METROPOLITAN
TRANSPORTATION
COMMISSION

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Air Quality Conformity Task Force

Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
Claremont Conference Room – 2nd Floor
101 Eighth Street, Oakland

Conference Call Number: 888-273-3658 (Access Code: 9427202)

Thursday, January 28, 2016
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. Bell Road/Market Street/Windsor River Road Pedestrian Improvement Project
      ii. Shattuck Complete Streets and De-couplet Project
      iii. SR12/Church Rd Intersection Improvements Project

   b. Projects Under 40 CFR 93.128 – Project-level Conformity Determination Needed
      i. AC Transit: South County Corridors Project

   c. Confirm Projects Are Exempt from $PM_{2.5}$ Conformity
      i. Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern

3. Projects with Regional Air Quality Conformity Concerns

   a. Review of the Regional Conformity Status for New and Revised Projects us
      3a_Regional_AQ_Conformity_Review.pdf
      3a_Attachment-A_List_of_Proposed_New_Projects_1-28-16.pdf

4. Consent Calendar

   a. December 3, 2015 Air Quality Conformity Task Force Meeting

5. Other Items

   Next Meeting: February 25, 2016

MTC Staff Liaison: Harold Brazil hbrazil@mtc.ca.gov

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Memorandum

TO: Air Quality Conformity Task Force DATE: January 15, 2016

FR: Harold Brazil W. I.

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

Project sponsors representing two projects, seek 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	Town of Windsor	Bell Road/Market Street/Windsor River Road Pedestrian Improvement Project
2	City of Berkeley	Shattuck Complete Streets and De-couplet Project
3	Solano Transportation Authority	SR12/Church Rd Intersection Improvements Project

2ai_Bell_Rd_Market_Street_Windsor_River_Road_Pedestrian_Improvement.pdf (for the Bell Road/Market Street/Windsor River Road Pedestrian Improvement project)

2aii_Shattuck_Complete_Streets_and_De-couplet_Project_Assessment_Form.pdf (for the Shattuck Complete Streets and De-couplet project)

2aiii_SR12_Church_Rd_Intersection_Improvements_Project_Assessment_Form.pdf (for the SR12/Church Rd Intersection Improvements project)

MTC also requests the review and concurrence from the Task Force on projects that project sponsors have identified as exempt and likely not to be a POAQC.
2b_Exempt_Under_40_CFR_93.128.pdf identifies AC Transit: South County Corridors project as exempt under 40 CFR 93.128 and **2c_Exempt List 011516.pdf** lists exempt projects under 40 CFR 93.126 .

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Attachment A
Project Assessment Form for $PM_{2.5}$ Interagency Consultation

RTIP ID# 240651

TIP ID# *SON130013*

Air Quality Conformity Task Force Consideration Date
April 15, 2015

Project Description: *The Bell Road/Market Street – Windsor River Road Traffic Signal Installation and Pedestrian Enhancement Project will improve the intersection of Bell Road/Market Street-Windsor River Road Intersection in order to provide a high-priority bicycle-pedestrian crossing. It includes the construction of a traffic signal where none now exists and pedestrian and bicycle signal equipment, curb bulb-outs, curb extensions, and streetscape enhancements including the addition of benches, trash receptacles, and bicycle parking that will provide amenities for pedestrians and bicyclists stopping at or near the intersection. Located along a well traversed pedestrian and bicycle corridor, Windsor River Road, which provides a direct link between Windsor and the scenic Russian River Valley to the west, and also between multi-modal transit facilities at the Windsor Depot less than a one-quarter mile away and residents south of the intersection. This project would provide safety benefits to many current pedestrians and bicyclists. This project is located within the Windsor Priority Development Area (PDA) where the project will not only decrease side-street vehicular delay due to anticipated increases in vehicular traffic from future developments but also improves the safety of the many additional pedestrians and bicyclists from these developments. The central location of this project allows for significant improvements for many current and anticipated future non-motorized users in a very cost-effective manner and encourages walking and bicycling by improving the perceived safety of the intersection.*

Type of Project:
Intersection signalization

County Sonoma	Narrative Location/Route & Postmiles: *The work area covers all four legs of the intersection. It extends approximately 150 feet both east and west and approximately 100 feet both north and south of the center of the intersection. Work in this area includes: remove and replace asphaltic pavement (including the associated roadway excavation), remove and replace curb and gutter, remove and replace sidewalk, remove and replace driveways, and remove and replace thermoplastic striping and pavement markings. Items of work include; painted pavement markings, reflective pavement markers, roadside signs, trash receptacles, benches, and a traffic signal system including; 25 traffic detector loops, detector handholes as needed, four traffic signal posts, and four signal poles (all with electroliers and all with pedestrian push buttons). Three of the existing pedestrian ramps will be removed and replaced, and a surface treatment will be applied encompassing the entire disturbed area after the below surface improvements are complete and prior to placing pavement markings and stripes.* **Caltrans Projects – EA#** n/a

Lead Agency: *Town of Windsor*

Project Assessment Form for $PM_{2.5}$ Interagency Consultation

Contact Person	**Phone#**	**Fax#**	**Email**
Alejandro Perez, P.E.	*(707) 838-5318*	*(707) 838-5300*	*aperez@townofwindsor.com*

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:

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

X	**Exempt**		**Section 6004 – Categorical Exemption**		**Section 6005 – Non-Categorical Exemption**

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	*02/15*	*01/16*	n/a	*06/15*
End	*05/15*	*03/16*	n/a	*08/15*

Project Purpose and Need (Summary):

This project is located within the Windsor Priority Development Area (PDA) where the project will not only decrease side-street vehicular delay due to anticipated increases in vehicular traffic from future developments but also improves the safety of the many additional pedestrians and bicyclists from these developments. The central location of this project allows for significant improvements for many current and anticipated future non-motorized users in a very cost-effective manner and encourages walking and bicycling by improving the perceived safety of the intersection.

Surrounding Land Use/Traffic Generators:

Windsor River Road is identified as a "Cross-Town" (major arterial) street by the Town of Windsor and is on public bus routes. It serves the downtown shopping, restaurant, and recreational areas and is a major east-west route to and from the inter-modal transit facility located at the intersection with Windsor Road. Bell and Market Streets are local streets serving the Town Green, shopping areas and adjacent multi-family and condominium residential.

$PM_{2.5}$ Project Assessment Form for Interagency Consultation

Brief summary of assumptions and methodology used for conducting analysis:

The need for a traffic signal at the Bell Road-Market Street/Windsor River Road intersection was identified in 2008 in the Windsor Traffic Impact Mitigation Fee Program (TIMF) based upon projected 'General Plan Buildout' conditions. Intersection turning movement counts were obtained on August 25,2014 and evaluating the existing intersection geometry and controls, the intersection was determined to operate at LOS A in both the AM and PM peak periods using the 'Two-Way Stop-Controlled" intersection capacity method published in the Highway Capacity Manual, Transportation Research Board, 2010 (HCM 2010). Applying the General Plan Buildout projected increases in traffic, the resulting capacity calculation performed using the same HCM 2010 methodology reconfirmed the earlier TIMF finding: the intersection would operate at LOS F during the AM and PM peak periods under future conditions with the same two-way stop-controls. Installing signal controls would improve intersection operations during both peak periods to LOS B according to the signalized methodology of HCM 2010. Additionally, the signal would improve pedestrian safety which is an ongoing concern by the community, expressed by individuals, Town police and engineering staff and by members of the Windsor Bicycle and Pedestrian Advisory Committee.

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

Not applicable; this project is not a highway or street, it is an intersection improvement.

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.

Not applicable; this project is not a highway or street, it is an intersection improvement.

Project Assessment Form for $PM_{2.5}$ Interagency Consultation

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

Build and No Build Opening Year (2016) values are expected to be the same, as follows:
Cross Street: Bell Road AADT =1,090, 0% trucks, 0 trucks
Cross Street: Market Street AADT =760, 0.25% trucks, or 2 trucks AADT
Major Street: Windsor River Road AADT = 13,210, including 0.5 % trucks, or 66 trucks AADT

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

Build and No Build Project Horizon Year (2040) values are expected to be the same, increasing over existing volumes by 100% and a slight increase in percent trucks on the cross-streets and AADT as follows:
Cross Street: Bell Road AADT =2,180, and 0.25% trucks, or 5 trucks AADT
Cross Street: Market Street AADT =1,520, and 0.5% trucks, or 8 trucks AADT
Major Street: Windsor River Road AADT = 26,420, including 1% trucks, or 260 trucks AADT

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

Not applicable; this project is not a bus, rail or intermodal facility, it is an intersection improvement.

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

Not applicable; this project is not a bus, rail or intermodal facility, it is an intersection improvement.

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
The project has the potential to increase traffic on Bell Road and Market Street approaches to the Windsor River Road intersection because the signal will provide a controlled entrance from these side streets. These trips would likely have remained on Old Redwood Highway rather than Market Street, or on Conde Lane rather than Bell Road. The potential redistribution effect is negligible, however, given the grid-like street system in the vicinity of the project, with just two blocks separating the Windsor River Road intersections with Bell Road-Market Street and Old Redwood Highway-Conde Lane.

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

Attachments:

Location Map

Site Plan

Figure showing surrounding land uses

Average Daily Traffic (ADT), Truck Volumes and Traffic Studies

In 2015 the Town of Windsor began the process of updating the Windsor General Plan, and the Transportation Element evaluation of existing conditions was published in May 2015. It includes estimated truck percentages and associated truck routes, and LOS evaluations and methodology descriptions included in answers to some of the questions in this form. Following is a link to this document on the Town of Windsor website:

http://www.windsor2040.com/wp-content/uploads/2015/04/05_PRD_TOWGPU_BR_Ch5_TransportationandMobility_2015_4-27.pdf

2012 Average Daily Traffic (ADT)information is available on the following Town of Windsor website: http://www.ci.windsor.ca.us/DocumentCenter/View/14318

Additionally, a traffic study was completed to provide Town Council information to be used to select specific intersection controls, and the study included "future conditions" intersection LOS calculations, with and without the project (Build and No Build). A copy of this report is attached.

Summary of how criteria of air quality concern does not apply to this project

Project Assessment Form for $PM_{2.5}$ Interagency Consultation

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

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

- Not a new or expanded highway project
- No change in traffic volume or truck percentages at intersection

(ii) Affects intersections at LOS D, E, or F with a significant number of diesel vehicles? **- Not Applicable**

- Diesel vehicles represent 1% or less of intersection traffic volume
- Intersection at LOS E improves and delay decreases (existing condition)
- No project changes to land use that would affect diesel traffic percentage
-

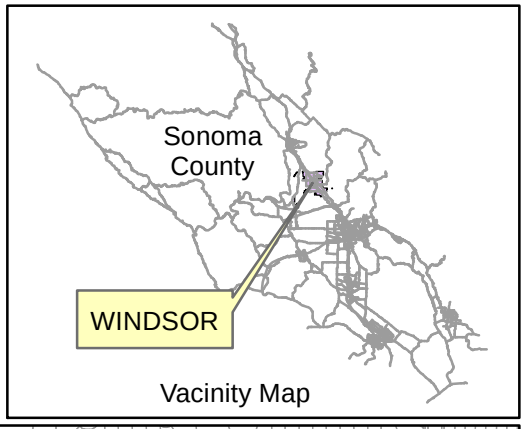
*(iii) New bus and rail terminals and transfer points**?—*** **Not Applicable**

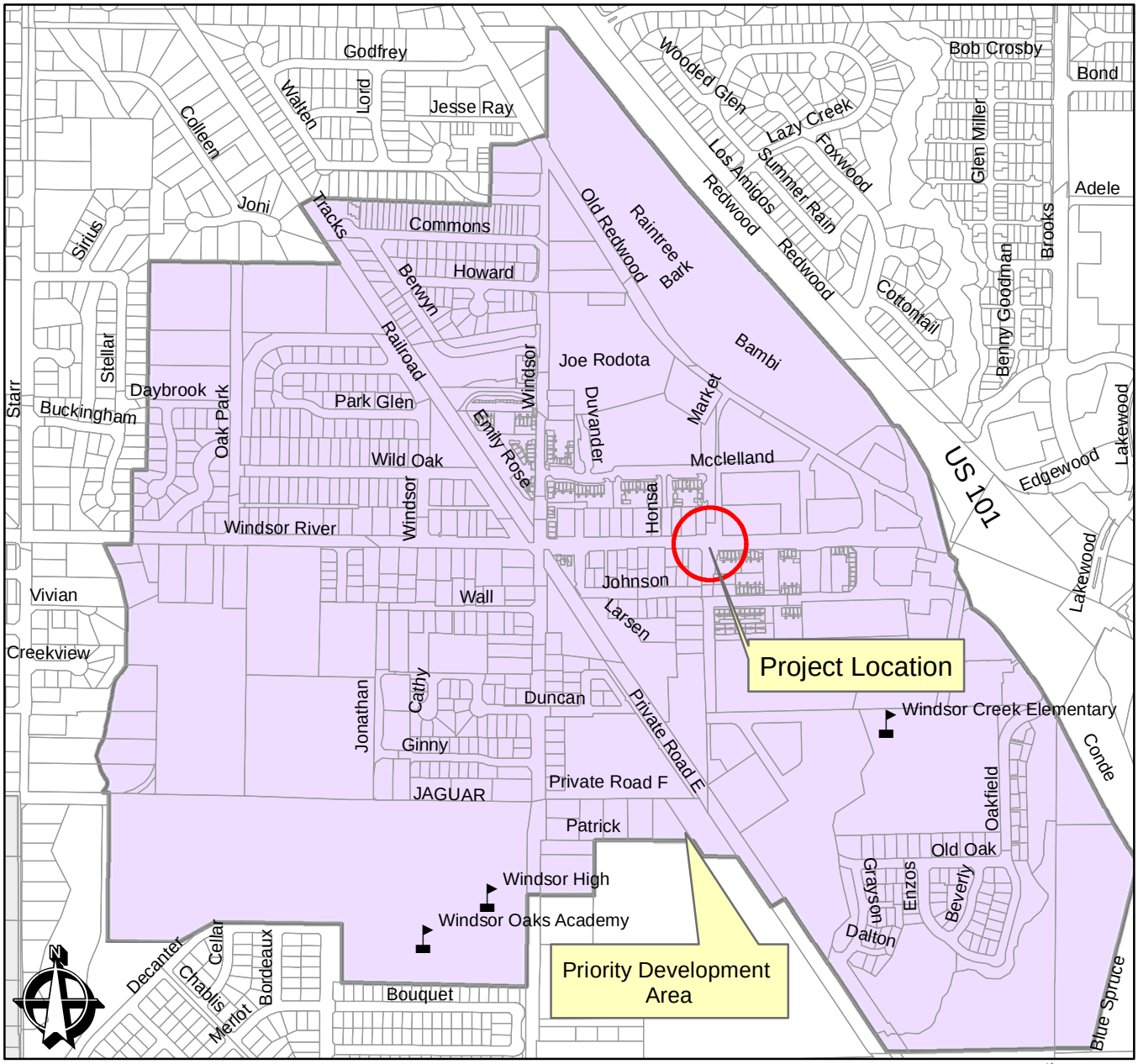
(iv) Expanded bus and rail terminals and transfer points? **— Not Applicable**

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

- No state implementation plan for $PM_{2.5}$
- The project does not affect areas identified in PM10 or PM2.5 implementation plan as site of violation
- Also, the project area is not identified in the plans as an area of potential violation.

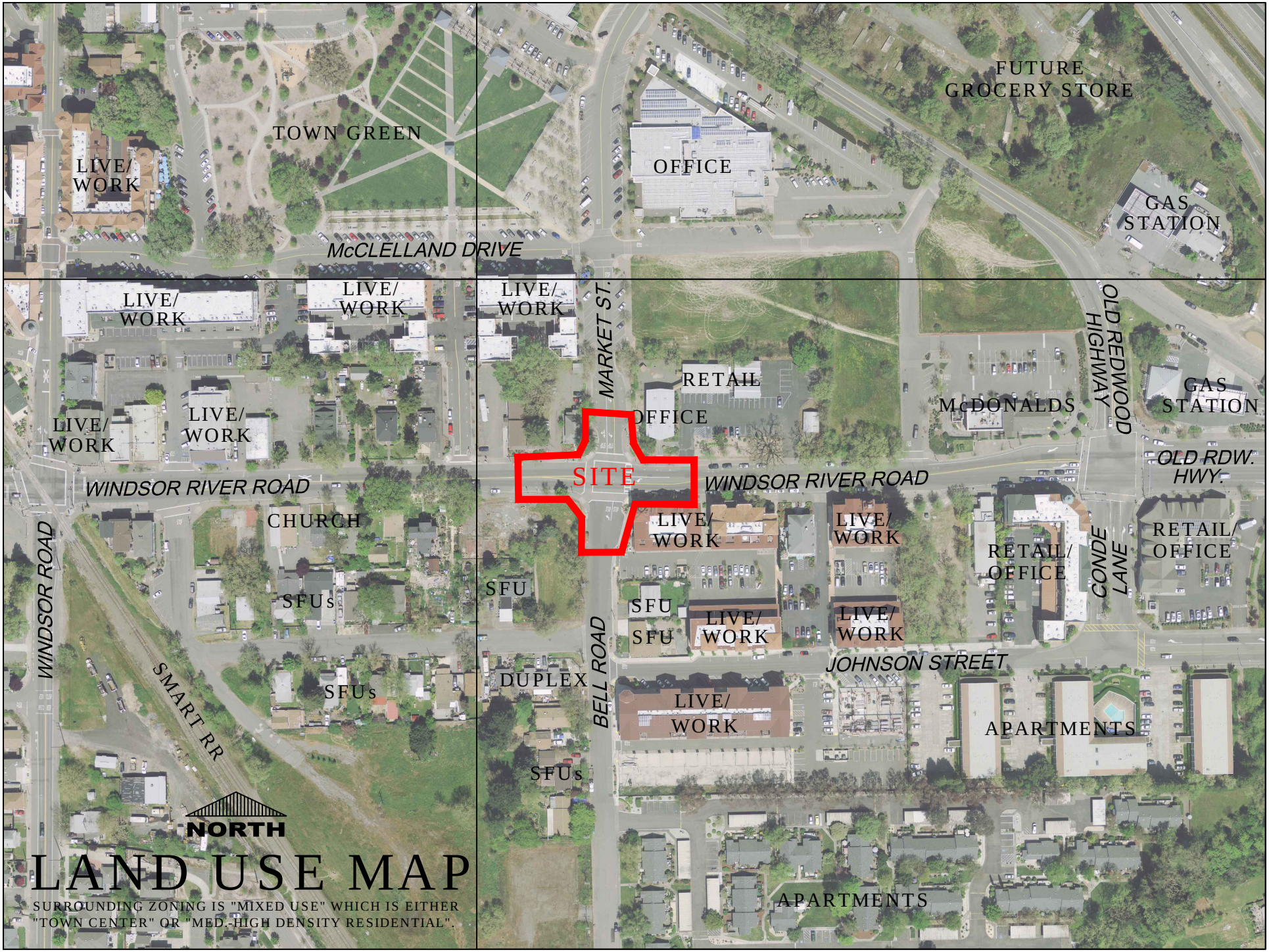
Bell Road-Market Street at Windsor River Road Traffic Signal and Pedestrian Enhancement 2012 One Bay Area Grant (OBAG) Application





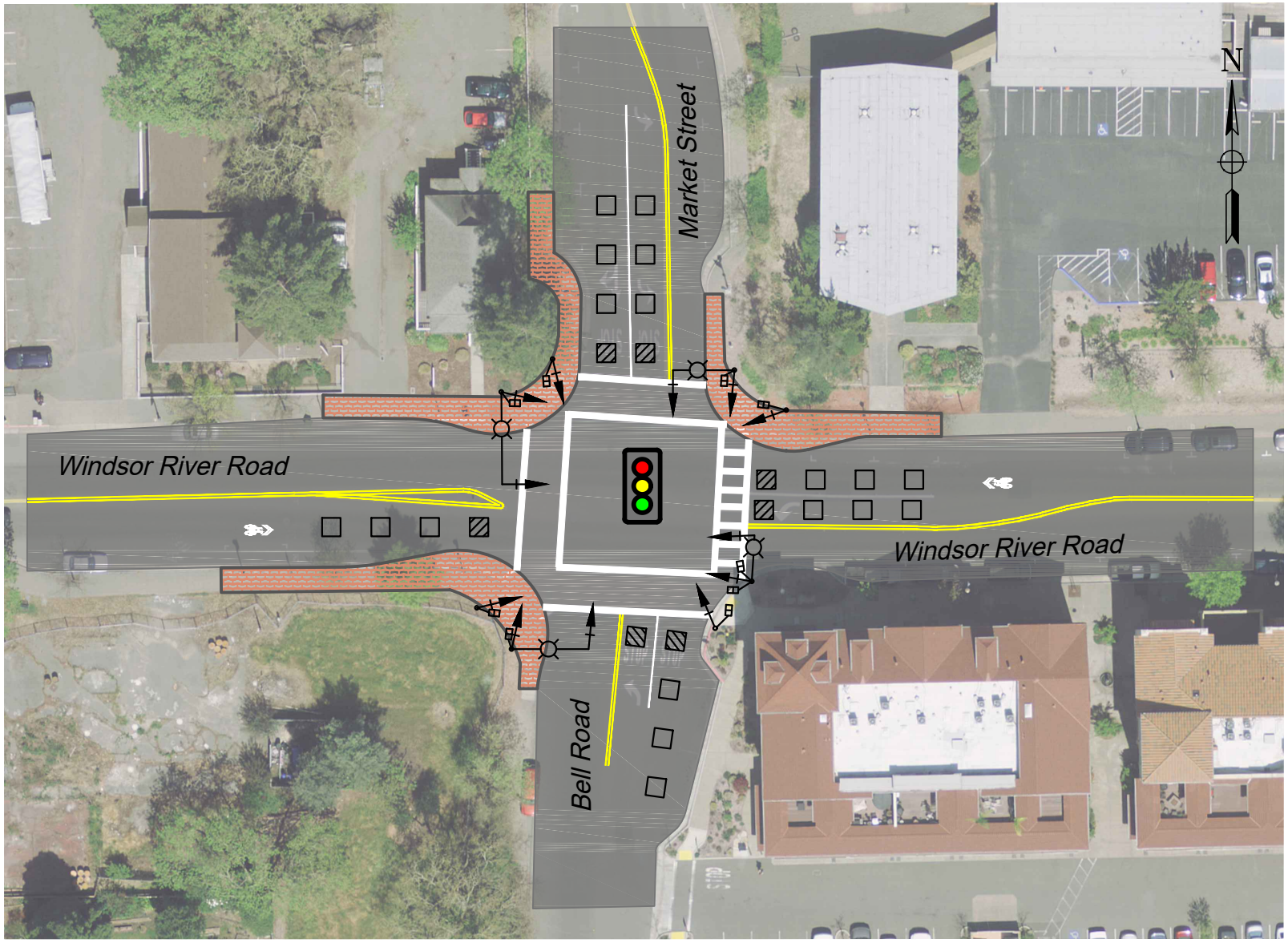
Project Location Map

TOWN OF WINDSOR



LAND USE MAP

SURROUNDING ZONING IS "MIXED USE" WHICH IS EITHER "TOWN CENTER" OR "MED.-HIGH DENSITY RESIDENTIAL".



