METROPOLITAN
TRANSPORTATION
COMMISSION

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

May 23, 2024
9:30 a.m. – 11:00 a.m.

AGENDA

1. Welcome and Introductions

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

   a. Consultation to Determine Project of Air Quality Concern Status
      i. US 101 Mabury-Berryessa-Oakland Road Corridor Project
      ii. Todd Road and Standish Avenue Intersection Improvements Project
   b. Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern

3. Consent Calendar

   a. April 25, 2024 Air Quality Conformity Task Force Meeting Summary

4. Other Items

   Next Meeting: June 27, 2024

MTC Staff Liaison: Harold Brazil hbrazil@bayareametro.gov

Harold Brazil is inviting you to a scheduled Zoom meeting.

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

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

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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)
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149.137.24.110 (Japan Osaka)
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Memorandum

TO: Air Quality Conformity Task Force DATE: May 15, 2024

FR: Harold Brazil W. I.

RE: $PM_{2.5}$ Project Conformity Interagency Consultation

A project sponsor representing one project, seeks interagency consultation from the Air Quality Conformity Task Force (AQCTF) at today's meeting and the projects are as follows:

No.	Project Sponsor	Project Title
1	City of San José	US 101 Mabury-Berryessa-Oakland Road Corridor Project
2	Sonoma County	Todd Road and Standish Avenue Intersection Improvements Project

2ai_US_101_Mabury-Berryessa-Oakland_Rd_Corridor_Project_Assessment_Form.pdf (for the US 101 Mabury-Berryessa-Oakland Road Corridor project)

2aii_Todd_Rd_&_Standish_Ave_Intersection_Improvements_Assessment_Form.pdf (for the Todd Road and Standish Avenue Intersection Improvements project)

MTC also requests the review and concurrence from the Task Force on projects which project sponsors have identified as exempt and likely not to be a POAQC. **2b_POAQC_Exempt_List_ 051524.pdf** lists exempt projects under 40 CFR 93.126.

Application of Criteria for a Project of Air Quality Concern

Project Title: US 101 Mabury-Berryessa-Oakland Road Corridor Project
Task Force Meeting: May 23, 2024

Description

The City of San José, in cooperation with the California Department of Transportation (Caltrans), proposes to improve access to US 101 between the McKee Road (post mile [PM] realignment [R] 36.12) and I-880 (PM 38.3) interchanges. The Project would include a new interchange at Berryessa Road, and the Oakland Road interchange would be closed. It would also include new or reconfigured on- and off-ramps, ramp metering, auxiliary lanes, retaining walls, overcrossings, and realigned frontage roads. Multimodal improvements would address deficiencies in pedestrian and bicycle connectivity across US 101 and along local roadways.

Background

The US 101 Mabury-Berryessa-Oakland Road Corridor Project (Project) is in the City of San José in Santa Clara County and located within an approximately 2.3-mile-long area along US 101 that includes Mabury Road/Taylor Street, Berryessa Road/Hedding Street, and Oakland Road. This county is in the San Francisco Bay Area Air Basin and falls under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD), responsible for regional air quality planning, monitoring, and permitting, and the Metropolitan Transportation Commission (MTC), responsible for regional transportation planning.

This Project is included in the current MTC Regional Transportation Plan (RTP), Plan Bay Area 2050, as RTP ID 21-T06-028 and MTC's 2023 Transportation Improvement Program (TIP) as TIP ID SCL190001. Caltrans is the lead agency under the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA).

NEPA process for Environmental Impact Report/Environmental Assessment (EIR/EA) is in process.
Public review for Draft EIR/EA is anticipated February/March 2025.

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

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

- Not a new or expanded highway project—no additional lanes proposed on US 101.
- Purpose of the project is to improve mobility and accessibility for all users (including bicycle and pedestrian) between US 101, the Bay Area Rapid Transit (BART) Berryessa station, and local roads.
- No change in traffic volume or truck percentages (i.e., diesel vehicles) on US 101.

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

- Diesel vehicles (trucks) represent approximately 2% of the daily traffic in the area.
- No project changes to land use are anticipated that would significantly affect diesel traffic percentage.
- The project would improve LOS at the affected intersection or result in no change when compared to the No-Build Alternative.
- Intersections impacted by the Build Alternative do not serve a significant number of diesel trucks.

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

- Not Applicable

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

- Not Applicable

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

- The Project location is not in an area identified by the $PM_{2.5}$ State Implementation Plan (SIP) as one that could violate or possibly violate the National Ambient Air Quality Standards (NAAQS) for $PM_{2.5}$. The area is in attainment of the PM_{10} NAAQS; therefore, conformity does not apply for PM_{10}.
- The Project would not significantly increase PM_{10} or $PM_{2.5}$ emissions when compared to the No-Build Alternative.

RTIP ID# *(required)* 21-T06-028

TIP ID# *(required)* SCL190001

Air Quality Conformity Task Force Consideration Date
May 23, 2024

Project Description *(clearly describe project)*

Description
The US 101 Mabury-Berryessa-Oakland Road Corridor Project (proposed Project) is located within the City of San José in Santa Clara County. The proposed Project would improve access to US 101 between the McKee Road (post mile [PM] realignment [R] 36.12) and I-880 (PM 38.3) interchanges. Within the approximately 2.3-mile-long project, US 101, Mabury Road/Taylor Street, Berryessa Road/Hedding Street, and Oakland Road are major transportation corridors. A new interchange is proposed at Berryessa Road, and the Oakland Road interchange would be closed. The proposed Project would also include new or reconfigured on- and off-ramps, ramp metering, auxiliary lanes, retaining walls, overcrossings, and realigned frontage roads. Multimodal improvements would address deficiencies in pedestrian and bicycle connectivity across US 101 and along local roadways. The proposed Project would require acquisition of new right-of-way (ROW) and utility relocations. Figure 1 shows the project area. There are two Build Alternatives proposed. Alternative A is a Tight Diamond Interchange at Berryessa Road, while Alternative B is a Couplet-style interchange at Berryessa Road.

No Build Alternative. Under the No-Build Alternative, there would be no access improvements to US 101. Motorists would continue to use indirect routes to access US 101, Berryessa Road, and Mabury Road, resulting in congestion in the surrounding neighborhoods.

Build Alternative A – Tight Diamond. Under Build Alternative A, a new tight diamond interchange would be constructed at Berryessa Road and Hedding Street with four ramps serving the northbound (NB) and southbound (SB) directions of US 101. The proposed ramps would extend approximately 1,500 feet east and 1,800 feet west of the existing East Hedding Street Overcrossing. The ramps would meet Berryessa Road and Hedding Street at two signal-controlled intersections, approximately 150 feet north and south of the center of US 101. Figure 2 shows the layout proposed for Alternative A.

Build Alternative B – Berryessa Couplet with U-Turn. Under Build Alternative B, a new couplet interchange would be constructed at Berryessa Road with four ramps serving the NB and SB directions of US 101. A couplet is a pair of one-way roads parallel to, and serving the same direction of travel as, the freeway. The couplet would provide local circulation and serve traffic entering and exiting US 101. The proposed interchange would extend along US 101 from approximately 1,800 feet west to 2,000 feet east of the East Hedding Street Overcrossing. The couplet roads would meet Berryessa Road and Hedding Street at two signal-controlled intersections, approximately 150 feet north and south of the center of US 101. Figure 3 shows the layout proposed for Alternative B.

Common Design Features. The following design features would be common for both Build Alternative A (Berryessa Tight Diamond) and Build Alternative B (Berryessa Couplet with U-Turn):

- Extension of the NB and SB US 101 auxiliary lanes
- Ramp metering
- Taylor Street improvements
- Commercial Street improvements and extension
- Timothy Drive and Mabury Road improvements
- Hedding Street and 17th Street improvements
- Traffic calming measure along local roadways
- Stormwater detention

Type of Project:
Major Arterial Interchange Reconstruction

County	***Narrative Location/Route & Postmiles***
Santa Clara	US 101 between the McKee Road (post mile [PM] realignment [R] 36.12) and I-880 (PM 38.3) interchanges **Caltrans Projects – EA#** 04-4G000

Lead Agency: City of San José

Contact Person	*Phone#*	*Fax#*	*Email*
Neil Ong	408-975-3237		neil.ong@sanjoseca.gov

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)		**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	*Other*
	X				

Scheduled Date of Federal Action: Spring 2025

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

	Section 326 – Categorical Exclusion		**Section 327 – Non-Categorical Exclusion**
		X	

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	2021	2024	2024	2027
End	2026	2027	2027	2030

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

The purpose of the proposed project is to:

- Improve mobility and accessibility for all users between US 101, the Bay Area Rapid Transit (BART) Berryessa station, Oakland Road, Berryessa Road, and Mabury Road.
- Improve local road access to US 101 in the Project area.
- Enhance bicycle and pedestrian accessibility and connectivity in the Project area.

The project is needed because:

- Lack of direct access to the BART Berryessa Station causes local motorists to use indirect routes to access US 101. Motorists currently use local roadways to access Berryessa or Mabury Roads, which causes additional avoidable congestion in the surrounding neighborhoods.
- Consistent with the City of San José's adopted land use plans, planned developments in the Project area are anticipated to require infrastructure improvements to accommodate future growth (for example, development of the San José Flea Market site and the Berryessa BART Urban Village).
- There are gaps in the existing bike network in the Project area, including Oakland Road crossing US 101. In addition, per the City of San José's *Better Bike Plan 2025* the existing bike facilities along Oakland Road, Berryessa Road, and McKee Road are classified as "high stress" facilities, which discourages bike ridership along those roadways. The City's five-year investment strategy includes proposed Class IV (protected) bike lanes along Oakland Road and McKee Road to reduce stress and promote ridership.
- Pedestrian accessibility and connectivity are limited in the Project area. Pedestrian facilities at several interchanges are not Americans with Disabilities Act (ADA) compliant. Sidewalks are discontinuous in some locations and lack painted crosswalks. Pedestrians also experience long crossing distances.

