



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
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www.mtc.ca.gov

Air Quality Conformity Task Force

Metropolitan Transportation Commission
Bay Area Metro Center

Mount Hamilton Conference Room

375 Beale Street, Suite 800

(Note: Visitors must check in with the receptionist on the 7th floor)
San Francisco, CA

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

Thursday, December 7, 2017

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. I-280 Southbound Ocean Avenue Off-Ramp Realignment Project
 - b. Confirm Projects Are Exempt from PM_{2.5} Conformity
 - i. Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern
3. MTC/SACOG Air Quality Planning/Conformity MOU – (Update Discussion)
 - a. Federal Certification Report Documents
 - i. For MTC (**MTC Final Report.pdf**)
 - ii. For SACOG (**2015 04 27 SACOG Certification Report.pdf**)
4. Projects with Regional Air Quality Conformity Concerns
 - a. Review of the Regional Conformity Status for New and Revised Projects –
(*This agenda item will be available on the MTC website prior to the December 7th meeting*)
5. Consent Calendar
 - a. October 26, 2017 Air Quality Conformity Task Force Meeting Summary
6. Other Items

Next Meeting: January 25, 2018

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



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Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
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Memorandum

TO: Air Quality Conformity Task Force

DATE: November 28, 2017

FR: Harold Brazil

W. I.

RE: PM_{2.5} Project Conformity Interagency Consultation

A project sponsor is seeking interagency consultation from the Air Quality Conformity Task Force (AQCTF) at today's meeting and the project is as follows:

No.	Project Sponsor	Project Title
1	San Francisco County Transportation Authority (SFCTA)	I-280 Southbound Ocean Avenue Off-Ramp Realignment Project

2ai_I-280_Southbound_Ocean_Avenue_Off-Ramp_Realignment_Project_Assessment_Form.pdf (for the I-280 Southbound Ocean Avenue Off-Ramp Realignment project)

MTC also requests the review and concurrence from the Task Force on projects which project sponsors have identified as exempt and likely not to be a POAQC. **2b_Exempt List 112817.pdf** lists exempt projects under 40 CFR 93.126

Project Assessment Form for PM_{2.5} Interagency Consultation

I-280 Southbound Ocean Avenue Off-Ramp Realignment Project

Project Summary for Air Quality Conformity Task Force Meeting: December 7, 2017

Description

- The project is the realignment of the existing southbound I-280 off-ramp at Ocean Avenue in San Francisco.
- No change to the I-280 mainline.
- The current configuration of the southbound I-280 off-ramp is a single lane free right turn onto Ocean Avenue and a continuation of the ramp to Geneva Avenue.
- The proposed realignment of the I-280 southbound off-ramp would introduce a new signalized intersection between Ocean Avenue/Howth Street and Ocean Avenue/I-280 northbound on-ramp.
- The project would improve safety along Ocean Avenue at the southbound I-280 off-ramp intersection.

Background

- The NEPA process for a Categorical Exclusion is ongoing. The NEPA process is scheduled to be completed in 2018.
- The project sponsor is seeking an air quality conformity determination on or before January 2018.

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.
- Interchange reconfiguration—no additional lanes on I-280.
- No change in traffic volume or truck percentages on the southbound I-280 off ramp or Ocean Boulevard.

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

- Diesel vehicles represent approximately 2% of intersection traffic volume
- All intersections improve or stay the same with the project. Only one intersection (Ocean Ave/I-280 NB) operates at LOS D, E, or F and would not change with the Build scenario.
- 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 PM₁₀ or PM_{2.5} implementation plan as site of violation?

- The Bay Area Air Quality Management District adopted the 2017 Bay Area Clean Air Plan on April 19, 2017.
- On January 9, 2013, U.S. EPA issued a final rule confirming that monitoring data shows that the Bay Area currently meets the 24-hour PM_{2.5} national standard.
- Therefore, the project does not affect areas identified in plan as areas of potential violation.

RTIP ID# *(required)*

17-05-0024 (240543)

TIP ID# *(required)*

SF-150013

Air Quality Conformity Task Force Consideration Date

December 7, 2017

Project Description *(clearly describe project)*

The San Francisco County Transportation Authority (SFCTA) in cooperation with the California Department of Transportation (Caltrans) proposes to modify the existing southbound I-280 off-ramp to Ocean Avenue and Geneva Avenue. The current configuration of the southbound I-280 off-ramp is a single lane free right turn onto Ocean Avenue and a continuation of the ramp to Geneva Avenue. The Build Alternative includes modifications to the existing southbound I-280 off-ramp at Ocean Avenue. All activity would take place within existing right-of-way.

Alternative 1 - No Build

The No Build Alternative proposes no modifications to the existing I-280 ramp configuration other than routine maintenance and rehabilitation and the currently planned and programmed projects within the area.

Alternative 2 – Build

The Build Alternative includes modifications to the existing southbound I-280 off-ramp at Ocean Avenue. This alternative includes the following components:

- Elimination of the existing free-right turn lane for vehicles exiting the southbound I-280 off-ramp just prior to the Ocean Avenue/Howth Street intersection.
- Realignment and widening of the existing Ocean Avenue off-ramp to a two-lane T-intersection at Ocean Avenue.
- Installation of a traffic signal at the realigned southbound I-280 off-ramp/Ocean Avenue intersection.

The realignment and widening of the existing southbound I-280 off-ramp at Ocean Avenue to two lanes will require the construction of a retaining wall approximately 700 feet long with a maximum height of 20 feet. Construction of the retaining wall will require excavation to a maximum depth of 25 feet. All roadway components will be constructed within the existing State right-of-way. A temporary construction easement (TCE) of approximately up to 20 feet by 200 feet and an underground easement for retaining wall tie backs and/or retaining wall foundations may be required along the western side of the existing ramp. Tiebacks may extend below the footprint of existing City College building, but the design will minimize any impacts.

Type of Project:

Interchange Reconfiguration Project

County	<i>Narrative Location/Route & Postmiles</i>				
San Francisco	I-280 Interchange at Ocean Avenue Postmiles 1.77/1.95				
Lead Agency: San Francisco County Transportation Authority (SFCTA)					
<i>Contact Person</i>	<i>Phone#</i>	<i>Fax#</i>	<i>Email</i>		
Mike Tan	415-522-4826		mike.tan@sfcta.org		
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>					
X	<i>Categorical Exclusion (NEPA)</i>	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	<i>Other</i>
Scheduled Date of Federal Action: 2018					
NEPA Delegation – Project Type <i>(check appropriate box)</i>					
	X	Section 326 – Categorical Exclusion	Section 327 – Non-Categorical Exclusion		
Current Programming Dates <i>(as appropriate)</i>					
	PE/Environmental	ENG	ROW	CON	
Start	2016	2018		2019	
End	2018				
Project Purpose and Need (Summary): <i>(please be brief)</i>					
<p>The purpose of this project is to improve safety along Ocean Avenue at the southbound I-280 off-ramp intersection. The current configuration of the southbound I-280 off-ramp intersection with Ocean Avenue creates potential conflicts between multi-modal users. The project area supports a high volume of pedestrian traffic and requires pedestrians traveling along the northern side of Ocean Avenue to cross the southbound I-280 off-ramp at an uncontrolled crosswalk where vehicles exit the freeway at high speeds. The current ramp configuration also requires westbound cyclists attempting to stay in the rightmost lane to merge into the lane populated by vehicles exiting the freeway at high speeds. This intersection has been identified as a “High Injury Intersection” in San Francisco’s Vision Zero Action Strategy. The Vision Zero Action Strategy calls for redesign of corridors & intersections with treatments to increase safety and reduce fatal crashes by improving visibility, calming traffic speeds, and encouraging road user compliance.</p>					
Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i>					
<p>The project area is surrounded by residential, commercial, educational, and recreational land uses. The Bay Area Rapid Transit (BART) Balboa Park station is also located southeast of the interchange. I-280 is a north–south Interstate Highway that connects San Jose and San Francisco. Ocean Avenue is a major east-west arterial street that connects the Mission commercial corridor to the east and commercial corridor to the west. The estimated diesel truck traffic on I-280 and Ocean Avenue is approximately 2 percent. The local land uses would primarily generate trips associated with gasoline vehicles.</p>					

Brief summary of assumptions and methodology used for conducting analysis

Four scenarios were developed and evaluated as part of the traffic study including:

- 1. Opening Year (2020) No-Build
- 2. Opening Year (2020) Build
- 3. Future Year (2040) No-Build
- 4. Future Year (2040) Build

The intersection analysis was conducted based on the methodologies outlined in the Highway Capacity Manual (HCM 2000). Synchro software was used to analyze the study intersections utilizing HCM 2000 methodology. Level of Service is an indicator of operating conditions on a roadway or at an intersection and is defined in categories ranging from A to F. In urban areas, because intersections are spaced relatively close together, intersection capacities generally control traffic operations on the arterials. Therefore, the level of service at signalized intersections gives a good indication of the general operating conditions throughout the transportation network.

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

Not applicable.

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.

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

The results of the traffic study indicate that the project would not cause an increase in the AADT on the I-280 off ramp or Ocean Avenue for the Opening Year of 2020 and there would be no degradation of the LOS. The truck AADT percentage would not change in 2020 with the project.

2020 Opening Year

I-280 SB OFF RAMP

Scenario	ADT	Truck %	Truck ADT
No Build	11,150	2%	223
Build	11,150	2%	223

Ocean Avenue (WB)

Scenario	ADT	Truck %	Truck ADT
No Build	15,910	2%	318
Build	15,910	2%	318

Ocean Avenue (EB)

Scenario	ADT	Truck %	Truck ADT
No Build	14,710	2%	294
Build	14,710	2%	294

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

The results of the traffic study indicate that the project would not cause an increase in the AADT on the I-280 off ramp or Ocean Avenue for the Horizon Year of 2040 and there would be no degradation of the LOS. The truck AADT percentage would not change in 2040 with the project.

2040 RTP Horizon Year

I-280 SB OFF RAMP

Scenario	AADT	Truck %	Truck ADT
No Build	12,520	2%	250
Build	12,520	2%	250

Ocean Avenue (WB)

Scenario	ADT	Truck %	Truck ADT
No Build	17,810	2%	356
Build	17,810	2%	356

Ocean Avenue (EB)

Scenario	ADT	Truck %	Truck ADT
No Build	14,710	2%	294
Build	14,710	2%	294

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.

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.

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

The proposed realignment of the I-280 SB Off-Ramp to Ocean Avenue and the proposed signalization at Ocean Avenue would improve the pedestrian and bicycle safety and operations by controlling movements at the intersection and providing additional storage capacity on the ramp. The traffic operational analysis results for Opening Year (2020) and Horizon Year (2040) conditions show that all study intersections would operate at LOS D or better. However, under the No-Build condition the I-280 SB Off-Ramp operations would worsen from existing conditions, and queues would extend back to the mainline, blocking the vehicles traveling to Geneva Avenue.