BELL ROAD–MARKET STREET/WINDSOR RIVER ROAD

SIGNAL DESIGN
1" = 50'

TOWN OF WINDSOR

REVISED BY	DATE

CALCULATED/ DESIGNED BY

CHECKED BY

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LAST REVISION 7/7/2015

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Bell Road / Market Street / Windsor River Road Pedestrian Improvement Project

Air Quality Conformity Task Force Meeting: January 28, 2015

TOWN OF WINDSOR

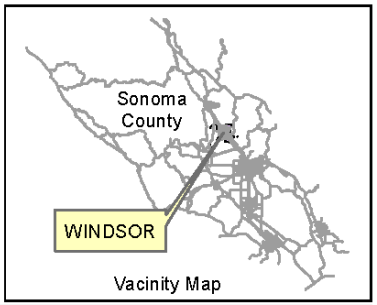
Project Definition

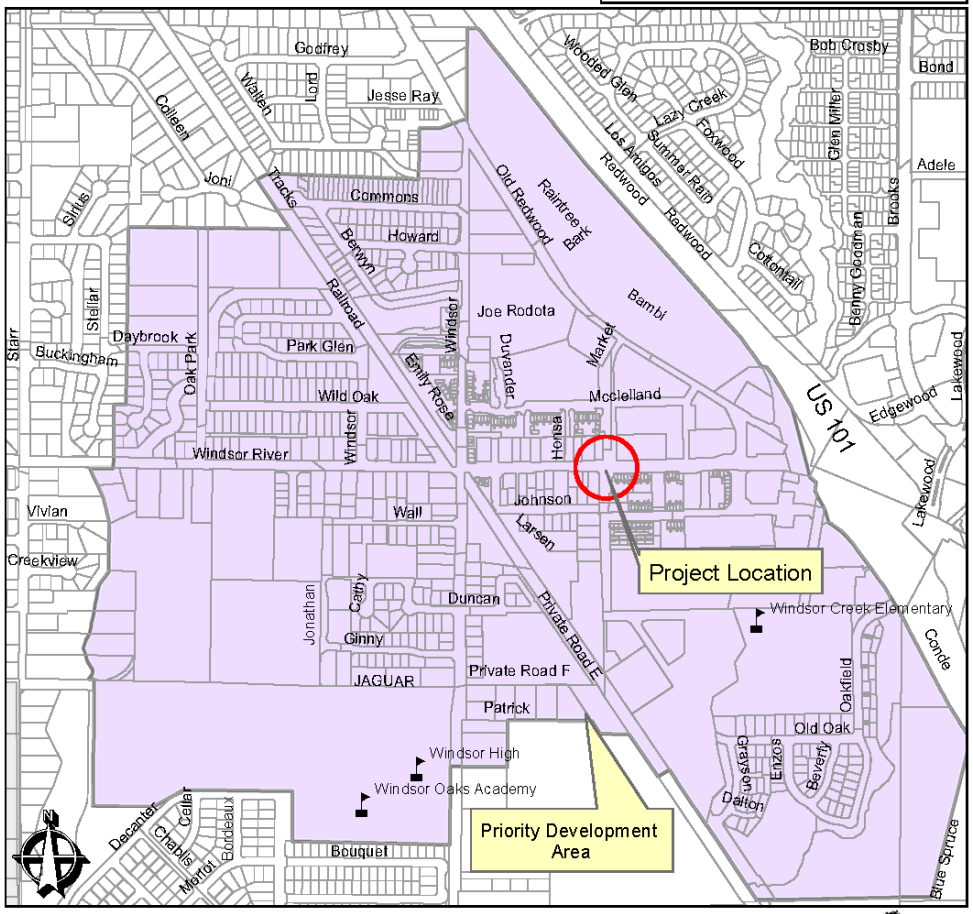
- *The Bell Road/Market Street – Windsor River Road Traffic Signal Installation and Pedestrian Enhancement Project will improve operations at the intersection*

- *Improvements include:*
  - *Traffic signal*
  - *Pedestrian and bicycle signal equipment*
  - *Curb bulb-outs*
  - *Streetscape enhancements*

TOWN OF WINDSOR

Bell Road-Market Street at Windsor River Road Traffic Signal and Pedestrian Enhancement 2012 One Bay Area Grant (OBAG) Application



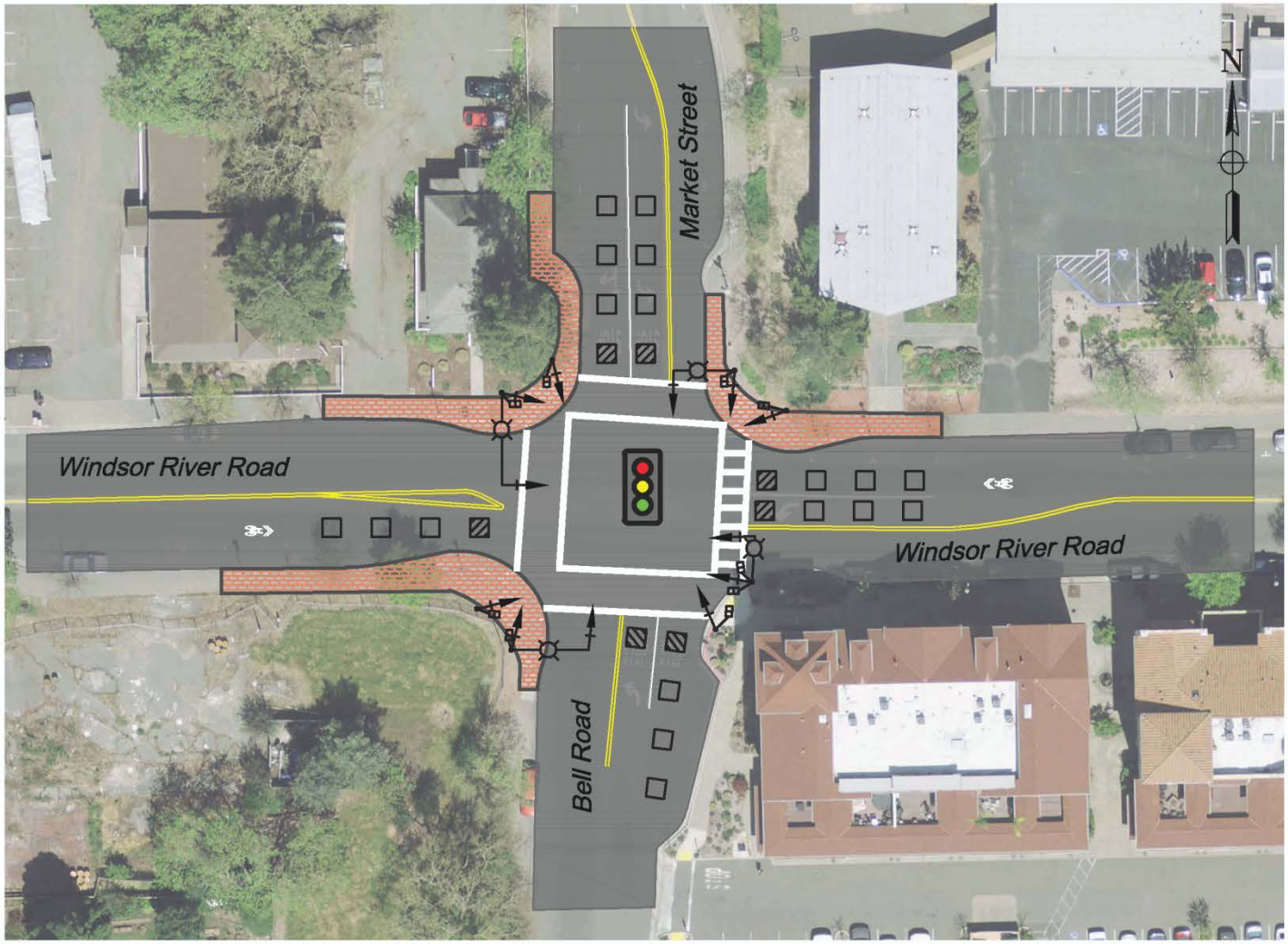


Project Location Map

TOWN OF WINDSOR

LAND USE MAP

SURROUNDING ZONING IS "MIXED USE" WHICH IS EITHER "TOWN CENTER" OR "MED.-HIGH DENSITY RESIDENTIAL".



BELL ROAD–MARKET STREET/WINDSOR RIVER ROAD

SIGNAL DESIGN
1" = 50'

TOWN OF WINDSOR

REVISED BY | DATE

CALCULATED/ DESIGNED BY

CHECKED BY

Xrefs:
Path: N:\AAA\SOX\WIN\B28WIN\WIN928-02 Council & Town Mgr Requests\Signal Concept Designs\

Layout: WRR-Bell-Market Signal
DWG File: Bell-WRR-Market RRFB.dwg

Plot Date: Aug 11, 2015
Plot Time: Tue - 05:48 pm

LAST REVISION
7/7/2015

Purpose and Need

- *Located within the Windsor Priority Development Area (PDA)*

- *Location allows operational improvements and safety at the intersection*

TOWN OF WINDSOR

Project Status and Schedule

- ***Project currently out to bid for design***
- ***Final plans PSE to Town in September 2016***
- ***E-76CON submitted to Caltrans October 2016***
- ***E-76CON approved by Caltrans December 2016***
- ***Construction anticipated in Spring of 2017***

TOWN OF WINDSOR

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Application of Criteria for a Project of Air Quality Concern

Project Title: Shattuck Complete Streets and De-couplet Project

Project Summary for Air Quality Conformity Task Force Meeting: (January 28, 2015)

Description

On Shattuck West (between University Avenue and Center Street)

- Convert the existing 3-lane one-way (southbound) to a 2-way street with 4 traffic lanes.
- Eliminate some existing on-street parking and loading zones.
- Shift the existing curb line as required including existing bulb outs.
- Relocate signals at University Avenue, Addison Street, and Center Street.
- Relocate existing and/or provide new street furniture, street lights, traffic signs, and trees, as required.
- Repair existing sidewalk.
- Relocate utilities (streets lights and/or storm basin).
- Rehabilitate/reconstruct pavement.

On Shattuck East (between University Avenue and Center Street)

- Reduce the number of traffic lanes from 3 to 2.
- Install back-in, angled parking on the west side of the street.
- Install curb extension/bulb out with street furniture at University Avenue, Addison Street, and Center Street
- Create table-top intersection at Center Street/Shattuck East (Potential Option).
- Relocate signals at Center Street and University Avenue.
- Relocate existing and/or provide new street furniture, street lights, traffic signs, and trees, as required.
- Rehabilitate/reconstruct pavement.

On Shattuck Avenue (between Center Street and Allston Way)

- Reconfigure existing median to allow for 2 northbound lanes onto Shattuck West.
- Install new traffic island to separate northbound traffic between Shattuck West and Shattuck East.
- Relocate/replace existing median landscaping, traffic signal, and art work.
- Relocate existing and/or provide new street furniture, street lights, traffic signs, and trees, as required.
- Widen the sidewalk on the east side of Shattuck Avenue and install new bus stops.
- Relocate utilities and/or adjacent cover to grade.
- Rehabilitate/reconstruct pavement.

On Shattuck Avenue (between University Avenue and Berkeley Way)

- Restripe lanes to transition to reconfigured Shattuck West/University Avenue Intersection.

Traffic Improvements in Project Area

- Traffic signals timing will be adjusted to optimize intersection operations.
- At the Oxford/Allston intersection, restripe the eastbound approach to provide separate left turn and right turn lanes.

$PM_{2.5}$ Project Assessment Form for Interagency Consultation

RTIP ID# 240391

TIP ID# ALA130026

Air Quality Conformity Task Force Consideration Date
January 28, 2016

Project Description *(clearly describe project)*
The current configuration of Shattuck Avenue between Center and University is a "couplet," where the street divides into two one-way segments, with northbound traffic on the east segment and southbound traffic on the west segment (see attached Figures 1-2). Because the east segment ends at University, northbound traffic must turn left (westbound) onto University for ½-block, and then turn right (northbound) back onto Shattuck to proceed north of University. This configuration, combined with the high volume of traffic and pedestrians, contributes to high auto/pedestrian conflict and high collision rates at the University/Shattuck intersection. For this reason, the City's Pedestrian Master Plan identifies the Shattuck/University intersection as High Priority Project #2.

The Shattuck Complete Streets and De-couplet Project proposes to reconfigure the west (southbound) leg of Shattuck into a two-way street, eliminating the "dog leg" movement for northbound traffic at the Shattuck/University intersection, while the east (northbound) leg of Shattuck would remain a one-way street intended for local traffic, buses and shuttles, with angled parking to off-set the loss of parking on the west leg of Shattuck (see attached Figure 3). The project is based on a conceptual plan developed as part of the Streets and Open Space Improvement Plan (SOSIP), adopted by the City Council on January 29, 2013. The project concept was also included in the Downtown Area Plan, adopted by Council in 2012.

The project includes new or relocated traffic signals, curb modifications, median relocation from Center to Allston, relocated pedestrian refuge at Shattuck/Center, concrete bus pads, bus stops and shelters, and roadway striping. The project also repaves the street, repairs the sidewalk, upgrades curb ramps and installs new roadway and pedestrian-scale lighting. Opportunity sites for bio-swale or other Low-Impact Development stormwater treatments are also included.

Type of Project: Roadway Realignment

County	**Narrative Location/Route & Postmiles**
Alameda	Local Road, Shattuck Ave Between Allston Way and University Ave **Caltrans Project:** N/A EA# STPL 5057 (045)

Lead Agency: City of Berkeley

Contact Person	**Phone#**	**Fax#**	**Email**
Aaron Sage	510-981-6399	510-981-7060	asage@cityofberkeley.info

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:

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

Exempt		**Section 6004 – Categorical Exemption**	**Section 6005 – Non-Categorical Exemption**
	X		

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	April 2015	April 2015	April 2015	April 2017
End	July 2016	July 2016	July 2016	December 2017

Project Assessment Form for $PM_{2.5}$ Interagency Consultation

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

PURPOSE:
The project will improve transit facilities, traffic safety, and the quality of public open space to meet the transportation needs of Downtown Berkeley's planned residential and employment growth. The project also dovetails with the proposed BART Plaza & Transit Area Project. The project will: enhance multi-modal transit access to expand ridership; increase accessibility for pedestrians and bicyclists; improve public safety; reorganize the public space to better accommodate transit users; support the needs of adjacent land uses to support housing development, civic institutions, and economic development; provide public space for social, cultural and community activities; improve the aesthetic quality of the area; reflect the identity of the community and the history of the Downtown Area; and incorporate sustainable design and construction techniques.

NEED:
The project will repair and reconfigure Shattuck Avenue from Allston Way to University Ave. The current configuration is a "couplet" of two 1-way street segments, which requires a "dog leg" movement for northbound Shattuck traffic at University Ave. This contributes to high auto/pedestrian collision rates. All six of the intersections in the Project Area have relatively high collision rates; University/Shattuck (W) is ranked as the #2 Highest Priority project in the City's Pedestrian Master Plan. The street repaving, sidewalk repair, transit stop improvements, lighting, street trees and furnishings are all designed to dovetail with and support the BART Plaza & Transit Area Project to extend the transit-oriented placemaking and streetscape improvements.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
The Proposed Project is within a highly urban environment area containing multi-family residential and commercial land uses in the City of Berkeley in Alameda County. Project is not expected to generate additional diesel traffic.

Brief summary of assumptions and methodology used for conducting analysis

See analysis below

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

No Build: ADT = 22,100, Truck ADT = 1,768 (8%), LOS C
Build: ADT = 22,200, Truck ADT = 1,776 (8%), LOS C

Table 1: Traffic Volumes

Roadway Segment	No Build		Build		Project Increase	
	ADT	Truck ADT	ADT	Truck ADT	ADT	Truck ADT
Shattuck north of University	13,170	1,054	17,040	1,363	3,870*	309*
Shattuck West between University and Addison	8,780	702	15,770	1,262	6,990	560
Shattuck West between Addison and Center	9,470	758	17,150	1,372	7,680	614
Shattuck between Center and Allston	22,040	1,763	22,370	1,790	330	27
Shattuck south of Allston	22,100	1,768	22,200	1,776	100	8
Shattuck East between University and Addison	10,500	840	4,720	378	-5,780	-462
Shattuck East between Addison and Center	11,690	935	5,200	416	-6,490	-519

Source: LSA Associates, Inc. and Arup (December 2015).

* The increased volumes on Shattuck north of University are due to adjustments made in the traffic model to allow a conservative analysis of signal operations; the project is not anticipated to substantially increase volumes north of University. While more precise, lower numbers could have been used for the air quality analysis, the numbers above have been submitted to maintain consistency with the traffic study.

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

The 2030 traffic volumes shown in Table 2 below were developed using the 2030 traffic forecasts from the Downtown Area Plan EIR.

Table 2: Future Year (2030) Traffic Volumes

Roadway Segment	No Build		Build		Project Increase	
	ADT	Truck ADT	ADT	Truck ADT	ADT	Truck ADT
Shattuck north of University	23,480	1,880	23,600	1,900	120	20
Shattuck West between University and Addison	8,800	700	17,170	1,370	8,370	670
Shattuck West between Addison and Center	9,500	700	19,880	1,590	10,380	890
Shattuck between Center and Allston	27,270	2,180	27,300	2,180	30	0
Shattuck south of Allston	26,230	2,100	26,300	2,100	70	0
Shattuck East* between University and Addison	-	-	-	-	-	-
Shattuck East* between Addison and Center	-	-	-	-	-	-

Source: LSA Associates, Inc. and Arup (December 2015).

* 2030 volumes are not available for these intersections. Based on the volumes in Table 1, the project is expected to reduce 2030 volumes for these intersections.

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

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
N/A

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
N/A

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
N/A

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
The primary purpose of the proposed project is pedestrian safety, rather than congestion relief. Based on the Traffic Analysis (Arup, December 2015), the proposed build alternative would simply redirect traffic from Shattuck Avenue East to Shattuck Avenue West and would not contribute to a net increase in traffic volumes. The traffic analysis evaluated intersection operations within the project area and concludes that the proposed lane configurations and circulation changes along Shattuck Avenue can be implemented without any adverse impacts on traffic flow. The analysis also evaluated intersection operations in the expanded downtown street network for the streets that parallel Shattuck Avenue, Oxford Street and Milvia Street. The analysis concluded that with the redistribution of traffic associated with the reconfiguration project, all intersections with the exception of Oxford/Allston would operate acceptably if left turns were prohibited for traffic on northbound Shattuck Avenue West. The impact at Oxford/Allston will be addressed by restriping the intersection to create separate left and right turn lanes on eastbound Allston Way**.**

Because pedestrian volumes on Shattuck are higher than the defaults in the traffic analysis software, the traffic analysis also evaluated the impact of higher pedestrian volumes on traffic operations, based on pedestrian counts from AC Transit's Line 51 study. The higher pedestrian volumes would result in slightly higher delays and travel times along Shattuck West and Addison and Center, but would not cause unacceptable delays to the intersections.

Comments/Explanation/Details *(please be brief)*
See analysis below

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?

The proposed project is a local roadway reconfiguration project that would modify Shattuck Avenue between University Avenue and Allston Way, including the two one-way segments between University Avenue and Center Street. Based on the *Traffic Analysis* (Arup, December 2015), the proposed build alternative would redirect traffic from Shattuck Avenue East to Shattuck Avenue West. Table 1 lists the average daily traffic (ADT) and truck ADT volumes along the project alignment.

The largest increase in ADT due to the proposed project is 7,680 vehicles per day on Shattuck West between Addison and Center Streets (see yellow cells in Table 1). However, because this additional traffic is largely being redirected from Shattuck East to Shattuck West, there is a roughly equivalent decrease in ADT on the corresponding segment of Shattuck East (see green cells in Table 1). Similar changes in ADT occur on the two segments between University Avenue and Addison Street. The project therefore does not represent a substantial net increase in area traffic. In any case, using the worst case truck traffic percentage of 8 percent, the truck volume increase would only be 614 daily trips.

Table 1: Traffic Volumes (Existing Plus Project)

Roadway Segment	No Build		Build		Project Increase	
	ADT	Truck ADT	ADT	Truck ADT	ADT	Truck ADT
Shattuck north of University	13,170	1,054	17,040	1,363	3,870*	309*
Shattuck West between University and Addison	8,780	702	15,770	1,262	6,990	560
Shattuck West between Addison and Center	9,470	758	17,150	1,372	7,680	614
Shattuck between Center and Allston	22,040	1,763	22,370	1,790	330	27
Shattuck south of Allston	22,100	1,768	22,200	1,776	100	8
Shattuck East between University and Addison	10,500	840	4,720	378	-5,780	-462
Shattuck East between Addison and Center	11,690	935	5,200	416	-6,490	-519

Source: LSA Associates, Inc. and Arup (December 2015).

* The increased volumes on Shattuck north of University are due to adjustments made in the traffic model to allow a conservative analysis of signal operations; the project is not anticipated to substantially increase volumes north of University. While more precise, lower numbers could have been used for the air quality analysis, the numbers above have been submitted to maintain consistency with the traffic study.

2030 traffic volumes for the project are shown in Table 2. These volumes were developed using the 2030 traffic forecasts from the City's Downtown Area Plan EIR, which evaluated this project. The Shattuck East intersections were not evaluated in the

EIR because the project diverts traffic away from Shattuck East. Therefore, ADT and truck volumes were not developed for the two segments on Shattuck East.

Table 2: Future Year (2030) Traffic Volumes

Roadway Segment	No Build		Build		Project Increase	
	ADT	Truck ADT	ADT	Truck ADT	ADT	Truck ADT
Shattuck north of University	23,480	1,880	23,600	1,900	120	20
Shattuck West between University and Addison	8,800	700	17,170	1,370	8,370	670
Shattuck West between Addison and Center	9,500	700	19,880	1,590	10,380	890
Shattuck between Center and Allston	27,270	2,180	27,300	2,180	30	0
Shattuck south of Allston	26,230	2,100	26,300	2,100	70	0
Shattuck East between University and Addison	-	-	-	-	-	-
Shattuck East between Addison and Center	-	-	-	-	-	-

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

The proposed project does not affect intersections that are at LOS D, E, or F with a significant number of diesel vehicles. The intersection LOS for the no build and build conditions are shown in Table 3. Although the proposed project would increase the delay at some intersections in the project area, all intersections would continue to operate at LOS C or better.

Table 3: PM Peak Hour Intersection Level of Service

No.	Intersection	No Build		Build	
		LOS	Delay	LOS	Delay
1	Shattuck West/University	B	15	B	19
2	Shattuck East/University	C	23	C	25
3	Shattuck West/Addison	A	7	B	17
4	Shattuck East/Addison	B	8	C	24
5	Shattuck West/Center	B	10	A	7
6	Shattuck East/Center	B	14	B	16
7	Shattuck/Allston	B	15	B	19

Source: Arup (December 2015).

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

The proposed project does not include the construction of a new bus or rail terminal that would have a significant number of diesel vehicles congregating at a single location

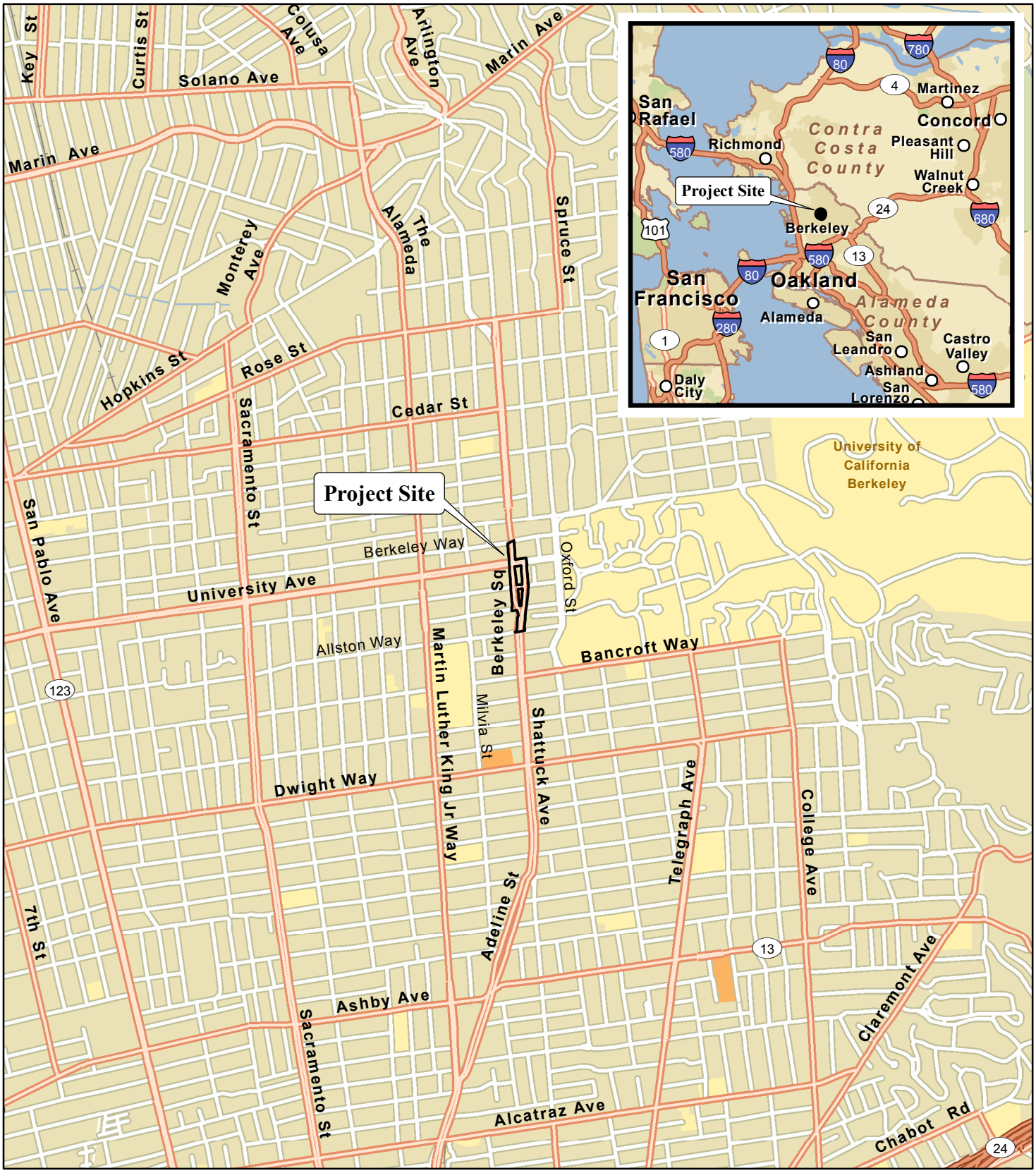
(iv) Expanded bus and rail terminals and transfer points?

