



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Air Quality Conformity Task Force

DATE: October 16, 2017

FR: Harold Brazil

W. I.

RE: PM_{2.5} Project Conformity Interagency Consultation

MTC 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. **2a_Exempt List 101617.pdf** lists these exempt projects.

40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Expanded Description	Project Type under 40 CFR 93.126
REG	REG170013	MTC	511 Next Gen	SF Bay Area: Regionwide: Provide multimodal, accurate, reliable, and accessible traveler information on multiple platforms, with support in areas of system integration, web services, communication, operational services and technical advisory services	The 511 program offers free multi-modal traveler information services via multiple dissemination platforms, including the federally dedicated 511 number, on the web and mobile devices at 511.org, and on regional electronic signage. The program also serves as the primary source for travelers and media during major disruptions and regional emergencies. In addition to supporting numerous MTC and partner initiatives, 511 coordinates with many agencies and businesses for transportation information during regional events. The system aims to benefit travelers and supports effective management of the transportation system. The program intends to evolve with changes in technology and customer expectations, delivering contents on platforms that travelers expect while maintaining information accuracy and reliability.	Other - Directional and informational signs
SOL	SOL170004	Solano County	Traffic Safety Improvements HSIP8-04-027	H8-04-027: Upgrade existing painted edge lines and centerlines to thermoplastic with raised pavement markers(RPMs) and thermoplastic markings for stop signs.	Upgrade existing painted edge lines and centerlines to thermoplastic with raised pavement markers(RPMs) and thermoplastic markings for stop signs.	Safety - Pavement marking demonstration

**Air Quality Conformity Task Force
Summary Meeting Notes
September 28, 2017**

Participants:

Andrea Gordon – BAAQMD	Carie Montero – Parsons
Liza Gonzalez – City of San José	Rodney Tavitas – Caltrans
Neil Ong – City of San José	Joseph Vaughn – FHWA
Demetri Loukas – David J. Powers & Assoc.	Cecilia Godfrey – FHWA
John Hesler – David J. Powers & Assoc.	Dick Fahey – Caltrans
Susan Chang – Alameda County Transportation Commission	Karina O’Connor – EPA
Bill Wagner – HMH Engineers	Adam Crenshaw – MTC
Rodney Pimentel – Parsons	Harold Brazil – MTC
Jon Cacciotti – HMH Engineers	

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

2. PM_{2.5} Project Conformity Interagency Consultations

a. Consultation to Determine Project of Air Quality Concern Status

i. US 101/Blossom Hill Road Interchange Improvement Project

Liza Gonzalez (City of San José) started the presentation of the US 101/Blossom Hill Road Interchange Improvement project by providing information on the project location and the described the project’s need and purpose as follows:

Need for the project –

- Better connector between jobs, housing, commercial/retail, schools and recreational opportunities.
- Traffic level of service is deficient for existing and projected conditions.
- Intersections do not accommodate bicyclists and pedestrians.

Purpose of the Project –

- To improve traffic operations and improve accommodations and connectivity for pedestrians and bicyclists along Blossom Hill Road.

Bill Wagner (HMH Engineers) then began to discuss the specific design elements of the US 101/Blossom Hill Road Interchange Improvement project by mentioning that the proposed project will include an overcrossing at Blossom Hill Road.

John Hesler (David J. Powers & Assoc.), also part of the US 101/Blossom Hill Road Interchange Improvement project team, summarized the effects of the project passenger vehicle and truck AADT level and stated that the project improved operations through the interchange – in particular, bicycle and pedestrian traffic through the interchange will be improved significantly.

Mr. Hesler went on to mention that the community impacted by the US 101/Blossom Hill Road Interchange Improvement project would like to see this project completed as quickly as possible.

Rodney Tavitias (Caltrans) asked why traffic levels did not change between the opening and horizon analysis years and Mr. Hesler responded by saying the US 101/Blossom Hill Road Interchange Improvement project has no effect travel demand and is not forecasted to attract new trips. Andrea Gordon (BAAQMD) asked what type of effects the traffic signal modifications produce and Mr. Wagner indicated that the modifications reduce the delay vehicles experience at the intersection.

Final Determination: With input from FHWA, EPA, Caltrans and FTA (via email follow-up before the meeting), the Task Force concluded that the US 101/Blossom Hill Road Interchange Improvement project was not of air quality concern.

ii. I-80 Gilman Interchange Reconfiguration Project

Susan Chang (Alameda County Transportation Commission) began the presentation of I-80 Gilman Interchange Reconfiguration project by introducing Rodney Pimentel (Parsons) who conducted the presentation.