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

The Project is located within the City of San José, which is a densely populated urban area. The land uses adjacent to the Project primarily include single-family and multi-family residential, commercial/retail, and industrial developments. The majority of the industrial sources are located north of US 101, while most of the residential areas are located to the south of US 101. The exception is the Eggo manufacturing facility, which is located adjacent to the south side of US 101, near residential areas and two schools. BART operates the Berryessa/North San José Station in the project area. It is the end of the line/start for both the green and orange lines. The Union Pacific Railroad (UPRR) also operates a freight rail line at the western end of the project area.

Brief summary of assumptions and methodology used for conducting analysis

Fehr & Peers conducted the traffic forecasting analysis for the Project. To account for future increases in traffic associated with planned growth that will occur under both the No-Build and Build alternatives, forecasts for the opening year (2030) and design year (2050) were developed using the most current travel demand model developed and maintained by the City of San José. The model was calibrated and validated for Year 2019 conditions by adjusting land uses and the roadway network to reflect changes between the model's base year (2015) and the Project base year (2019). Model validation was performed using guidelines drawn from the 2017 California RTP Guidelines published by the California Transportation Commission, and the Santa Clara Valley Transportation Authority (VTA) Travel Model Validation standards.

For the purposes of this analysis, a "truck" is defined as a vehicle type included in the "truck" category of the CT-EMFAC emissions model. See Appendix B of the CT-EMFAC2021 emissions model users guide for more information.

Figure 1. Regional Location and Project Vicinity

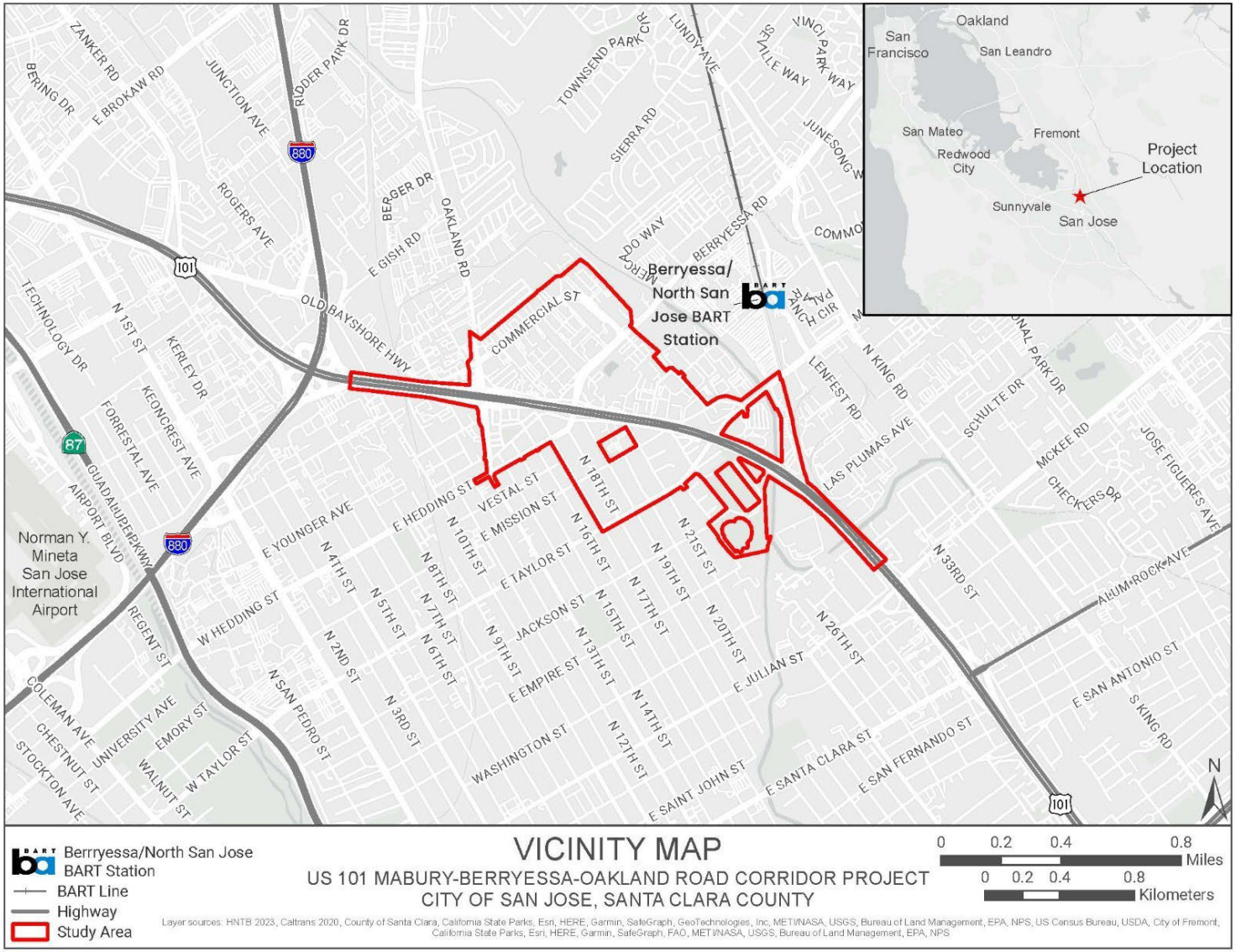
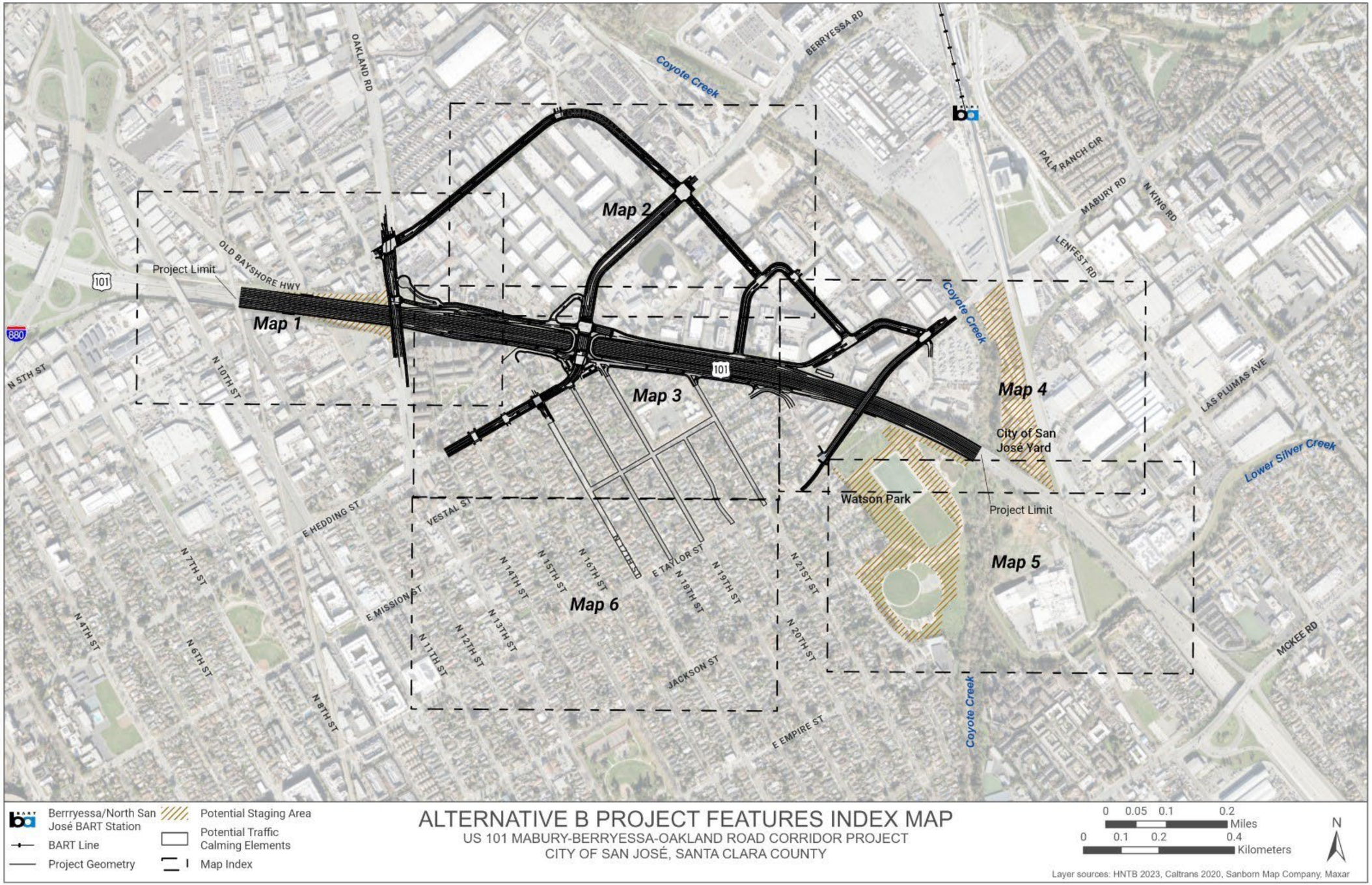