	Existing		2020 No Build		2020 Build	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Ocean Ave/Phelan Ave	C (B)	B (B)	C (B)	C (B)	C (B)	B (B)
Ocean Ave/Geneva Ave	B (D)	B (C)	B (C)	B (B)	B (C)	B (C)
Ocean Ave/Howth St	C (D)	C (D)	C (C)	C (C)	B (C)	B (A)
Ocean Ave/I-280 (SB)	N/A	N/A	N/A	N/A	A (B)	A (A)
Ocean Ave/I-280 (NB)	D	A	D	C	D	C
Geneva Ave/Howth St	A	A	A	A	A	A
Geneva Ave/I-280	C	C	C	C	C	C

	2040 No Build		2040 Build	
	AM Peak	PM Peak	AM Peak	PM Peak
Ocean Ave/Phelan Ave	C (C)	D (B)	C (C)	C (B)
Ocean Ave/Geneva Ave	B (C)	C (C)	C (C)	B (C)
Ocean Ave/Howth St	D (C)	C (D)	C (C)	B (C)
Ocean Ave/I-280 (SB)	N/A	N/A	A (B)	A (B)
Ocean Ave/I-280 (NB)	D	C	D	C
Geneva Ave/Howth St	A	A	A	A
Geneva Ave/I-280	C	C	C	C

Comments/Explanation/Details (please be brief)

The project is consistent with the examples of projects that are not a "project of air quality concern" (POAQC) under 40 CFR 93.123(b)(1)(i) and (ii):

- An intersection channelization project or interchange configuration project that involves either turn lanes or slots, or lanes or movements that are physically separated. These kinds of projects improve freeway operations by smoothing traffic flow and vehicle speeds by improving weave and merge operations, which would not be expected to create or worsen PM2.5 or PM10 violations; and,
- Intersection channelization projects, traffic circles or roundabouts, intersection signalization projects at individual intersections, and interchange reconfiguration projects that are designed to improve traffic flow and vehicle speeds, and do not involve any increases in idling. Thus, they would be expected to have a neutral or positive influence on PM2.5 or PM10 emissions.

The project would also not be considered a POAQC according to 40 CRF 93.123(b)(1) and would not trigger the need for a hot-spot analysis based on the following:

(i) New or expanded highway projects that have a significant number of or significant increase in diesel vehicles (significant number is defined as greater than 125,000 AADT and 8 percent or more of such AADT is diesel truck traffic, or in practice 10,000 truck AADT or more regardless of total AADT; significant increase is defined in practice as a 10 percent increase in heavy duty truck traffic);

The traffic analysis for the project shows that the AADT and the percentage of trucks will remain the same for the No Build and Build scenarios.

(ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;

All intersections improve or stay the same with the project. Only one intersection (Ocean Ave/I-280 NB) operates at LOS D, E, or F and would not change with the Build scenario. The project will not increase overall traffic volumes or the number of diesel vehicles.

(iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;

Not applicable - No bus or rail terminals are affected by the project.

(iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and

Not applicable - No bus or rail terminals are affected by the project.

(v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM2.5 or PM10 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The project does not affect locations identified in an applicable implementation plan or implementation plan submission.

Based on the evaluation above, the project should not be considered a POAQC and not require a quantitative hot-spot analysis to demonstrate that it will not cause or worsen an existing PM2.5 violation.

Figure 1: Project Location and Study Area

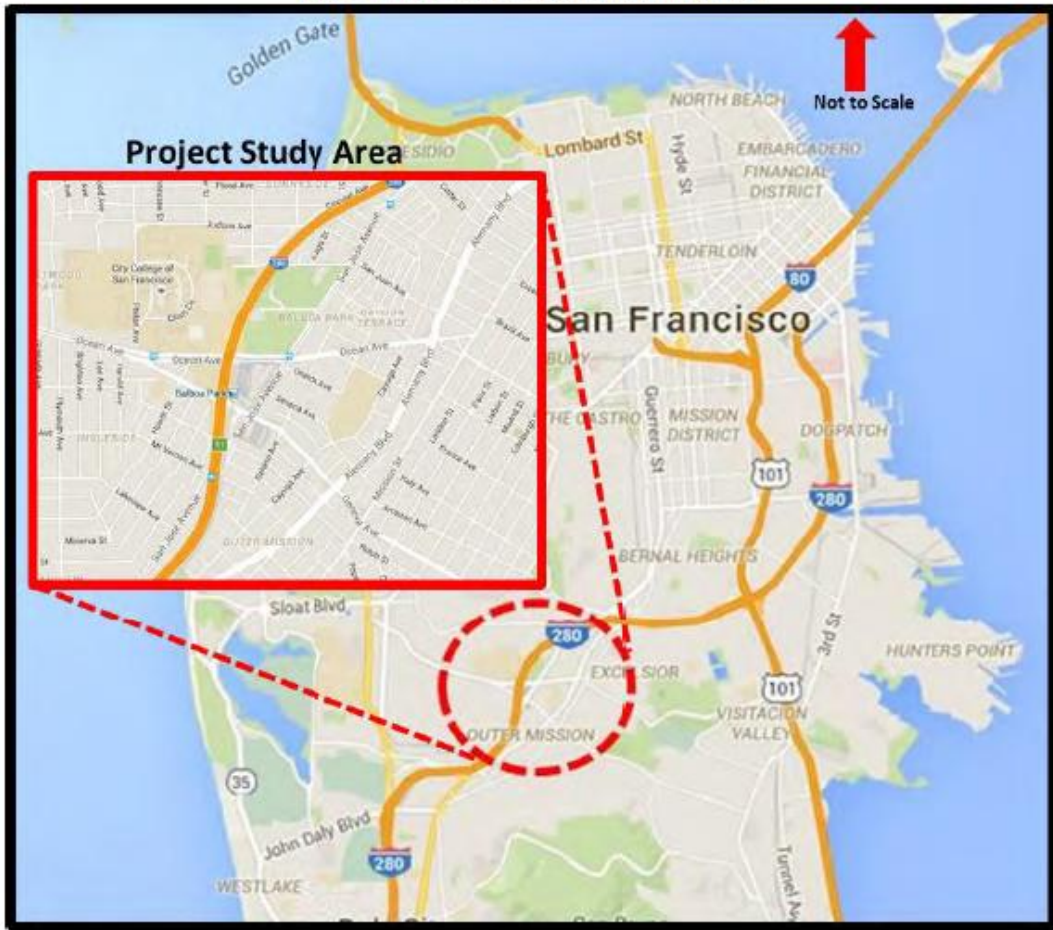


Figure 2: Build Ramp Realignment Geometry Configuration



I-280 Southbound Ocean Avenue Off-Ramp Realignment Project

Prepared for the
Bay Area Air Quality Conformity Task Force
December 7, 2017



Presented by
Lynn McIntyre
AECOM

Project Description

- **The project would:**
 - Eliminate free-right turn lane for vehicles exiting southbound I-280 to Ocean Avenue/Howth Street
 - Realign and widen off-ramp to two-lane T-intersection at Ocean Avenue
 - Install traffic signal at new intersection to provide controlled crossing for pedestrians and bicyclists
- **No change to I-280 mainline or I-280 northbound ramps**

Project Location

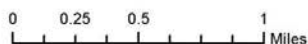


Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User

Project Location

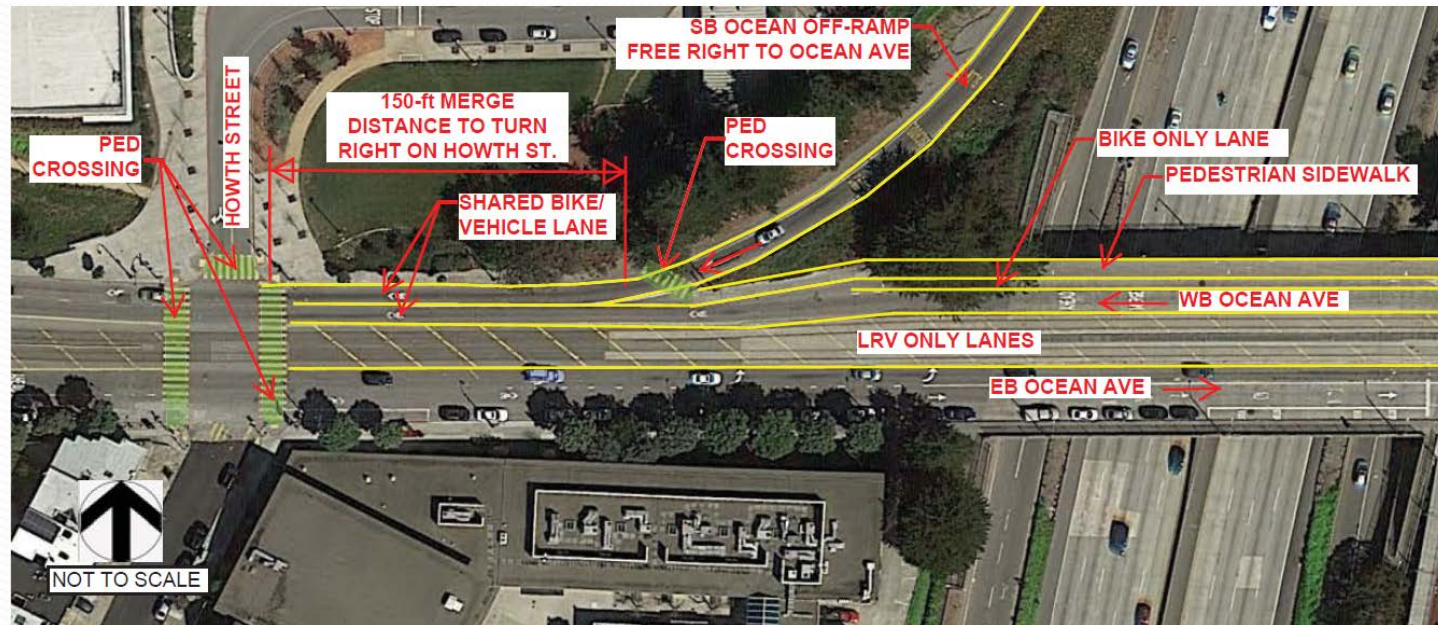
Interstate 280 Interchange Modifications at Balboa Park Project
City of San Francisco, San Francisco County, California