The proposed project does not expand an existing bus or rail terminal that would significantly increase the number of diesel vehicles congregating at a single location

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

The proposed project is not in or affecting locations, areas, or categories of sites that are identified in the $PM_{2.5}$ and PM_{10} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation

Therefore, the proposed project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed project would not create a new, or worsen an existing, PM violation.



LSA

FIGURE 1

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SOURCE: ESRI StreetMap North America (2).

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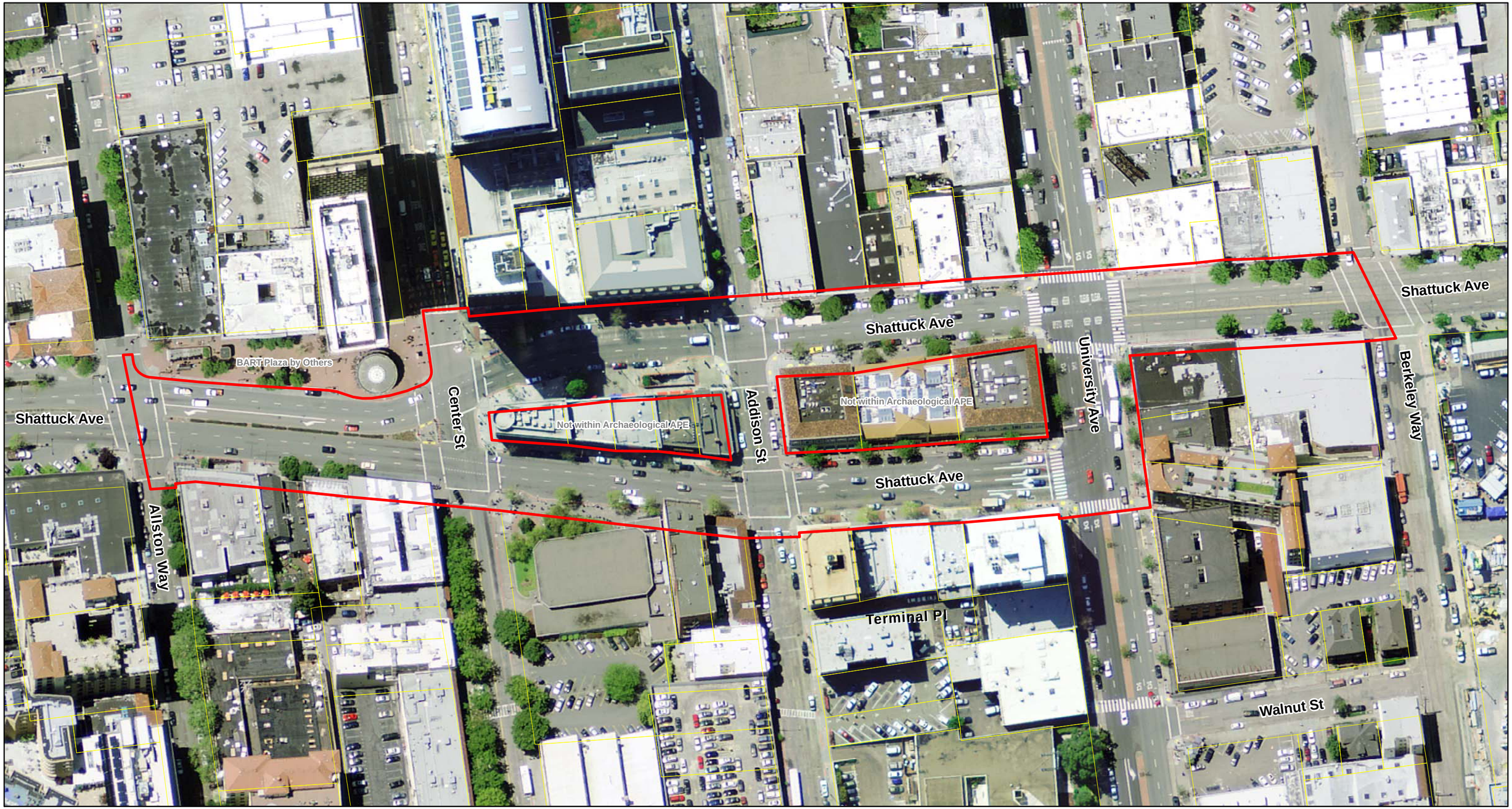
Shattuck Avenue Reconfiguration and Pedestrian Safety Improvement Project
Berkeley, Alameda County, California
Regional Location



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LEGEND

Archaeological Area of Potential Effects

FIGURE 2

0 50 100
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SOURCE: USGS Orthoimagery (04/2011).

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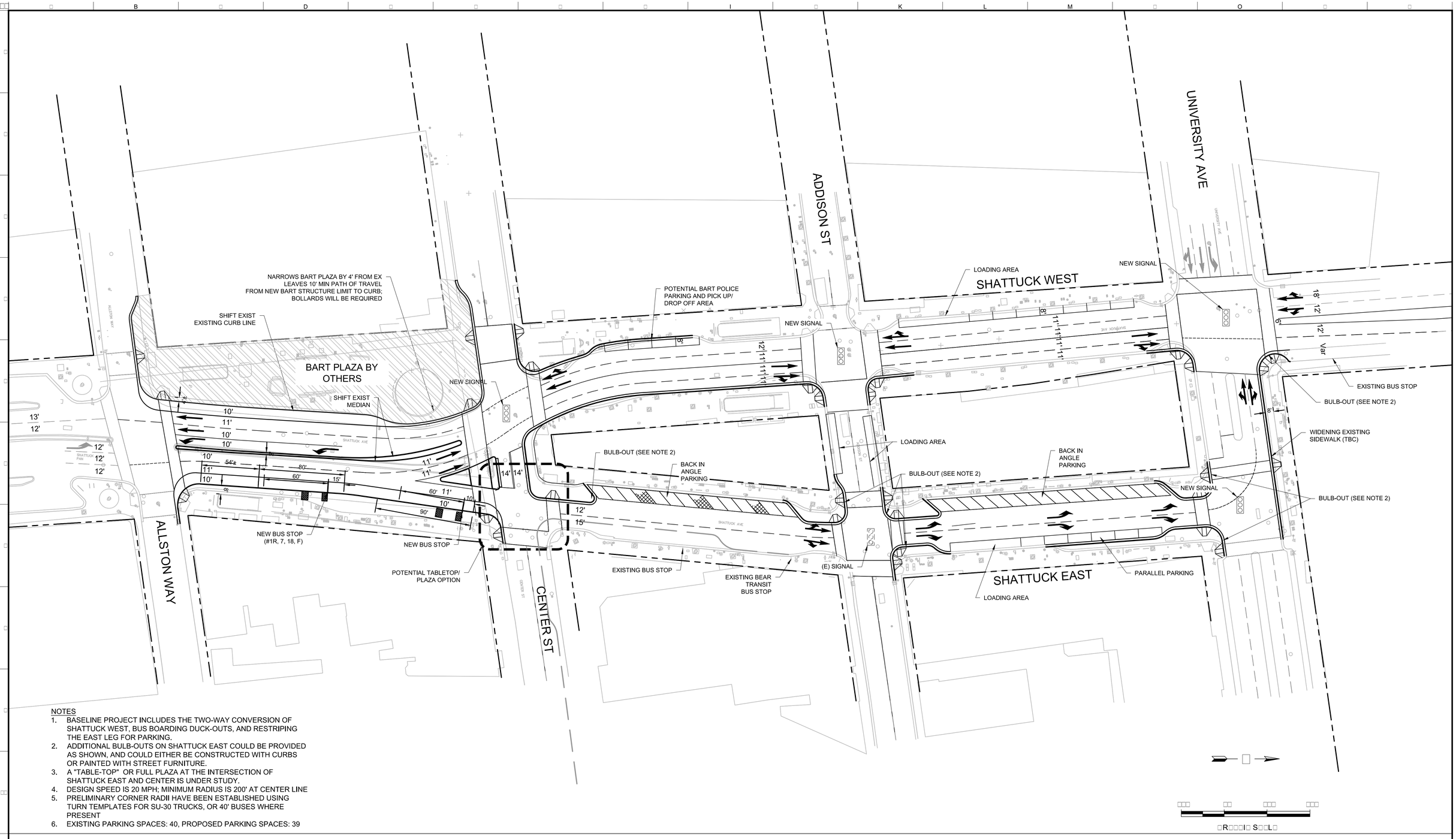
Shattuck Avenue Reconfiguration and Pedestrian Safety Improvement Project
Berkeley, Alameda County, California

Project Location Map



NOTES

1. BASELINE PROJECT INCLUDES THE TWO-WAY CONVERSION OF SHATTUCK WEST, BUS BOARDING DUCK-OUTS, AND RESTRIPING THE EAST LEG FOR PARKING.
2. ADDITIONAL BULB-OUTS ON SHATTUCK EAST COULD BE PROVIDED AS SHOWN, AND COULD EITHER BE CONSTRUCTED WITH CURBS OR PAINTED WITH STREET FURNITURE.
3. A "TABLE-TOP" OR FULL PLAZA AT THE INTERSECTION OF SHATTUCK EAST AND CENTER IS UNDER STUDY.
4. DESIGN SPEED IS 20 MPH; MINIMUM RADIUS IS 200' AT CENTER LINE
5. PRELIMINARY CORNER RADII HAVE BEEN ESTABLISHED USING TURN TEMPLATES FOR SU-30 TRUCKS, OR 40' BUSES WHERE PRESENT
6. EXISTING PARKING SPACES: 40, PROPOSED PARKING SPACES: 39

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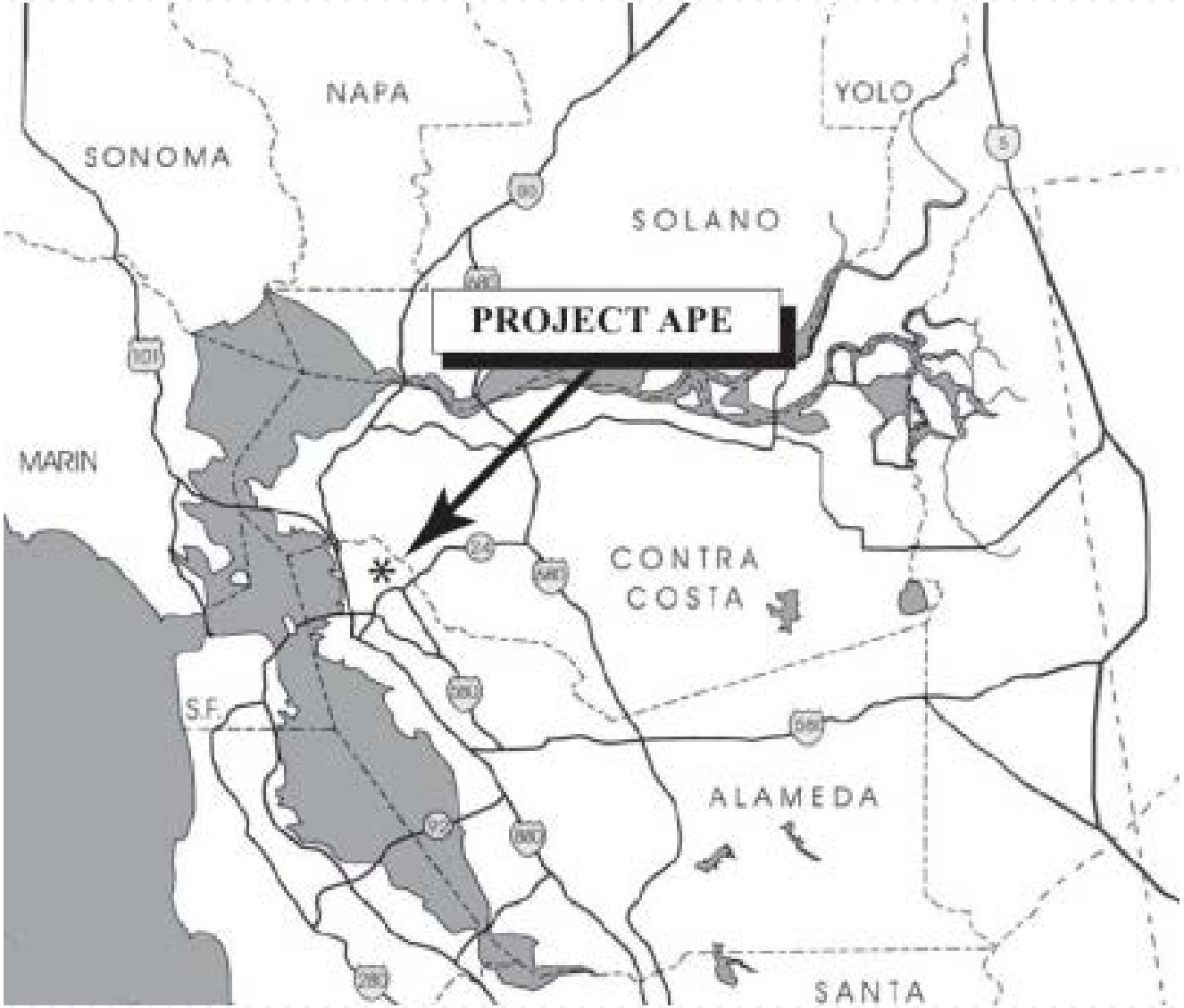
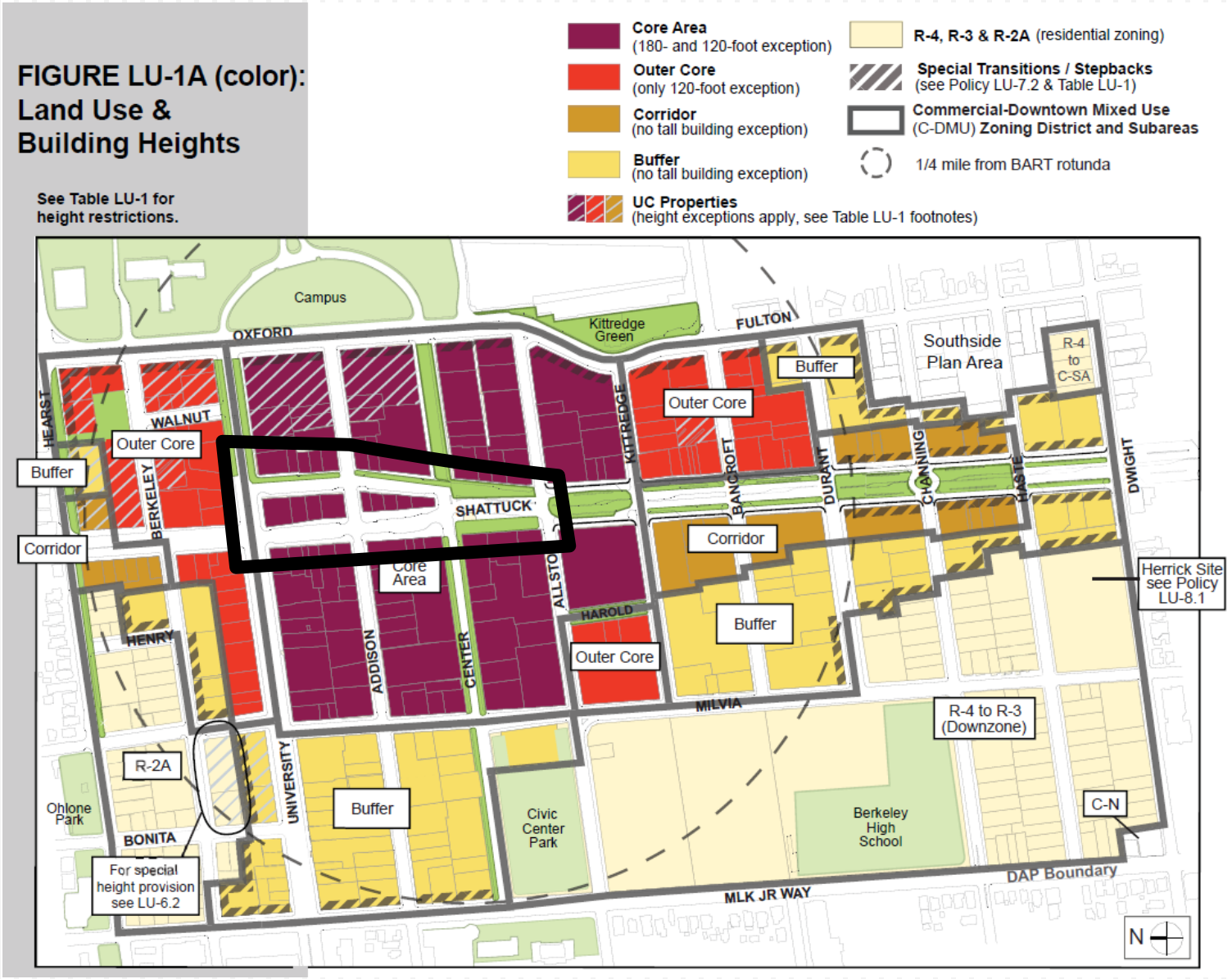
SHATTUCK RECONFIGURATION

MTC Air Quality Task Force – January 28, 2016

Aaron Sage, Principal Planner, City of Berkeley

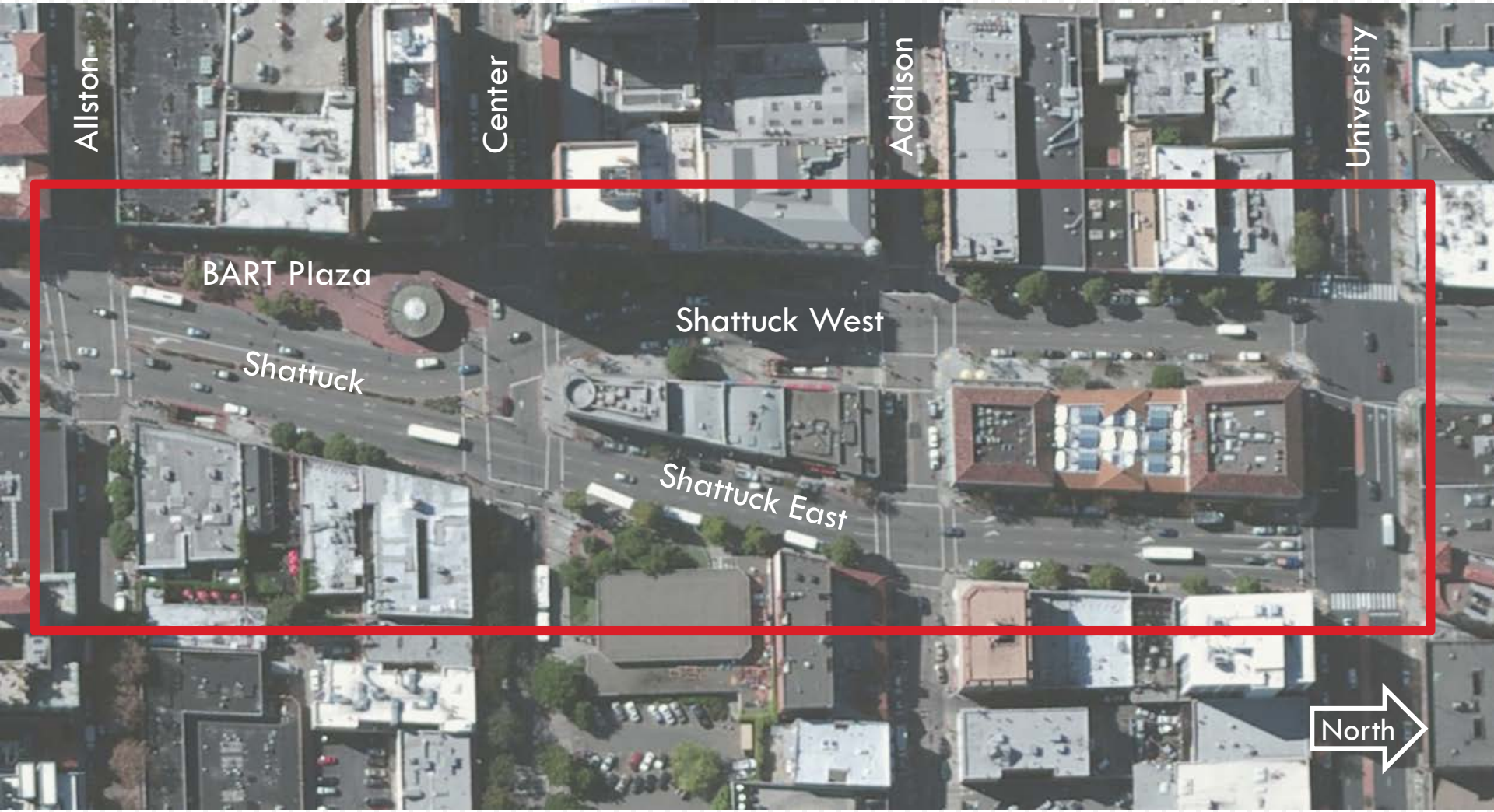


Project Vicinity



Downtown Area Plan, 2012

Surrounding Land Use



Project Location

This project will repair and reconfigure Shattuck Avenue from Allston Way to University Avenue. It will also:

Improve Public Safety

- Simplify traffic patterns
- Eliminate dog-leg turns
- Eliminate double right turn at University (west) to Shattuck (north)
- Improve pedestrian crossings
- Add back-in angled parking for better bicyclist visibility

Improve Transit Facilities

- Relocate bus stops to enhance access and improve performance
- Increase accessibility for pedestrians and bicyclists
- Reorganize the public space to better accommodate transit users

Improve Open Space

- Provide enhanced public space for social, cultural and community activities

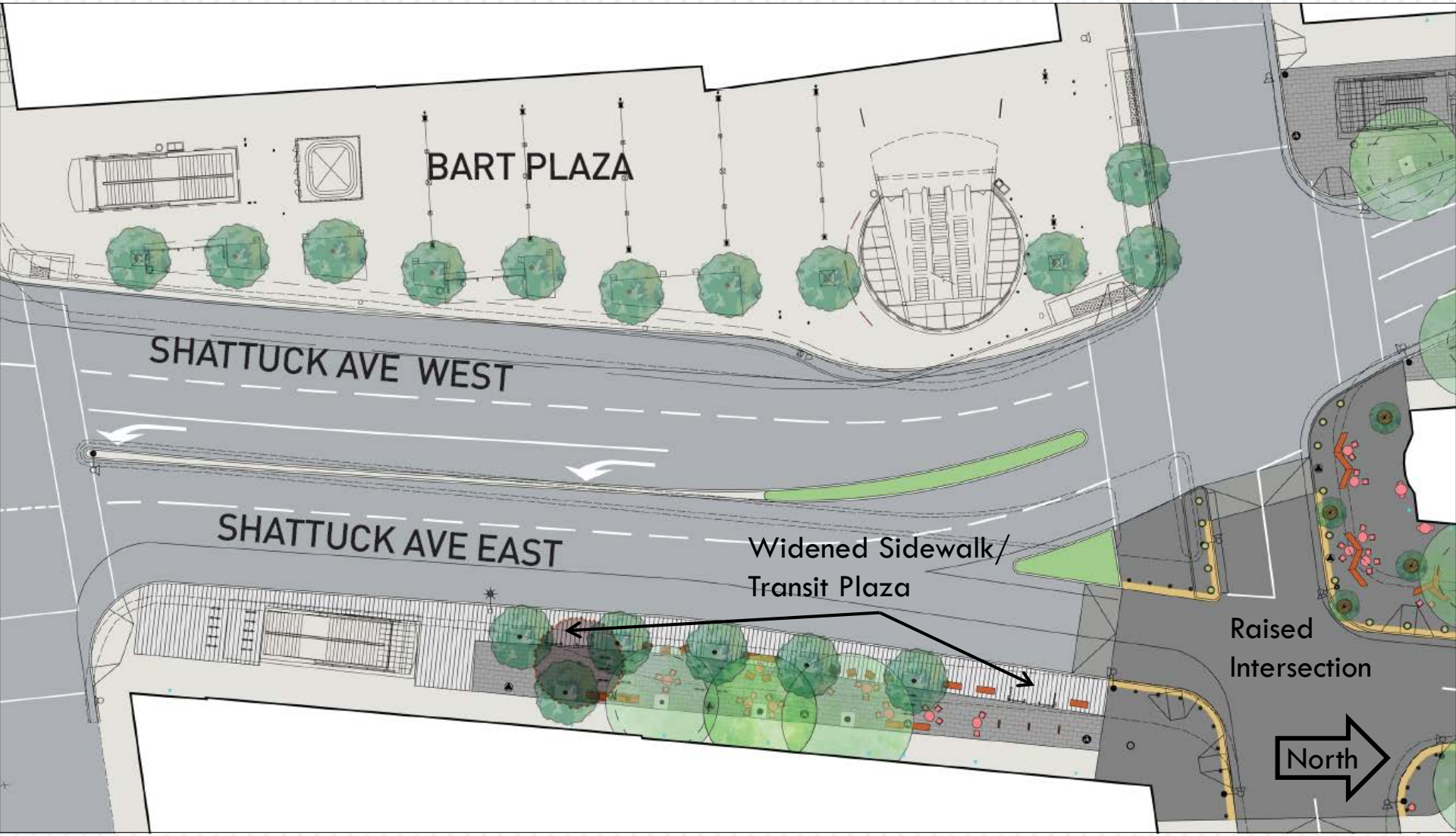
Improve Pedestrian Safety

- All 6 intersections in the Project Area have high collision rates
- University/Shattuck (W) is ranked as the #2 Highest Priority project in the City's Pedestrian Master Plan; Current configuration contributes to high auto/pedestrian collision rates.