Figure 2. Build Alternative A

Figure 3. Build Alternative B



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

2030										
Location		No Build			Build Alt A			Build Alt B		
		Total	Truck	% Truck	Total	Truck	% Truck	Total	Truck	% Truck
US 101 NB	**Mainline** north of Oakland Rd. Interchange	75,600	4,080	5.4	74,800	4,040	5.4	74,800	4,040	5.4
	On-Ramp at Oakland Rd./Berryessa Rd**.**	14,000	280	2	13,200	260	2	13,200	260	2
	Off-Ramp at Oakland Rd./Berryessa Rd.	7,900	160	2	7,900	160	2	7,900	160	2
	Mainline south of Oakland Rd.	69,400	3,750	5.4	69,400	3,750	5.4	69,400	3,750	5.4
US 101 SB	**Mainline** north of Oakland Rd.	64,100	3,460	5.4	64,100	3,460	5.4	64,100	3,460	5.4
	Off-Ramp at Oakland Rd./Berryessa Rd.	10,600	210	2	10,600	210	2	10,600	210	2
	On-Ramp at Oakland Rd./Berryessa Rd.	13,600	270	2	13,600	270	2	13,600	270	2
	Mainline south of Oakland Rd. Interchange	67,200	3,630	5.4	67,200	3,630	5.4	67,200	3,630	5.4
Old Oakland Road	North of Commercial St.	26,000	520	2	25,400	510	2	25,400	510	2
	Between Commercial St. US 101 Ramps	34,500	690	2	27,700	550	2	25,400	510	2
	Between US 101 Ramps	25,800	520	2	21,200	420	2	21,500	430	2
	Between US 101 Ramps and E Hedding St.	22,700	450	2	21,200	420	2	21,500	430	2
	South of E Hedding St.	11,200	220	2	11,200	220	2	11,200	220	2
Hedding Street	West of Old Oakland Rd./N 13th St.	18,400	370	2	18,400	370	2	18,400	370	2
	Between Old Oakland Rd./N 13th St. and N 17th St.	17,300	350	2	29,800	600	2	30,000	600	2
	Between N 17th St. and N Bayshore Rd.	21,400	430	2	34,500	690	2	34,800	700	2
	Between N Bayshore Rd. and Mabury Rd.	22,100	440	2	30,200	600	2	27,300	550	2
Berryessa Road	Between Mabury Rd. and Commercial St.	22,600	450	2	26,300	530	2	29,700	590	2
	North of Commercial St.	33,200	660	2	33,200	660	2	33,200	660	2
Old Bayshore Highway	Between Gish Rd. and Old Oakland Rd.	10,000	200	2	10,000	200	2	10,000	200	2

2030										
Location		No Build			Build Alt A			Build Alt B		
		Total	Truck	% Truck	Total	Truck	% Truck	Total	Truck	% Truck
Commercial Street	Between Old Oakland Rd. and Berryessa Rd.	16,300	330	2	18,800	380	2	22,100	440	2
	Between Berryessa Rd. and Timothy Dr.	---	---	---	13,700	270	2	10,800	220	2
Timothy Drive	Between Commercial St. and Mabury Rd.	1,000	20	2	13,200	260	2	10,300	210	2
Mabury Road	Between Old Oakland Rd. and Hedding St.	7,800	160	2	16,600	330	2	20,800	420	2
	Between Hedding St. and Taylor St.	13,400	270	2	13,300	270	2	13,300	270	2
Bayshore Road	Between N 17th St. and Hedding St.	1,000	20	2	1,000	20	2	1,000	20	2
	Between Hedding St. and N 19th St.	4,500	90	2	4,500	90	2	4,500	90	2

	No Build		Build Alt A		Build Alt B	
Intersection LOS	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
Oakland Rd. at Commercial St.	F	F	C	F	C	F
Oakland Rd. at 13th St./Hedding St.	E	E	D	D	D	E
Hedding St. at 17th St.	B	A	B	C	B	B
Hedding St. at US 101 SB Ramps (new)	---	---	C	C	C	B
Berryessa Rd. at US 101 NB Ramps (new)	---	---	C	B	E	B
Berryessa Rd. at Commercial St.	F	F	F	F	F	E
Mabury Rd. at Taylor St.	C	F	C	F	C	D

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

2050										
Location		No Build			Build Alt A			Build Alt B		
		Total	Truck	% Truck	Total	Truck	% Truck	Total	Truck	% Truck
US 101 NB	**Mainline** north of Oakland Rd. Interchange	89,800	4,850	5.4	86,100	4,650	5.4	86,100	4,650	5.4
	On-Ramp at Oakland Rd./Berryessa Rd.	19,200	380	2	15,600	310	2	15,600	310	2
	Off-Ramp at Oakland Rd./Berryessa Rd.	9,400	190	2	9,400	190	2	9,400	190	2
	Mainline south of Oakland Rd.	80,000	4,320	5.4	80,000	4,320	5.4	80,000	4,320	5.4
US 101 SB	**Mainline** north of Oakland Rd.	85,100	4,600	5.4	84,800	4,580	5.4	84,800	4,580	5.4
	Off-Ramp at Oakland Rd./Berryessa Rd.	17,600	350	2	17,300	350	2	17,300	350	2
	On-Ramp at Oakland Rd./Berryessa Rd.	15,800	320	2	15,800	320	2	15,800	320	2
	Mainline south of Oakland Rd. Interchange	83,400	4,500	5.4	83,400	4,500	5.4	83,400	4,500	5.4
Old Oakland Road	North of Commercial St.	38,500	770	2	34,200	680	2	34,200	680	2
	Between Commercial St. US 101 Ramps	49,000	980	2	32,500	650	2	29,500	590	2
	Between US 101 Ramps	36,400	730	2	21,000	420	2	20,800	420	2
	Between US 101 Ramps and E Hedding St.	32,300	650	2	21,000	420	2	20,800	420	2
	South of E Hedding St.	15,500	310	2	13,400	270	2	13,400	270	2
Hedding Street	West of Old Oakland Rd./N 13th St.	25,400	510	2	25,800	520	2	25,800	520	2
	Between Old Oakland Rd./N 13th St. and N 17th St.	24,000	480	2	34,900	700	2	36,300	730	2
	Between N 17th St. and N Bayshore Rd.	27,900	560	2	39,100	780	2	40,500	810	2
	Between N Bayshore Rd. and Mabury Rd.	28,300	570	2	44,400	890	2	41,700	830	2
Berryessa Road	Between Mabury Rd. and Commercial St.	35,300	710	2	44,500	890	2	45,100	900	2
	North of Commercial St.	53,600	1,070	2	55,700	1,110	2	55,700	1,110	2

2050										
Location		No Build			Build Alt A			Build Alt B		
		Total	Truck	% Truck	Total	Truck	% Truck	Total	Truck	% Truck
Old Bayshore Highway	Between Gish Rd. and Old Oakland Rd.	12,900	260	2	14,300	290	2	14,300	290	2
Commercial Street	Between Old Oakland Rd. and Berryessa Rd.	24,100	480	2	21,300	430	2	23,200	460	2
	Between Berryessa Rd. and Timothy Dr.	---	---	---	12,200	240	2	9,500	190	2
Timothy Drive	Between Commercial St. and Mabury Rd.	1,100	20	2	11,700	230	2	9,100	180	2
Mabury Road	Between Old Oakland Rd. and Hedding St.	10,800	220	2	14,900	300	2	21,200	420	2
	Between Hedding St. and Taylor St.	14,200	280	2	11,800	240	2	11,800	240	2
Bayshore Road	Between N 17th St. and Hedding St.	3,300	70	2	3,600	70	2	3,600	70	2
	Between Hedding St. and N 19th St.	2,800	60	2	4,300	90	2	4,300	90	2

	No Build		Build Alt A		Build Alt B	
Intersection LOS	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
Oakland Rd. at Commercial St.	F	F	C	F	C	F
Oakland Rd. at 13th St./Hedding St.	F	F	F	F	F	F
Hedding St. at 17th St.	B	A	F	F	D	D
Hedding St. at US 101 SB Ramps (new)	---	---	C	F	E	E
Berryessa Rd. at US 101 NB Ramps (new)	---	---	C	C	E	B
Berryessa Rd. at Commercial St.	F	B	F	F	F	F
Mabury Rd. at Taylor St.	F	F	E	F	D	D

Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

NA

RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

NA

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

The Build Alternatives would result in access improvements to US 101, providing more direct access to US 101 from the local arterial network including Berryessa Road and Mabury Road, reducing congestion in the surrounding neighborhoods. It would also reduce traffic congestion in the area resulting from planned growth. Gaps in the existing bicycle and pedestrian networks would be filled, providing viable mode options for bicyclists and pedestrians.

Comments/Explanation/Details (please be brief)

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

1. The project is not a new or expanded highway project that would have a significant number of or increase in the number of diesel vehicles (40 CFR Section 93.123 (b)(1)(i)).

- The Project will not result in a significant number or significant increase in diesel vehicles in the area.

2. The project is not likely to affect any intersections (40 CFR Section 93.123 (b)(1)(ii)).

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

3. The project does not include the construction of a new bus or rail terminal with a significant number of diesel vehicles congregating at a single location (40 CFR Section 93.123 (b)(1)(iii)).

- The Project does not involve a bus terminal, rail terminal, or transfer points involving a significant number of diesel vehicles congregating at a single location.

4. The project does not expand an existing bus or rail terminal with significant increases in the number of diesel vehicles congregating at a single location (40 CFR Section 93.123 (b)(1)(iv)).

- The Project does not involve a bus terminal, rail terminal, or transfer points involving a significant number of diesel vehicles congregating at a single location.