 Project Location



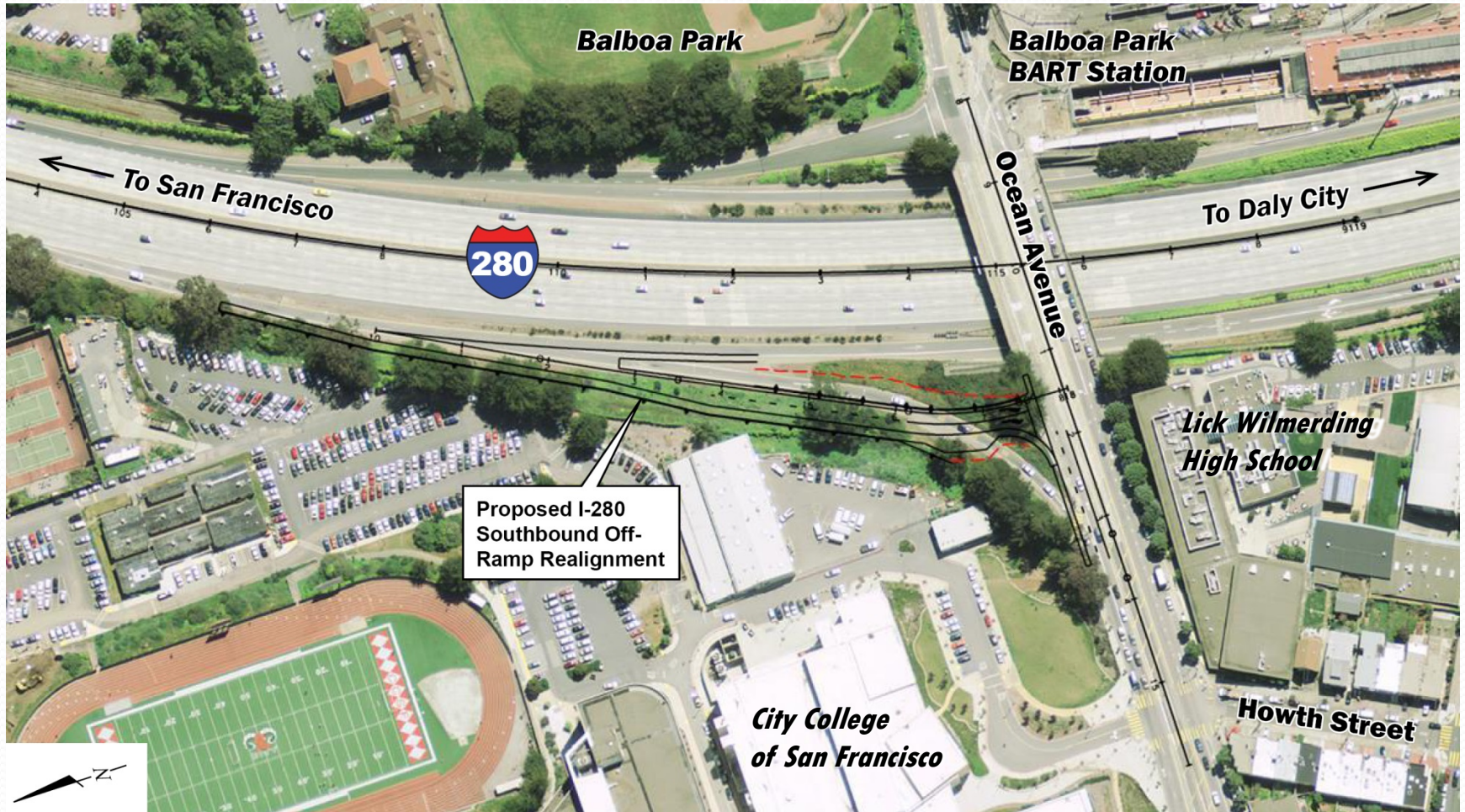
Purpose and Need

- Improve safety along Ocean Avenue at the southbound I-280 off-ramp intersection
 - Pedestrians using uncontrolled crosswalk, westbound bicyclists vs. vehicles exiting I-280 at high speeds
 - “High Injury Intersection”



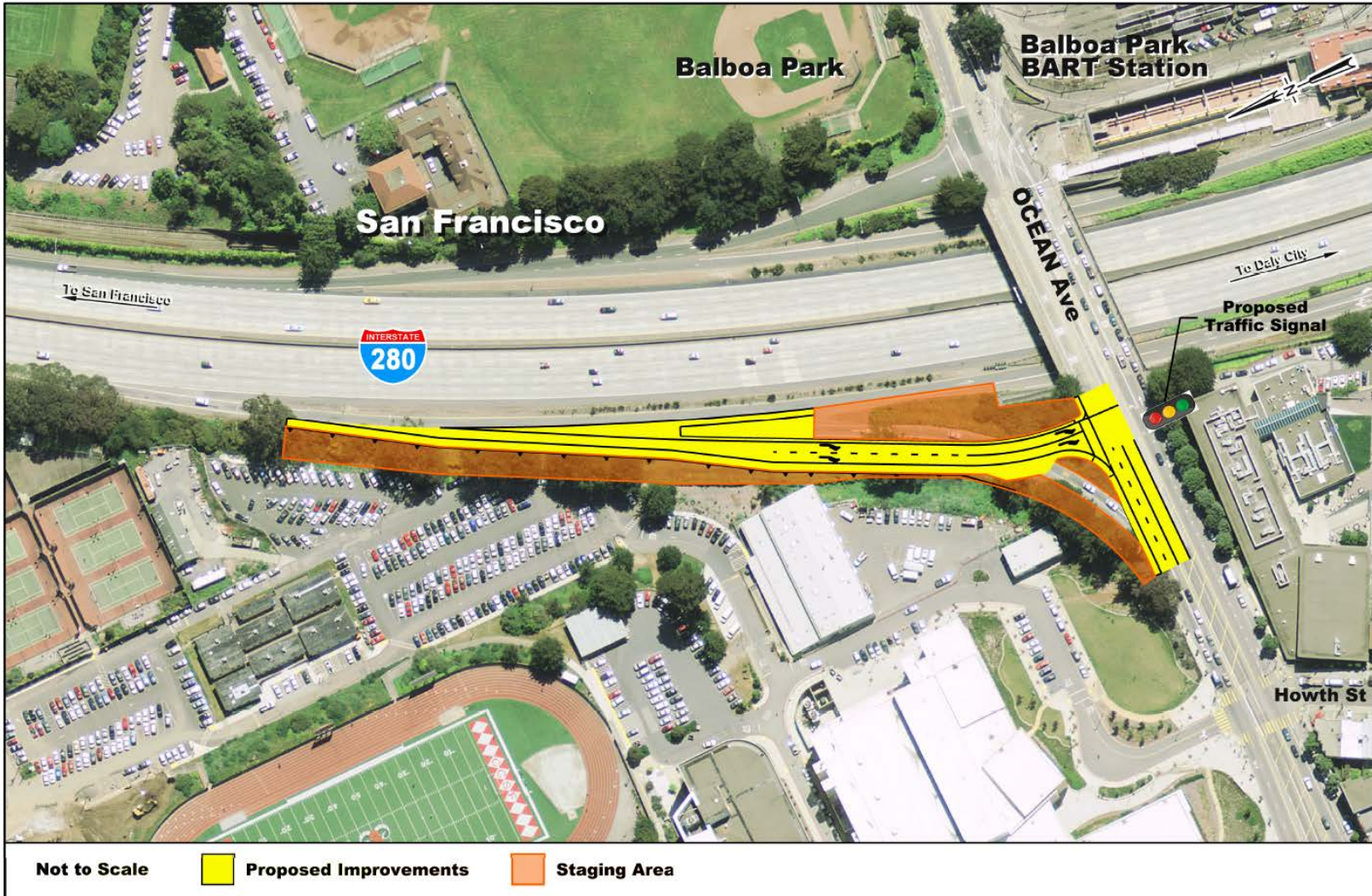
Land Uses

Residential, commercial, Denman Middle School, Balboa High School



Residential, commercial, Riordan High School, SDA Elementary School

Build Alternative



Traffic Data: Opening Year (2020) ADT

Scenario	ADT	Truck %	Truck ADT
<i>I-280 SB Off-ramp</i>			
No Build	11,150	2%	223
Build	11,150	2%	223
<i>Ocean Avenue (WB)</i>			
No Build	15,910	2%	318
Build	15,910	2%	318
<i>Ocean Avenue (EB)</i>			
No Build	14,710	2%	294
Build	14,710	2%	294

Traffic Data: Horizon Year (2040) ADT

Scenario	ADT	Truck %	Truck ADT
<i>I-280 SB Off-ramp</i>			
No Build	12,520	2%	250
Build	12,520	2%	250
<i>Ocean Avenue (WB)</i>			
No Build	17,810	2%	356
Build	17,810	2%	356
<i>Ocean Avenue (EB)</i>			
No Build	17,570	2%	351
Build	17,570	2%	351

Not a Project of Air Quality Concern

- Interchange reconfiguration—no additional lanes on I-280
- Diesel truck percentage (2%) and ADT would remain the same in 2020 and 2040
- Intersection Levels of Service would improve or stay the same compared to No Build
- No project changes to land use that would affect truck percentage



Questions and Discussion



For additional information, contact:

Lynn McIntyre

AECOM

510.874.3149

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40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Expanded Description	Project Type under 40 CFR 93.126
CC	CC-170025	Walnut Creek	Walnut Creek-N. Main St Rehab - I680 to California	Walnut Creek: North Main Street between the Interstate 680 Overpass and California Boulevard: Rehabilitate Roadway	Walnut Creek: North Main Street between the Interstate 680 Overpass and California Boulevard: Rehabilitate Roadway. The roadway rehabilitation on North Main Street will repair roadway sections that are starting to fail, and the entire roadway will be milled down 2 to 4 inches and repaved with hot mix asphalt. ADA upgrades as well as sidewalk repairs will be performed as necessary. Utilities will be adjusted as necessary and traffic striping will be replaced. Signalized intersections inside the work limit may be upgraded with video detection and monitoring equipment to improve detection for vehicles as well as bicycles.	Safety - Pavement resurfacing or rehabilitation
NAP	NAP170004	NVTA	Napa County Safe Routes to Schools	Napa County: County-wide: Safe Routes to Schools Program, Non-Infrastructure	Napa County: County-wide: Safe Routes to Schools Program, Non-Infrastructure. The Napa County SRTS project will focus on non-infrastructure components including comprehensive education and encouragement, as well as data analysis and community engagement to guide future infrastructure improvements and encouragement.	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
SCL	SCL110140	Sunnyvale	Intersection of W. Remington and Michelangelo Dr.	HSIP7-04-026 Sunnyvale: 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.	Safety - Safety improvement program
SOL	SOL110058	Suisun City	Sunset Ave/ Walters Rd Improvements HSIP7-04-023	HSIP7-04-023 Suisun City: Sunset Ave and Railroad Ave. East: Install traffic signal post with left turn arrow at Railroad Avenue East intersection and widen Railroad Avenue East approach.	On Sunset Avenue and Walters Road: Replace existing pedestrian head modules with pedestrian head modules that include walking countdown sequence. Install Signal Ahead advance warning signs.	Safety - Safety improvement program

Metropolitan Transportation Commission

**Joint Certification Review of the San Francisco Bay Area
Metropolitan Transportation Planning Process**

Final Report

May 2016



Prepared by:

**The Federal Highway Administration
California Division,**

**and Federal Transit Administration
Region IX**

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1. Preface

Pursuant to 23 U.S.C. 134(k)(5) and 49 U.S.C. 5305(e), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the metropolitan transportation planning processes in Transportation Management Areas (TMA) at least every four years. A TMA is an urbanized area, as defined by the U. S. Census, with a population of over 200,000. This requirement began with the landmark Intermodal Surface Transportation Efficiency Act of 1991 and continues today with the Fixing America's Surface Transportation (FAST) Act of 2015. This transportation planning certification review process looks beyond self-certification and is not only a review of the MPO and its staff but also includes all agencies responsible for cooperatively carrying out the transportation planning process on a daily basis.

The transportation planning certification review process includes:

- a desk review of current information on the transportation planning processes, activities, and major planning products;
- a site visit by a Federal review team that includes opportunities for public involvement within the metropolitan planning area under review; and

- o the preparation and distribution of a Final Report, which summarizes the findings and recommendations of the review team regarding the transportation planning as currently practiced in the TMA region.

The review focuses on compliance with federal regulations, challenges, successes, and experiences of the cooperative relationship between the MPO, State Department of Transportation (DOT) and transit operator in the conduct of the metropolitan planning process. Joint FTA/FHWA certification review guidelines provide agency field reviewers with latitude and flexibility to tailor the review to reflect local issues and needs. As a consequence, the scope and depth of each certification review varies.

The certification review process is one of many activities used to assess the quality of a local metropolitan planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. Other activities provide opportunities for this type of review include Unified Planning Work Program approval, Transportation Improvement Program (TIP), air quality conformity determinations, as well as a range of other formal and less formal activities provide both FHWA/FTA an opportunity to comment on the planning process. The results of these other processes are considered in the certification review process.