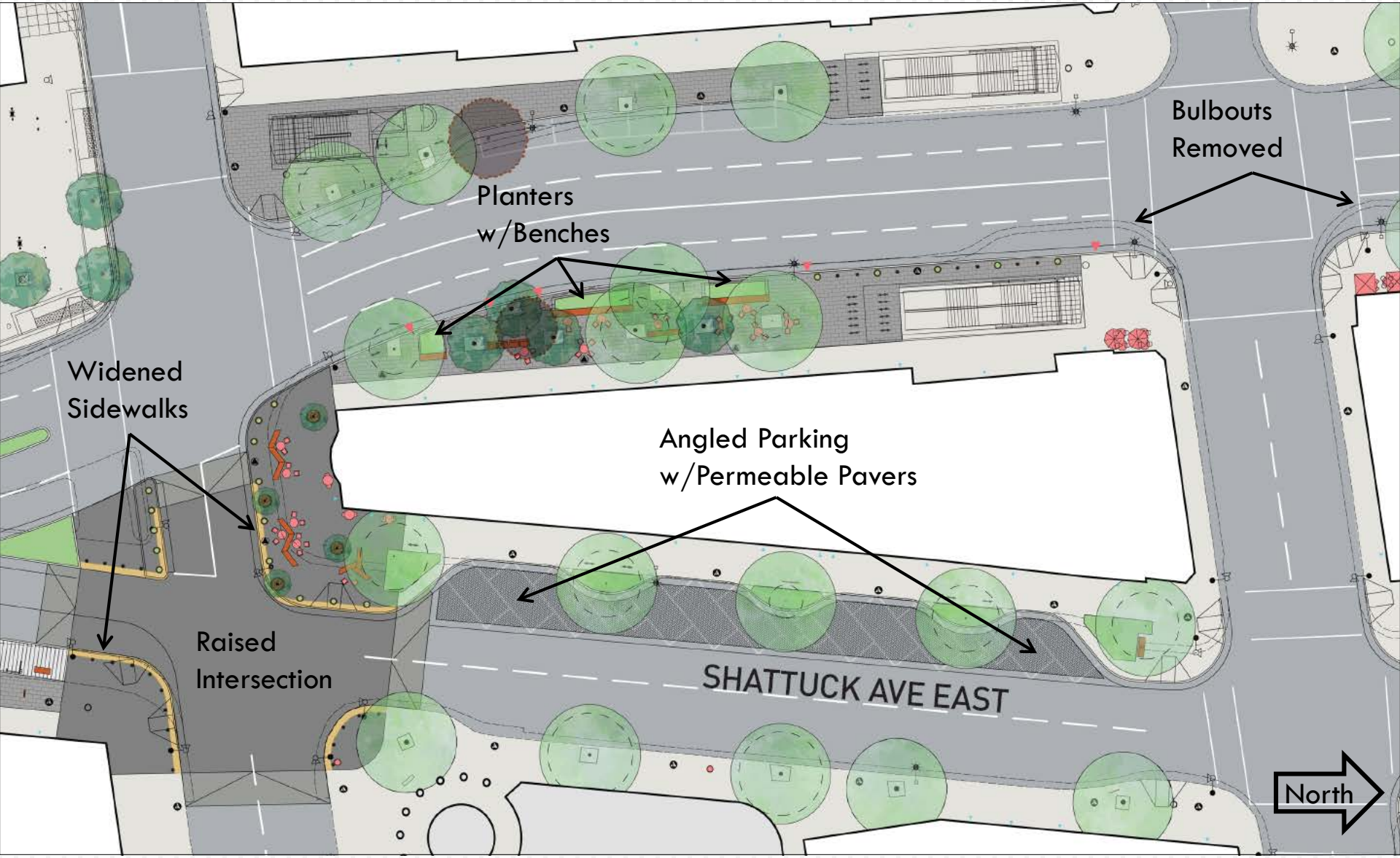
Provide new transportation infrastructure and streetscape amenities to support transit oriented development

- Over 1,300 housing units created in Downtown PDA since 1999
- Over 1,400 units currently in pipeline
- BART Plaza renovation project begins June 2016

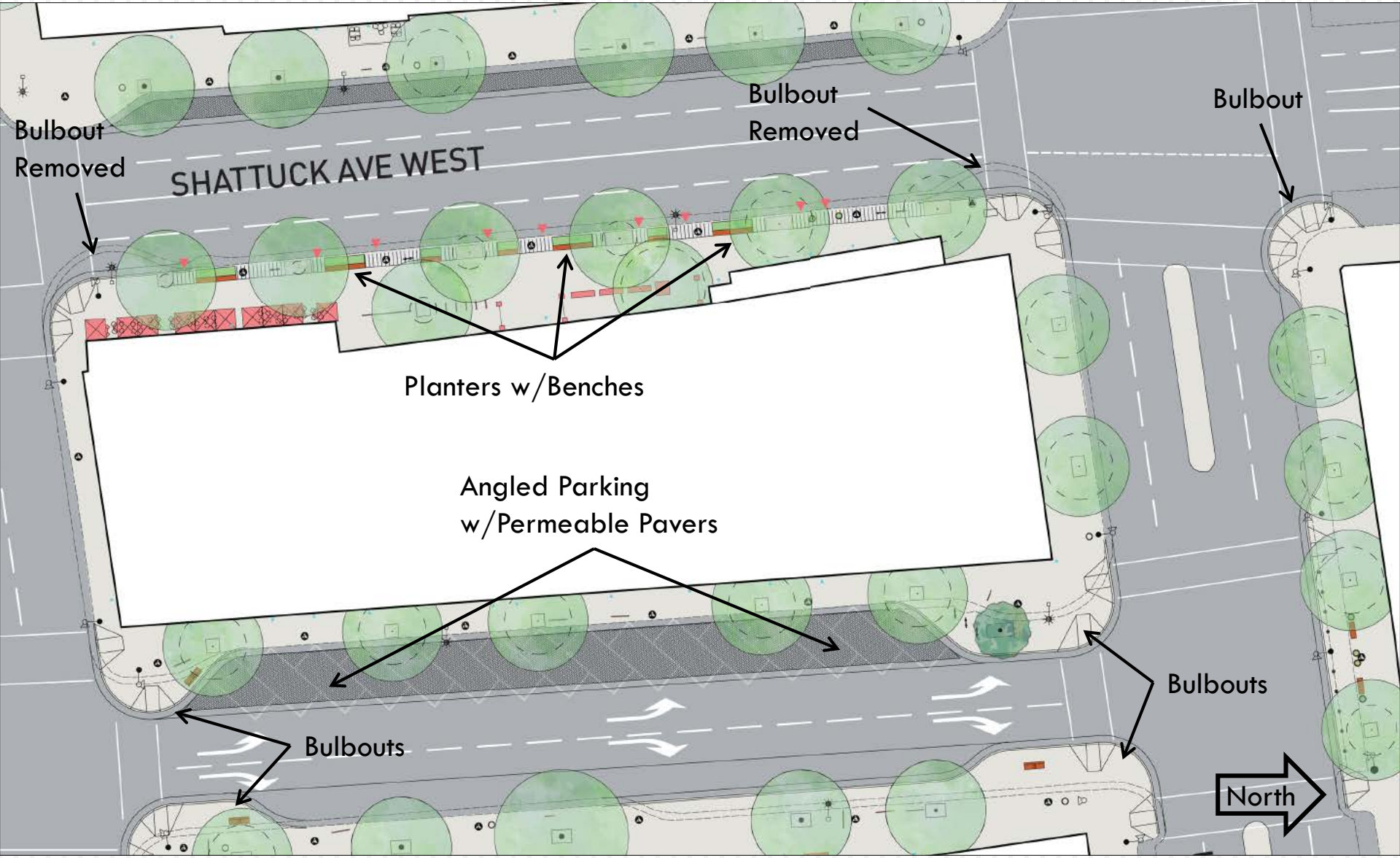
Existing Configuration



Proposed Plan – Allston to Center



Proposed Plan – Center to Addison



Proposed Plan – Addison to University

No.	Intersection	No Build		Build	
		LOS	Delay	LOS	Delay
1	Shattuck West/University	B	15	B	19
2	Shattuck East/University	C	23	C	25
3	Shattuck West/Addison	A	7	B	17
4	Shattuck East/Addison	B	8	C	24
5	Shattuck West/Center	B	10	A	7
6	Shattuck East/Center	B	14	B	16
7	Shattuck/Allston	B	15	B	19

Source: Arup (December 2015).

- The proposed **project does not affect intersections that are at LOS D, E, or F**
- Although the proposed project would increase the delay at some intersections in the project area, **all intersections would continue to operate at LOS C or better.**

PM Peak Hour Intersection Level of Service

- Traffic analysis concluded that proposed lane configurations and circulation changes along Shattuck Avenue can be implemented without any adverse impacts on traffic flow.

- Traffic analysis of streets adjacent and parallel to Shattuck Avenue showed that all intersections, except Oxford/Allston, would operate acceptably with anticipated traffic redistribution, **if left turns are prohibited** for northbound traffic on Shattuck Avenue West.

- The impact at Oxford/Allston will be addressed by restriping the intersection to create separate left and right turn lanes on eastbound Allston Way.

Roadway Segment	No Build		Build		Project Increase	
	ADT	Truck ADT	ADT	Truck ADT	ADT	Truck ADT
Shattuck north of University	13,170	1,054	17,040	1,363	3,870*	309*
Shattuck West between University and Addison	8,780	702	15,770	1,262	6,990	560
Shattuck West between Addison and Center	9,470	758	17,150	1,372	7,680	614
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Shattuck East between University and Addison	10,500	840	4,720	378	-5,780	-462
Shattuck East between Addison and Center	11,690	935	5,200	416	-6,490	-519

Source: LSA Associates, Inc. and Arup (December 2015).

Reconfiguration **redirects existing traffic** and represents negligible net increase in area traffic

- Increase in ADT on Shattuck West between Addison and Center Streets (yellow cells) is roughly equivalent to the decrease in ADT on the corresponding segment of Shattuck East (green cells)

Future Traffic Volumes

- Project will improve safety for pedestrians, bicycles and vehicles.
- Project will enhance transit usage with improvements and additions to transit amenities.
- Project will improve streetscape amenities and will encourage active modes of travel.
- The proposed project does not include intersections that are or will be at LOS D, E or F with a significant number of diesel vehicles. There is no significant change in LOS for the proposed project and remain within the city's threshold for traffic delay.
- Project has no direct impact on traffic volumes or truck traffic.
- **Project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The project will not create a new, or worsen an existing, PM2.5 violation.**

Not a Project of Air Quality Concern

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$PM_{2.5}$ Project Assessment Form for Interagency Consultation

RTIP ID# 240745

TIP ID# SOL150003

Air Quality Conformity Task Force Consideration Date
January 28, 2016

Project Description

Alternative 1

Under Alternative 1, the proposed improvements at the intersection of SR12 and Church Road/Amerada Road will include:

- adding right-turn/left-turn lanes at the three intersection approaches associated with SR12 (eastbound and westbound) and Church Road
- adding an acceleration lane along SR12 in the westbound direction
- adding 8-foot shoulders along SR12 (eastbound and westbound)
- removing existing trees in the clear recovery zone along SR12
- No additional signs or signals will be added.

The highway would be widened to both the north and south. The highway would be widened approximately 32 feet to the north to accommodate the added shoulders, left turn lanes, and deceleration and acceleration lanes along westbound SR12. The highway would be widened approximately 8 feet to the south to accommodate the added shoulders, the relocation of an existing earthen ditch along eastbound SR12, and the construction of additional ditches on both sides of SR12. No realignment of Church Road or Amerada Road would occur. Shoulder improvements along the highway will require minor sliver acquisitions of the properties fronting the north and south side of the freeway. No residential or commercial displacements will occur.

Existing above ground utility poles will be relocated either just inside the new SR 12 right of way or just outside the right of way, depending on whether or not prior rights exist.

There are currently no lights or stop-signs at location.

Trees within the highway right-of-way (eastbound and westbound) would be removed to create a safer clear recovery zone for motorists.

Alternative 2

Alternative is identical to Alternative 1 with the exception that SR12/Church Road intersection, and associated westbound SR12 turning lanes, would be realigned approximately 100 feet to the west in order to eliminate the offset between Church Road and Amerada Road. When compared to Alternative 1, this alternative would require the additional dedication of approximately 1 acres of private property to accommodate the roadway shift and widening of Church Road.

No-Build Alternative

Traffic from Church Road will continue to enter and exit the SR12 traffic stream without acceleration and deceleration lanes. Accident rates and delays to through traffic caused by queued left turn traffic on SR12 are expected to remain an issue, and increase in severity as the traffic volume on SR12 increases in the future.

Project Assessment Form for $PM_{2.5}$ Interagency Consultation

Type of Project: Signalization and Channelization project

County	**Narrative Location/Route & Post miles**
Solano	The project area includes the SR-12 and Church Road Intersection near the town of Rio Vista in Solano County, California.SR 12 PM 24.3/25.2 **Caltrans Projects – EA#** 04-0G0500

Lead Agency: Solano Transportation Authority

Contact Person	**Phone#**	**Fax#**	**Email**
Janet Adams	707-424-6010	707-424-6074	jadams@sta-snci.com

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**

Scheduled Date of Federal Action: April 2016

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

Exempt	**Section 6004 – Categorical Exemption**	**Section 6005 – Non-Categorical Exemption**

Current Programming Dates

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	October 2013	December 2015	February 2016	January 2018
End	April 2016	September 2017	September 2017	December 2019

Project Purpose and Need (Summary):

The purpose of this project is to reduce accidents on State Route 12 (SR12) at Church/Amerada Road, minimize accident severity involving fixed objects, and provide a clear recovery zone off the traveled way. The project limits extend along SR 12 approximately 400 meters west [post mile (PM) 24.3] and 250 meters east (PM 25.2) of the intersection with Church Road; and extend approximately 175 meters north, along Church Road, in the City of Rio Vista, Solano County, California..

In order to improve operations and in turn enhance safety, acceleration/deceleration lanes will be provided at the Church Road intersection for right turns, along with separate left turn pockets. The project will also correct non-standard shoulder width by providing standard eight foot shoulders, and will remove trees that are in the clear recovery zone.

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

SR-12 is a two-lane conventional highway that serves as the major east-west corridor between Napa, Sonoma, and Solano Counties and the San Joaquin Valley. The highway is also strategically located as the only east-west route connecting Solano County to the Sacramento and Stockton areas. The project is located northwest of Rio Vista downtown area. The primary land use adjacent to the project area is agriculture there is one large subdivision approximately one-half mile to the northwest of the project area and the town of Rio Vista is approximately three quarters of a mile to the south east of the project site.

$PM_{2.5}$ Project Assessment Form for Interagency Consultation

Brief summary of assumptions and methodology used for conducting analysis The Annual Growth calculations were derived from the Solano-Napa Travel Demand Model Volumes. The AADT and truck percentages are taken from the 2014 Caltrans Traffic Volumes Book.
Opening Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility N/A
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 N/A

Project Assessment Form for $PM_{2.5}$ Interagency Consultation

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

Roadway	Existing		2020 - No Project		2020 - Project	
	Total AADT	Truck AADT	Total AADT	Truck AADT	Total AADT	Truck AADT
SR 12	17,400	1,556	18,240	1,630	18,240	1,630
Church Road	2,113	189	2,221	199	2,221	199

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

Roadway	2040 - No Project		2040 - Project	
	Total AADT	Truck AADT	Total AADT	Truck AADT
SR-212	21,600	1,931	21,600	1,931
Church Road	2,654	237	2,654	237

ADT forecasts provide by hqeinc and were based on the Solano-Napa Travel Demand Model Volumes. And traffic counts by DKS Associates

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

Not Applicable; see above for highway facility

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

Not Applicable; see above for highway facility

Describe potential traffic redistribution effects of congestion relief

This is a channelization/safety project and there will be no significant redistribution of traffic due to the project. There will be a reduction in accidents and the associated delays and minor shifts in traffic as a result of the project.

$PM_{2.5}$ Project Assessment Form for Interagency Consultation

Comments/Explanation/Details

The proposed project is within a nonattainment area for federal PM2.5 standards. Therefore, according to 40 CFR Part 93, a hotspot analysis is required for conformity purposes. However, EPA does not require hotspot analyses, qualitative or quantitative, for projects that are not listed in Section 93.123(b)(1) as a project of air quality concern (POAQC). Five types or categories of projects qualify as a POAQC. The following discussion evaluates whether the proposed project falls into any of these five POAQC categories.

The project does qualify as a POAQC for the following reasons:

1. *The project would not have a significant number of or increase in the number of diesel vehicles (40 CFR Section 93.123(b)(1)*.

- The percentage of trucks will remain the same with the project as without the project. The traffic volumes will increase due growth in the area, but there will be no change in the truck percentages, and therefore, would not result in a significant increase in the number of diesel vehicles.

2. *The maximum percentage of diesel vehicles in the project area is 5 percent and would not increase as a result of the project (40 CFR 93.123(b)(1)(ii)*.

- As described above under "Describe potential traffic redistribution effects of congestion relief," the project would improve operations and would reduce congestion and delay at the three intersections within the project alignment, however, the project would not result in substantial redistribution of traffic or changes in the percentage of truck trips through the site.[1]

3. *The project is not a new bus or rail terminal or transfer point (40 CFR Section 93.123(b)(1)(iii)*.

4. *The project is not an expansion of an existing bus or rail terminal or transfer point (40 CFR Section 93.123(b)(1)(iv)*.

5. *There is no state implementation plan for PM2.5, and therefore, the project is not identified in an implementation plan as an area of potential violation (40 CFR Section 93.123(b)(1)(v)*.

- On January 9, 2013, the U.S. EPA issued a final rule to determine that the San Francisco Bay Area has attained the 24-hour PM2.5 National Ambient Air Quality Standard (NAAQS). This action suspends the federal State Implementation Plan (SIP) provisions that apply to preparing an attainment plan to demonstrate how the Bay Area will attain the standard.

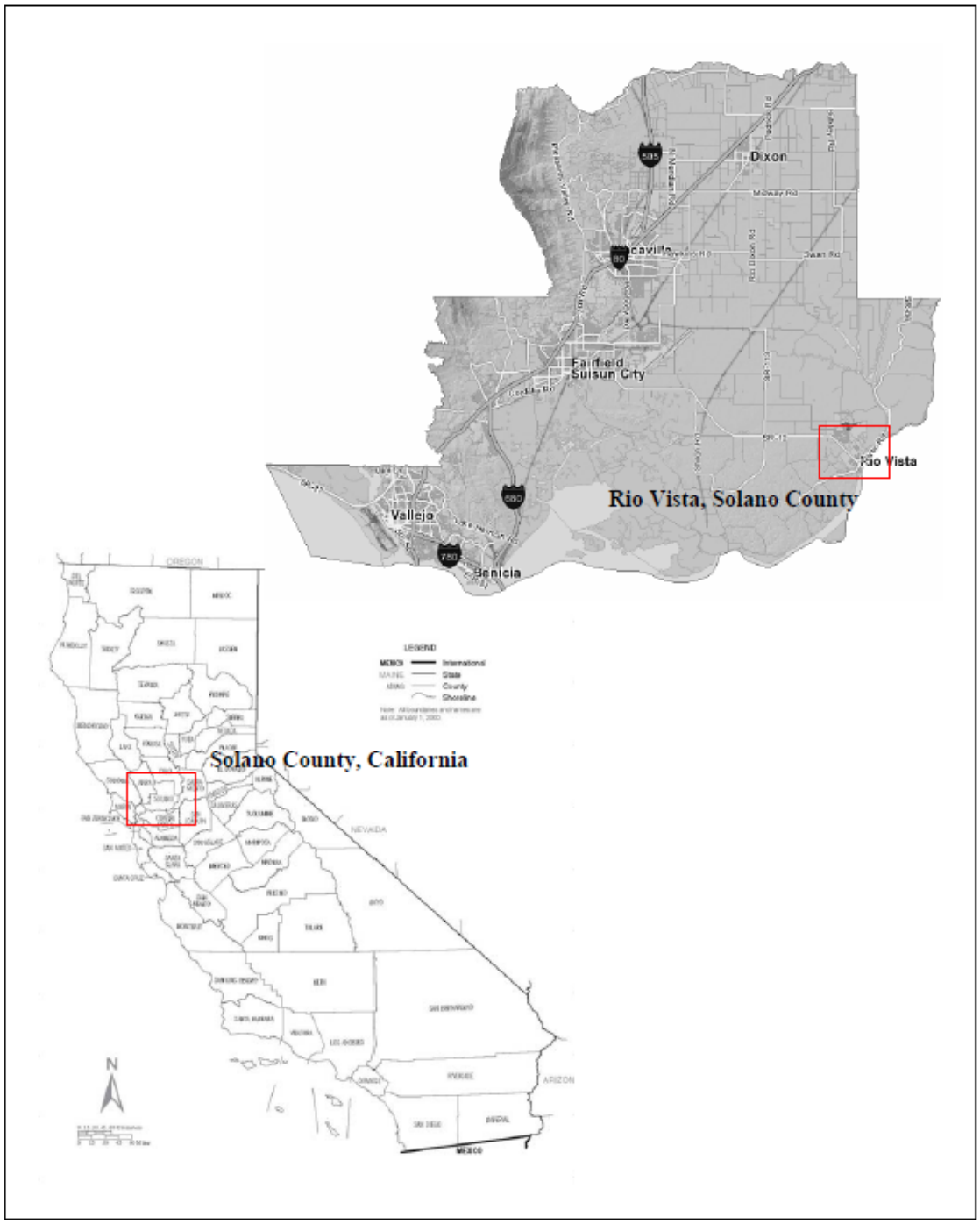
Therefore, the proposed project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hotspot analysis. The proposed project would not create a new, or worsen an existing, PM2.5 violation.