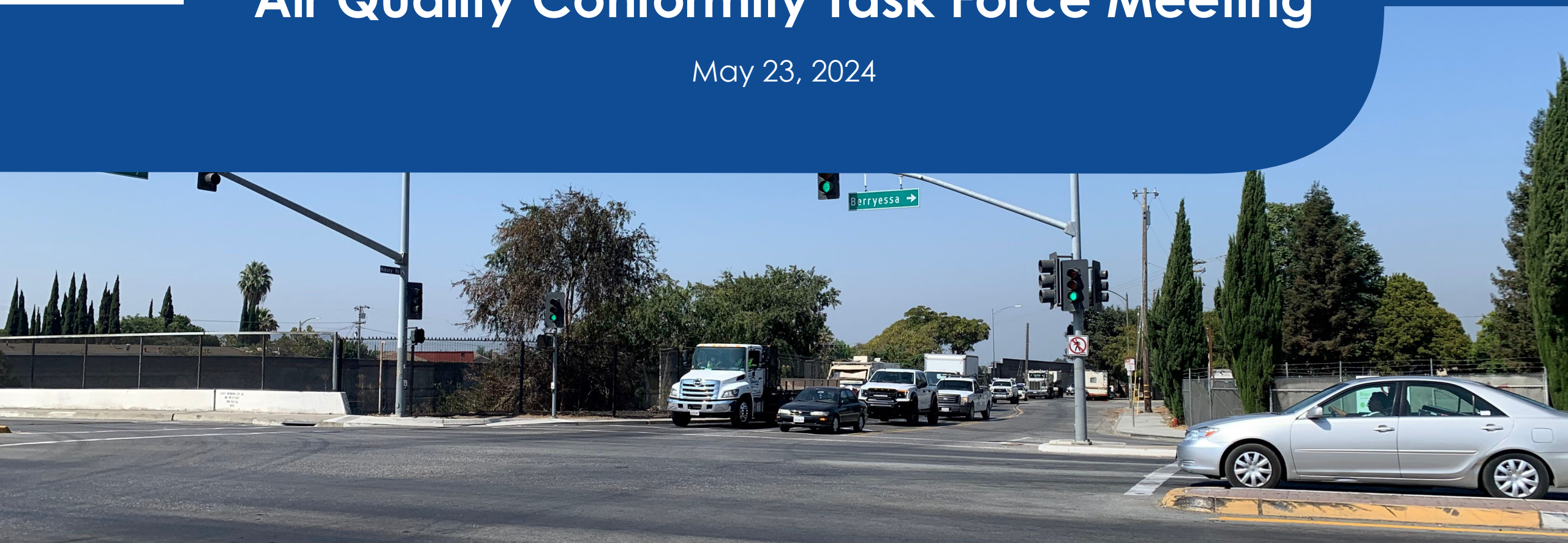
5. The project is not in or affecting locations, areas or categories of sites that are identified in the PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation (40 CFR Section 93.123 (b)(1)(v)).

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

U.S. 101 Mabury-Berryessa-Oakland Road Corridor Project

Air Quality Conformity Task Force Meeting

May 23, 2024



Project Purpose and Need

The purpose of the Project is to:

- Improve mobility and accessibility for all users between US 101, the Bay Area Rapid Transit (BART) Berryessa station, Oakland Road, Berryessa Road, and Mabury Road.
- Improve local road access to US 101 in the Project area.
- Enhance bicycle and pedestrian accessibility and connectivity in the Project area.

Cars blocking bike lane at the intersection of Mabury Road and East Taylor Street

Project Purpose and Need

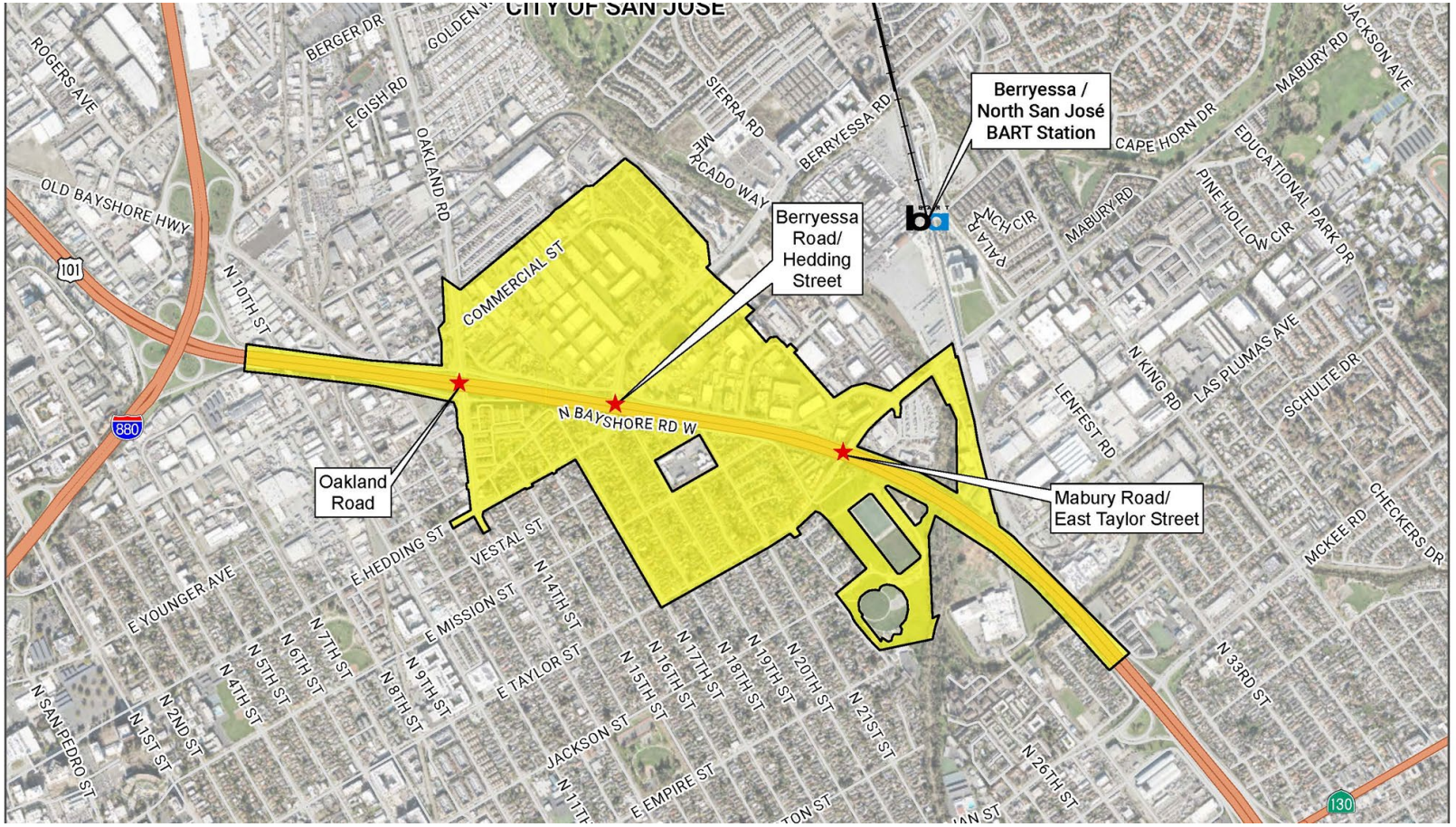
The Project is needed because:

- Lack of direct access to the BART Berryessa Station causes local motorists to use indirect routes on local roadways to access US 101, causing congestion in the surrounding neighborhoods.
- Planned developments in the Project area are anticipated to require infrastructure improvements to accommodate future growth.
- There are gaps in the existing bike network in the Project area, including Oakland Road crossing US 101. The existing bike facilities along Oakland Road, Berryessa Road, and McKee Road are classified as “high stress” facilities, which discourages bike ridership along those roadways.
- Pedestrian accessibility and connectivity are limited in the Project area. Pedestrian facilities at several interchanges are not ADA compliant. Sidewalks are discontinuous in some locations and lack painted crosswalks. Pedestrians also experience long crossing distances.

Taylor Street Overcrossing

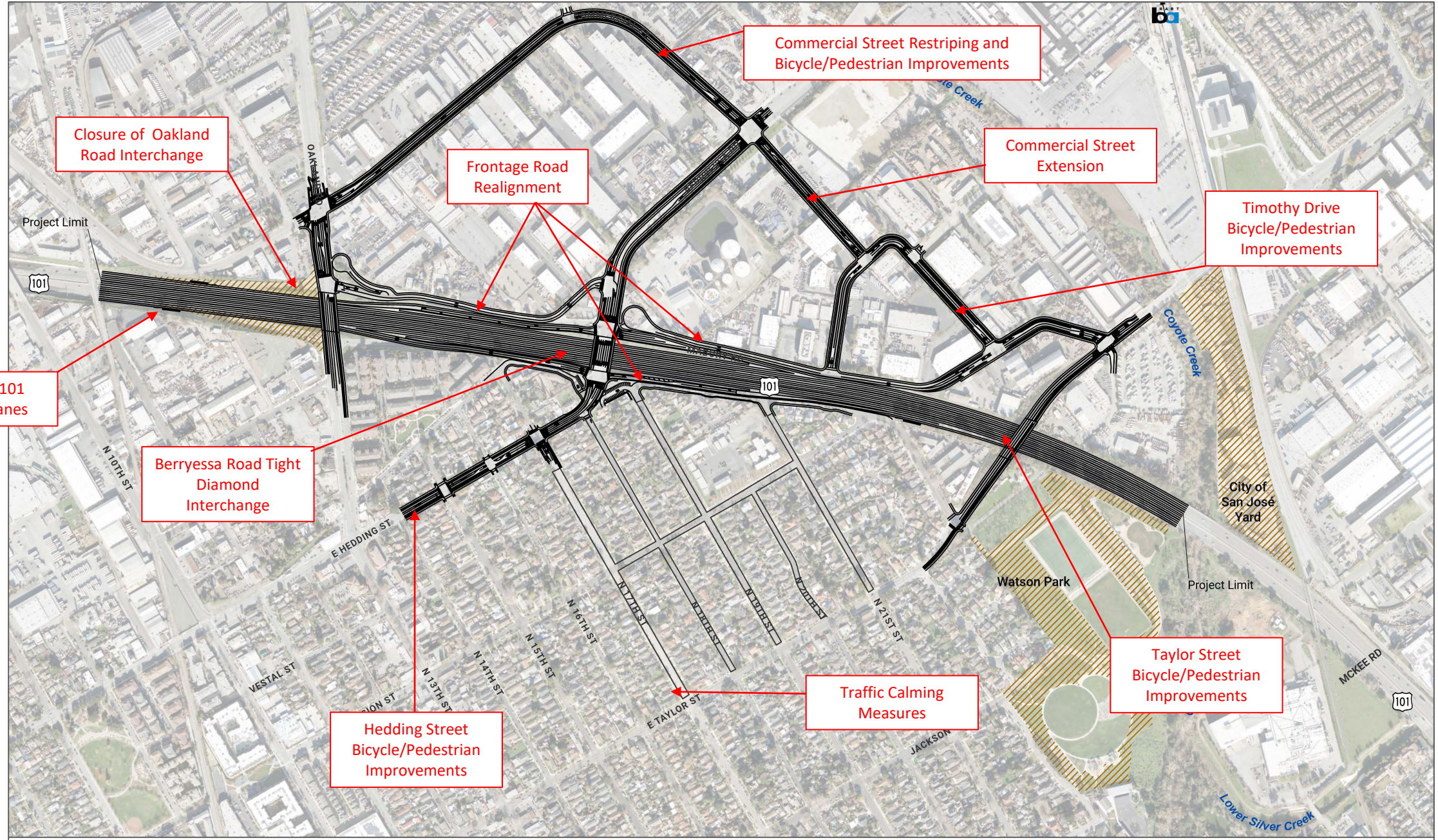
Project Location

- City of San Jose
- US 101 between the McKee Road and I-880 interchanges (~2.3 miles)
- Includes major transportation corridors:
  - Mabury Road/Taylor Street
  - Berryessa Road/Hedding Street
  - Oakland Road