As a result of this review, FHWA and FTA may take one of three actions as appropriate:

1. Jointly certify the transportation planning process; or
2. Jointly certify the transportation planning process subject to certain specified corrective actions being taken; or
3. Jointly certify the transportation planning process as the basis for approval of only those categories of programs or projects that the FHWA and FTA jointly determine, subject to certain specified corrective actions being taken.

2. Executive Summary

It is the conclusion of the federal review team that the Metropolitan Transportation Commission (MTC) TMA has made satisfactory progress in implementing the federal planning requirements in 23 U.S.C. 134(k)(5) and 49 U.S.C. 1607. Based on the findings of this review and the ongoing federal oversight of the planning activities in the MTC TMA, FTA and FHWA jointly certify the transportation planning process of the San Francisco Bay Area region. We commend MTC on 2-activities and offer the following 7-recommendations to enhance the planning process in this region:

Commendable Practices

1. Regional Transportation Plan (RTP) Update - Plan Bay Area

Commendation #1

MTC is commended for their Evaluation of the Plan Bay Area Public Outreach and Participation Program prepared by MIG, December 2013. The experience gained from the current Plan Bay Area outreach effort and documented in the evaluation should prove useful in guiding future RTP public involvement efforts.

2. Agreements & Coordination

Commendation #2

MTC is commended for developing the agreement with SACOG and SJCOG that creates regular communication and coordination on issues relevant to the mega-region composing the three MPO's. This agreement is supportive of U.S. DOT's initiative to create regional cooperation across jurisdictional boundaries.

Recommendations for Improvement

1. Air Quality Travel Demand Modeling

Recommendation #1

It is recommended that MTC assess predictive abilities for operational and pricing strategies. The enhanced network resolution and adoption of class specific sensitivity to times and costs may support the evaluation of strategies identified in - and create a stronger connection with - the congestion management process.

Recommendation #2

It is recommended that MTC leverage Strategic Highway Research Program on Freight Modeling Improvements. The second Strategic Highway Research Program's (SHRP2) Freight Demand Modeling and Data Improvement Strategic Plan (C20) provides a framework for continuous improvement and innovative breakthroughs in freight transportation forecasting, planning, and data. To realize these goals, a series of activities that include national-level program initiatives and the SHRP2 Implementation Assistance Program (IAP) are underway. Key products will include case study reports and a modeling hand book covering lessons learned, applicability, and strengths and weaknesses of each project implemented. MTC and their consultants are encouraged to access these reports once completed (late 2016).

2. TIP/ Financial Plan/ Project Cost:

Recommendation #3

The certification team recommends improvement in the area of project cost estimation and clear identification of complete funding sources for major projects in the RTP. The use of an illustrative project list in the RTP should be

strongly considered as a means of identifying projects proposals that have been identified as regional investment needs but require additional funding. Projects with partial funding would be placed in this illustrative list to clearly identify funding shortfalls and their status in the RTP. This could help to alleviate confusion on whether a particular project is fully-funded. It is also recommended that project descriptions with amounts and year of allocations be used in identifying project funding plans.

3. Safety

Recommendation #4

It is recommended that MTC review the 15-Challenge Areas with strategies and specific actions to see which ones may be a priority for their region. It is suggested MTC contact Gretchen Chavez (gretchen.chavez@dot.ca.gov), Caltrans SHSP Coordinator or Ken Kochevar (ken.kochevar@dot.gov), FHWA Safety Program Manager for more information.

4. Congestion Management Process (CMP)

Recommendation #5

It is recommended that MTC ensure that the CMP is undertaken according to federal requirements for the entire region, regardless whether or not counties are Congestion Management Agencies per state law.

Recommendation #6: It is recommended that MTC ensure that the activities for the CMP are sufficiently organized within the agency so that fragmentation of data acquisition, analysis, and reporting is minimized.

Recommendation #7: It is recommended that MTC ensure that any projects or programs resulting in expansion of facilities that serve SOVs are sufficiently analyzed and reported through the Congestion Management Process.

3. Introduction

This report documents the FHWA and FTA's 2012 transportation planning certification review of the San Francisco region's metropolitan transportation planning process as carried out by the MTC, the area's metropolitan planning organization (MPO), and is structured with the information as follows:

- Review Process Summary
- Overview of the MPO
- Review Discussion & Findings
- Conclusion and the Federal Action

4. Review Process Summary

4.1 Desk Review

Prior to the site visit, the MTC provided a list of transportation planning documents pertaining to the review. The Federal review team conducted a review of these files and documentation as well as the findings and recommendations from the previous 2012 Certification Review. FHWA and FTA staff also discussed current issues and concerns related to the review.

4.2 Site Visit

The site visit portion of the review took place on February 2-3, 2016 at the MTC office located at 101 Eighth Street, Oakland, CA. The Federal Review Team consisted of the following individuals:

Federal Highway Administration

Scott Carson, Transportation Planner, FHWA California Division
Jack Lord, Planning & Air Quality Team Leader, FHWA California Division
Eric Pihl, Modeling Technical Specialist, FHWA Resource Center
Stew Sonnenberg, Air Quality Specialist, FHWA California Division (FHWA Lead)
Lance Yokota, Civil Rights Program Manager, FHWA California Division

Federal Transit Administration

Ted Matley, Community Planner, FTA Region IX (FTA Lead)
Ray Sukys, FTA Region IX

MTC's Alix Bockelman, Deputy Executive Director, Policy and Ken Kirkey, Planning Director, were present during all the site visit discussions. A complete list of individual participants is included in Appendix A.

The topics listed below were discussed during the site visit:

- Follow-up on the previous 2012 Planning Certification Review Findings
- Planning Agreements, Contracts, and Coordination Elements
- Organizational Structure and Administration
- Regional Transportation Plan (RTP) Process and Development
- Financial Planning and Fiscal Constraint
- Transit Project Costs
- Public Involvement
- Title VI/ Environmental Justice
- Freight and Goods Movement
- Overall Work Program
- Travel Demand Modeling/Forecasting
- Air Quality Conformity
- TIP Process and Development
- Congestion Management Process(CMP)

In addition to the above discussion topics, the Review Team conducted a Public Listening Session on the evening of February 2, 2016.

4.3 Public Listening Session

The Federal Review Team conducted a public listening session on Tuesday, February 2, 2016 at the MTC Dahms Auditorium. The listening session began at 5:30pm and concluded around 8:00pm. Denise Rodrigues from MTC attended the entire listening session.

MTC provided a public notice for the listening session on their website, in the local newspapers, and postcard mailers. The listening session provided the public an opportunity to provide oral and/or written comments to the review team. A summary of the public comments received from the listening session is summarized below.

Public Listening Session Summary

Approximately 30-individuals attended the Listening Session with about a dozen providing verbal comments. Several written comments were also submitted.

Some of the comments that were voiced expressed concerns such as:

- the lack of cohesion with MTC, that the agency is too large, and that MTC no longer is an advocate for Regional Planning;
- not enough funds being spent on transit;
- passenger rail should be grade-separated;
- MTC should not be involved with housing and land use decisions;
- MTC does not provide the public with transportation data;
- senior citizens are not being addressed in the transportation planning process;
- conducting a Federal Audit of MTC.

Comments were also made that MTC has done an excellent job of supporting transit agencies in the region and has a supportive working relationship with the member agencies. Agencies also noted the support MTC staff provides in advancing high priority regional projects.

Concerns were expressed that MTC did not make a priority of services necessary to help transit dependant populations, and that MTC did not adequately include participation from low income and other groups on MTC Committees created to provide input into the transportation planning process.

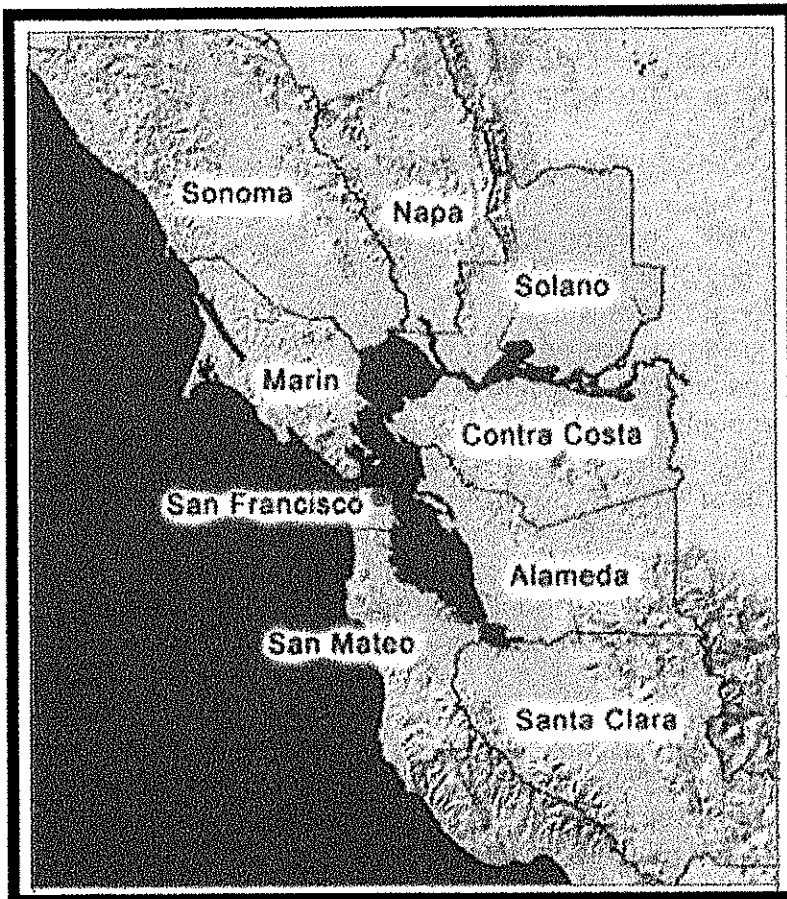
Commenter's suggested that the MTC Board was isolated from or ignored public comments, lacked any accountability to the public, and supported projects despite public concerns and evidence against the value of the projects. It was also suggested

that MTC failed to conduct a true regional planning process and that the MTC only supported the agendas of individual member agencies.

It should be noted that MTC collaborates with the Bay Area Partnership to improve the overall efficiency and operation of the region's transportation network, including developing strategies for financing and transportation improvements. Furthermore, MTC staff works with a citizen-based Policy Advisory Council on key planning and policy issues for purposes of informing Commission discussions and decisions. Public outreach and involvement activities are ongoing as part of these planning efforts.

5. Overview of the MPO

MTC is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area. Created by the state legislature in 1970 (California Government Code § 66500 et seq.), MTC functions as both the regional transportation planning agency—a state designation—and for federal purposes, as the region's MPO.



The Commission's work is guided by a 21-member policy board (see Appendix B for the list of Board members). Fourteen commissioners are appointed directly by local

elected officials (each of the five most populous counties has two representatives, with the board of supervisors selecting one representative, and the mayors of the cities within that county appointing another; the four remaining counties appoint one commissioner to represent both the cities and the board of supervisors). In addition, two members represent regional agencies – the Association of Bay Area Governments and the Bay Conservation and Development Commission. Finally, three nonvoting members have been appointed to represent federal and state transportation agencies and the federal housing department. Carrying out the Commission’s directives is a staff of some 130 persons headquartered at the Joseph P. Bort MetroCenter in Oakland, CA.