References Cited:

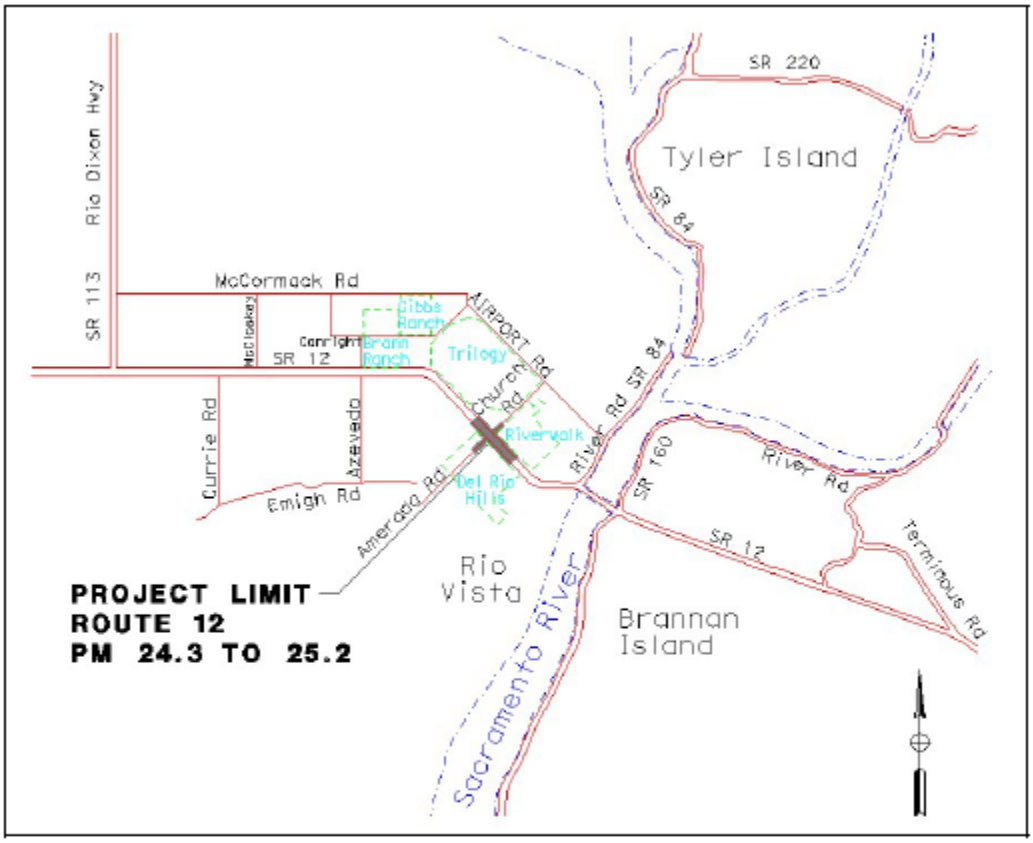
[1]2014 annual Average Daily Truck Traffic on the California State Highway System and the 2014 Traffic Volumes on California State Highway,(http://Traffic-counts.dot.ca.gov

Project Assessment Form for $PM_{2.5}$ Interagency Consultation

LOCATION MAP



VICINITY MAP



SR-12/ CHURCH ROAD-AMERADA ROAD INTERSECTION
RIO VISTA, SOLANO COUNTY

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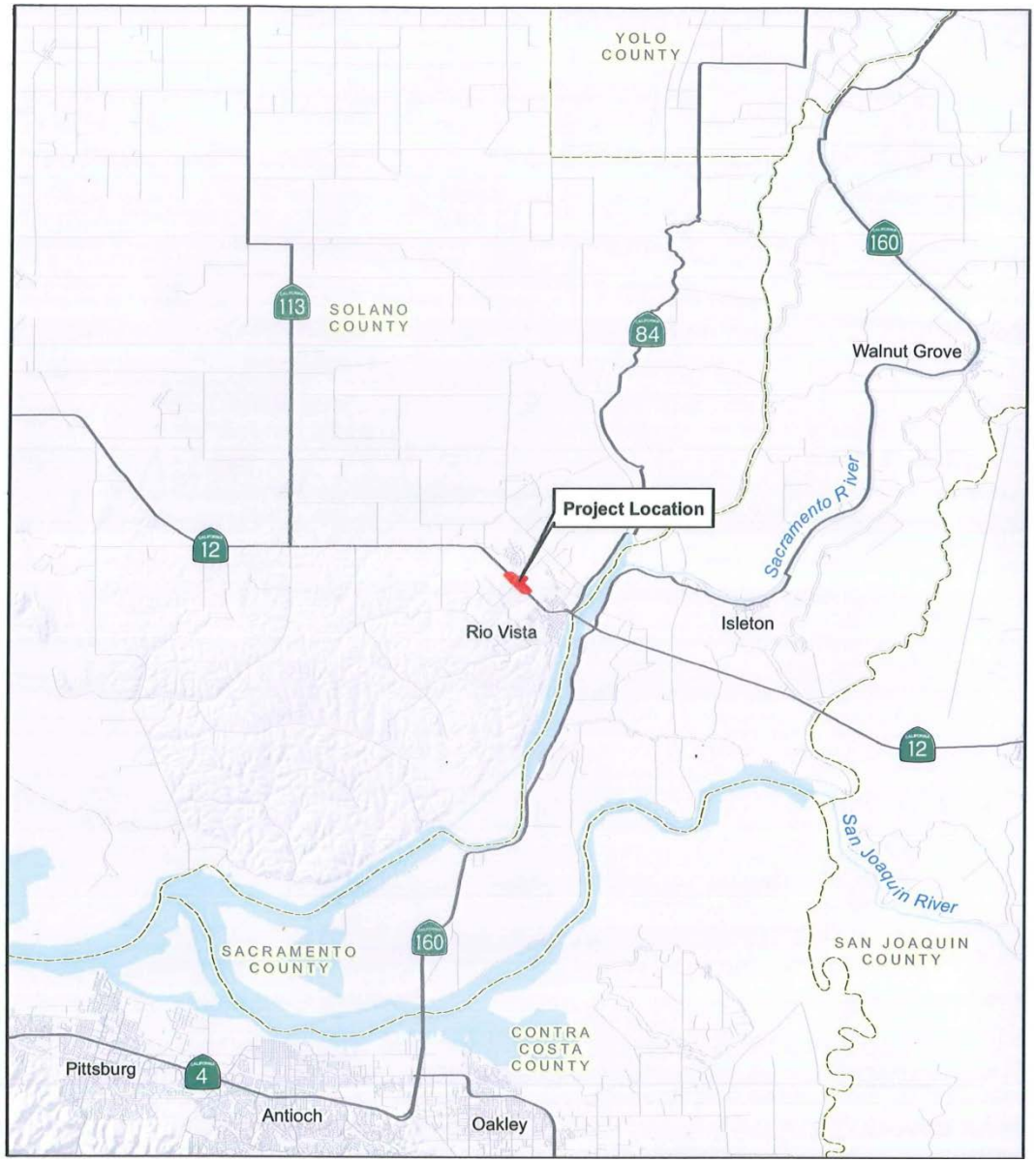
SR 12/CHURCH ROAD INTERSECTION IMPROVEMENTS

Solano Transportation Authority

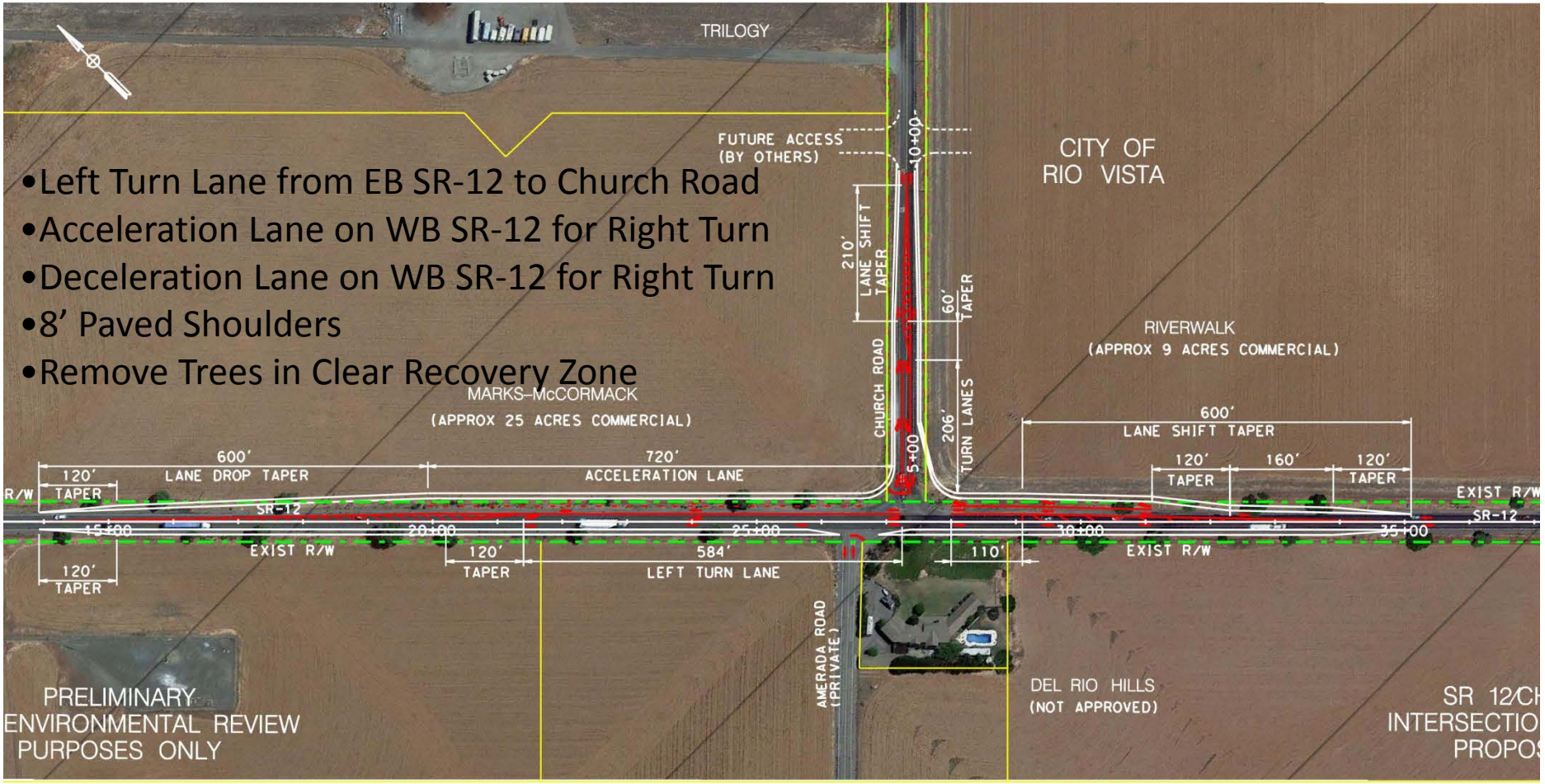
SR 12/CHURCH ROAD INTERSECTION IMPROVEMENTS
PROJECT LOCATION MAP



Solano Transportation Authority

SR 12/CHURCH ROAD INTERSECTION IMPROVEMENTS
PROPOSED PROJECT FEATURES

- Left Turn Lane from EB SR-12 to Church Road
- Acceleration Lane on WB SR-12 for Right Turn
- Deceleration Lane on WB SR-12 for Right Turn
- 8’ Paved Shoulders
- Remove Trees in Clear Recovery Zone



Solano Transportation Authority

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FMS Welcome, **Harold**. modify profile log out Version 3.0.53

Project Manager | Funds Planning Manager | Universal Application | Program Manager | Report Manager | Help

VIEW PROJECT: **AC Transit: South County Corridors**

Project Search | Project Detail | Funding | Air Quality | Project Documents | Contacts | Delivery Milestones | Location | Screening Criteria | Comments | RTP Information | Lineage

Alternate ID Information

TIP ID	ALA150020	**FMS ID**	6103.00
CTIPS ID	20600005924	**RTP ID**	94526
Version	2	**TIP Revision No**	2015-05
Revision Type	Modification	**RTP Page No**	
RTP Cycle	PLANBAYAREA	**RTP Project Cost**	$14,174
RTP Title	AC Transit - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system eqpansion)		
Regional Approval Date	04/02/2015	**State Approval Date**	NA
Federal Approval Date	NA	**Final Approval Date**	04/02/2015

Status Information

Created	03/24/2015	**Last updated**	03/24/2015	**Status**	ACTIVE
Current version	No	**Locked**	No	**Last updated by**	matkinson@mtc.ca.gov
Completed	No	**Modified**		**Review Level**	AA

General Information

Project Name	AC Transit: South County Corridors		
Sponsor	AC Transit	**Implementing Agency**	AC Transit
Project Type	SIGNAL	**Purpose**	SYSTMGMT
Mode	BUS:100%		
Submode	LOCAL BUS:100%		
Primary Mode	BUS:100%		
Primary Submode	LOCAL BUS:100%		
Transportation System	TRANSIT		
Description	AC Transit: South Alameda County Major Corridors: Travel time improvements including Adaptive Traffic Control Systems, corridor-wide Transit Signal Priority, signal coordination and relocation of key bus stops from near side to far side.		
Expanded Description	AC Transit: Travel time improvement: AC Transit's South Alameda County Major Corridors (SACMC) Travel Time Improvement Project was developed in coordination with cities of Fremont, Hayward, San Leandro, and Union City; County of Alameda, and Caltrans. The proposed project includes implementing segments of Adaptive Traffic Control Systems (ATCS), corridor-wide Transit Signal Priority (TSP), signal coordination and relocation of key bus stops from near side to far side.		
Reason for Revision	Update the funding plan to reprogram $500K in PE CMAQ and $65K in PE Local from FY17 to FY15, and reprogram $4.5M in CON CMAQ and $583K in CON Local from FY17 to FY15		
Reason Type	3		
Description of Change	Update the funding plan to reprogram $500K in PE CMAQ and $65K in PE Local from FY17 to FY15, and reprogram $4.5M in CON CMAQ and $583K in CON Local from FY17 to FY15		
Transportation problem to be addressed	The proposed project will improve transit operations and overall customer experience as travel time and reliability improves, while reducing traffic congestion, improving intersection operations, and reducing fuel consumption and vehicle emissions		

Primary Location Information

Location				
Area				
County	Alameda			
Urbanized Area				
State Hwy				
Post Mile	**From**		**To**	

FMS Welcome, **Harold**. modify profile log out Version 3.0.53

Project Manager | Funds Planning Manager | Universal Application | Program Manager | Report Manager | Help

VIEW PROJECT: **AC Transit: South County Corridors**

Project Search | Project Detail | Funding | Air Quality | Project Documents | Contacts | Delivery Milestones | Location | Screening Criteria | Comments | RTP Information | Lineage

TIP ID	ALA150020	**Status**	ACTIVE	**County**	Alameda	**Project name**	AC Transit: South County Corridors
FMS ID	6103.00	**Version**	2	**Implementing Agency**	AC Transit	**Sponsor**	AC Transit

Regional Conformity Last Updated By	matkinson@mtc.ca.gov **On** 03/24/2015
Project Conformity Last Updated By	hbrazil@mtc.ca.gov **On** 02/06/2015

Regional Conformity

Air Quality Code	Air Quality Description
5.07	EXEMPT (40 CFR 93.128) - Traffic signal synchronization projects

☐ AQCTF Regional Conformity Review

Air Basin	Air District
San Francisco Bay Area	Bay Area AQMD

TCM	TCM Number	VOC	NOX	CO	PM10	PM2.5	CO2
		136.14	122.21	7.69	5.42	893.41	67430.8

Conformity Analysis Year	Regionally Significant
2040	No
** Based on RTP ID of the project	

Project Conformity

Overview: The San Francisco Bay Area has been designated as non-attainment for the 24-hour PM2.5 standard. Beginning December 14, 2010, certain projects are required to complete a PM2.5 hot-spot analysis as part of the project-level conformity determination process. Project sponsors must engage in interagency consultation on the PM2.5 hot-spot analysis through MTC's Air Quality Conformity Task Force. The Conformity Task Force will (1) determine if a project meets the definition of a project of air quality concern and if the project requires undergoing a project-level PM2.5 hot-spot analysis, and (2) review the methods, assumptions and analysis of the PM2.5 hot-spot analysis. The EPA and either FHWA or FTA must concur with the recommendations from the Conformity Task Force. Upon completion of the interagency consultation, project sponsors must seek approval from FHWA or FTA on the PM2.5 hot-spot analysis.

Edit Project Conformity

Project Conformity Analysis Summary

Next Step	**Responsible Party**
Step 2 - Awaiting completion of a Project Assessment Form and a Requested Date of Consultation	Sponsor

Milestone	Status	Comments
Step 1 - Project Identification		
Sponsor Input	Completed	
System Determination	Completed	Project exempt from regional air quality conformity as per 40 CFR 93.128:{Traffic signal synchronization projects.}. However, this project may still require project level conformity and is therefore subject to interagency consultation. Please complete Step 2
Task Force Determination	N/A	
Step 2 - Interagency Consultation		
Sponsor Input	Pending	Requested Date of Consultation: Pending
Task Force Determination	Pending	
Step 3 - PM 2.5 Hot Spot Analysis	TBD	
Sponsor Input		
Task Force Review		

Operate + Coordinate

Program for Arterial System Synchronization — PASS

MTC's Program for Arterial System Synchronization (PASS) works to make the Bay Area's major city streets and county roads both safer and more efficient.

Synchronization of traffic signals is vital along our most heavily traveled streets and roads. But multi-city corridors that also are part of the state highway system — like El Camino Real on the Peninsula, or San Pablo Avenue in the East Bay — present myriad challenges: some signals are owned and operated by different cities, and others by the California Department of Transportation (Caltrans).

PASS delivers financial and technical assistance to cities and counties to enhance signal coordination across jurisdictions. This includes:

- Engineering help for local governments seeking to re-time signals
- Signal-timing priority for transit vehicles
- Traffic-responsive timing plans
- "Flush" plans for managing traffic incidents
- Communication between local and Caltrans signals

PASS has helped Bay Area cities and counties successfully re-time some 1,900 traffic signals since the program began in 2010.

Key Benefits **NextGen Arterials**

Together, signal re-timing projects funded through the most recent PASS cycle deliver:

- Average speed increase: 26 percent
- Travel time savings: 15 percent, or more than 3.9 million hours
- Fuel consumption savings: 11 percent, or over 11.5 million gallons
- Total emissions reduction: 422.4 tons
- Total project costs: $1.8 million
- Total lifetime benefits: $122.8 million

- Overall benefit-cost ratio: 67:1

Arterial Operations (/our-work/operate-coordinate/arterial-operations)

PASS (/our-work/operate-coordinate/arterial-operations/program-arterial-system-synchronization-pass)

Technology Transfer Program (/our-work/operate-coordinate/arterial-operations/technology-transfer-program)

Related Documents

Program for Arterial System Synchronization (PASS) FY 12/13 Cycle - Fact Sheets (http://mtc.ca.gov/sites/default/files/Summary_with_all_project_Fact_Sheets.pdf)
3.81 MB

Program for Arterial System Synchronization (PASS) FY 13/14 Cycle - Fact Sheets (http://mtc.ca.gov/sites/default/files/PASS_FY_13-14_Cycle-Fact_Sheets.pdf)
10.79 MB

DIGITAL LIBRARY (/DIGITAL-LIBRARY)

Metropolitan Transportation Commission

MTC is the transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area.

MTC is committed to operating its programs and services in accordance with federal, state and local civil rights laws and regulations. The following MTC programs are designed to ensure compliance:

Accessibility (/about-mtc/access-everyone/ttdtty-visual-support)

Non-Discrimination (/about-mtc/access-everyone/civil-rights-act-file-complaint)

Public Participation Plan (/about-mtc/public-participation/get-involved/public-participation-plan)

Limited English Proficiency Plan (/about-mtc/public-participation/get-language-assistance)

Contact Us

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Información en Español (/about-mtc/public-participation/get-language-assistance/informacion-en-espanol)

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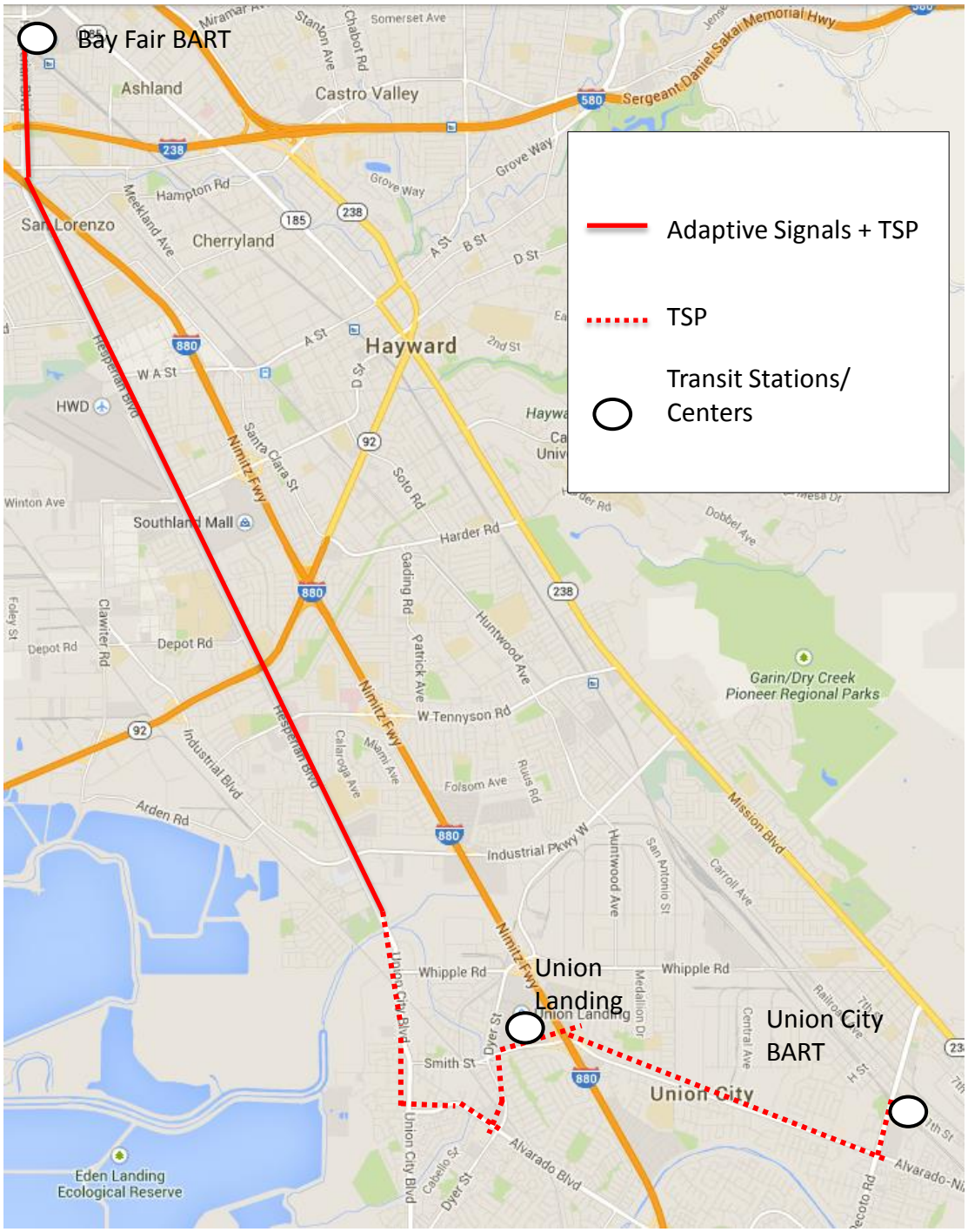
Back to Top

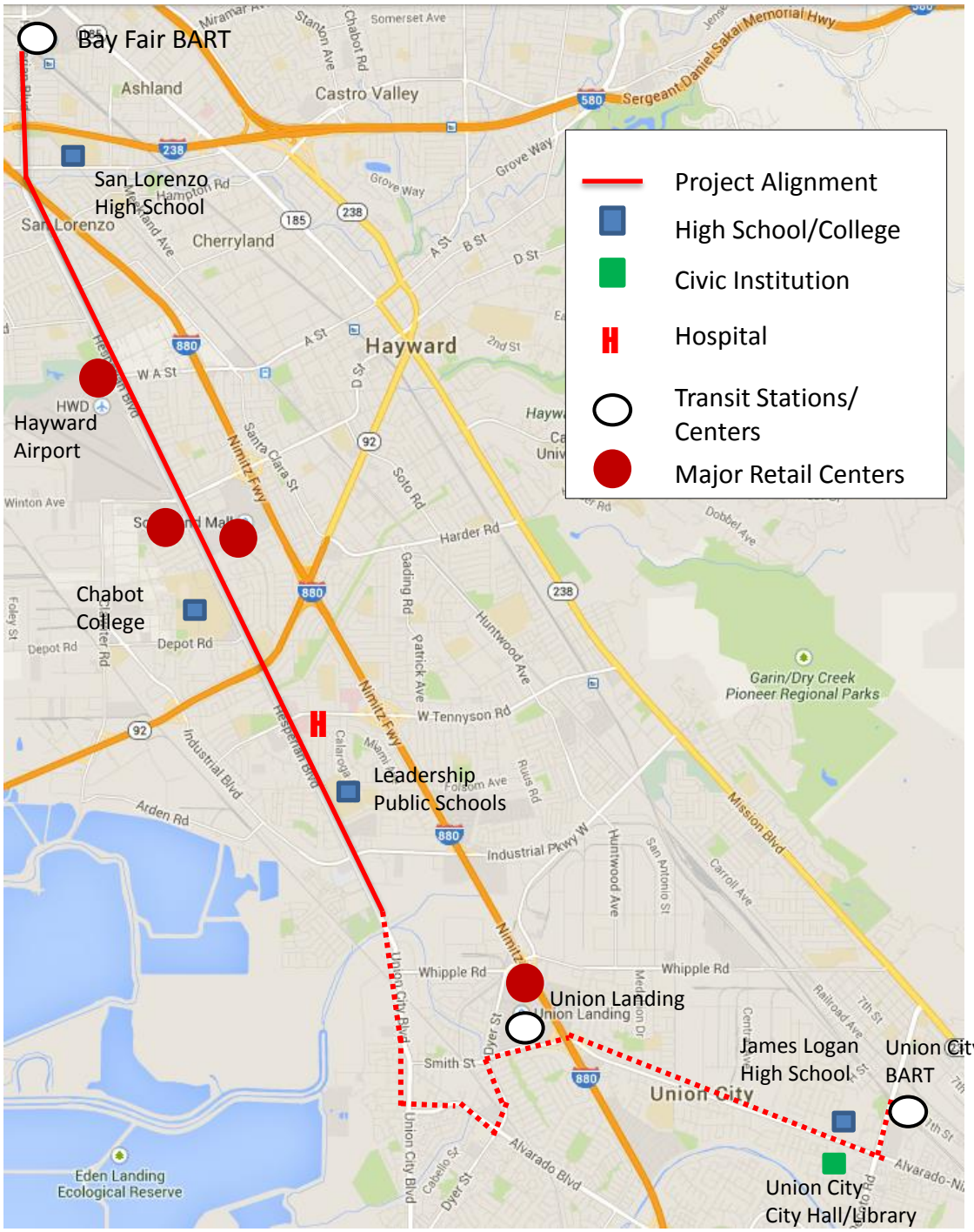
AC Transit's South Alameda County Major Corridors (SACMC) Travel Time Improvement Project

Map of Proposed Project



AC Transit's South Alameda County Major Corridors (SACMC) Travel Time Improvement Project

Map of Surrounding Area



Agenda Item No. 3

METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
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Oakland, CA 94607-4700
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Memorandum

TO: Operations Committee DATE: September 5, 2014

FR: Executive Director W.I. 1234

RE: Arterial Operations Program:
(i) Next Generation Arterial Operations Program FY 2014-15 Cycle of Projects ($4,250,000)
(ii) Contract Amendment – Program for Arterial System Synchronization – Systems Engineering Support: Iteris, Inc. ($430,000)

This memorandum requests Committee approval of the Next Generation Arterial Operations Program (NextGen AOP) FY 2014-15 Cycle of Projects ($4,250,000) and a contract amendment with Iteris, Inc. (Iteris), in an amount not to exceed $430,000 to provide systems engineering services for the NextGen AOP.