Project Description

- New US 101 interchange at Berryessa Road
- Closure of US 101 interchange at Oakland Road
- The proposed Project would include:
  - New/reconfigured on- and off-ramps
  - Auxiliary lanes
  - Realigned frontage roads
  - Multimodal improvements (bicycle/pedestrian)
- Two build alternatives
  - Build Alternative A – Berryessa Tight Diamond
  - Build Alternative B – Berryessa Couplet with U-Turn



Berryessa/North San José BART Station
Project Geometry
BART Line
Potential Staging Area
Potential Traffic Calming Elements

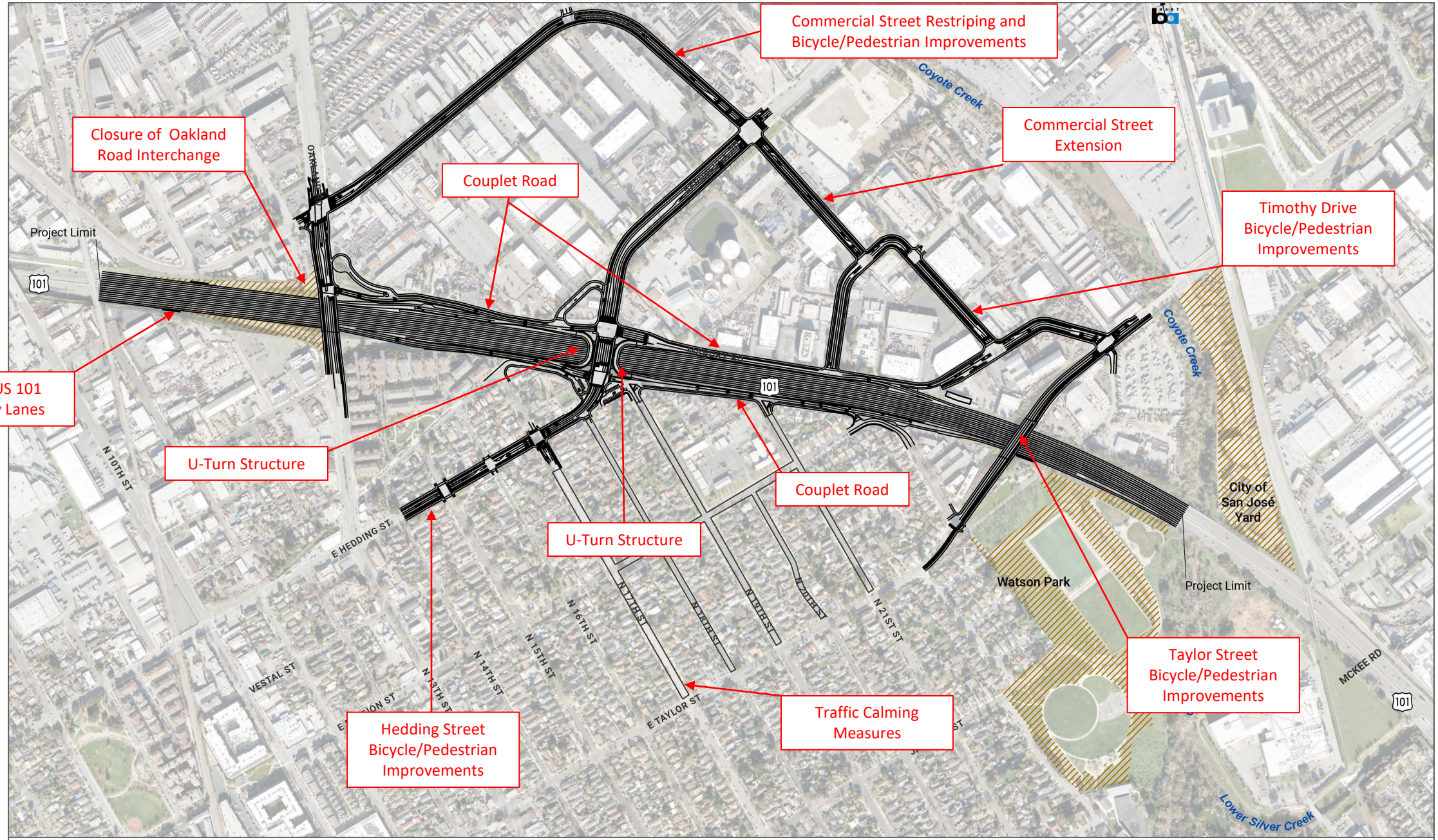
ALTERNATIVE A

US 101 MABURY-BERRYESSA-OAKLAND ROAD CORRIDOR PROJECT
CITY OF SAN JOSÉ, SANTA CLARA COUNTY

0 0.05 0.1 0.2 Miles
0 0.05 0.1 0.2 Kilometers

N

Layer sources: HNTB 2023, Caltrans 2020, Sanborn Map Company, Maxar


Commercial Street Restriping and Bicycle/Pedestrian Improvements
Coyote Creek
Closure of Oakland Road Interchange
Commercial Street Extension
Couplet Road
Timothy Drive Bicycle/Pedestrian Improvements
Project Limit
101
NB/SB US 101 Auxiliary Lanes
U-Turn Structure
Couplet Road
U-Turn Structure
City of San José Yard
Watson Park
Project Limit
Taylor Street Bicycle/Pedestrian Improvements
Traffic Calming Measures
Hedding Street Bicycle/Pedestrian Improvements
Lower Silver Creek
N 10TH ST
E HEDDING ST
VESTAL ST
N 13TH ST
N 14TH ST
N 15TH ST
N 16TH ST
N 17TH ST
N 18TH ST
N 19TH ST
N 20TH ST
N 21ST ST
E TAYLOR ST
MCKEE RD
Berryessa/North San José BART Station
BART Line
Project Geometry
Potential Staging Area
Potential Traffic Calming Elements
ALTERNATIVE B
US 101 MABURY-BERRYESSA-OAKLAND ROAD CORRIDOR PROJECT
CITY OF SAN JOSÉ, SANTA CLARA COUNTY
0 0.04 0.09 0.18 Miles
0 0.05 0.1 0.2 Kilometers
N
Layer sources: HNTB 2023, Caltrans 2020, Sanborn Map Company, Maxar

AQ Conformity

- (i) New or expanded highway projects with significant number/increase in diesel vehicles?
  - Not a new or expanded highway project—no additional lanes proposed on US 101.
  - Purpose of the project is to improve mobility and accessibility for all users (including bicycle and pedestrian) between US 101, the BART Berryessa station, and local roads.
  - No change in traffic volume or truck percentages (i.e., diesel vehicles) on US 101.

AQ Conformity

- (ii) Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?
  - Diesel vehicles (trucks) represent approximately 2% of the daily traffic in the area.
  - No project changes to land use are anticipated that would significantly affect diesel traffic percentage.
  - The project would improve LOS at the affected intersections or result in no change when compared to the No-Build Alternative.
  - Intersections impacted by the Build Alternatives do not serve a significant number of diesel trucks.

AQ Conformity

- (iii) New bus and rail terminals and transfer points? Not Applicable
- (iv) Expanded bus and rail terminals and transfer points? Not Applicable
- (v) Affects areas identified in PM10 or PM2.5 implementation plan as site of violation?
  - The Project location is not in an area identified by the PM2.5 State Implementation Plan (SIP) as one that could violate or possibly violate the National Ambient Air Quality Standards (NAAQS) for PM2.5. The area is in attainment of the PM10 NAAQS; therefore, conformity does not apply for PM10.
  - The Project would not significantly increase PM10 or PM2.5 emissions when compared to the No-Build Alternative.

Project Schedule

- Scoping Meeting – January 2022
- Project Approval/Environmental Document (PA&ED) – 2022 to 2026
  - Draft Environmental Document – Fall 2025
  - Final Environmental Document – Fall 2026
- Plans, Specifications, and Estimates (PS&E) – Fall 2026 to Spring 2028
- Construction – Spring 2028 to Fall 2030

RTIP ID# *21-T01-003*

TIP ID# *SON230202*

Air Quality Conformity Task Force Consideration Date

23 May 2024

Project Description *(clearly describe project)*

Sonoma County is proposing to upgrade the intersection at Todd Road and Standish Avenue with the installation of a traffic signal, storm drain inlets and sidewalk improvements (see attached Figure 1 and Figure 2). The intersection improvements would include a traffic signal, standard curb radii improvement with sidewalk improvements and ADA compliant curb ramps at each leg of the intersection, including the connection to the privately developed road at Ghilotti Avenue. Additional crossing improvements include intersection crossing striping and push button crossings at each of the four new crossings, as well as Class II bicycle lanes and signage provided on both sides of Todd Road within the project limits. Excavation would occur to connect improvements to underground utility lines, such as connecting new drainage inlets to existing or relocated storm drain lines. The existing sidewalk in the northeast quadrant would be upgraded to Sonoma County standards for approximately 85 feet east of the intersection and can be widened while still allowing the utility pole to remain in place. The fire hydrant would be relocated to the back of the sidewalk. The bicycle lanes would extend approximately 450 feet west of the Todd Road/Standish Avenue intersection and approximately 550 feet east to the Sonoma Marin Area Rail Transit right-of-way for a total distance of approximately 1,000 feet. The intersection would include video detection to facilitate efficient signal controls including bicycle detection. The majority of improvements would be within existing Sonoma County right-of-way, with the exception of a small area to install the curb ramp at the northwest Todd Road/Standish Way intersection quadrant. The partial acquisition would equal a total of less than one-tenth of an acre of land.