MTC serves a region with eight primary public transit systems, as well as numerous other local transit operators, which together carry about 500 million passengers per year. In addition, there are numerous specialized services for elderly and disabled travelers, some 20,000 miles of local streets and roads, 1,400 miles of highways, six public ports and three commercial airports. The region covers nine counties that include 101 cities. Over 7 million people reside within its 7,000 square miles.

6. Review Discussions & Findings

The Site Visit and Certification Review topics of discussion generally followed the agenda (Attachment C). In general, agenda topics were introduced by MTC staff as a way of kicking off discussions which followed by a series of observations/ questions from the Federal Review Team. The review team’s evaluation of the responses to these discussions, review of the pertinent documents, and the Federal Team’s prior knowledge of the region, formed the basis for the discussions held during the site visit.

6.1 Resolution of the 2012 Certification Review Recommendations

On site review discussions began with the 2012 Certification Review actions. While no corrective actions were identified at that time, six recommendations were provided by the review team.

2012 Recommendation #1 - It is recommended that MTC use the experience gained from this current RTP outreach effort to develop a “lessons learned” document that can be used to guide future RTP public involvement efforts.

2016 Response - MTC completed an *Evaluation of the Plan Bay Area Public Outreach and Participation Program* prepared by MIG in December 2013.

2012 Recommendation #2 - It is recommended that MTC pursue evaluations of model performance, where observed data may be available through retrospective and ‘before and after studies’ as those opportunities may arise.

2016 Response - MTC had 3-4 major efforts in this area. They agreed to maintain base years every 5-years. Retrospective analysis looked at the model in 2005, 2010. A big

change in the model is a new representation of supply. The current model system has 1400 zones. The new model will have 30,000 zones.

2012 Recommendation #3 - It is recommended that MTC further pursue implementation of Urbansim as a means of informing future year allocations of socioeconomic data for long-range planning activities.

2016 Response - MTC has made a significant investment in Urbansim since 2012. There is now a land-use modeling team that supports ABAG and Urbansim is currently being used for the RTP 2017 development. Urbansim is also being used for scenario planning. There is now a capability to compare model forecast with zoning capacity.

2012 Recommendation #4 - It is recommended that MTC evaluate the treatment of times and costs for vehicle classes (in assignment) for current or anticipated model updates.

2016 Response - MTC is adding more passenger vehicle classes to get the assignments correct. They are also identifying strategies for path choice and are looking at patch choice strategies on the transit side.

2012 Recommendation #5 - It is recommended that MTC explore the potential usefulness of the PECAS model as a source for insight about goods movement into and out of the modeling region. This will also serve as a foundation for producing economic flows that can be used to inform the regional freight truck models and to help describe future year economic and goods movement flows into and out of the modeling region.

2016 Response - The state has abandoned PECAS. As a next step MTC has issued an RFP to examine freight modeling practices. A consultant is conducting a survey of 'best practices' and will identify next steps for improving the region's freight modeling capabilities.

2012 Recommendation #6 - It is recommended that MTC incorporate all implemented Actions from the 17-Challenge Areas that are applicable into Plan Bay Area, MTC's Regional Transportation Plan.

2016 Response - This recommendation will be carried over as a revised Recommendation to the 2016 Review for 2-reasons: MTC needs more time to resolve this item and has requested clarification; and currently Caltrans has developed a new Updated SHSP that includes a draft Implementation plan and 15-Challenge Areas with strategies and specific actions.

2012 Recommendation #7 - It is recommended that MTC complete a major revision of its CMP documentation.

2016 Response - This recommendation has been substantially resolved although a recommendation on CMP will be carried over into the 2016 Review Report.

6.2 2016 Review Findings, Commendations, & Recommendations

1. **Regional Transportation Plan (RTP) Update - Plan Bay Area:** Adopted in 2013, Plan Bay Area is MTC's first Regional Transportation Plan (RTP) to incorporate a state-mandated Sustainable Communities Strategy. The RTP sets forth a regional policy and investment framework to maintain, manage and strategically expand the Bay Area's State highways, streets and roads, and transit systems. Over the years, the scope of the RTP has broadened beyond addressing the region's mobility and surface transportation infrastructure needs to include innovative ways to integrate transportation and land use, improve air quality, and address social equity and climate change. The RTP planning process has greatly expanded to include intensive interagency collaboration and public outreach and involvement. The MTC's current RTP/SCS - Plan Bay Area - integrates transportation, housing and land use as a way to reduce greenhouse gas emissions, provide for a strong regional economy and improve regional resiliency.

The Commission continues to embrace a performance-based approach to its long-range transportation planning and programming activities to focus on measureable outcomes of potential investments and the degree to which these investments support stated policies. The use of performance measures is not new to MTC. SB 1492 requires the Commission to establish performance measurement criteria on both a project and corridor level to evaluate and prioritize all new investments for consideration in the Regional Transportation Program. MTC has conducted performance assessments for the previous 3-RTP's. Adopted performance targets for Plan Bay Area (RTP/ SCS) include:

- Climate Protection
- Adequate Housing
- Healthy and Safe Communities
- Reduce the number of injuries and fatalities from all collisions
- Increase the average time walking or biking per person per day
- Open Space and Agricultural Preservation
- Equitable Access
- Economic Vitality
- Transportation System Effectiveness
- Maintain the transportation system in a state of good repair

The next RTP/SCS, Plan Bay Area 2017 is currently under development. Plan Bay Area addresses federal planning requirements as set forth in SAFETEA-LU and MAP-21. In the Bay Area, MTC works in partnership with ABAG as well as the Congestion Management Agency's, Caltrans District 4, BAAQMD, BCDC, transit agencies and local jurisdictions to update the plan. Plan Bay Area 2017, is being advanced as a focused update of the current Plan, with limited revisions to the existing plan and a strategic focus on a few emerging areas including Climate Adaptation, Evolving Transportation Technologies and Transit Capacity. Plan Bay Area 2017 is expected to be adopted in spring 2017.

Commendation #1: MTC is commended for their *Evaluation of the Plan Bay Area Public Outreach and Participation Program* prepared by MIG, December 2013. The experience gained from the current Plan Bay Area outreach effort and documented in the evaluation should prove useful in guiding future RTP public involvement efforts.

- 2. Agreements & Coordination:** Regional planning in the nine-county San Francisco Bay Area is conducted by the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Regional Water Quality Control Board (RWQCB), the Bay Conservation and Development Commission (BCDC), Caltrans, and MTC. Each agency performs specific planning functions that are coordinated by a series of institutional arrangements and cooperative agreements. ABAG is the comprehensive planning agency for the region, and has negotiated agreements with most of the functional agencies to promote coordination and consistency of the planning process, to avoid duplication of efforts, and to ensure that all decision-making at the regional level is consistent with ABAG's overall goals and policy framework for the Bay Area.

MTC joined with neighboring Metropolitan Planning Organizations (MPOs) the Sacramento Area Council of Governments (SACOG) and the San Joaquin Council of Governments (SJCOG) to discuss issues that are common to the three regions encompassed in the Northern California "Mega-Region." These issues include Goods Movement, Jobs/Housing Imbalances, Regional Passenger Rail Initiatives, a northern California Economic Development Study and each of the region's Regional Transportation Plans/Sustainable Communities Strategies (RTP/SCS). The discussion resulted in an agreement that each MPO would appoint two to four elected officials to an advisory council referred to as the Mega-Region Working Group.

This effort was originally suggested through discussions amongst the executive directors of the three MPOs. The three agencies have had a good working relationship throughout the years but the combined efforts have rarely risen to policy-level decision making. The agreement sets for that the advisory council will meet three times annually to identify issues of common interest and recommend joint activities, to coordinate RTP issues of mutual interest, and to participate in joint data gathering and analysis.

Commendation #2: MTC is commended for developing the agreement with SACOG and SJCOG that creates regular communication and coordination on issues relevant to the mega-region composing the three MPO's. This initiative is supportive of U.S. DOT's initiative to create regional cooperation across jurisdictional boundaries.

- 3. Overall Work Program (OWP):** MTC has embraced the Revised OWP Process beginning with the Fiscal Year 14/15 OWP. The revised process consists of conducting the annual MPO meetings several months earlier. Now MTC generally conducts their Annual Meetings in December/ January rather than March/ April.

By holding the annual MPO meetings earlier allows for enhanced discussion on the draft OWP while it is in a preliminary stage, rather than a final draft stage. Conducting earlier annual meetings also provides more time for interagency coordination.

The planning program funds that MAP-21 provides to MTC are used for developing the long-range transportation plan, which integrates our overall transportation planning activities, including airport/seaport, intermodal facilities, transit, bicycle/pedestrian and corridor planning activities.

The work elements included in the OWP have been developed in additional detail as was previously requested by Caltrans and FHWA staff through past State Audits and Federal Planning Certifications. The work elements described in this OWP update have been expanded to provide more detail on program descriptions, objectives, planning factors addressed, key products and key implementation milestones.

- 4. Air Quality Travel Demand Modeling:** MTC has pursued significant model enhancement efforts that directly respond to recommendations from the prior review. MTC's technical process was revised to formalize updates to the model base year in five year intervals. This will ensure that modeling information will be reasonably current and applicable for project and systems level planning activities. Model updates will also be checked against past data, spanning fifteen years of observed data, to gain further insight on how well the models predict system conditions, and changes, over time. The most recent model validation effort revealed that the models met observed targets over the previous decade (2000, 2005, and 2010).

Household data from a 2013 survey and cooperative on-board survey are being used for a major model recalibration effort. The activity based model from San Diego will replace the current demand models. On the supply side, the number of traffic analysis zones and network links will increase dramatically (30,000 zones and over 3 million links), an entirely new representation of supply. Any re-estimation efforts will be determined after the models are in place. The updated model will incrementally improve on the existing model, with an improved traffic assignment method that may eventually be replaced by a 'dynamic' assignment method. For transit, MTC is leading an effort to implement a dynamic transit routing capability (under the Strategic Highway Research Program), with the potential to be implemented into the modeling procedures after the current updates are completed (2017 and beyond).

MTC has also made a considerable progress in the deployment of a land-use forecasting and allocation model, called Urbansim. A land-use modeling team was created that supports ABAG and MTC. Urbansim has been used judiciously applied to inform the 2017 plan and has proved to be useful for forecasting the

implications of zoning capacity, land-use, and transportation policies. For example, Urbansim has been used to “up-zoning” interventions around stations.

A recommendation from the previous review (Recommendation 4 - 2012) focused on the reflection of times and costs for analysis of pricing strategies. The mode choice capability includes a toll vs. non-toll “choice” to reflect user sensitivity to times and costs; the updated model will add class-specific values-of-time to better reflect traveler sensitivity to time and cost trade-offs at the path decision level.

MTC has issued an RFP to examine freight modeling practices to help inform further enhancements to freight modeling capabilities. The state has abandoned the use of the PECAS economic model for commodity level forecasting, necessitating the exploration of alternative freight forecasting methods. Other initiatives include the development of a “state of the good repair” capability to explore tradeoffs between capacity and O&M investments; for example, the implications of investing in pavements vs. new buses.

MTC is currently undergoing a significant update to the regional travel model, including new demand models and enhanced highway networks, will further improve on the advanced modeling procedures currently in place. Considerable attention to how well the model predicts outcomes in prior years (via ‘back-casting’) further ensures the application readiness of the travel models. MTC’s applied research on the role of reliability in transit choice may also prove useful as a tool to inform transit investment decisions. The successful implementation of an advanced land-use model has afforded the region enhanced capabilities for evaluating land use and transportation policies.