Background – PASS and TPI

The region's arterials carry heavy traffic and experience significant congestion during peak and non-peak periods. Over the past 15 years, MTC has been administering the Program for Arterial System Synchronization (PASS) (under various program names), which provides technical assistance to Bay Area agencies to re-time traffic signals to improve signal coordination across jurisdictions and provide signal timing priority for transit vehicles. Over the past four years, approximately 1,500 signals have been successfully re-timed. Effective management of arterials is an essential tool for MTC's Freeway Performance Initiative (FPI) program.

Building on the success of PASS, MTC launched a next generation PASS, referred to as the NextGen AOP, to assist local agencies in implementing advanced technologies to better manage and operate their arterials. NextGen AOP will implement and explore the benefits of advanced technologies that can improve travel time and travel time reliability for autos and transit vehicles along arterials, as well as improve the safety of motorists, transit riders, pedestrians, and bicyclists. These technologies could include adaptive signal control systems, transit signal priority, real-time traffic monitoring, and other innovative operational strategies.

Similar to the NextGen AOP, MTC also administers the Transit Performance Initiative (TPI) Investment Program, which is a competitive program to fund low-cost capital investments that improve operations and customer experience on major transit corridors and systems, and that can be implemented quickly. While the two programs have slightly different emphases (TPI focuses on major transit corridors and NextGen AOP focuses on arterial operations), they share a common goal of improving transit service and traffic flow along busy arterials. MTC issued a call for projects in March 2014 for Round 2 TPI funding and received seven applications. MTC staff will be recommending grant awards to five projects that improve speed, reduce travel times,

increase travel time reliability, enhance customer experience, and can be implemented in 18 to 24 months, consistent with the TPI program objectives. MTC's Programming and Allocations Committee will take action on these five grant awards at its September meeting.

NextGen AOP FY 2014-15 Projects ($4,250,000)
In April 2014, MTC issued a call for projects for NextGen AOP and received applications for 21 projects. Staff evaluated each application against the evaluation criteria: 1) ability to improve travel time and travel time reliability for autos and transit; 2) ability to improve safety for all modes (transit riders, motorists, bicyclists, and pedestrians; 3) project readiness; and 4) project management capacity. Other factors that were considered included whether the corridor serves as a freeway reliever route and is located within a high growth area. Based on its evaluation, staff recommends approval of the four NextGen AOP projects identified in Attachment A, along with fact sheets for each project. Due to the converging objectives of both the NextGen AOP and TPI programs, two transit agencies (AC Transit and LAVTA/City of Dublin) applied for, and are recommended for, funding under both programs.

NextGen AOP Phase 1 Consultant Services ($430,000)
NextGen AOP projects would be implemented in two phases: Phase 1 would involve a systems engineering analysis to develop a concept of operations and system requirements per federal regulations for more complex Intelligent Transportation System projects funded by federal funds; and Phase 2 would involve project implementation (i.e., procure, deploy, and test capital equipment) and before/after project evaluation. Staff anticipates that projects funded under NextGen AOP will be delivered within one to two years.

Consultant services are needed to perform the Phase 1 work (systems engineering analysis) for the NextGen AOP projects listed in Attachment A. In May 2013, MTC released a Request for Qualifications (RFQ) to select consultants to provide specific technical services for PASS and related pilot projects, and in July 2013, this Committee approved a contract with Iteris. Over the last three years, Iteris has provided systems engineering analysis services for over 25 agencies, including the San Mateo City/County Association of Governments and the City of Santa Rosa. In addition, Iteris is currently conducting courses for the Federal Highway Administration's National Highway Institute that teach local agencies how to use systems engineering principles to implement advanced traffic signal system projects. As such, staff recommends amending the Iteris contract to conduct the Phase 1 work. Consultant assignments for Phase 2 will occur after staff meets with project sponsors and refines project scopes in accordance with the systems engineering analyses. Staff will seek Committee approval for contract amendments for Phase 2 at a later date.

Recommendation
Staff recommends that this Committee approve the NextGen AOP FY 2014-15 Cycle of Projects listed in Attachment A. Staff also recommends that this Committee authorize the Executive Director or his designee to negotiate and enter into a contract amendment with Iteris in an amount not to exceed $430,000 to perform systems engineering services for the NextGen AOP projects.

Steve Heminger

SH:lz
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Attachment A:
Next Generation Arterial Operations Program (NextGen AOP) Projects

#	Project Sponsors	Project Corridors	FPI/ SAFE[1] (millions)	TPI[2] (millions)
1	City of Fremont	Fremont Blvd	$1.00	n/a
2	County of Santa Clara	All county expressways	$0.75	n/a
3	Alameda-Contra Costa Transit District (AC Transit)	Hesperian Blvd., and others (TBD)[3]	$0.50	$5.00
4	Livermore Amador Valley Transit Authority (LAVTA), City of Dublin	Dublin Blvd	$0.50	$1.01
		Total	**$2.75**	**$6.01**
		Contingency	$1.50	n/a
		Total Budget	**$4.25**	**$6.01**

[1] Estimated project costs include consultant fees (including a systems engineering analysis) and capital costs for all ITS equipment, including software and hardware. Capital costs are estimated to be approximately 50% to 70% of the project's budget.

[2] A portion of the estimated funds from TPI will be used for NextGen AOP projects. Final fund amounts will be determined based upon discussions with the project sponsors to further define the scope of each project and implementation process.

[3] Final project corridors and the scope of each corridor will be determined during project initiation meetings with the project sponsors.

Attachment A: NextGen AOP – Fact Sheet

City of Fremont – Fremont Boulevard Adaptive Signal Control Project

Recommended NextGen AOP Funding: $1.0 M
Lead Project Sponsor: City of Fremont

Project Location: Fremont Boulevard (between Decoto Road and Mowry Avenue) in City of Fremont

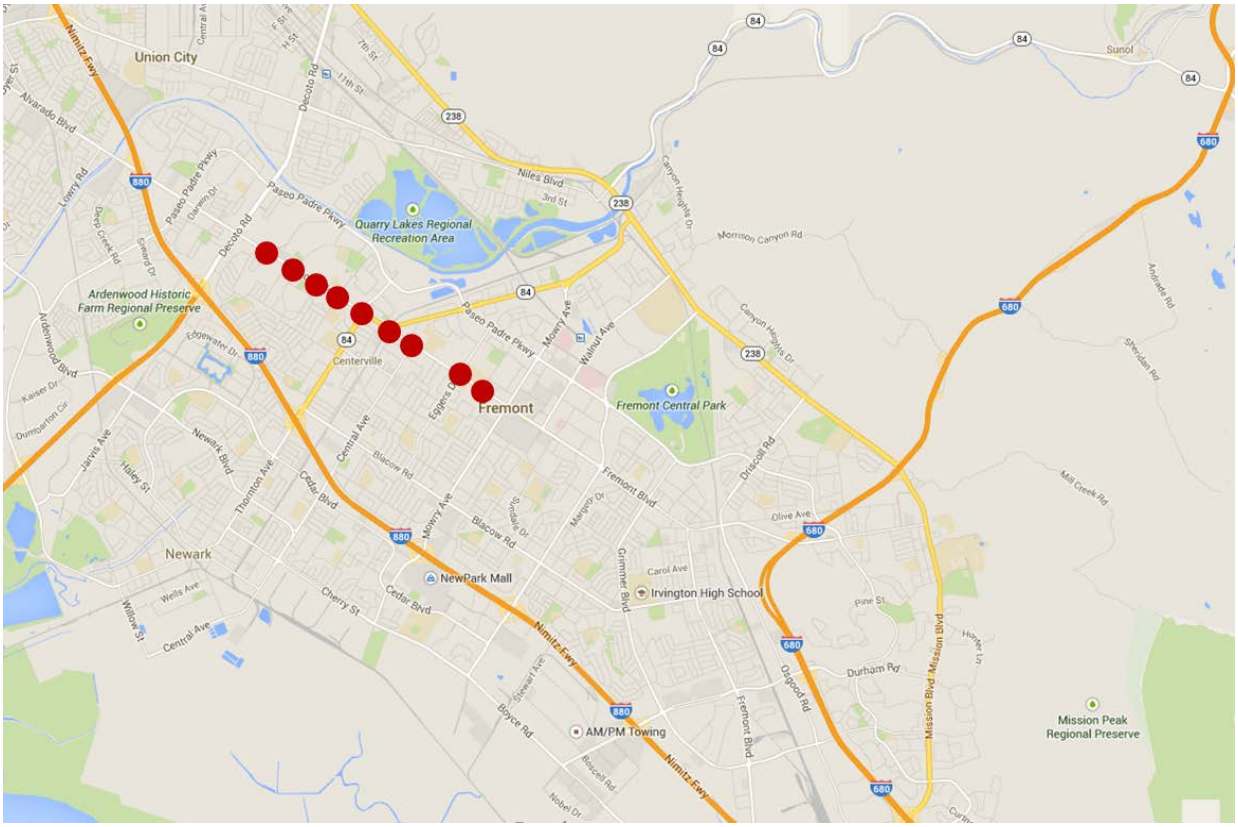
Project Description: This project will implement Adaptive Signal Control System, Transit Signal Priority, and Bluetooth®-based travel time collection system along the corridor.

Project Benefits: These improvements are estimated to result in:

- Travel time savings: 15% (1 to 2 minutes)
- Reduction in number of stops: 15%
- Improvement of transit on-time performance and service reliability

Project Schedule: Project Completion: March 2016

Project Map:



Attachment A: NextGen AOP – Fact Sheet

County of Santa Clara – County Expressways Real-Time Traffic Monitoring and Predictive Traffic Signal Coordination Project

Recommended NextGen AOP Funding: $0.75 M
Lead Project Sponsor: County of Santa Clara

Project Location: All Expressways in County of Santa Clara

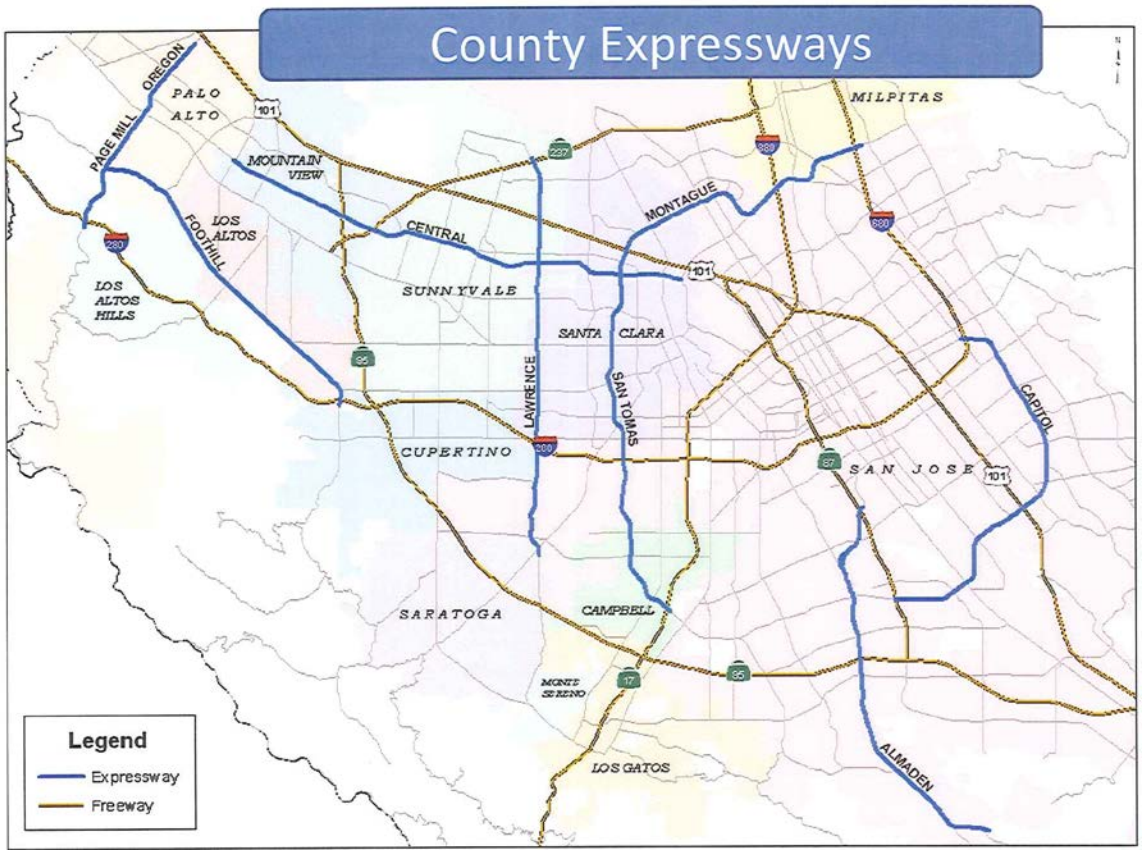
Project Description: This project will implement real time traffic monitoring and predictive signal timing on all County Expressways to advance the existing traffic responsive (TR) signal timing to the next level. This project will also improve the County's congestion map to include predictive travel times to inform motorists on anticipated traffic condition, thus providing choices on when to start their trips.

Project Benefits: These improvements are estimated to result in:

- Travel time savings: 5% (5 to 8 minutes)
- Reduction in number of stops: 5%

Project Schedule: Project Completion: March 2016

Project Map:



Attachment A: TPI Investment Program – Fact Sheet
AC Transit – South Alameda County Major Corridors Travel Time Improvement Project

Recommended Funding: $5.5M ($5.0M TPI; $0.5M NextGen AOP)
Estimated Total Project Cost: $9.0 M
Lead Implementing Agency/ Sponsor: AC Transit

Project Location: Major corridors in south Alameda County served by AC Transit Routes 97 and 99. Jurisdictions/partners are Cities of Fremont, Hayward, San Leandro, and Union City; Alameda County; and Caltrans.

Project Description: This project will implement segments of Adaptive Traffic Control Systems, corridor-wide Transit Signal Priority, signal coordination, and relocation of key bus stops from near side to far side.

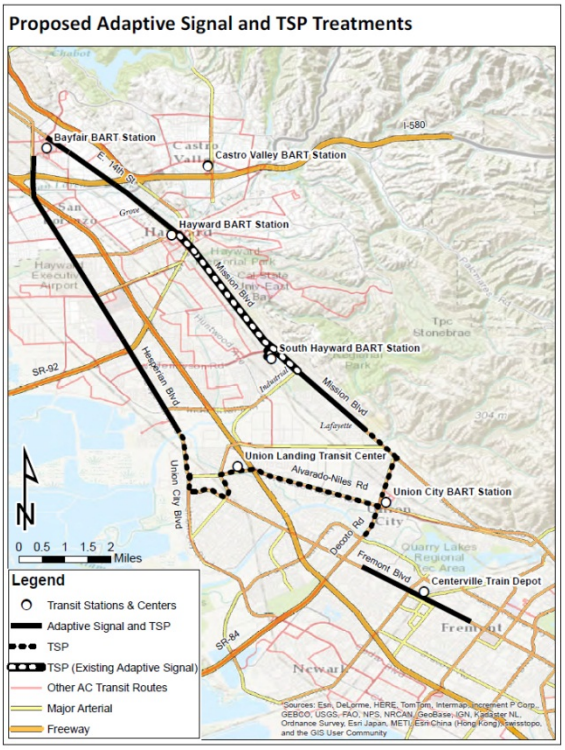
Project Benefits: These improvements are estimated to result in:

- Travel time savings: 15% (Line 97), 10% (Line 99) (3 to 6 minutes)
- Reduction of one bus from operational requirement on Line 97 ($565,000 operational cost savings annually)
- Estimated increase in ridership over 5-year period: 11%, resulting in additional $270,000 in fare box recovery
- Improvement of on-time performance and service reliability

Realization of full benefits is based on full project implementation; staff will work with AC Transit to prioritize improvements to maximize benefits of available funding

Project Schedule: Environmental Clearance: February 2015
Project Completion: December 2016

Project Maps:



Attachment A: TPI Investment Program – Fact Sheet

LAVTA/City of Dublin – Dublin Boulevard Transit Performance Initiative Project

Recommended Funding: $1.5M ($1.0M TPI; $0.5M NextGen AOP)
Estimated Total Project Cost: $1.7 M
Lead Implementing Agency/ Sponsor: LAVTA, City of Dublin

Project Location: Dublin Boulevard, a 4.3-mile long arterial in the City of Dublin

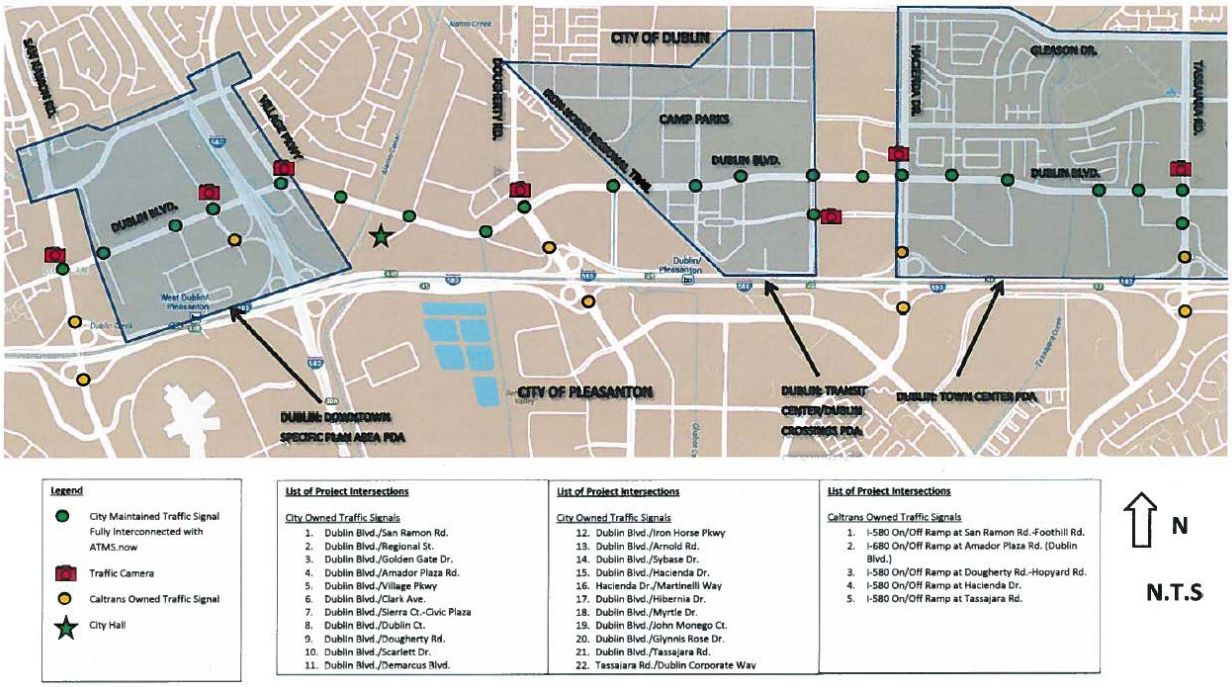
Project Description: Adaptive Signal Control Technology along the corridor to improve Transit Signal Priority performance, corresponding intersection upgrades, and bus stop enhancements including real-time passenger information systems.

Project Benefits: These improvements are estimated to result in:

- 20% bus travel time reduction in peak periods (2 to 3 minutes)
- 25% bus travel time reduction in non-peak periods (2 to 3 minutes)
- Elimination of one coach per day, with same frequency and schedule, due to time savings -- $373,000 annual operating cost savings
- 10-15% increase in ridership due to time savings and passenger information systems

Project Schedule: Environmental Clearance: March 2015
Project Completion: December 2015

Project Map:



REQUEST FOR COMMITTEE APPROVAL

Summary of Program of Projects

Work Item No.:	1234
Project Title:	NextGen AOP FY 2014-15 Cycle of Projects
Cycle of Projects:	(See Attachment A to the Executive Director's September 5, 2014 Memorandum)
Program Description:	A program (NextGen AOP) that improves arterial operations by implementing advanced technologies, including adaptive signal control systems, transit signal priority, real-time traffic monitoring, and other innovative operational strategies.
Funds for Projects:	NextGen AOP FY 2014-15 = $4,250,000 (Attachment A)
Funding Source:	STP/CMAQ = $3,750,000 SAFE = $500,000
Fiscal Impact:	Included in the proposed FY 2014-15 MTC Budget
Motion by Committee:	That the projects listed in Attachment A to the Executive Director's September 5, 2014 Memorandum for the FY 2014-15 Cycle of Projects for the Arterial Operations Program are approved.
Operations Committee:	Approved: _____ Jake Mackenzie, Chair
Approved:	Date: September 12, 2014

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Contract Amendment

Work Item No.:	1234
Consultants:	Iteris, Inc., Santa Ana, CA
Project Title:	PASS FY 2014-15 Technical Consultant Support
Purpose of Project:	Provide consulting services to provide technical services for Phase 1 NextGen AOP projects in Attachment A, which includes systems engineering analyses for advanced traffic signal systems for Bay Area jurisdictions to improve arterial operations for all modes.
Brief Scope of Work:	Perform Phase 1 (systems engineering analyses, concept of operations and system requirements for adaptive traffic signal systems) for NextGen AOP projects.
Project Cost Not to Exceed:	$430,000 (this amendment); $500,000 (total contract before this amendment); $930,000 (total authorized contract after this amendment).
Funding Source:	STP/CMAQ = $430,000
Fiscal Impact:	Included in the FY 2014-15 agency budget
Motion by Committee:	That the Executive Director or his designee is authorized to negotiate a contract amendment with Iteris, Inc. for the purposes described above and in the Executive Director's September 5, 2014 Memorandum, and that the Chief Financial Officer is directed to set aside funds in the amount of $430,000 for such contract amendment.