Type of Project:

Intersection Signalization (see attached Figure 2)

County	*Narrative Location/Route & Postmiles*
Sonoma	The Todd Road and Standish Avenue intersection is located approximately 1,900 feet west of the Highway 101 and approximately 600 feet west of the railroad tracks upon which the Sonoma-Marin Area Rail Transit runs regular passenger train service. See attached Figure 1 **Caltrans Projects – EA#**

Lead Agency: Sonoma County Public Infrastructure

Contact Person	*Phone#*	*Fax#*	*Email*
Olguin Caban	(707) 565-2857	NA	Olguin.Caban@sonoma-county.org

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

X	*Categorical Exclusion (NEPA)*	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	*Other*

Scheduled Date of Federal Action: 30 June 2024 for NEPA

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

	X **Section 326 – Categorical Exclusion**	**Section 327 – Non-Categorical Exclusion**

Current Programming Dates *(as appropriate)*

	PE/Environmental	ENG	ROW	CON
Start	2022	--	2023	2024
End	2023	--	2024	2025

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

The purpose of the proposed Project is to improve the intersection of Todd Road at Standish Avenue to meet current Sonoma County standards and signalize the intersection to facilitate current and projected traffic movements including large trucks.

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

Land use surrounding the Todd Road at Standish Avenue intersection includes a mix of light industrial, commercial, residential, and transportation.

Brief summary of assumptions and methodology used for conducting analysis

The Todd Road at Standish Avenue intersection (project intersection) was analyzed using methodologies published in the 2010 Highway Capacity Manual (HCM). The HCM contains methodologies for various types on intersection control, all of which are related to a measurement of delay in average number of seconds. The level of service (LOS) for the project intersection, which has side-street-stop controls, were analyzed using the "Two-Way-Stop-Controlled" intersection capacity method. This method determined LOS for each minor turning movement. The project intersection was analyzed using the Vistro software.

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

NA

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

NA

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

Opening: 2025. The capacity and number of through lanes would not be changed as a result of signalizing and adding a south bound left turn lane at the project intersection. Therefore, the Build and No Build AADT as well as the percent of and number of trucks is anticipated to be unchanged as a result of the project. The analysis projected volumes using existing 2017 volume data (W-Trans 2018). For the year 2021 the projected LOS for the intersection with no improvements is LOS F for the AM peak and LOS E for the PM peak and average delays of 78.1 and 35.0 seconds (TJKM 2021). With the installation of the traffic signal, the intersection is projected to operate at acceptable LOS B during the AM and PM peak hours with reduced delay times of 16.9-18.2 seconds.

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

The RTP horizon year is 2050. Similar to above the Build and No Build AADT as well as the percent of and number of trucks is anticipated to be unchanged as a result of the project. For year 2040 (horizon year used in the analysis) the projected LOS for the intersection with no improvements is LOS F for both the AM and PM peak and average delay would be greater than 120 seconds for both AM and PM peak hour. With the installation of the traffic signal, the intersection is projected to operate at acceptable LOS D during the AM and PM peak hour with reduced delay times of 36.6 and 44.1 seconds.

W-Trans. 7 March 2018. Final Traffic Impact Study for the Ghilotti Construction Yard. Prepared for: Somoma County.

TJKM. Traffic Management Technical Memorandum for Todd Road and Standish Avenue intersection Realignment in Sonoma County, CA. Prepared for Sonoma County

Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

NA

RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

NA

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

The purpose of the project is to facilitate current and projected traffic movements through the intersection and does not include activities that would result in direct impacts to other facilities. No capacity is being added. The Project would result in a delay reduction (over the no-build scenario) therefore providing congestion relief at the intersection.

Comments/Explanation/Details (please be brief)

A signal warrant analysis was conducted based on the level of delay during the PM peak hour. The analysis determined that the intersection meets the criteria established by Warrant 3 (Peak Hour Volume Warrant). In addition to reducing delays, signalization would address the pattern of crashes that resulted in an above average collision rate for this intersection.

Figure 1: Vicinity Map

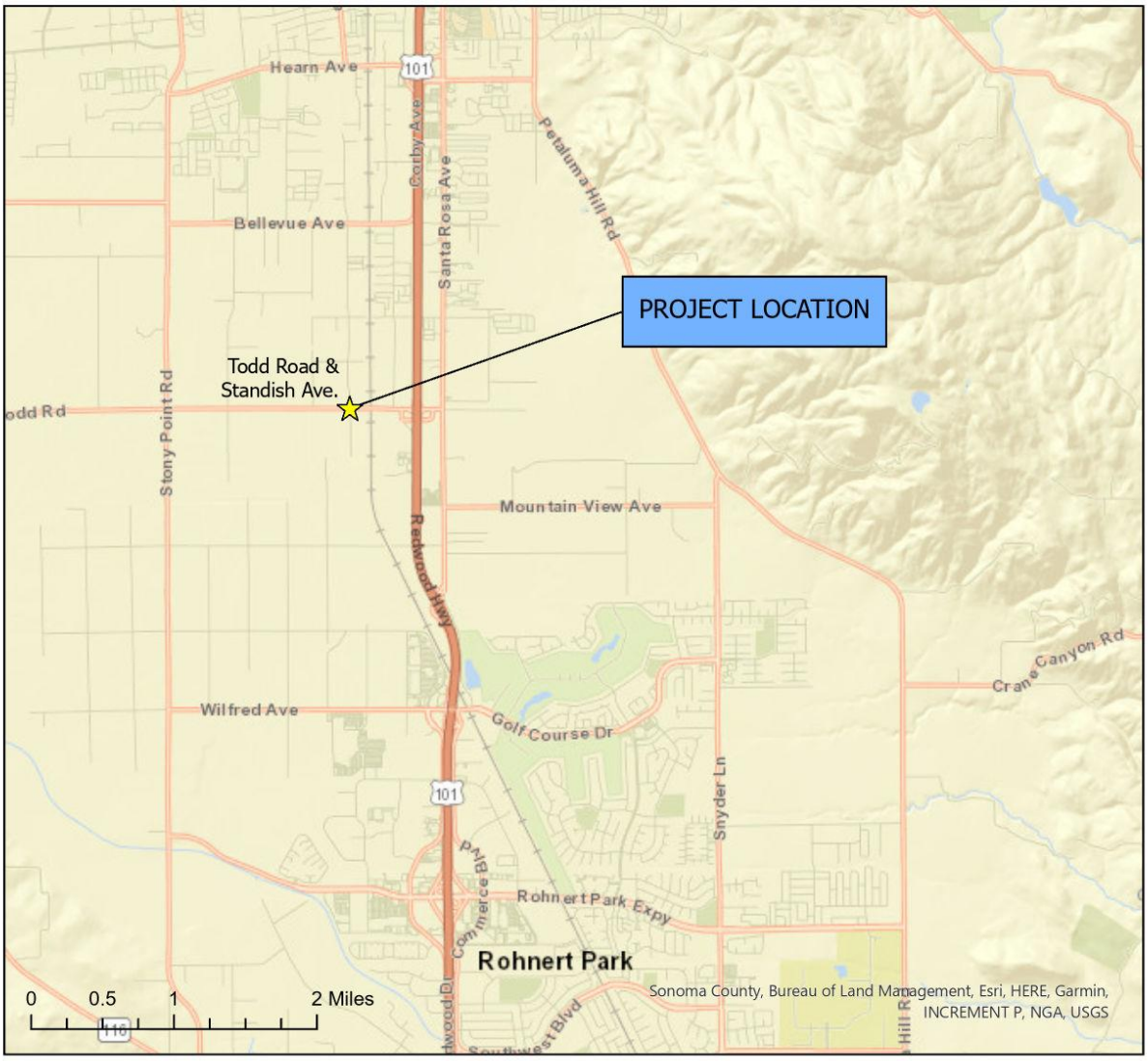
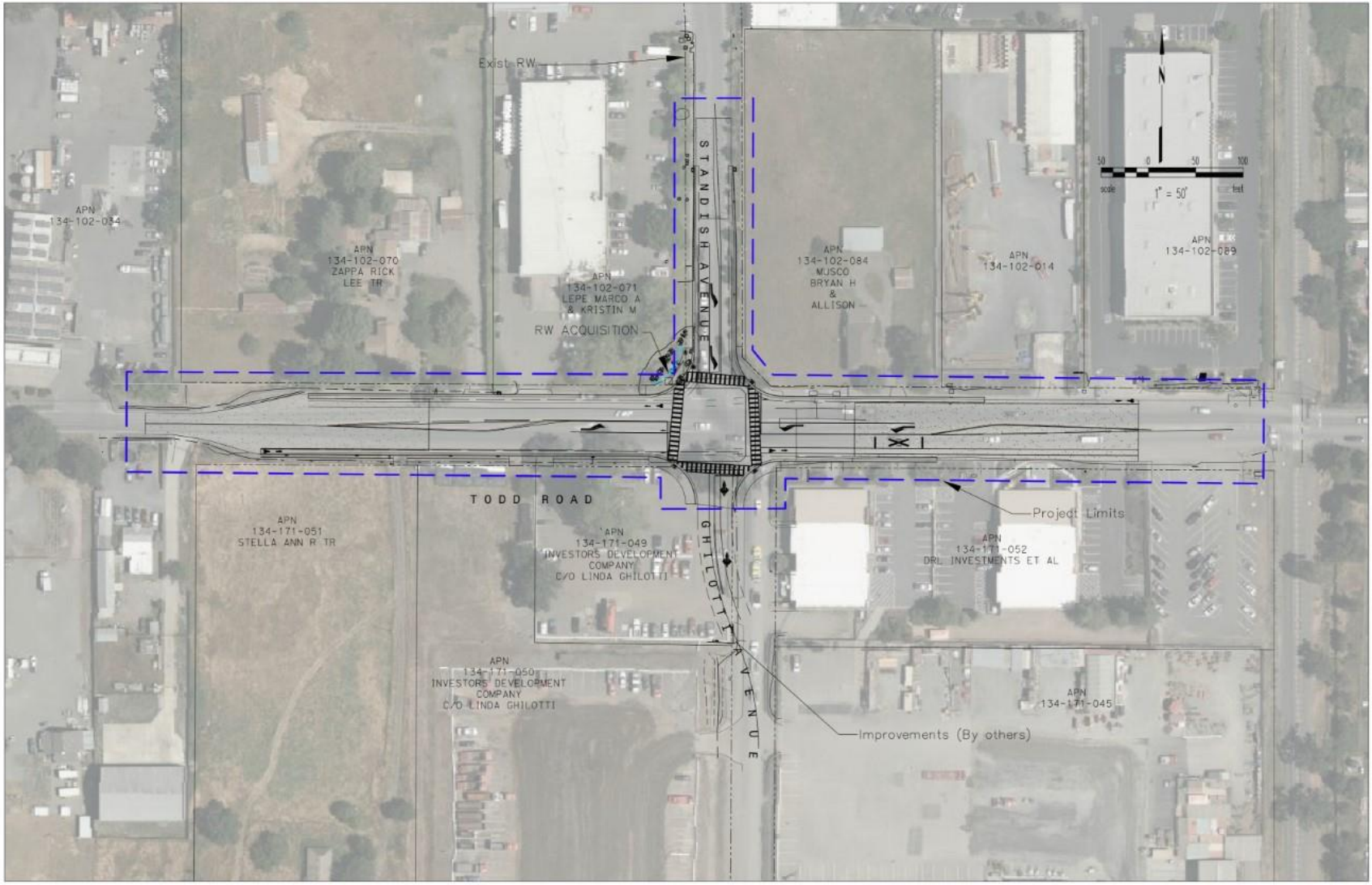