Recommendation #1: It is recommended that MTC assess predictive abilities for operational and pricing strategies. The enhanced network resolution and adoption of class specific sensitivity to times and costs may support the evaluation of strategies identified in - and create a stronger connection with - the congestion management process.

Recommendation #2: It is recommended that MTC leverage Strategic Highway Research Program on Freight Modeling Improvements. The second Strategic Highway Research Program’s (SHRP2) Freight Demand Modeling and Data Improvement Strategic Plan (C20) provides a framework for continuous improvement and innovative breakthroughs in freight transportation forecasting, planning, and data. To realize these goals, a series of activities that include national-level program initiatives and the SHRP2 Implementation Assistance Program (IAP) are underway. Key products will include case study reports and a modeling hand book covering lessons learned, applicability, and strengths and weaknesses of each project implemented. MTC and their consultants are encouraged to access these reports once completed (late 2016).

- 5. TIP/ Financial Plan/ Project Cost:** The MTC Region is a complex urban area populated by numerous local governments, transportation agencies, and transit providers. MTC works to integrate the agency project proposals into the Regional Transportation Plan and to build consensus on the regions investment priorities. On occasion, project sponsors have sought to promote projects that are not completely funded in the regional transportation plan. Further, MTC faces the challenge of establishing cost estimates for project at the time of inclusion in the Regional Transportation Plan. The result is that the costs of some major transit projects have been consistently underestimated and funding plans have been unclear. For example, the two largest FTA Capital Investment Grant projects have been MTC priorities for over a decade and complete funding has not been identified. Also, MTC's methodology of including projects that lack complete funding into the constrained RTP as a phase needs improvement to avoid confusion among the public and local elected officials.

Recommendation #3: The certification team recommends improvement in the area of project cost estimation and clear identification of complete funding sources for major projects in the RTP. The use of an illustrative project list in the RTP should be strongly considered as a means of identifying projects proposals that have been identified as regional investment needs but require additional funding. Projects with partial funding would be placed in this illustrative list to clearly identify funding shortfalls and their status in the RTP. This could help to alleviate confusion on whether a particular project is fully-funded. It is also recommended that project descriptions with amounts and year of allocations be used in identifying project funding plans.

- 6. Title VI & Environmental Justice:** MTC's Environmental Justice (EJ) analysis of its Plan Bay Area RTP address a variety of good performance measures, limitations of data/performance measures, likely causes of differences in impacts (providing context to the analysis) and reflects efforts to continuously improve this analysis. The documentation includes a separate Title VI analysis as specified in the FTA Title VI Circular. Additionally, MTC has conducted an equity analysis that more broadly considered impacts on communities of concerns that includes communities not covered by Title VI or EJ, e.g., seniors, disabled, no-vehicle households. MTC conducted extensive multi-phase public involvement including open houses, public hearings, on-line engagement, public opinion poll and focus groups hosted by community organizations.
- 7. Goods Movement:** MTC serves as lead to the Improving Goods Movement and Industrial Lands Access and Efficiency in Northern California. This planning study, done in coordination with San Joaquin Council of Government (SJCOG), Sacramento Area Council of Governments (SACOG), and Caltrans builds off of multiple corridor studies that have been conducted in the mega region. Study objectives expect to identify specific high priority infrastructure needs and operational policies to improve key system bottlenecks and improve the efficiency

of first and last mile access to major goods movement facilities and activity centers.

MTC also serves on the state's Freight Advisory Committee (CFAC) and continues to participate in the Committee's meetings. Caltrans recently released the California Freight Mobility Plan. The California Air Resources Board is also developing a Sustainable Freight Strategy (SFS) and will be using CFAC to advise the state on the SFS. MTC will provide a venue for partners throughout the region to engage in the statewide efforts and ensure that Bay Area interests are represented.

In early 2014, Caltrans District 4 completed a freight study in the Bay Area. MTC partnered with Alameda County Transportation Commission in the study and expects to use the study as a base to develop a comprehensive updated Regional Goods Movement Plan.

8. Safety:

Recommendation #4: It is recommended that MTC review the 15 Challenge Areas with strategies and specific actions to see which ones may be a priority to them for the Bay Area and to participate in those Challenge Areas in helping to implement the specific actions. MTC can access the new Updated SHSP and SHSP Implementation Plan (to be added by the end of April) at: <http://www.dot.ca.gov/hq/traffops/shsp/>. It is suggested MTC contact Gretchen Chavez (gretchen.chavez@dot.ca.gov), Caltrans SHSP Coordinator or Ken Kochevar (ken.kochevar@dot.ca.gov), FHWA Safety Program Manager for more information or if they have any questions. Kenneth Kao is part of the SHSP Steering Committee and would also know about the progress and status of the SHSP. MTC might want to talk with Alan Thompson of SCAG to see what his role is and what he is doing in that region. Alan is very involved with the SHSP. His email address is THOMP50@scag.ca.gov.

9. **Congestion Management Process:** The Congestion Management Process (CMP), as outlined in 23 CFR 450.320, is designed to be a major decision-making component of the transportation planning process within a Transportation Management Area. The two prior Federal Certification reviews for MTC conducted in 2007 and 2012 each contained recommendations for improvement to the Congestion Management Process. In both cases, the recommendations stated that MTC needed to complete major revisions of their documentation of the Congestion Management Process. While MTC has made modifications since the 2012 review, we continue to recommend further improvements.

MTC must continue to be vigilant in applying the Congestion Management Process in the region. Developing a "Congestion Management Plan" is not a federal requirement. However, continuously documenting the activities and outcomes of the Congestion Management Process is critical to ensuring that policy makers make decisions that improve the mobility of people and goods.

MTC acknowledged that two of the nine counties in the region have “opted out” of their activities as state-defined Congestion Management Agencies.

Recommendation #5: It is recommended that MTC ensure that the CMP is undertaken according to federal requirements for the entire region, regardless whether or not counties are Congestion Management Agencies per state law.

MTC stated during the site visit that several sections within MTC have different responsibilities for CMP activities.

Recommendation #6: It is recommended that MTC ensure that the activities for the CMP are sufficiently organized within the agency so that fragmentation of data acquisition, analysis, and reporting is minimized.

MTC indicated that the region is not subject to substantial capacity expansions for single occupant vehicles (SOVs). However, they also identified the possibility of using “shoulder running” to improve mobility on existing facilities.

Recommendation #7: It is recommended that MTC ensure that any projects or programs resulting in expansion of facilities that serve SOVs are sufficiently analyzed and reported through the Congestion Management Process.

7. Conclusion and the Federal Action

The Federal review team wishes to thank the MTC staff for their tremendous assistance and cooperation in making the planning certification review an informative, productive, and positive exchange of discussions between the Federal review team, MTC staff, the State, and the general public.

Our review of the transportation planning process in the San Francisco Bay Area, as carried out by the MTC, has resulted in one commendation and seven recommendations for improvement.

As a result of this review, the FHWA and FTA hereby jointly certify that the metropolitan transportation planning process, performed by the Metropolitan Transportation Commission, substantially meets the requirements of 23 CFR § 450 and 49 CFR § 613.

Appendix A Review Participants

Ted Matley	FTA, Region IX
Scott Carson	FHWA, California Division
Eric Pihl	FHWA, Resource Center (Lakewood)
Stew Sonnenberg	FHWA, California Division
Lance Yokota	FHWA, California Division
Peter Pangilinan	FHWA, California Division
Keaton Browden	FHWA, California Division
Steve Heminger	MTC, Executive Director
Alix Bockelman	MTC, Deputy Executive Director, Policy
Ken Kirkey	MTC, Planning Director
Anne Richman	MTC, Programming & Allocations Director
Eva Sun	MTC
Harold Brazil	MTC
Doug Johnson	MTC
Mallory Atkinson	MTC
Ross McKeown	MTC
Ellen Griffin	MTC
Abbey Haile	MTC
Matt Maloney	MTC
Denise Rodrigues	MTC
Julani Young	Caltrans Planning, HQ

Appendix B MTC Commissioners

DAVE CORTESE, Chair	Santa Clara County
JAKE MACKENZIE, Vice Chair	Sonoma County & Cities
ALICIA C. AGUIRRE	Cities of San Mateo County
TOM AZUMBRADO	U.S. Dept. of Housing and Urban Development
JASON BAKER	Cities of Santa Clara County
TOM BATES	Cities of Alameda County
DAVID CAMPOS	City and County of San Francisco
DORENE M. GIACOPINI	U.S. Department of Transportation
FEDERAL D. GLOVER	Contra Costa County
SCOTT HAGGERTY	Alameda County
ANNE W. HALSTED	S. F. Bay Conservation and Development Commission
STEVE KINSEY	Marin County and Cities
SAM LICCARDO	San Jose Mayor's Appointee
MARK LUCE	Napa County and Cities
JULIE PIERCE	Association of Bay Area Governments
BIJAN SARTIPI	California State Transportation Agency
LIBBY SCHAAF	Oakland Mayor's Appointee
JAMES P. SPERING	Solano County and Cities
ADRIENNE J. TISSIER	San Mateo County
SCOTT WIENER	San Francisco Mayor's Appointee
AMY REIN WORTH	Cities of Contra Costa County

Appendix C Review Agenda



**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
FEDERAL TRANSIT ADMINISTRATION**

**2016
METROPOLITAN TRANSPORTATION COMMISSION
PLANNING CERTIFICATION REVIEW
AGENDA**

Call in number: 1-888-273-3658 (Alt: 213-270-2124)
Access Code: 9427202

Tuesday, February 2

8:30 - 12:00 Discussions with MTC Staff

1. Recommendations from 2012 Certification Review
2. Transportation Improvement Program/ Financial Plan/ Project Cost
3. Regional Transportation Plan Update
4. Agreements

12:00 - 1:00 Lunch

1:00 - 4:00 Discussions with MTC staff (cont.)

5. Civil Rights/ Title VI
6. Air Quality
7. Public Involvement/Consultation

5:30 - 7:30pm Public Listening Session

Wednesday, February 3

9:00 - 10:00 Meeting with Local Agencies

10:00 - 11:00 Recap Public Listening Session

11:00-12:30 Discussions with MTC Staff (continued)

8. Freight
9. Congestion Management Process
10. Overall Work Program

12:30 - 1:00 Lunch

1:00 - 2:00 Review Team Discussions
2:00 - 3:00 Closeout with MTC Staff



U.S. Department
of Transportation
**Federal Highway
Administration**

California Division

April 27, 2015

MAY 04 2015

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001
916 498-5008 (FAX)

In Reply Refer To:
HDA-CA

Mr. Mike McKeever
Executive Director
Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

SUBJECT: SACOG 2015 Planning Certification Final Report


Dear Mr. McKeever:


The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are pleased to transmit the Final Report for the quadrennial certification review of the transportation planning process for the Sacramento, California Transportation Management Area as carried out by the Sacramento Area Council of Governments (SACOG).

As a result of this review, FHWA and FTA jointly certify that SACOG's transportation planning process substantially meets the requirements of 23 CFR § 450 and 49 CFR § 613, subject to the satisfactory completion of the corrective actions identified in the report.

We thank you and your staff for the time and assistance provided during the course of the certification review process. If you have any questions or need further assistance, please contact Stew Sonnenberg of FHWA at stew.sonnenberg@dot.gov (916.498.5899) or Jerome Wiggins of FTA at Jerome.wiggins@dot.gov (415.744.2819).