Operations Committee: _____

Jake Mackenzie, Chair

Approved: Date: September 12, 2014

South Alameda County Major Corridors Travel Time Improvement Project (Line 97)

Traffic Data

INT. NO	AGENCY	INTERSECTION	PM peak hour turning movements 1												AM Peak LOS (Direction) LOS2	PM Peak LOS (Direction) LOS 2	# of Heavy Vehicles 1		Heavy Vehicle % 1		Speed 1	
			NB			SB			EB			WB											
			L	T	R	L	T	R	L	T	R	L	T	R			AM	PM	AM	PM	Average	85th Percentile
1	City of San Leandro	Hesperian Blvd at Thornally Dr	71	1027	230	97	904	24	410	5	192	22	9	38		D (NB)	71	46	2.8%	1.5%		
2	City of San Leandro	Hesperian Blvd at Drew St	8	1246	125	43	1287	2	56	0	35	1	0	2			71	30	2.9%	1.1%		
3	City of San Leandro	Hesperian Blvd at Springlake Dr	139	1116	0	1	1104	238	0	0	0	257	0	371		D (NB)	69	28	2.5%	0.9%	SB - 9.6 mph (PM Peak)	
4	County of Alameda/Caltrans1	Hesperian Blvd at College St/I – 238 On Ramp																				
5	County of Alameda	Hesperian Blvd at Sycamore St																				
6	County of Alameda	Hesperian Blvd at Lewelling Blvd	595	1069	212	170	989	415	405	442	31	162	454	88	E (SB)	E (NB)	232	72	5.2%	1.4%		
7	Caltrans2	Hesperian Blvd at I 880 NB Off Ramp																				
8	County of Alameda/Caltrans[1]	Hesperian Blvd at Grant Ave. / I 880 SB off ramp	365	1215	84	490	1211	295	103	142	202	0	0	0			140	44	3.8%	1.1%		
9	County of Alameda	Hesperian Blvd at Post Office Road	1	1582	100	155	1267	1	0	0	2	155	0	76			96	36	3.8%	1.1%		
10	County of Alameda	Hesperian Blvd at Paseo Grande/Via Rodriguez	74	1373	206	179	1008	222	115	129	60	162	144	166			112	60	3.6%	1.6%		
11	County of Alameda	Hesperian Blvd at Via Mercado	53	1641	39	29	1166	36	23	2	44	0	0	0			92	56	4.3%	1.8%		
12	County of Alameda	Hesperian Blvd at Hacienda Ave	119	1444	180	221	914	88	82	123	62	116	137	158			108	44	3.6%	1.2%	NB - 32.2 mph (midday), SB - 34.4 mph (midday)	NB -37 mph (midday), SB - 39 mph (midday)
13	County of Alameda	Hesperian Blvd at Bockman Rd	52	1653	38	29	1182	37	25	2	44	1	0	0			56	48	3.0%	1.6%		
14	County of Alameda	Hesperian Blvd at Bartlett Ave	0	1978	56	72	1180	0	0	0	0	28	0	91			96	44	3.8%	1.3%		
15	County of Alameda	Hesperian Blvd at Golf Course Rd	44	1766	5	10	1061	127	254	0	27	19	0	11			84	32	3.6%	1.0%		
16	County of Alameda	Hesperian Blvd at W A St (County)	179	1408	355	330	762	19	76	154	36	344	214	294			116	60	3.6%	1.4%		
16		Hesperian Blvd at W A St (Hayward)	93	1548	373	274	672	11	58	106	33	366	155	286								
17	City of Hayward	Hesperian Blvd at Sueirro St	118	1840	70	60	946	48	100	11	58	23	10	12	F (SB)							
18	City of Hayward	Hesperian Blvd at Skywest/Longwood Ave	81	1979	124	19	987	6	7	4	60	59	11	38							34.6 mph (3 - 4pm)	37.6 mph (3 - 4pm)
19	City of Hayward	Hesperian Blvd at W Winton Ave	38	1345	227	134	678	247	688	1024	81	172	407	118								
20	City of Hayward	Hesperian Blvd at Middle Ln/Southland Dr	57	1446	206	104	760	60	169	463	54	88	126	100		F (NB)						
21	City of Hayward	Hesperian Blvd at West St (North)	48	1626	0	0	965	36	69	0	42	0	0	0								
21	City of Hayward	Hesperian Blvd at La Playa Dr (South)	0	1501	170	138	872	0	0	0	0	262	0	171							NB - 11.1mph (PM peak)	
22	City of Hayward	Hesperian Blvd at Turner Ct	80	1499	55	69	903	172	147	31	33	59	28	55		D (SB)						
23	City of Hayward	Hesperian Blvd at Chabot College																			36 mph	41 mph
24	City of Hayward	Hesperian Blvd at Depot Rd/Cathy Way	230	1451	121	30	872	134	283	105	291	47	80	50								
25	Caltrans	Hesperian Blvd at SR 92 WB On/Off Ramps	76	1579	0	0	1066	102	339	0	362	0	0	0								
26	Caltrans	Hesperian Blvd at SR 92 EB On/Off Ramps	0	1335	200	146	1286	0	318	178	211	0	0	0	E (NB)	E (NB), D (SB)						
27	City of Hayward	Hesperian Blvd at Sleepy Hollow Ave	124	1273	47	92	1245	130	114	70	89	10	33	117								
28	City of Hayward	Hesperian Blvd at Aldengate Wy	3	1259	58	234	1087	0	0	0	0	78	0	145								
29	City of Hayward	Hesperian Blvd at W Tennyson Rd	45	1061	159	265	835	65	146	467	86	254	256	180								
30	City of Hayward	Hesperian Blvd at Arf Ave/Panama St	58	1226	131	78	927	111	72	92	40	88	42	55	D (SB)	E (NB)					35 mph	40 mph
31	City of Hayward	Hesperian Blvd at Industrial Pkwy W	278	1028	263	275	749	22	130	612	394	318	310	368							NB - 27.8 mph (AM Peak)	
32	City of Hayward	Hesperian Blvd at Eden Shores Blvd/Tripaldi Wy	328	1512	105	47	1230	67	39	16	180	10	4	12								
33	City of Hayward	Hesperian Blvd at Eden Park Pl	79	1923	0	1	1396	25	15	0	184	0	0	16	D (SB)	F (NB)						
34	City of Hayward	Hesperian Blvd at S Pepsi Dr	0	2005	5	0	1582	0	0	0	0	8	0	0								
35	City of Union City	Union City Blvd at Kohoutek Wy																				
36	City of Union City	Union City Blvd at Whipple Rd																				
37	City of Union City	Union City Blvd at Bettencourt Way																				
38	City of Union City	Union City Blvd at Cambridge Way													D (SB)	E (NB)						
39	City of Union City	Union City Blvd at Horner St																				
40	City of Union City	Union City Blvd at Alvarado Blvd																				
41	City of Union City	Alvarado Blvd at Fredi St																				
42	City of Union City	Alvarado Blvd at New Haven St																				
43	City of Union City	Alvarado Blvd at Fair Ranch Rd																				
44	City of Union City	Alvarado Blvd at Dyer St																				
45	City of Union City	Dyer St at Santa Susana Wy																				
46	City of Union City	Dyer St at Smith St/Alvarado Niles Rd																				

South Alameda County Major Corridors Travel Time Improvement Project (Line 97)

INT. NO	AGENCY	INTERSECTION	EB			WB			NB			SB			AM Peak	PM Peak	# of Heavy Vehicles 1		Heavy Vehicle % 1		Speed 1	
			L	T	R	L	T	R	L	T	R	L	T	R	LOS 2	LOS	AM Peak	PM	AM	PM		
47	City of Union City	Alvarado Niles Rd at Union Landing/Santa Maria Dr	75	814	65	164	948	315	56	19	90	254	27	89	C	D						
48	Caltrans	Alvarado Niles Rd at I 880 SB Off Ramp	0	925	0	0	1083	0	0	0	0	649	0	354	B	B						
49	Caltrans	Alvarado Niles Rd at I 880 NB On Ramp	188	1376	0	0	0	591	315	4		0	0	277	B	C						
50	City of Union City	Alvarado Niles Rd at Almaden Blvd	154	1356	99	55	1429		129	19		70	20		C	B						
51	City of Union City	Alvarado Niles Rd at Medallion Dr	120	1303	61	98	1468	17	32	3	45	53	4	44	C	B				4.30%		
52	City of Union City	Alvarado Niles Rd at Hop Ranch Rd	47	1266	99	65	1426		72	1			1		D	C						
53	City of Union City	Alvarado Niles Rd at Dowe Ave	75	1208		82	1226		22	6		60	2		C	C						
54	City of Union City	Alvarado Niles Rd at Central Ave	126	1147		68	1113	87	50	23		244	41	156	C	C					16 mph - 17.5 mph	
55	City of Union City	Alvarado Niles Rd at Western Ave	63	1312	0	0	1076	72	0	0	0	143	0	107	B	B						
56	City of Union City	Alvarado Niles Rd at Hartnell St	97	1355	0	0	988		0	0	0	67	0	110	C	B						
57	City of Union City	Alvarado Niles Rd at H St/Royal Ann Dr	113	1112	208	94	854	150	121	77	0	94	67		E	D						
58	City of Union City	Alvarado Niles Rd at Nidus Ct/Meyers Dr	186	1054		45	918		3	3		32	4		C	B						
59	City of Union City	Alvarado Niles Rd at Decoto Rd																			18 mph - 23mph	
60	City of Union City	Decoto Rd at Union Square/Meyers Dr																				
61	City of Union City	Decoto Rd at Station Way																				

Notes:

1. Turning movements, # and % of heavy vehicles, and speed data were obtained from local jurisdictions.
2. Source: 2014 LOS Monitoring Study. Alameda County Transportation Commission.
3. Source: PASS 2012 - 2013 City of Union City

40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Expanded Description	Project Type under 40 CFR 93.126
ALA	ALA150043	Oakland	Oakland: Shattuck and Claremont Bike/Ped Imps	HSIP7-04-017 Oakland: On Claremont from Telegraph to Clifton: Implement road diet with bike lanes; Shattuck at 49th, 51St, 59th St, Alactraz: Construct crosswalk enhancements, RRFBs, bulb-out, and/or median refuges; at Shattuck/Alcatraz: prot. left-turn	HSIP7-04-017 Oakland: Shattuck Avenue at 49 St, 51St, 59th St, Alactraz Ave; Claremont Avenue between Telegraph Avenue and Clifton Street . Sign and stripe road diet with bike lanes on Claremont; uncontrolled crosswalk enhancements with ladder crosswalk, RRFBs, bulb-out, and/or median refuges at multiple locations; protected left-turn at Shattuck/Alcatraz	Air Quality - Bicycle and pedestrian facilities
REG	REG150006	Caltrain	Caltrain Station Management Toolbox	Caltrain: Systemwide: Develop tools to plan for transit-oriented development and multi-modal access improvements along the corridor. (Other Federal funds are FTA TOD Planning Program funds)	The Caltrain Station Management Toolbox is a two-year planning effort that will help the agency to develop tools to plan for transit-oriented development and multi-modal access improvements along the corridor. Through the project, Caltrain will develop a system-wide Station Management Toolbox that will create a quantified, analytical framework to help guide difficult decisions about how limited station space should be allocated and how scarce funding can be leveraged and prioritized to improve the overall benefit of the stations.	Other - Specific activities which do not involve or lead directly to construction, such as: Planning and technical studies; Grants for training and research programs; Planning activities conducted pursuant to Titles 23 and 49 U.S.C. Federal-aid systems revisions
SM	SM-150010	SamTrans	SamTrans - Replacement of Cutaway Buses	SamTrans: Readi-Wheels Paratransit service: Purchase replacement cutaway buses	SamTrans: Readi-Wheels Paratransit service: Purchase replacement cutaway buses	Mass Transit - Purchase of new busses and rail cars to replace existing vehicles or for minor expansions of the fleet
SM	SM-150011	SamTrans	SamTrans - Purchase of Replacement Minivans	SamTrans: Purchase ten new replacement minivans used for ADA Paratransit service	SamTrans: Purchase ten new replacement minivans used for ADA Paratransit service	Mass Transit - Purchase of new busses and rail cars to replace existing vehicles or for minor expansions of the fleet

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Memorandum

TO: Air Quality Conformity Task Force DATE: January 28, 2016

FR: Adam Crenshaw

RE: Review of the Regional Conformity Status for New and Revised Projects

Staff has prepared the following information in an effort to streamline the review of the regional air quality conformity implications of projects that staff proposes to revise or add into the 2015 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. Staff is not requesting a review of the project-level air quality conformity implications of these projects through this item.

Projects Staff is Proposing to Include in the 2015 TIP
Staff has received requests from sponsors to add 34 new individually listed projects and 34 new group listed projects to the 2015 TIP.

Two of the proposed new individually listed projects include road diets as part of the project scope and may not be treated as exempt from regional-level conformity under 40 CFR 93.126 or 40 CFR 93.127. However, the project areas have traffic volumes under 20,000 ADT and are not regionally significant; therefore these road diets would not be modeled for conformity at the regional level. The projects are as follows:

1. **Oakland: Telegraph Ave Bicycle/Pedestrian Improvements and Road Diet**
   TIP ID: ALA150042
   Sponsor: City of Oakland
   Description: In Oakland: Telegraph Ave from 29th to 45th St: Install crosswalk enhancements, painted bulb-outs, and painted median refuges; from 29th to 41st St: Implement road diet with buffered bike lanes; Telegraph at 29th and 45th St: modify signals
   Expanded Description: HSIP7-04-014, in Oakland on Telegraph Avenue, Stripe and sign road diet with buffered bike lanes between 29th and 41st Streets, Install signal modifications at 29th and 45th Streets, Install uncontrolled crosswalk enhancements, painted bulb-outs, and painted median refuges. Countermeasure 1: Road Diet (reduce travel lanes from 4 to 3 and add a two way left-turn and bike lanes). The repurposed travel width would be allocated to buffered bicycle lanes and a two-way left-turn lane. The countermeasure would provide a designated bike lane to address sideswipes and dooring collisions associated with bicycle-related collisions. Countermeasure 2: Install

pedestrian crossing at uncontrolled locations (with enhanced safety features). This includes striping high-visibility ladder crosswalk with a consistent 300-400 spacing throughout the corridor to address pedestrian desire lines and connectivity. These also include painted median refuges and curb extensions, as low cost solutions. Between 41st and 45th Streets where the road diet does not extend, RRFBs are also proposed at 41st and 44th Streets to enhance the multi-lane crosswalks. Other Safety Measures: In addition the two countermeasures described above, protected left-turning phasing at the Telegraph Avenue / 29th Street intersection would address pedestrian safety at this off-set intersection. This countermeasure would protect the left-turn movements and remove their conflict from the pedestrian crossing phase.
AADT for Telegraph Ave from 29th to 45th St: 10,209 vehicles

2. **Oakland: Shattuck and Claremont Bicycle/Pedestrian Improvements**
TIP ID: ALA150043
Sponsor: City of Oakland
Description: In Oakland: On Claremont from Telegraph to Clifton: Implement road diet with bike lanes; Shattuck at 49th, 51St, 59th St, Alcatraz: Construct crosswalk enhancements, RRFBs, bulb-out, and/or median refuges; at Shattuck/Alcatraz: install protected left-turn
Expanded Description: HSIP7-04-017 Oakland: Shattuck Avenue at 49 St, 51St, 59th St, Alactraz Ave; Claremont Avenue between HSIP7-04-017 Oakland: Shattuck Avenue at 49 St, 51St, 59th St, Alactraz Ave; Claremont Avenue between Telegraph Avenue and Clifton Street . Sign and stripe road diet with bike lanes on Claremont; uncontrolled crosswalk enhancements with ladder crosswalk, RRFBs, bulb-out, and/or median refuges at multiple locations; protected left-turn at Shattuck/Alcatraz Telegraph Avenue and Clifton Street . Sign and stripe road diet with bike lanes on Claremont; uncontrolled crosswalk enhancements with ladder crosswalk, RRFBs, bulb-out, and/or median refuges at multiple locations; protected left-turn at Shattuck/Alcatraz
AADT for Claremont from Telegraph Ave to Clifton: 7,623 vehicles

MTC staff requests the Air Quality Conformity Task Force's concurrence that the projects above may be deemed Non-Exempt, Not Regionally Significant for regional conformity purposes as they would not affect the regional transportation model used in analyzing regional air quality conformity. MTC staff is not seeking a determination on the status of these projects for project-level conformity purposes with this item.

Attachment A includes a list of the remaining 66 projects along with the regional air quality category that staff believes best describes the projects.

Item 3a - Attachment A						
County	**TIP ID/FMS ID**	**Sponsor**	**Project Name**	**Project Description**	**Project Expanded Description**	**Project Type**
Proposed New Individually Listed Projects for Regional Air Quality Conformity Status Review						
Alameda	6233	AC Transit	AC Transit: Purchase (10) Double-Deck Diesel Buses	AC Transit: Purchase (10) Double-Deck Diesel Buses to replace buses in existing fleet	AC Transit: Purchase (10) Double-Deck Diesel Buses to replace buses in existing fleet	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions to the fleet
Alameda	6234	AC Transit	AC Transit: Purchase (10) 40ft Urban Buses - Fuel Cell ZEB	AC Transit: Replace 10 40ft urban diesel buses with Zero-emission fuel cell buses	Replace 10 (of 102 in sub-fleet) 40ft urban diesel buses with Zero-emission fuel cell buses (via PM swap).	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions to the fleet
Alameda	6235	AC Transit	AC Transit: Replace (29) 60ft Artic Urban Buses - Diesels	AC Transit: Replace 29 60ft artic urban diesel buses with diesels	Replace 29 (of 56 in sub-fleet) 60ft artic urban diesel buses with diesels	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions to the fleet
Alameda	6236	AC Transit	AC Transit: Replace (10) 40ft Urban Buses - Diesels	AC Transit: Replace 10 (of 102 in sub-fleet) 40ft urban diesel buses with diesels	AC Transit: Replace 10 (of 102 in sub-fleet) 40ft urban diesel buses with diesels	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions to the fleet
Alameda	6219	LAVTA	LAVTA: Replacement (10) 40' Hybrid Buses	LAVTA: Purchase 10 40' hybrid buses to replace diesel buses that have exceeded their useful life	The buses will be deployed for fixed route service in the cities of Dublin, Livermore and Pleasanton and adjacent rural Alameda County.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions to the fleet
Alameda	6221	LAVTA	LAVTA: Replacement (10) 30' Hybrid Buses	LAVTA: Purchase ten (10) 30' hybrid buses to replace diesel buses that have exceeded their useful life	Buses will replace diesel buses used on LAVTA's fixed-routes operating in Dublin, Livermore and Pleasanton where they will provide opportunity for riders to eliminate reliance on personal vehicles.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions to the fleet
Alameda	6222	LAVTA	LAVTA: Service Vehicles (2) Trucks	LAVTA: Purchase two service trucks for use in maintenance yard and along the Wheels bus lines.	Reduce reliance on outside vendors to perform routine maintenance and repairs of LAVTA assets through the acquisition of suitable service vehicles.	EXEMPT (40 CFR 93.126) - Purchase of support vehicles
Alameda	6223	LAVTA	LAVTA: Trapeze Upgrade	LAVTA: Purchase, install and operate upgrades/modules of the Trapeze operating system	LAVTA: Purchase, install and operate upgrades/modules of the Trapeze operating system	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities.
Alameda	6224	LAVTA	LAVTA: Farebox Replacement	LAVTA: New Buses: Install farebox devices compliant with Clipper technology	Install farebox devices compliant with Clipper technology on new buses	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).
Alameda	6225	LAVTA	Preventive Maintenance	Perform preventive maintenance services on the fixed-route fleet owned by LAVTA.	LAVTA will need to replace over 100 fixed-route vehicles and perform mid-life replacements and rehabilitation between now and 2040. The preventive maintenance program is intended to extend fleet life to the fullest and ensure optimal operations, thus reducing carbon pollutants.	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles

Item 3a - Attachment A						
County	**TIP ID/FMS ID**	**Sponsor**	**Project Name**	**Project Description**	**Project Expanded Description**	**Project Type**
Alameda	6226	LAVTA	Service Vehicles (3) Road Supervisor	LAVTA: Purchase 3 vehicles for road supervisors' use when providing roadside assistance to the fixed-route fleet. These vehicle will be outfitted with tools and equipment necessary to perform maintenance of signs and shelters along fixed-routes.	Purchase 3 vehicles for LAVTA road supervisors' use when providing roadside assistance to the fixed-route fleet. These vehicle will be outfitted with tools and equipment necessary to perform maintenance of signs and shelters along fixed-routes.	EXEMPT (40 CFR 93.126) - Purchase of support vehicles
Alameda	6227	LAVTA	Service Vehicles (4) shift trade	LAVTA: Purchase 4 vehicles for road supervisors' use when providing roadside assistance to the fixed-route fleet. These vehicles will be outfitted with tools and equipment necessary to perform maintenance of signs and shelters along fixed-routes.	These vehicles will be outfitted with tools and equipment necessary to perform maintenance of signs and shelters along fixed-routes.	EXEMPT (40 CFR 93.126) - Purchase of support vehicles
Alameda	6228	LAVTA	Replacement (10) 40' Hybrid Buses	LAVTA: Purchase ten (10) 40' diesel/electric hybrid buses that replace 10 diesel buses that have reached end of life.	Purchase of ten (10) 40' diesel/electric hybrid buses that replace 10 diesel buses that have reached end of life.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions to the fleet
Alameda	6239	Oakland	HSIP7-04-015 Market Street	HSIP7-04-015 In Oakland, stripe and sign bike improvements on Market between 4-7 Sts and 18-19 Sts; install uncontrolled crosswalk enhancements, such as RRFBs, ladder striping, raised bulb-outs, and raised median refuges at multiple locations.	HSIP7-04-015 Oakland: On Market, 3 of the 4 uncontrolled crosswalks on the corridor between 7th and 21st would be addressed. At San Pablo/Brockhurst, the southbound left-turn pocket is closed to provide a substantial median refuge.The project would include curb extensions, median refuges, striping (high-visibility ladder crosswalk and advanced yield markings), signing (R1-5 Yield Here to Pedestrians), and flashing beacons (rectangular rapid flashing beacons (RRFBs)). At the multilane Market/16th crossing, the existing narrow median would be widened to provide a full pedestrian refuge with nose. Provide protected left turn phase at Market/14th. Additionally, curb extensions/bus bulbs enhance safety in reducing crossing distances, speeds of turning autos, and pedestrian exposure to autos near the school and bus stops. Other Safety measures include bicycle lane gap closure, right-turn lane striping, and green skip-striping to improve bicycle safety. At northbound 5th, the project would convert the second outside travel lane to a right-turn lane, transitioning the bicycle lanes from curbside to between the through and right travel lane mid-block to remove the risk of right hook collisions.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities

Item 3a - Attachment A						
County	**TIP ID/FMS ID**	**Sponsor**	**Project Name**	**Project Description**	**Project Expanded Description**	**Project Type**
Alameda	6241	Oakland	HSIP7-04-17 Downtown Intersection Improvements	HSIP7-04-017 Oakland: Upgrade existing deficient signals for pedestrian safety to include countdown signals and accessible pedestrian signals at ten high priority intersections in Downtown Oakland.	HSIP7-04-017 Oakland: Upgrade existing deficient signals for pedestrian safety to include countdown signals accessible pedestrian signals at ten high priority intersections in Downtown Oakland . Locations include: 10th/Oak, 10th/Jackson, 10th/Harrison, 11th/Jackson, 11th/Harrison, 12th/Franklin, 12th Ped Signal, 13th/Franklin, 17th/Franklin, 19th/Franklin.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
Contra Costa	6213	WCCTA	WestCAT: Replace (1) 1998 40 ft Vehicle	WCCTA: Replace (1) 1998 Revenue Vehicle with (1) 40 ft Revenue Vehicle	WCCTA: Replace (1) 1998 Revenue Vehicle with (1) 40 ft Revenue Vehicle	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions to the fleet
Contra Costa	6215	WCCTA	WestCAT: Purchase (1) Fast Fare Electronic Farebox	WestCAT: Purchase and Install (1) FastFare Electronic Farebox for (1) 40 ft Revenue Vehicle	WestCAT: Purchase and Install (1) FastFare Electronic Farebox for (1) 40 ft Revenue Vehicle	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)
Marin	6083	MCTD	MCTD- Replace 2 Shuttle Vehicles	MCTD: Replace two fixed route shuttle buses that are beyond their useful life.	This project will replace two 2006 Ford Aerotech fixed route shuttle buses that are beyond their useful life.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions to the fleet
Marin	6084	MCTD	MCTD - Replace 13 -40ft Buses	MCTD: Replace 13 40ft vehicles that are beyond their useful life with hybrid vehicles.	Replace 13 2003 Orion 40ft Transit Buses currently owned by Golden Gate Transit that are beyond their useful life with hybrid 40ft vehicles.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions to the fleet
Marin	6085	MCTD	MCTD - Emergency Radio System	MCTD: Replace radio system on fixed route shuttles and rural service to meet emergency radio requirements.	Replace radio system on fixed route shuttles and rural service to meet emergency radio requirements.	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)
San Francisco	6204	SF DPW	Lombard Street Vision Zero Project	In San Francisco: On Lombard/US-101 between Broderick St and Franklin St; Install curb extensions and other pedestrian safety and transit features.	In San Francisco: On Lombard/US-101 between Broderick St and Franklin St; Install curb extensions (pedestrian and transit bulbs), implement parking removal at intersections (daylighting), implement signal timing improvements, and potentially install advanced stop bars and high visibility crosswalks.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
San Francisco	6248	SFCTA	SB I-280 Off-Ramp at Ocean Ave Realignment	San Francisco: Realign the southbound I-280 off-ramp to Ocean Avenue into a T intersection with a new signal on Ocean Avenue.	San Francisco: Realign the southbound I-280 off-ramp to Ocean Avenue into a T intersection with a new signal on Ocean Avenue. This is a sub-project of the I-280 Interchange Modifications and will be advancing as an independent project from other ramp modifications in this area.	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects

Item 3a - Attachment A						
County	**TIP ID/FMS ID**	**Sponsor**	**Project Name**	**Project Description**	**Project Expanded Description**	**Project Type**
San Mateo	6206	SamTrans	SamTrans - Replacement of Cutaway Buses	SamTrans: Readi-Wheels Paratransit service: Purchase replacement cutaway buses	SamTrans: Readi-Wheels Paratransit service: Purchase replacement cutaway buses	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions to the fleet
San Mateo	6207	SamTrans	SamTrans - Purchase of Replacement Minivans	SamTrans: Purchase new replacement minivans used for ADA Paratransit service	SamTrans: Purchase new replacement minivans used for ADA Paratransit service	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions to the fleet
Santa Clara	6246	Sunnyvale	Intersection of Mathilda Avenue and Indio Way	Modify traffic signals to convert existing pedestal mounted traffic signals to mast arm, install countdown pedestrian signals, and a left turn lane/phase.	Modify traffic signals to convert existing pedestal mounted traffic signals to mast arm, install countdown pedestrian signals, and a left turn lane/phase. Install vehicular and bike detection system. If possible reconfigure the intersection and eliminate right turn slip lanes to reduce pedestrian crossing distance	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization projects.
Santa Clara	6252	Sunnyvale	Intersection of W. Remington and Michelangelo Dr.	Install pedestrian crossing with enhanced safety features (like Inroad Warning Lights Pedestrian System), upgrade warning and regulatory signs, and install/upgrade intersection lighting.	Install pedestrian crossing with enhanced safety features (like Inroad Warning Lights Pedestrian System), upgrade warning and regulatory signs, and install/upgrade intersection lighting.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
Santa Clara	SCL090041	VTA	VTA: Photovoltaic Solar Panel Alternative Energy	VTA: On the Berryessa BART Station: parking structure: Install photovoltaic solar panels	VTA: On the Berryessa BART Station: parking structure: Install photovoltaic solar panels	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems
Solano	SOL150003	STA	SR12/Church Rd Intersection Improvements	Rio Vista: At SR12/Church Rd. Intersection: Add Standard Shoulders, EB Left Turn Lane, WB Acceleration Lane (720 ft) and Deceleration Lane (300 ft), Remove Trees in Clear Recovery Zone	To improve safety and operational efficiency at the intersection of SR12 and Church Rd. Add Standard Shoulders, EB Left Turn Lane, WB Acceleration and Deceleration Lanes, Remove Trees in Clear Recovery Zone	EXEMPT (40 CFR 93.127) - Intersection channelization projects
Sonoma	6212	Petaluma	FY16 Petaluma Transit: ADA Set-Aside	Petaluma Transit: Annual ADA Set-Aside	Petaluma Transit: Annual ADA Set-Aside for use in operating assistance for paratransit.	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
Sonoma	6214	Petaluma	Petaluma Transit: Purchase (2) Fixed Route Buses	Petaluma Transit: (2) 35' hybrid buses: Purchase (2) new 35' Diesel Electric Hybrid Low Floor Standard Transit Bus for Petaluma Transit, replaces (2) 2003 Chevy C5500 29' medium duty buses that have expended their useful lives.	Petaluma Transit: (2) 35' hybrid buses: Purchase (2) new 35' Diesel Electric Hybrid Low Floor Standard Transit Bus for Petaluma Transit, replaces (2) 2003 Chevy C5500 29' medium duty buses that have expended their useful lives.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions to the fleet
Sonoma	6217	Petaluma	PetalumaTransit:Clipper Equip for FixedRoute Buses	Petaluma Transit: Install Clipper fare equipment on 3 new Fixed Route buses.	Petaluma Transit: Install Clipper fare equipment on 3 new Fixed Route buses.	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)
Sonoma	6229	Petaluma	Communication Equipment for (3) Fixed Route Buses	Petaluma Transit: Purchase and Install Automated Vehicle Locaton (AVL) and Transit Signal Priority Equipment for three (3) new Fixed Route Buses.	Purchase and Install Automated Vehicle Locaton (AVL) and Transit Signal Priority Equipment for three (3) new Fixed Route Buses.	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)

Item 3a - Attachment A						
County	**TIP ID/FMS ID**	**Sponsor**	**Project Name**	**Project Description**	**Project Expanded Description**	**Project Type**
Sonoma	6237	Son Co Transit	Sonoma County Transit: Replace 2006 CNG Buses	Sonoma County Transit: Replace Two 40-foot CNG-fueled buses.	Replace two 2006 Orion 40-foot CNG buses with two new 40-foot CNG buses.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions to the fleet
Various	6208	Caltrain	Caltrain Station Management Toolbox	Caltrain: Systemwide: Develop tools to plan for transit-oriented development and multi-modal access improvements along the corridor	The Caltrain Station Management Toolbox is a two-year planning effort that will help the agency to develop tools to plan for transit-oriented development and multi-modal access improvements along the corridor. Through the project, Caltrain will develop a system-wide Station Management Toolbox that will create a	EXEMPT (40 CFR 93.126) - Planning and technical studies
Proposed New Group Listed Projects for Regional Air Quality Conformity Status Review						
Alameda	VAR110004	Caltrans	SHOPP - Collision Reduction	In Alameda and Contra Costa Counties on various routes at various locations. Apply high friction surface treatment.	In Alameda and Contra Costa Counties on various routes at various locations. Apply high friction surface treatment.	EXEMPT (40 CFR 93.126) - Skid treatments
Alameda	VAR110004	Caltrans	SHOPP - Collision Reduction	In Hayward, from 0.4 mile west of Clawiter Road and 0.3 mile west of Hesperian Boulevard. Install and upgrade safety lighting.	In Hayward, from 0.4 mile west of Clawiter Road and 0.3 mile west of Hesperian Boulevard. Install and upgrade safety lighting.	EXEMPT (40 CFR 93.126) - Lighting improvements
Alameda	VAR110004	Caltrans	SHOPP - Collision Reduction	In Hayward, from west of Clawiter Road to west of Hesperian Boulevard. Install safety lighting and upgrade lighting.	In Hayward, from west of Clawiter Road to west of Hesperian Boulevard. Install safety lighting and upgrade lighting.	EXEMPT (40 CFR 93.126) - Lighting improvements
Contra Costa	VAR110004	Caltrans	SHOPP - Collision Reduction	In and near Concord, from Route 680 to east of Bailey Road at three locations. Install safety lighting, high reflective striping and markings.	In and near Concord, from Route 680 to east of Bailey Road at three locations. Install safety lighting, high reflective striping and markings.	EXEMPT (40 CFR 93.126) - Lighting improvements, Pavement marking

Item 3a - Attachment A						
County	**TIP ID/FMS ID**	**Sponsor**	**Project Name**	**Project Description**	**Project Expanded Description**	**Project Type**
Contra Costa	VAR110004	Caltrans	SHOPP - Collision Reduction	In Orinda and Lafayette, from east of the Caldecott Tunnel to east of Camino Pablo and at Acalanes Road (PM R4.2/R4.99); also in Oakland on Route 13, at Redwood Road (PM 5.2/5.5). Install safety lighting.	In Orinda and Lafayette, from east of the Caldecott Tunnel to east of Camino Pablo and at Acalanes Road (PM R4.2/R4.99); also in Oakland on Route 13, at Redwood Road (PM 5.2/5.5). Install safety lighting.	EXEMPT (40 CFR 93.126) - Lighting improvements
Contra Costa	VAR110004	Caltrans	SHOPP - Collision Reduction	Near Concord, on Route 4 from Route 80 to Route 160; also on Route 24 east of Caldecott Tunnel to Route 680. Place vegetation control, Maintenance Vehicle Pullout (MVP) and pave beyond gore.	Near Concord, on Route 4 from Route 80 to Route 160; also on Route 24 east of Caldecott Tunnel to Route 680. Place vegetation control, Maintenance Vehicle Pullout (MVP) and pave beyond gore.	EXEMPT (40 CFR 93.126) - Plantings, landscaping, etc; Shoulder improvements
Marin	VAR110004	Caltrans	SHOPP - Collision Reduction	In Marin County, near Tamalpais-Homestead Valley, from 0.2 mile west of Erica Road to Valley Ford Road; also in Napa County, on Route 29, from PM 48.0 to PM 48.6. Install centerline rumble strips.	In Marin County, near Tamalpais-Homestead Valley, from 0.2 mile west of Erica Road to Valley Ford Road; also in Napa County, on Route 29, from PM 48.0 to PM 48.6. Install centerline rumble strips.	EXEMPT (40 CFR 93.126) - Pavement marking
Marin	VAR110004	Caltrans	SHOPP - Collision Reduction	Near Mill Valley, from Redwood Highway Frontage Road to Route 131 (Tiburon Boulevard). Install concrete barrier.	Near Mill Valley, from Redwood Highway Frontage Road to Route 131 (Tiburon Boulevard). Install concrete barrier.	EXEMPT (40 CFR 93.126) - Guardrails, median barriers, crash cushions
San Francisco	VAR110004	Caltrans	SHOPP - Collision Reduction	In San Francisco County, on Routes 35 and 82 at various locations; also in Santa Clara County, on Routes 82, 130, and 152 at various locations. Install pedestrian crosswalk safety enhancements.	In San Francisco County, on Routes 35 and 82 at various locations; also in Santa Clara County, on Routes 82, 130, and 152 at various locations. Install pedestrian crosswalk safety enhancements.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
San Francisco	VAR110004	Caltrans	SHOPP - Collision Reduction	In the City and County of San Francisco, from 36th Avenue to 21st Avenue at various locations. Install pedestrian crosswalk safety enhancements.	In the City and County of San Francisco, from 36th Avenue to 21st Avenue at various locations. Install pedestrian crosswalk safety enhancements.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
San Mateo	VAR110004	Caltrans	SHOPP - Collision Reduction	In San Mateo County, on Routes 82 and 84 at various locations. Install crosswalk safety enhancements.	In San Mateo County, on Routes 82 and 84 at various locations. Install crosswalk safety enhancements.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
San Mateo	VAR110004	Caltrans	SHOPP - Collision Reduction	On Routes 92, 101 and 280 in Daly City, San Bruno and San Mateo at four locations. Wet pavement conditions safety improvements.	On Routes 92, 101 and 280 in Daly City, San Bruno and San Mateo at four locations. Wet pavement conditions safety improvements.	EXEMPT (40 CFR 93.126) - Skid treatments
Santa Clara	VAR110004	Caltrans	SHOPP - Collision Reduction	In San Jose, on northbound Route 880 off-ramp to westbound Bascom Avenue; also on southbound Route 880 off-ramp to Bascom Avenue. Construct concrete median barriers.	In San Jose, on northbound Route 880 off-ramp to westbound Bascom Avenue; also on southbound Route 880 off-ramp to Bascom Avenue. Construct concrete median barriers.	EXEMPT (40 CFR 93.126) - Adding medians

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County	**TIP ID/FMS ID**	**Sponsor**	**Project Name**	**Project Description**	**Project Expanded Description**	**Project Type**
Santa Clara	VAR110004	Caltrans	SHOPP - Collision Reduction	In the city of Santa Clara, from Harrison Street to Alpine Avenue at various locations. Install pedestrian crosswalk safety enhancements. (Financial Contribution Only)	In the city of Santa Clara, from Harrison Street to Alpine Avenue at various locations. Install pedestrian crosswalk safety enhancements. (Financial Contribution Only)	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
Solano	VAR110004	Caltrans	SHOPP - Collision Reduction	Near Vallejo, on Route 80 between postmile 1.1 and 38.1; on Route 37 at postmile 6.9; also on Route 12 between postmile 7.4 and 19.5. Install roadside safety improvements.	Near Vallejo, on Route 80 between postmile 1.1 and 38.1; on Route 37 at postmile 6.9; also on Route 12 between postmile 7.4 and 19.5. Install roadside safety improvements.	EXEMPT (40 CFR 93.126) - Shoulder improvements
Alameda	VAR110005	Caltrans	SHOPP - Collision Reduction	In Fremont, at Warren Avenue. Install pressure grouting.	In Fremont, at Warren Avenue. Install pressure grouting.	EXEMPT (40 CFR 93.126) - Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes
Alameda	VAR110005	Caltrans	SHOPP - Collision Reduction	In Oakland, at East Creek Slough Bridge No. 33-0143. Repair scour of the bridge channel side slopes.	In Oakland, at East Creek Slough Bridge No. 33-0143. Repair scour of the bridge channel side slopes.	EXEMPT (40 CFR 93.126) - Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes
Napa	VAR110005	Caltrans	SHOPP - Collision Reduction	Near Napa, at 1.5 miles south of Wooden Valley Road. Install rock bolts and flexible cable mesh to mitigate rockfall.	Near Napa, at 1.5 miles south of Wooden Valley Road. Install rock bolts and flexible cable mesh to mitigate rockfall.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature
San Mateo	VAR110005	Caltrans	SHOPP - Collision Reduction	In Menlo Park, at the Henderson Pump House. Reconstruct drainage systems and repair pump station.	In Menlo Park, at the Henderson Pump House. Reconstruct drainage systems and repair pump station.	EXEMPT (40 CFR 93.126) - Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes
San Mateo	VAR110005	Caltrans	SHOPP - Collision Reduction	Near Hillsborough, at San Mateo Creek Bridge. Replace damaged downdrain pipe drainage system and repair slope erosion.	Near Hillsborough, at San Mateo Creek Bridge. Replace damaged downdrain pipe drainage system and repair slope erosion.	EXEMPT (40 CFR 93.126) - Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes
Santa Clara	VAR110005	Caltrans	SHOPP - Collision Reduction	Near Palo Alto, at 0.1 mile south of Alpine Road. Repair sinkhole and deteriorated culvert.	Near Palo Alto, at 0.1 mile south of Alpine Road. Repair sinkhole and deteriorated culvert.	EXEMPT (40 CFR 93.126) - Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes
Sonoma	VAR110005	Caltrans	SHOPP - Collision Reduction	In and near Healdsburg, at Old Redwood Highway/Grant Undercrossing Bridge No. 20-0067L/R. Upgrade drainage elements and restore erosion and settlement damage.	In and near Healdsburg, at Old Redwood Highway/Grant Undercrossing Bridge No. 20-0067L/R. Upgrade drainage elements and restore erosion and settlement damage.	EXEMPT (40 CFR 93.126) - Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes

Item 3a - Attachment A						
County	**TIP ID/FMS ID**	**Sponsor**	**Project Name**	**Project Description**	**Project Expanded Description**	**Project Type**
Sonoma	VAR110005	Caltrans	SHOPP - Collision Reduction	In Petaluma, at Route 101S/116 Separation and Overhead Bridge No. 20-0284L. Reconstruct joint seal assemblies, replace joint seal glands, and repair abutment wall spalls.	In Petaluma, at Route 101S/116 Separation and Overhead Bridge No. 20-0284L. Reconstruct joint seal assemblies, replace joint seal glands, and repair abutment wall spalls.	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
Sonoma	VAR110005	Caltrans	SHOPP - Collision Reduction	Near Novato, at the Petaluma River Bridge No. 27-0013. Restore eastern bridge approach settlement.	Near Novato, at the Petaluma River Bridge No. 27-0013. Restore eastern bridge approach settlement.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature
Sonoma	VAR110005	Caltrans	SHOPP - Collision Reduction	Near Stewarts Point, at 2.7 miles south of Stewarts Point-Skaggs Springs Road. Reconstruct failed culvert.	Near Stewarts Point, at 2.7 miles south of Stewarts Point-Skaggs Springs Road. Reconstruct failed culvert.	EXEMPT (40 CFR 93.126) - Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes
Alameda	VAR150001	Livermore Amador Valley Transit Authority		Operating Assistance (Routes 2, 11, 12, 20)	Operating Assistance (Routes 2, 11, 12, 20)	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
Marin	VAR150001	Marin County Transit District	MCTD Operating Assistance	Operating Assistance (West Marin Stagecoach)	Operating Assistance (West Marin Stagecoach)	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
Napa	VAR150001	Napa County Transportation and Planning Agency	NVTA Operating Assistance	Operating Assistance (Northern Napa County)	Operating Assistance (Northern Napa County)	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
San Mateo	VAR150001	SMCTD	SamTrans Operating Assistance	Operating Assistance (Coastside Demand Response; Route 17)	Operating Assistance (Coastside Demand Response; Route 17)	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
Santa Clara	VAR150001	VTA		Operating Assistance (Route 68)	Operating Assistance (Route 68)	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
Solano	VAR150001	City of Dixon		Operating Assistance (Readi-Ride)	Operating Assistance (Readi-Ride)	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
Solano	VAR150001	City of Rio Vista		Operating Assistance (Delta Breeze)	Operating Assistance (Delta Breeze)	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
Solano	VAR150001	Fairfield and Suisun Transit		Operating Assistance (Route 30)	Operating Assistance (Route 30)	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
Sonoma	VAR150001	Sonoma County Transit		Vehicle Replacements	Vehicle Replacements	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions to the fleet

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Air Quality Conformity Task Force
Summary Meeting Notes
December 3, 2015

Participants:

Amir Fanai – BAAQMD
Andrea Gordon – BAAQMD
Shalanda Christian – Caltrans
Bruce Campbell – Parsons Government Services
Augustine Chou – City of Burlingame
David Montague – City of Santa Rosa
Danielle Schmitz – NCTPA
Auberto Esqueda – NCTPA
Derek Rayner – City of Calistoga
John Kenyon – Parsons
Ted Mately – FTA
Joseph Vaughn – FHWA
Dick Fahey – Caltrans
Darryl Yip – MTC
Adam Crenshaw – MTC
Harold Brazil – MTC

1. **Welcome and Self Introductions**: Harold Brazil (MTC) called the meeting to order at 9:34 am.

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

a. Consultation to Determine Project of Air Quality Concern Status

i. Highway 116/121 Intersection Improvement Project

John Kenyon (Parsons) began his description of the Highway 116/121 Intersection Improvement project by stating that the project will would replace a stop-controlled intersection at SR116/SR121with either a roundabout or a 4-way signalized intersection. Bonneau Road would be widened and realigned. Mr. Kenyon also noted that the project will install new sidewalks and bicycle lanes for pedestrians and bicyclists, with islands separating the sidewalks from the roadway.

Mr. Kenyon said that the purpose and need of the project is to improve operations for all modes of transportation at a high volume, four-way stop where SR 116 and 121 intersect, consequently reducing congestion and the occurrence of accidents for all modes of transportation, while maintaining and enhancing where possible access to adjacent properties and parking for public transit and carpool users.

Mr. Kenyon went on to say that the project is in the preliminary engineering phase and scheduled to complete construction in the October 2018 to December 2019 timeframe. Mr. Kenyon concluded by mentioning:

- The project does not generate additional traffic or change the percentage of heavy trucks passing through the intersection.
- Intersections at LOS D, E, or F improve, and delays decrease (2020, 2040). No project-related changes in land use that would affect diesel traffic percentages.

- 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.
- The project does not expand an existing bus or rail terminal with a significant number of diesel vehicles congregating at a single location.

Dick Fahey (Caltrans) asked Mr. Kenyon for the source of the data for the traffic counts included in the project assessment form and Mr. Kenyon indicated the data came from a traffic analysis done two years ago.

Final Determination: With input from FTA, EPA (via email), Caltrans and FHWA, the Task Force concluded that the Highway 116/121 Intersection Improvement project was not of air quality concern.

ii. Carolan Avenue Complete Streets and Road Diet Project

Augustine Chou (City of Burlingame) began his description of the Carolan Ave Complete Streets and Road Diet project by stating that the project entails modification of Carolan Avenue through "Complete Streets" standards and "road diet" concepts. Mr. Chou went on to say that the project involves conversion of the 4-lane roadway (2-lanes in each direction) with Class III bike routes into a 2-lane roadway with a third, center turn lane, and new Class II dedicated bicycle lanes for each travel-way direction.

Mr. Chou indicated that the project will improve bicycle and pedestrian access and safety by:

- Providing dedicated Class II bike lanes along both sides of Carolan Avenue from Broadway to Oak Grove Avenue.
- Implement a "road diet" by reducing total lane numbers on the roadway, thereby reduce vehicle speeding.
- Construct new cub/sidewalk bulb-outs at intersection corners to facilitate better visibility for both pedestrians and drivers at corners.
- Upgrade an existing pedestrian crossing with a high-visibility pedestrian crosswalk across Carolan Avenue at Morrell Avenue.

Mr. Chou also stated that the project will provide improvements and benefits to the City of Burlingame by including:

- Complete street reconfiguration
- New Class II Bike Lanes
- Pedestrian Safety
- Sustainable "Green" Landscaping

Amir Fanai (BAAQMD) asked about traffic potentially moving to California Drive and causing increased congestion there and Mr. Chou responded by saying traffic simulation models were run to address this issue. The simulation output indicated that vehicles stay on Carolan Avenue and there was no effect from the project on California Drive.

Final Determination: With input from FTA, EPA (via email), Caltrans and FHWA, the Task Force concluded that Carolan Ave Complete Streets and Road Diet project was not of air quality concern.

iii. SR 128 and Petrified Forest Intersection Improvement Project

Derek Rayner (City of Calistoga) began his presentation of SR 128 and Petrified Forest Intersection Improvement project by stating that the project would:

- Install a new traffic signal at the intersection of State Route 128 and Petrified Forest Road
- Install new ADA-compliant curb cuts
- Improve intersection safety by reducing conflicts associated with motorist failing to yield
- Improve pedestrian safety through signalized intersection
- Provide class 2 bike lanes and sidewalks on new Hearn Avenue overcrossing

Mr. Rayner noted that currently there can be up to a thirty minute backup at the intersection in the summertime (from commute travel home to Santa Rosa) and the intersection experiences the second worst congestion and delay in the City of Calistoga. Mr. Rayner went onto mention that there can be up to five minute wait times for left turn movements at the 128 and Petrified Forest intersection.

Ginger Vagenas (EPA) was not available for the December 3rd meeting, but provided comments (via email) on the SR 128 and Petrified Forest Intersection Improvement project below:

- AADT and truck numbers are not included in the "opening year" section of the form.
- Build/no build numbers are unclear. The "RTP Horizon Year/Opening Year section of the form doesn't seem to have a build/no build comparison. The powerpoint presentation appears to address this – could the sponsor confirm there is no change in traffic between build-no build scenarios and provide some information on how the conclusion was reached?
- I am not familiar with the terms "back peak" and "ahead peak."
- Individual intersection signalization projects are exempt from regional emissions analysis under 93.127 (not 93.126), however, they are not exempt from hot spot analysis.

Prior to the meeting, Dick Fahey (Caltrans) responded to Ms. Vagenas' question about "back peak" and "ahead peak" by indicating:

To answer your question about "back peak" and "ahead peak", those are simply location references. Back AADT, Peak Month, and Peak Hour usually represents traffic South or West of the count location. Ahead AADT, Peak Month, and Peak Hour usually represents traffic North or East of the count location. It looks like the data provided by the project sponsor came directly from the Caltrans traffic counts (http://traffic-counts.dot.ca.gov/).

Andrea Gordon (BAAQMD) asked if the commercial truck travel occurring in the project area mainly occurred during the peak period and Mr. Rayner indicated yes.

Mr. Fahey also noted that the assessment form was missing build/no-build comparison ADT data and would defer his final determination on the project until receipt of this data.

Final Determination: With input from EPA and Caltrans, the Task Force will defer final project-level conformity determination on the SR 128 and Petrified Forest Intersection Improvement project until receipt build/no-build comparison ADT data.

3. Projects with Regional Air Quality Conformity Concerns

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

New Project Staff is Proposing to Include in the 2015 TIP

Mr. Crenshaw indicated that Staff has received requests from sponsors to add four new individually listed project and 37 new group listed projects to the 2015. Mr. Crenshaw indicated that seven of the 37 new group listed projects are bridge projects that replace obsolete one-lane bridges in rural areas with two-lane bridges. Mr. Crenshaw went onto say that these projects were brought to the Task Force at the April 23, 2015 meeting, before the projects were selected for the Highway Bridge Program (HBP) and the members of the Task Force concurred that these projects qualified as exempt under 40 CFR 93.126.

Mr. Crenshaw received no questions or comments on the above mentioned agenda item.

4. Consent Calendar

a. October 22, 2015 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) indicated that he was hopeful the January 28, 2016 Task Force meetings would be able to use the GoToMeeting web-hosted service. Mr. Brazil also said that the January Task Force meeting will be at MTC's current offices because MTC's move to its new building in San Francisco will not occur until March 2016.