Figure 2. Project Limits and Conceptual Design



40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Additional Description	Project Type under 40 CFR 93.126
ALA	ALA230223	Oakland	OakPARK+	Oakland : Oakland (various locations) : Expand demand-responsive parking pricing to all commercial districts; explore all-week retail friendly metering; pilot parking occupancy sensors; install fifty new multi-space parking meter kiosks; and create a permanent Universal Basic Mobility (UBM) program through the OakPark+ Program.	Implement various parking and transportation demand management programs in Oakland including: expanding demand-responsive parking pricing to all metered areas, piloting the installation of parking sensors in high-value metered spaces to efficiently collect occupancy data, implementing all-week retail-friendly metered parking, adding 500 new metered parking spaces, and creating a permanent Universal Basic Mobility Program.	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	MRN190001	GGBHTD	Golden Gate Ferry: New Vessel	Golden Gate Bridge, Highway and Transit District : 1 vehicle : Purchase a new, 500-passenger, high-speed ferry vessel to continue to provide expanded commute service from Larkspur and Tiburon to San Francisco.	GGBHTD: 1 vehicle: Purchase a new, 500-passenger, high-speed ferry vessel to continue to provide expanded commute service from Larkspur and Tiburon to San Francisco.	Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
SCL	SCL210034	Cupertino	Cupertino Stevens Creek Blvd Class IV Bike Lanes	Cupertino : On Stevens Creek Blvd between Wolfe and Hwy 85 : Convert existing Class II bike lanes to Class IV bike lanes	Cupertino: On Stevens Creek Blvd between Wolfe and Hwy 85: Convert existing Class II bike lanes to Class IV bike lanes. Improvements include installing pre-cast concrete vertical curbs, in-line floating bus stops and associated drainage improvements, traffic signal modifications with bicycle phasing, revised signage and striping, and removal of crosswalk obstructions. Phase 2A involves these improvements on Stevens Creek Blvd from Wolfe Rd to De Anza Blvd. Phase 2B schedule TBD, Stevens Creek Blvd from De Anza Blvd to Hwy 85 NB on-ramp	Air Quality - Bicycle and pedestrian facilities

Air Quality Conformity Task Force
Summary Meeting Notes
April 25, 2024

Participants:

Chadi Chazbek – Kimley-Horn
Rodney Tavitas – Caltrans
Celine Chen – FTA
Marianne Payne – Valley Link
Radhika Mothkuri – Caltrans
Michael Dorantes – EPA
Emma Maggioncalda – Caltrans
Cidney Chiu – Caltrans
Libby Nachman – MTC
Shilpa Mareddy – Caltrans
Jasmine Amanin – FHWA
Paul Hensleigh – YSAQMD
Eden Winniford – YSAQMD
Andrea Gordon – BAAQMD
Mark Tang – BAAQMD
Alexandra Haisley – AECOM
Jen McNeil Dhadwal – AECOM
Andrea Gordon – BAAQMD
Kien Le – Caltrans
Darrin Trageser – ICF
Ace Malisos – Kimley-Horn
Kevin Krewson – Caltrans
Michael Kay – AECOM
Suriya Vallamsundar – Trinity Consultants
Mallory Atkinson – MTC
John Saelee – MTC
Harold Brazil – MTC
Tanay Pradhan – Kimley-Horn
Karishma Becha – Caltrans
Keith Lay – ICF
Erika Espinosa Araiza – Caltrans
Erika Vaca – Caltrans

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

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

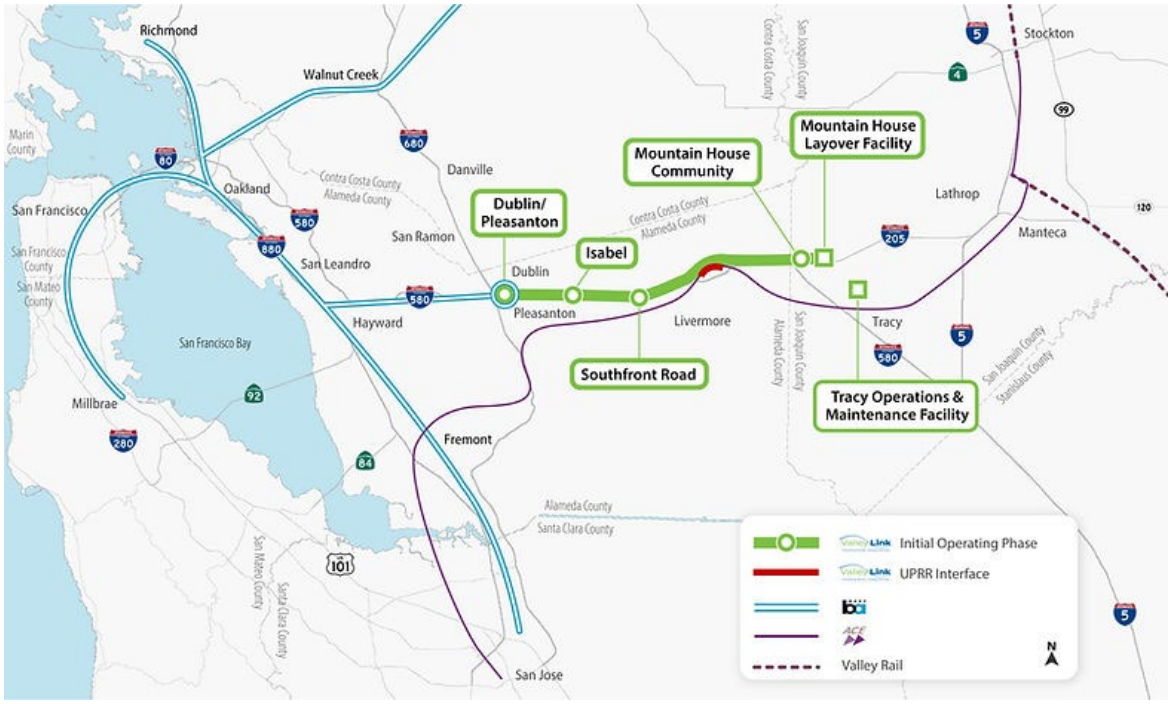
   a. **Consultation to Determine Project of Air Quality Concern Status**

      i. **Valley Link Rail Project**

Marianne Payne (Valley Link) began the presentation for the Valley Link Rail by introducing the Valley Link Rail project team and introduced herself as one of the 105,000 daily commuters traveling through the Altamont Pass and conveyed her compassion towards the project. Ms. Payne added that the project is very much needed in the region and the Valley Link Rail project team is currently advancing the environmental assessment.