Sincerely,


Leslie T. Rogers
Regional Administrator
Federal Transit Administration


Vincent P. Mammano
Division Administrator
Federal Highway Administration

Sacramento Area Council of Governments
Transportation Planning Certification Review
April 27, 2015



Prepared by:

The Federal Highway Administration
California Division

The Federal Transit Administration
Region IX

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Executive Summary

Federal regulations require that the United States Department of Transportation (USDOT) – specifically the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) – jointly review and evaluate the metropolitan transportation planning process of all Transportation Management Areas (TMA) - urbanized areas with populations of 200,000 or greater - every four years. The Sacramento Area Council of Governments (SACOG) Metropolitan Planning Area's (MPA) last transportation planning process certification was completed in April 2011.

The certification review process includes:

- A desk audit of information on transportation planning processes, activities, and significant products that result from these processes and activities;
- A site visit by a Federal review team that includes opportunities for input and comment on the transportation process by members of the public, federally recognized Tribal governments, local elected officials, and providers of public and private transit. SACOG's site visit took place on February 2-4, 2015; and
- The preparation and distribution of a Final Report, which summarizes the findings and recommendations of the review team regarding the transportation planning as currently practiced in the TMA region.

The primary focus of the review is to determine compliance with Federal transportation planning regulations and requirements and to establish the extent by which the Metropolitan Planning Organization (MPO), the State Department of Transportation, and transit operators in the region work together in carrying out the planning process.

The review also provides the opportunity for the MPO to share its challenges, successes, and actual experiences in carrying out the transportation planning process with the review team. The FHWA and FTA have developed joint certification review guidelines that provide agency field staff with considerable latitude and flexibility to tailor the review to reflect local conditions, issues, and needs. As a result, every certification review is almost always different with contrasting outcomes based on the depth and breadth of the review process.

The FHWA and FTA are also continuously monitoring the transportation planning process in between certification reviews. The certification review process is essentially a "one-time snapshot" of the planning process and is a useful tool in determining whether a TMA is meeting the planning requirements. It is important to note that activities listed below are other means by which Federal agencies may monitor the planning process and its compliances with regulations, statutes, and best practices:

- Review of the MPO transportation planning work program (referred to in the regulations as the Unified Planning Work Program; while in California, (the term Overall Work Program (OWP) is used) that identifies the work that will be carried out using Federal transportation planning funds, as well as work products and responsible parties;
- Review of the MPO's 20-year Long-Range Transportation Plan, which should be inclusive of all area modes funded with Federal transportation monies and must be financially constrained to the amount of funding expected to be reasonably available during the Plan's timeframe;
- Metropolitan and statewide transportation improvement program actions;
- Progress in implementing the Congestion Management Process (CMP);
- Air quality conformity determinations (in non-attainment and maintenance areas), including the quality of the technical process, and the models and methodologies used; and
- A range of other formal and less formal involvement by both the FHWA and FTA. Examples include face to face meetings to discuss specific planning issues, telephone calls, email coordination, etc. Results from these other activities were taken into account during the certification review.
- The review process is designed to focus on the current topics of significance in each Metropolitan Planning Area and the Final Report summarizes what the Federal review team found during the certification review, and includes, as applicable, Commendable Practices, Recommendations, and Corrective Actions. The Federal review team will only issue a Corrective Action if a deficiency is found that does not meet the planning requirements. The report and final actions are the joint responsibility of the appropriate FHWA and FTA field offices.

A Federal review team of FHWA and FTA staff conducted a site visit on February 2-4, 2015. During the site visit, there were discussions between the review team and SACOG staff, a public listening session, and interviews with SACOG local elected and transit government officials.

SACOG's 2015 certification review focused on assessing the agency's compliance with updated metropolitan transportation planning provisions of the Moving Ahead for Progress in the 21st Century (MAP-21), and strategic FHWA and FTA initiatives including:

- Organizational Structure and Board Administration
- Metropolitan Planning Area Boundaries, Agreements, and Contracts
- Financial Planning and Fiscal Constraint
- Federal Transportation Improvement Program (FTIP), Air Quality/Transportation Conformity, and Congestion Mitigation

- Public Participation, Title VI/Environmental Justice (EJ), and Tribal Governments
- Regional Transportation Plan (RTP)
- Project Selection and Monitoring, and Program Delivery
- Overall Work Program (OWP)
- Congestion Management Process (CMP)
- ITS/511 Planning
- Bicycle and Pedestrian Planning
- MAP-21 and Performance Based Planning

The body of this report contains applicable Corrective Actions, Recommendations, and Best Practices. Corrective actions detail areas of concern, where MPO practices do not meet Federal requirements. If corrective actions are left unaddressed, MPO program restrictions may be imposed which may lead to delay in funding by the U.S. DOT. Recommendations provide potential MPO practice improvements, and best practices highlight items found as exemplary. A summary of these items are provided in Table 1.

Review Outcome

FHWA and FTA jointly certify that the metropolitan transportation planning process performed by the Sacramento Area Council of Governments (SACOG) substantially meets requirements of 23 Code of Regulations (CFR) § 450, and all other applicable requirements. Additional information regarding all findings and recommendations may be found in the relevant sections of this report.

Table 1: Findings, Corrective Actions, Recommendations and Best Practices Summary

Focus Area	Findings	Corrective Actions	Recommendations	Best Practices
<p>Congestion Management Process (CMP) (23 CFR § 450.320)</p>	<p>In the 2011 Certification Review, SACOG was asked to document its process for analyzing SOV capacity in the context of its CMP Process.</p> <p>The Federal Review Team finds that SACOG has many of the elements of a Congestion Management Process scattered throughout its planning process.</p> <p>However, these CMP elements are “stove piped” amongst various MTIP and MTP development functions. The CMP elements are not integrated into the transportation planning process in a manner that allows SACOG to demonstrate that it is not only meeting the CMP requirement but is using the CMP in a quantifiable manner for decision-making.</p>	<p>SACOG must develop an integrated CMP by June 30, 2016.</p> <p>SACOG must define a CMP network, measures of congestion, the data that will be collected, mechanisms for analyzing that data, and develop a continuous monitoring process to maintain the CMP and to ensure that the output of the CMP is used in SACOG’s decision-making.</p> <p>FHWA will provide the necessary technical assistance to ensure that SACOG makes substantial progress and has a compliant CMP process in place and being actively used to develop the SACOG MTIP and MTP/SCS by that date.</p>		

<p>Metropolitan Planning Agreements and Contracts (23 CFR § 450.314)</p>	<p>SACOG must review all existing MOUs and agreements with Caltrans, transit providers, and localities to explicitly define the roles and responsibilities of each agency to carry out transportation planning responsibilities under 450.314.</p>		<p>SACOG must have all agreements updated and finalized by December 30, 2015. Staff-to-staff agreements are to be completed by September 30, 2015.</p>	
<p>Financial Planning and Fiscal Constraint (23 CFR §§ 450.322, 450.324)</p>	<p>The Measure B Sales Tax or equivalent has been repeatedly postponed into the out years of the MTIP since the adoption of the current MTIP and MTP/SCS.</p>		<p>SACOG must list only near term revenue sources which are reasonably available and for which there is wide consensus and support by the SACOG Board. Until concrete steps have been taken to put Measure B or its equivalent on the ballot, this potential revenue source may only be included in the MTP/SCS in the out years beyond the four-year scope of the current MTIP. This must be accomplished by June 30, 2015.</p>	
<p>FTIP (23 CFR § 450.324)</p>	<p>SACOG is about roll out Version 2.0 of its SACTRAK MTIP project tracking software. If a TIP is to be used as a replacement for the designated recipient's requirement to publish a program of projects (POP) the new TIP or its amendment must explicitly state that the TIP's public participation process will be used for the purpose of meeting the public participation requirements</p>		<p>SACOG will implement new procedure specified by Caltrans. FTA's Circular 9030.1E is the source reference.</p>	<p>The current version of SACTRAK is very robust, but the impending rollout of 2.0 will allow members of the public to browse project status from the Web without</p>

	for the POP.			having to request a user account and password.
Air Quality/ Transportation Conformity, and Congestion Mitigation (40 CFR § 93, Clean Air Act)	The MOU for air quality planning between MTC and SACOG for Solano County is over a decade old.		SACOG must re-examine its AQ agreements with MTC and update them, taking into account new air quality standards and planning responsibilities as required by federal transportation planning legislation.	
Public Participation, Visualization, Title VI/EJ, and Tribal Governments (23 CFR § 450.316, Executive Order (E.O.) 12898)	SACOG has worked to improve its public participation processes for the MTIP and MTP/SCS since 2011. However, SACOG has not conducted an evaluation of the effectiveness of its public participation process with consistent performance measures that will enable it to track improvements over time. SACOG's Environmental Justice analysis of its MTP address a variety of good performance measures, limitations of data/performance measures and reflects an effort to continuously improve this analysis. However, additionally, it needs a separate Title VI analysis as specified in the Department of Transportation Environmental Justice Order 5610.2(a).		SACOG should initiate a review of the effectiveness its public participation process to ensure a full and open participation process with consistent performance measures that will enable it to track improvements over time by September 30, 2015. SACOG should conduct an Environmental Justice and Title VI analysis of it next MTP as specified in the Department of Transportation Environmental Justice Order 5610(a).	
RTP (23 CFR § 450.322)	SACOG's 2035 MTP/SCS was developed with performance measures in mind; SACOG also monitors key data trends in the region every 2-3 years and produces a report which			SACOG has put a lot of time and effort into monitoring key regional

	<p>is used as part of the MTP/SCS development process.</p> <p>SACOG has also made extensive use of scenario planning in its MTP and other planning processes – examples include transit oriented development and the Rural-Urban Connections Strategy.</p>			<p>data trends, analyzing the data and using it in the transportation planning process, including the development of Performance Measures. The MTP has also been enriched due to the practice of using scenario planning to evaluate choices in the region.</p>
<p>OWP, Planning Factors, Planning Studies, and Self-Certification (23 CFR §§ 450.308, 450.306, 450.318, and 450.334)</p>	<p>In 2013, FHWA, FTA and Caltrans initiated changes to the Annual Meeting/OWP development process to focus on an OWP only pre-meeting, with the option for an Annual Meeting if desired by any of the process participants.</p> <p>Part of the process changes requires that all MPOs in the state follow the same Caltrans calendar in developing their draft and final OWPs. In 2013 and 2014 SACOG cited internal concerns over developing the OWP in not being able to meet Caltrans OWP development schedule.</p>		<p>It is very important that all MPOs statewide conform to the new Caltrans schedule for development of OWPs. SACOG must make the internal adjustments to its OWP development process to meet the same schedule required for all MPOs statewide under the Caltrans process. SACOG must make these modifications in time to comply with the OWP development for FY 2016.</p>	
<p>Organizational Structure and Transit on the Board (MAP-</p>	<p>SACOG has expressed that because it was a designated as an MPO before enactment of ISTEA, that under MAP-21's</p>		<p>FTA and FHWA are still continuing to evaluate this issue on a national basis.</p>	

21)	mandate for transit representation on the MPO Board, transit is represented and thus the requirement for adding transit to the board is satisfied.		To date, it is not clear that the TMA MPOs in California either comply with the requirement or have demonstrated that they are exempt.	
M&O and ITS (23 CFR §§ 450.322, 450.940)	The regional ITS plan is several years old. Many changes have occurred in the ITS arena since the ITS plan was developed and need to be incorporated into the ITS plan.		SACOG must overhaul, revise and adopt a new ITS plan by June 30, 2016.	
Bicycle and Pedestrian Planning	During the site visit, SACOG discussed the robust Bicycle and Pedestrian planning process SACOG conducts with the Federal Review Team.			SACOG is to be commended for its extensive bicycle and pedestrian planning process.
Administrative requirements and cost principles for Federal awards; 2 CFR 200 ("Supercircular")	SACOG's policies and procedures may need to be revised and/ or new policies/ procedures created to be in compliance with 2 CFR 200 which became effective on December 26, 2014. Caltrans' A&I are in the final stages of completing an incurred cost audit of SACOG. Any findings associated with this audit will need to be resolved on a timely basis.		SACOG should review and revise or develop new policies and procedures as applicable to ensure compliance with the Supercircular. Audit findings will need to be resolved on a timely basis. This usually means by the start of the next auditing cycle (depending upon the type of audit) at the latest.	