Mr. Pimentel indicated that the purpose of the proposed project is to:

- Simplify and improve navigation, mobility, and traffic operations on Gilman Street between West Frontage Road and 2nd Street through the I-80 interchange
- Reduce congestion, vehicle queues, and conflicts
- Improve local and regional bicycle and pedestrian facilities through the I-80/Gilman Street interchange
- Improve safety at the I-80/Gilman Street interchange

Mr. Pimentel went on to identify the transportation needs/deficiencies addressed by the I-80 Gilman Interchange Reconfiguration project:

- Nonstandard spacing between I-80 ramp intersections and frontage roads
- Existing and future poor LOS at I-80 ramp intersections and Eastshore Highway intersections with Gilman Street due to stop-controlled intersections
- Existing vehicle queue spillback from I-80/Gilman Street ramp intersections onto freeway off-ramps
- Gap in the local and regional bikeway system exists on Gilman Street

Mr. Pimentel also included a thorough description of the elements of the I-80 Gilman Interchange Reconfiguration project:

- Reconfigure the I-80 interchange located in northwest Berkeley near its boundary with the City of Albany
- Replace non-signalized intersection configuration with two hybrid single-lane roundabouts with multilane portions on Gilman Street at the I-80 ramp terminals

- Reconstruct portions of Gilman Street, West Frontage Road and Eastshore Highway to allow for the minimum amount of spacing between ramp intersections and local intersections
- Construct shared-use Class I path on the south side of the Gilman Street undercrossing to Eastshore Highway
- Construct two-way cycle track on the south side of Gilman Street between eastern roundabout and 4th Street
- Build pedestrian/bicycle overcrossing over I-80, connecting to the Bay Trail, Class I path, and two-way cycle track
- PG&E utility relocations
- EBMUD pipeline relocation and extension

Mr. Pimentel emphasized the safety aspects of the I-80 Gilman Interchange Reconfiguration project and mentioned how all the project’s stakeholders would like to have this project constructed as soon as possible. Mr. Pimentel stated that no growth in travel is forecasted for the project area and no growth in commercial development is predicted (either).

Mr. Pimentel concluded his presentation of the I-80 Gilman Interchange Reconfiguration project by indicating:

- 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 reduced delay and improved flow would improve localized PM emissions by reducing engine idling and associated exhaust emissions
- 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 or transfer point with a significant number of diesel vehicles congregating at a single location.
- Not identified in a PM10 or PM2.5 implementation plan as an area of potential violation.
- Meets criteria of 2006 EPA Conformity Rules that the project is not a “...project of local air quality concern...” and therefore a PM2.5 Hot Spot Analysis is not required.

Final Determination: With input from FHWA, EPA, Caltrans and FTA via email follow-up before the meeting), the Task Force concluded that the I-80 Gilman Interchange Reconfiguration project was not of air quality concern.

b. Confirm Projects Are Exempt from PM_{2.5} Conformity

i. Confirmation of the list of exempt projects from PM_{2.5} conformity (2b_Exempt List 091417.pdf)

Harold Brazil (MTC) heard no comments from the Task Force on the **2b_Exempt List 091417.pdf** list of projects.

Final Determination: With input from FTA, EPA, Caltrans and FHWA, the Task Force agreed the projects on the exempt list (**2b_Exempt List 091417.pdf**) were exempt from PM_{2.5} project level analysis.

3. MTC/SACOG Air Quality Planning/Conformity MOU – Update and Revision (Discussion)

a. Air Quality Planning/Conformity: MTC/SACOG Memorandum of Understanding (Draft Resolution)

Harold Brazil (MTC) discussed the background of the MTC and SACOG Memorandum of Understanding (MOU) which was originally established to respond to federal transportation/air quality planning requirements for MPOs to consult with each other and the State regarding the coordination of plans and programs. Mr. Brazil noted that MTC and SACOG staff have been working together to develop an updated version of the MOU to comply with FHWA/FTA federal MPO certification process. Cecilia Godfrey (FHWA) indicated that she would provide information about the specifics of what FHWA needed for the certification process with revising the MOU. Mr. Brazil also mentioned that Karina O'Connor (EPA), Ginger Vagenas (EPA) and SACOG staff will be working together to address the potential impacts of this MOU update on MTC's conformity consultation procedures (i.e., MTC's conformity SIP).

4. Consent Calendar

a. August 24, 2017 Air Quality Conformity Task Force Meeting Summary

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

5. Other Items

Rodney Tavitas (Caltrans) reminded the group to try to attend the statewide conformity working group meeting on Tuesday, October 10th 2017.