Michael Kay (AECOM) from the Valley Link Rail project team identified the project's location as:

- Located in Alameda and San Joaquin Counties and No-Build Alternatives were presented
- Considering one Build Alternative and a No Build Alternative
- Build Alternative would construct passenger rail service along 22-mile corridor, providing all-day bidirectional service using zero emissions multiple unit (ZEMU) vehicles



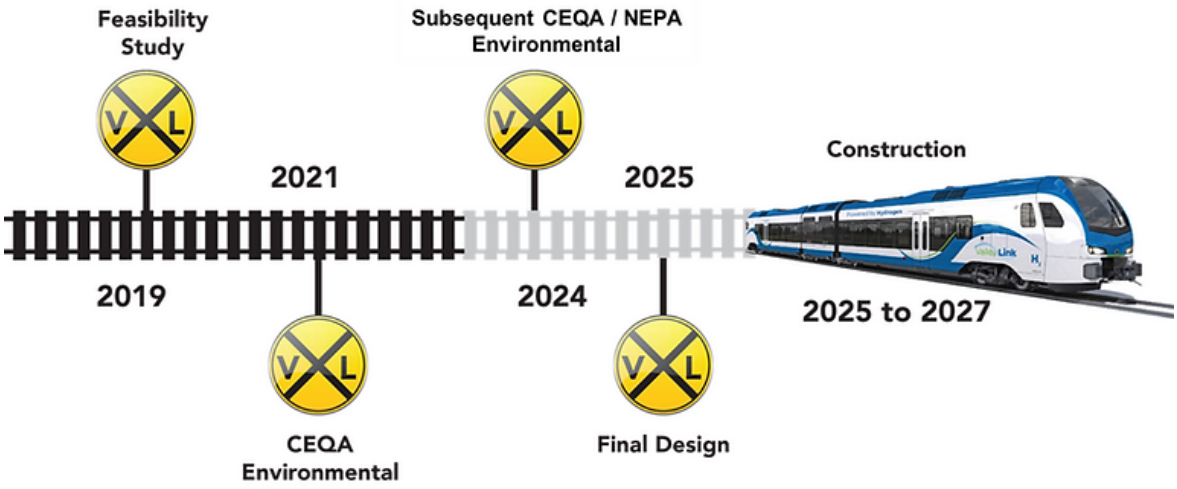
Mr. Kay summarized the Valley Link Rail project's purpose and need as follows:

- Provide a frequent and reliable transit option in the I-580 corridor while connecting housing, people, and jobs.
- Connect the Tri-Valley Hub to the state rail system to support megaregional mobility, furthering the vision of the California State Rail Plan, the Metropolitan Transportation Commission's (MTC)
- Plan Bay Area 2050, and the SJCOG Regional Transportation Plan and Sustainable Communities Strategy.
- Enhance mobility and accessibility options for all communities within the Northern California Megaregion.
- Support local, state (California Climate Initiative), and federal goals to promote sustainability, reduce greenhouse gas (GHG) emissions and enhance environmental quality.

Mr. Kay added that the Valley Link Rail project would establish a new passenger rail service along 22-mile corridor between the existing Dublin/Pleasanton BART Station and the proposed Mountain House Community Station in San Joaquin County and other project components would include:

- Alignment would be constructed within a combination of existing I-580 median, existing transportation corridor owned by Alameda County, existing Caltrans right-of-way, and new right-of-way to be acquired for the project.
- Four new stations and three support facilities would be constructed.
- I-580 would be shifted to accommodate the project while maintaining existing freeway lanes and interchange ramp configurations, including existing express lane facilities.

Mr. Kay concluded his presentation on the Valley Link Rail project by going through the project's schedule:



Question and Answer Discussion

Michael Dorantes (EPA) noted the proposed project is expected to result in a travel mode shift in turn reducing VMT on I-580 in the opening or horizon years and asked if there was ridership documentation showing the VMT reduction? Michael Kay (AECOM) indicated he did not have the VMT data immediately available – but, as a conservative approach, the Valley Link Rail project team did not take the travel mode shift VMT reduction in their emissions modeling.

Mr. Dorantes also asked if the Valley Link Rail project included public engagement meetings regarding the original CEQA document and if there were any concerns from the public about the project? Mr. Kay stated the project team had a public scoping meeting prior to the CEQA documentation completion and once the CEQA document was released for public review – 2 public hearings were conducted, one in the Tracy area and one in the Livermore area, to take public comment. (public hearings – (in person) May 8th in Livermore and May 9th in Mountain House; virtual option May 15th)

Mr. Kay added the Valley Link Rail project team and received several, extensive comments from the public and from regional and local agencies and the comments were addressed in the final document.

* *Note*: Draft SEIR open for public comment until June 6. See https://www.getvalleylinked.com/

Jasmine Amanin (FHWA) asked if the Valley Link Rail project is intended to be implemented in phases and Mr. Kay indicated that no, the project would not be phased over time and the proposed project includes the alignment as described in the presentation.

> ***Final Determination:*** With input from EPA, FTA, FHWA and Caltrans (deferring their determination to FHWA), the Task Force concluded the Valley Link Rail project was not of air quality concern.

ii. I-580 Westbound High Occupancy Vehicle Lane Conversion Project

Ace Malisos (Kimley-Horn) began the presentation for the I-580 Westbound High Occupancy Vehicle Lane Conversion project by reminding the Task Force that this project was previously reviewed by the group last year and the project team now has updated traffic data, and this presentation will be summarized of those updates.

Mr. Malisos added that the project is located along westbound I-580 within the city of Oakland and extends from the Bay Bridge Toll Plaza to the Lake Park Avenue overcrossing.

Project Location

Mr. Malisos went through the I-580 Westbound High Occupancy Vehicle Lane Conversion project's purpose, which is to:

- Increase person throughput during peak hours
- Improve travel time reliability to support buses and high-occupancy vehicles
- Encourage mode shift by providing travel time savings for HOV and transit users

Mr. Malisos provided an informational listing of the I-580 Westbound High Occupancy Vehicle Lane Conversion project's facets:

- Conversion of the existing left lane into an HOV 3+ lane on WB I-580
- Installation of two overhead sign structures
- Installation of barrier-mounted and bridge rail-mounted signs
- Pavement delineation for the proposed HOV lane
- The project is constructed entirely within the existing State ROW
- No pavement widening is anticipated for the project
- Categorical Exemptions for CEQA and Categorical Exclusion for NEPA environmental clearance

Mr. Malisos also mentioned that additional roadway segments were included for analysis and ADT on previously analyzed roadways were updated.

Mr. Malisos discussed how approximately four roadside signs indicating the HOV lane restrictions and HOV lane operating hours would be installed on existing overhead sign poles and concrete barriers up to 1 mile in advance

of the beginning of the proposed HOV lane. Three new overhead sign structures to support signs would be installed, two east of the Lakeshore Park Avenue undercrossing (I-580 Post Mile 43.5) and one near the Broadway-Richmond Boulevard undercrossing (I-580 Post Mile 44.5). Mr. Malisos also disclosed that approximately ten additional roadside signs would be installed along the HOV lane on existing overhead sign poles and lighting poles, replaced concrete barriers, and new wood posts.

Installation of Signs

Michael Dorantes (EPA) asked that since the updated data doesn't change the overall traffic data too much – what were the key changes that occurred with the updated modeling for the traffic data on the project? Mr. Malisos responded by indicating that some segments were not originally included in the traffic analysis because they were not affected by the project – but the subsequent traffic study ended up including those segments. The project team wanted to be consistent with what was analyzed in the traffic study and the additional segments were included in the project-level conformity assessment form. Also, Mr. Malisos mentioned that there were some changes in the traffic volumes and the traffic engineers on the project team attribute the changes to rounding error.

> ***Final Determination:*** With input from EPA, FTA, Caltrans and FHWA (deferring their determination to Caltrans), the Task Force concluded the I-580 Westbound High Occupancy Vehicle Lane Conversion project was not of air quality concern.

3. Approach to the Conformity Analysis for the 2025 Transportation Improvement Program (TIP)

Harold Brazil (MTC) discussed the approach to the Conformity Analysis for the 2025 TIP and pointed out key aspects of the analysis including:

- <u>Latest Planning Assumptions:</u>
    - UrbanSim; regional land use forecasting model – UrbanSim relies on regional control totals of jobs, housing, and population, developed and adopted by ABAG, to analyze the effects of land use and transportation strategies on the forecasted regional development pattern.
    - Travel Model One; Updated travel demand forecasts using MTC's Travel Model One (version 1.5.2), released March 2019, was developed for the Horizon initiative, so it added representation for:

        - ride-hailing (or Transportation Network Company - TNC) and taxi modes
        - autonomous vehicles

      with the most up to date highway and transit networks.
    - EMFAC2021; VMT estimates used in the federally approved EMFAC2021 emission model will be consistent with the California Air Resources Board's (CARB) recommended adjustment methods. This newest model reflects CARB's current understanding of statewide and regional vehicle activities, emissions, and recently adopted regulations such as Advanced Clean Trucks (ACT) and Heavy Duty Omnibus regulations.

- Emissions Budget/Interim Emissions:

    - For Ozone: MTC will use the 1-hour motor vehicle emissions budget from the 2001 Ozone Attainment Plan as the 8-hour motor vehicle emissions budget to demonstrate conformity with the 8-hour ozone standard.
    - For $PM_{2.5}$: MTC will use the "Baseline Year Test" interim emission test to demonstrate conformity with the 24-hour PM2.5 standard. Consistent with EPA's Transportation Conformity Rule $PM_{2.5}$ and PM10 Amendments; Final Rule published in the federal register in March 2010.

Schedule for the Transportation Air Quality Conformity Analysis for the 2025 Transportation Improvement Program (TIP)

Activity	Timeline
Conformity Task Force Reviews Proposed Conformity Approach	April 25, 2024
MTC Staff Conducts Technical Analysis & Report Preparation	May 2024
Release Draft Conformity Analysis for Public Review and Begin Public Comment Period	June 18, 2024
Discuss Draft Conformity Analysis with AQCTF	June 27, 2024
End of Public Comment Period	July 18, 2024
AQCTF Briefing on Responses to Comments	July 25, 2024
Committee Approval	September 11, 2024
Commission Approval	September 25, 2024
Expected FHWA/FTA Final Approval of 2025 TIP and AQ Conformity Analysis	*Later Fall 2024*

Task Force members had no questions or comments.

4. Consent Calendar

a. April 25, 2024 Air Quality Conformity Task Force Meeting Summary

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

5. Other Items

- Harold Brazil (MTC) shared the MTC website location for current and past Task Force meetings at: https://mtc.ca.gov/sites/default/files/documents/2024-04/AQCTF_Agenda_Packet_04_25_24.pdf

- Michael Dorantes (EPA) updated the group with information from EPA's transportation conformity headquarter office applicable to exemptions applied for transportation enhancement activities for interested MPOs to use a resource. Mr. Dorantes also stated that these types of projects should no longer be referred to as *transportation enhancement activities*, and they have been rebranded in a way to transportation alternatives.
  See link at: https://www.fhwa.dot.gov/environment/transportation_alternatives/