardware devices, SANs for video, as well as cabling and network infrastructure.	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
30	SCL	SCL230238	VTA	Audio Frequency Train Activated Circuit (AFTAC) Re	Santa Clara Valley Transportation Authority (VTA) : Santa Clara County : Assessment, engineering, and construction to address reliability concerns for the Audio Frequency Train Activated Circuit (AFTAC) on the Vasona line.	VTA: In Santa Clara County: Assessment, engineering, and construction to address reliability concerns for the Audio Frequency Train Activated Circuit (AFTAC) on the Vasona line.	Exempt (40 CFR 93.126) - Mass Transit - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.



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
31	SCL	SCL230239	VTA	Advanced Passenger Management Project	Santa Clara Valley Transportation Authority (VTA) : Santa Clara County : Implement new hardware/software and applications that will help VTA paratransit customers have a safer and more enjoyable trip.	VTA: In Santa Clara County: Implement new hardware/software and applications that will help VTA paratransit customers have a safer and more enjoyable trip. Project proposes cognitive technologies to cognitive technologies to advance the Human Machine Interaction (HMI) capabilities of the Video Analytics platform.	Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and communications systems
32	SF	SF-230208	Port of SF	POSF-MTC Parking Management Pilot	Port of San Francisco : Various parking lots across the Port's waterfront. : Purchase and installation of multi-vehicle parking meters.	Purchase and installation 24 multi-space meters that would be managed and maintained by SFMTA. The project will reduce local congestion caused by drivers by searching for parking without the benefit of real-time meter occupancy information; reduce delays to transit caused by local congestion, improving transit reliability and increasing transit patronage; and incentivize the use of alternative zero-emission transportation (public transit and bicycles) with adjustable meter pricing designed by SFMTA to manage demand and promote these alternatives.	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
33	SF	SF-230211	SF County TA	Hillcrest Road Improvement Project	San Francisco City/County : In the City of San Francisco on Yerba Buena Island, from the intersection of Hillcrest Road & Forest Road to 0.25 miles west, north of the I-80 on-ramp. : Construct a widened roadway and retaining walls including 8-ft shoulders, a Class II bike lane, and width to accommodate a future multi-use path.	In the City of San Francisco on Yerba Buena Island, from the intersection of Hillcrest Road & Forest Road to 0.25 miles west, north of the I-80 on-ramp. Construct a widened roadway and retaining walls including 8-ft shoulders, a Class II bike lane, and width to accommodate a future multi-use path.	Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project
34	SF	SF-230209	SFMTA	Pay or Permit Parking Program Expansion	San Francisco City/County : Various neighborhoods in San Francisco : Installation of parking paystations and replacement of parking related signage. Project may have locations on Lombard Street (SR 101)	This project uses FHWA funds to purchase parking paystations to expand SFMTA's Pay or Permit Parking Program, which charges a fee to visitors to park on streets in residential neighborhoods to increase parking availability and reduce congestion.	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
35	SF	SF-230212	SFMTA	Third Street Dynamic Traffic Signal Optimization	San Francisco City/County : Third Street Corridor : Replace and augment existing traffic detection cameras with new cameras that can identify and classify objects.	The Third Street Dynamic Traffic Signal Optimization Project seeks to improve and advance the SFMTA goals of safety and reliability, equity, access, and climate through the implementation of smart technology traffic signals. The technology includes a new traffic detection system and a demand based adaptive signal priority central traffic software. These technology solutions respond to real time needs of multimodal traffic flow to move the most people safely through the diverse Third Street corridor.	Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization projects
36	SOL	SOL230208	Suisun City	Park N Ride Parking Lot EV Station Installation	Suisun City : 650 Lotz Way, Suisun City, CA 94585 : Installation of new EV charging stations and associated improvements	Project is to install three (3) Type-2 EV charging stations and one (1) Type-3 EV charging stations for a total installation of four (4) new EV charging stations in the City's Park N Ride Parking Lot. The Project Scope of Work will include: all necessary electrical underground work and electrical updates, including panel upgrades, that are required to provide the necessary infrastructure to the new EV charging stations; parking facility upgrades required to meet the current ADA accessibility standard requirements, and miscellaneous work that may be required to complete EV charging station installation so that all units are up and available for public use.	Exempt (40 CFR 93.126) - Air Quality - Continuation of ride-sharing and van-pooling promotion activities at current levels
37	VAR	VAR230207	BART	Electric Vehicle Charging at BART Stations	Bay Area Rapid Transit District (BART) : Various locations throughout the BART system : Install Level-2 charging ports at various BART stations.	Install roughly 200 Level-2 charging ports at four BART stations.	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)

**Air Quality Conformity Task Force  
Summary Meeting Notes  
February 22, 2024**

Participants:

Ace Malisos – Kimley-Horn	Emma Maggioncalda – Caltrans
Eden Winniford – Yolo-Solano Air Quality Management District	Karishma Becha – Caltrans
Tanay Pradhan – Kimley-Horn	John Saelee – MTC
Jasmine Amanin – FHWA	Cid Chiu – Caltrans
Noemi Wyss – Kimley-Horn	Libby Nachman – MTC
Michael Dorantes – EPA	Chris Barney – SCTA/RCPA
Erika Vaca – Caltrans	Rodney Tavitas – Caltrans
Erika Espinosa Araiza – Caltrans	Paul Hensleigh – Yolo-Solano Air Quality Management District
Shilpa Mareddy – Caltrans	Adam Crenshaw – MTC
Mary Nguyen – FTA	Harold Brazil – MTC

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

**2. Projects with Regional Air Quality Conformity Concerns**

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

**i. Napa Valley Vine Trail – Yountville to St. Helena Gap Closure Project**

Tanay Pradhan (Kimley-Horn) began his discussion of the Napa Valley Vine Trail – Yountville to St. Helena Gap Closure project by describing the project’s location. The Project is one segment of the Napa Valley Vine Trail, which is envisioned as a 47- mile, mostly Class I mixed use path for pedestrians and cyclists that will run the length of the Napa Valley (Calistoga to American Canyon) and connect to the Vallejo Ferry Terminal in Vallejo, Solano County, California. The Napa Valley Vine Trail – Yountville through St. Helena Section is an approximately 11-mile Class I bicycle/pedestrian trail that would complete the Napa Valley Vine Trail.

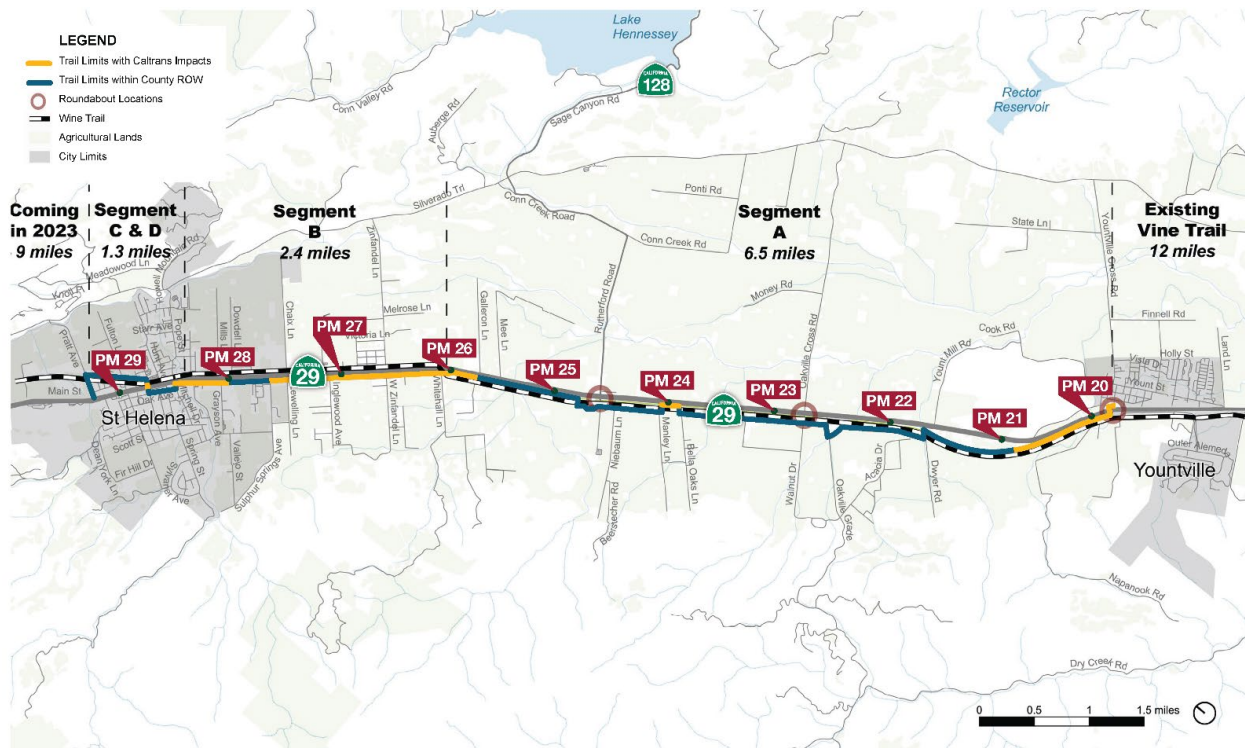
Mr. Pradhan also discussed the Napa Valley Vine Trail project’s purpose and need as follows:

- Provide a safe route to schools, jobs, services, and shopping and recreational opportunities to residents and visitors of Napa County which would provide economic value to Napa County
- Encourage a mode shift to active forms of transportation, which would help alleviate motor vehicle congestion and reduce greenhouse gas (GHG) emissions
- Create an accessible and safe active transportation route that separates bicyclists and pedestrians from motor vehicles, thereby reducing the risk for bicycle accidents
- Close the gap in the 47-mile-long gap in the Napa Valley Vine Trail



Mr. Pradhan provided a summary of the improvements included in the Napa Valley Vine Trail project by stating:

- Construct a 10-foot wide trail with 2-foot rock shoulders, narrowing in constrained locations for bicycle and pedestrian use
- Install ADA curb ramps at intersections between the trail and major roadways



### Vine Trail Gap Closure

- Signage, fencing along property lines, bus stop relocations and improvements, railing replacements, barriers, and drainage improvements that support the trail
- Modification of the existing Sulphur Creek Bridge and installation of Steel Truss Bridges at other locations
- Documentation prepared in compliance with CEQA

When discussing the traffic finding for the Napa Valley Vine Trail project, Mr. Pradhan indicated that:

- No change in traffic volume or truck percentages because of the Project.
- Construction of the proposed Project is not anticipated to adversely impact highway traffic.
- No traffic redistribution effects are anticipated for this Project.
- Project expected to promote active transportation by providing a safe and accessible route from Yountville to St. Helena.
- Project will result in overall improvements for safety and efficiency on SR-29.

Discussion amongst Michael Dorantes (EPA), Rodney Tavitas (Caltrans) and Harold Brazil (MTC) clarified that the Napa Valley Vine Trail – Yountville to St. Helena Gap Closure project needed to be confirmed as exempt under 40 CFR 93.126 (as opposed to consultation for a POAQC determination).

**Final Determination:** With input from Caltrans, EPA, FTA and FHWA, (deferring their determination to Caltrans), the Task Force concurred that the Napa Valley Vine Trail – Yountville to St. Helena Gap Closure project is exempt under 40 CFR 93.126.

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

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

John Saelee (MTC) notified the Task Force that MTC staff are proposing to add several new projects to the 2023 TIP through future revisions. Mr. Saelee provided descriptions of the new projects and mentioned MTC staff is not seeking a determination on the status of this project for project-level conformity purposes with this item.

Michael Dorantes (EPA) asked Task Force members if the “Other – Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)” 40 CFR 93.126 exemption code can be applied for parking-based projects included in Mr. Saelee’s list of new projects to the 2023 TIP? Rodney Tavitas (Caltrans) indicated that it’s difficult to find an appropriate exemption code for projects of these types and technically, there is no fix currently (for the proper exemption code for these types of projects) and FHWA’s latest registered notice is attempting to add some more language to the TIP program to include these projects. Mr. Tavitas added that FHWA’s additional language it's not finalized yet, so, as of right now, the exemption code MTC is currently applying is the best the exemption code to use because technically, the project is just providing an enhancement – the project is not adding any type of capacity or anything else.

Mr. Tavitas also mentioned that MTC is doing is just doing the best that they can, giving the circumstances, and maybe the Task Force could consider a transportation enhancement project as one that (as an example) having a charging station within its ROW. Jasmine Amanin (FHWA) volunteered to do some research on specifically charging station exemption code applications. Erika Espinosa Araiza (Caltrans) also volunteered to research exemption codes for charger projects from the Federal Register and Harold Brazil (MTC) said this topic will be included on the agenda for the March 2024 Task Force meeting to get more closure for future guidance.

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

##### **b. January 25, 2024 Air Quality Conformity Task Force Meeting Summary**

The Task Force members had no additional comment.

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

#### **5. Other Items**

Michael Dorantes (EPA) provided an informational item for the group by stating EPA promulgated the new annual primary standard for PM<sub>2.5</sub> for the country and revises the standard from 12 micrograms per cubic meter to 9.0 micrograms per cubic meter and it's likely the Bay Area could (eventually) be designated as non-attainment for the new standard. Rodney Tavitas (Caltrans) noted that the potential redesignations could happen in the year 2025 and MPOs will have one year to meet regional conformity. Mr. Tavitas also clarified to Harold Brazil (MTC) and MTC that they will continue to conform their TIPs and plans to the current 24-hour 2006 PM<sub>2.5</sub> standard and (potentially) conform their TIPs and plans to this new PM<sub>2.5</sub> standard. Paul Hensleigh (Yolo-Solano Air Quality Management District) added that his District was in attainment for the annual average previously and the District is still reviewing the data to what the impact will be for the new going from 12 on the annual down to 9.