Certification Review Introduction, Purpose and Process

Background

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are required, at least every four years to jointly review and evaluate metropolitan transportation planning processes for each urbanized area with population greater than 200,000, referred as transportation management areas (TMA). After completion of these reviews a joint certification by the FHWA and FTA results if transportation planning processes are determined to substantially meet federal planning requirements.

Each review covers actions by all agencies (States, metropolitan planning organizations (MPO), transit operators, and local governments) charged with cooperatively carrying out day-to-day processes. Failure to certify is significant and may result in withholding of United States Department of Transportation (USDOT) funds. Other reasons the review is conducted are for enhanced planning process quality, and for an assurance that federally funded projects are being advanced without delay.

Purpose

Planning certification reviews serve several purposes:

- To evaluate the transportation planning process in metropolitan areas;
- To identify and correct any areas that are determined to be out of compliance with federal laws and regulations; provide recommendations that may help strengthen planning process aspects;
- To offer opportunities to recognize planning process best practices – which is equally important as identifying potential improvements; and
- To provide opportunities for the MPO staff, locally elected officials, transit operators, Indian Tribes (if located in MPO study area) and the public to have an interactive discussion with the Federal Review Team about the transportation planning process in the region.

For this review of the Sacramento Area Council of Government's (SACOG) transportation planning processes, the review team evaluated products and materials including the Regional Transportation Plan (RTP), Federal Transportation Improvement Program (FTIP), Overall Work Program (OWP), Congestion Management Process (CMP), and other relevant areas that all may be referred to in the "Results of Certification Review" section of this document.

Specific objectives of this review focused on determining if:

- 1) Overall planning activities of SACOG are conducted in accordance with USDOT regulations, policies, and procedures – including provisions of Moving Ahead for Progress in the 21st Century Act (MAP-21), 23 Code of Federal Regulations (CFR), Clean Air Act (CAA), Title VI of Civil Rights Act, etc. as applicable.
- 2) SACOG’s regional transportation planning processes are continuing, cooperative, and comprehensive, which result in development, implementation, and support of transportation system preservation and improvements.
- 3) SACOG’s OWP adequately documents transportation planning activities and other significant transportation planning activities occurring in the region.
- 4) Regional transportation planning products, including the FTIP and RTP, reflect identified transportation needs, priorities, and funding resources.
- 5) SACOG’s RTP is multimodal in perspective, meets the needs of the traveling public and community, and is based on current data.

Process

Prior to the site visit, the Federal review team conducted a “desk review” of the files and documentation pertaining to the area’s transportation planning process (including the findings and recommendations of the last certification review).

The Federal Review Team submitted to SACOG the following list of planning process elements identified in federal transportation planning regulations or in FHWA and FTA guidance. SACOG provided documentation and links to facilitate the desk review.

- MAP-21 Transitional Issues
- Organizational Structure, Board Membership and Planning Boundaries
- Agreements and Contracts
- Overall Work Program (OWP)/Self-Certification/Procurement Procedures
- Metropolitan Transportation Plan (MTP)
- Metropolitan Transportation Improvement Program (MTIP) and Project Selection
- Program Delivery/Project Monitoring
- Financial Planning/Fiscal Constraint
- Public Participation/Public Involvement
- Title VI, ADA and Environmental Justice
- Congestion Management Process (CMP)
- Intelligent Transportation Systems (ITS)
- Environmental Mitigation
- Consultation and Coordination
- Travel Demand Forecasting
- Safety in the Transportation Planning Process
- Security in the Transportation Planning Process

- Air Quality Conformity
- Visualization Techniques
- Integrating Freight into the Transportation Planning Process
- Land Use and Livability
- Pedestrian and Non-Motorized Transportation

FHWA and FTA staff reviewed all of the materials SACOG provided prior to the site visit. The review team met several times to coordinate the agenda, make sure core MPO functions and activities had been addressed in the documentation, and prepared questions designed to focus on significant topics and on major changes to SACOG's planning process since the 2011 Certification Review.

The FHWA and FTA conducted the site visit on February 2-4, 2015, at the SACOG office located at 1415 L Street, Suite 300, Sacramento, CA.

The following topics comprised the bulk of the discussion at the site visit:

- Discussion of 2011 Certification Review Recommendations
- Changes in SACOG's Planning Process since 2011
- Administrative Procedures (Financial Management)
- MAP-21 Implementation/Performance Measures
- Congestion Management Process at SACOG
- Status of Current MTP/SCS
- Next MTP/SCS Update
- Active Transportation Planning Process at SACOG
- 511\ITS Activities in the SACOG Planning Process
- Public Involvement Process\Title VI
- Air Quality Conformity

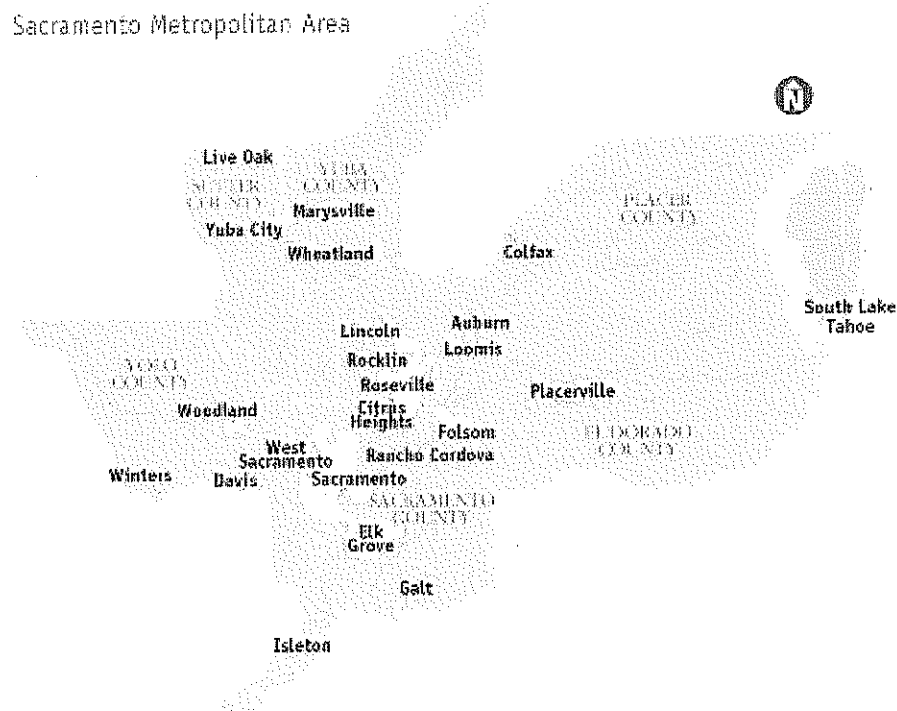
The Federal Review team also held meetings with the local transit operators, locally elected officials, and held a public listening session the evening of February 3, 2015.

Description and Overview of SACOG

The Sacramento Area Council of Governments (SACOG) is an association of local governments in the six-county Sacramento Region. Its members include the counties of El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba as well as 22 cities located on the graphic below.

SACOG provides transportation planning and funding for the region, and serves as a forum for the study and resolution of regional issues. In addition to preparing the region's long-range transportation plan, SACOG approves the distribution of affordable housing in the region and assists in planning for transit, bicycle networks, clean air and airport land uses.

The SACOG Handbook provides additional background information about SACOG programs, activities, Joint Powers Agreement, Board of Directors, and agency staff.



Certification Review Findings, Corrective Actions, Recommendations and Best Practices

Corrective Action – Congestion Management Process (CMP)

In the 2011 Certification Review, SACOG was asked to document its process for analyzing SOV capacity in the context of its CMP Process. The Federal Review Team finds that SACOG has some of the elements of a Congestion Management Process scattered throughout its planning process. However, there is not an existing framework that consolidates the disparate elements into a Congestion Management Process that meets the criteria established in 23 CFR 450.320. As a result, SACOG does not have a CMP that is integrated into the transportation planning process and used for decision-making.

SACOG must develop an integrated Congestion Management Process by June 30, 2016. SACOG must cooperatively establish a congested network, define appropriate measures of congestion,

identify the data that must be collected, develop mechanisms for analyzing that data, and develop a continuous monitoring process to maintain the CMP and to ensure that the output of the CMP is used to make policy and funding decisions.

FHWA will provide the necessary technical assistance to ensure that SACOG is successful in developing a compliant CMP by the June 30, 2016 date.

Recommendation – Metropolitan Planning Agreements and Contracts

SACOG must review all existing Memoranda of Understanding (MOUs) and agreements with Caltrans, transit providers, and localities to explicitly define the roles and responsibilities of each agency to carry out transportation planning responsibilities under 450.314. SACOG must have staff to staff agreements completed by September 30, 2015. Updated and finalized agency agreements must be completed by December 30, 2015.

Recommendation – MTIP Revisions

The Measure B Sales Tax or equivalent has been repeatedly postponed into the out years of the MTIP since the adoption of the current MTIP and MTP/SCS. SACOG must list only near term revenue sources which are reasonably available and for which there is wide consensus and support by the SACOG Board. Until concrete steps have been taken to put Measure B or its equivalent on the ballot, this potential revenue source can only be included in the MTP/SCS in the out years beyond the four year scope of the current MTIP.

Recommendation – Air Quality and Conformity

The MOU for air quality planning between MTC and SACOG for Solano County is over a decade old. SACOG must re-examine its AQ agreements with MTC and update them by December 30, 2015, taking into account new air quality standards and planning responsibilities as required by federal transportation planning legislation.

Recommendation – Public Participation Process

SACOG has worked to improve its public participation processes for the MTIP and MTP-SCS since 2011. SACOG should conduct an Environmental Justice and Title VI analysis of its next MTP as specified in the Department of Transportation Environmental Justice Order 5610(a). However, SACOG has not conducted an evaluation of the effectiveness of its public participation process, SACOG should initiate a review of the effectiveness its public participation process to ensure a full and open participation process with consistent performance measures that will enable it to track improvements over time by September 30, 2015.

Recommendation – Project Selection and Monitoring and Program Delivery

FTA has noted some programming issues, stemming from the Administrative Modification process, in terms of how the public is informed of proposed changes to grouped transit projects and how that information is organized and available to the public as well as to oversight by FHWA and FTA. The FTA, FHWA and SACOG staff will work together to find a solution that meets FTA public participation requirements and concerns.

Recommendation – OWP

In 2013, FHWA, FTA and Caltrans initiated changes to the Annual Meeting/OWP development process to focus on an OWP only pre-meeting, with the option for an Annual Meeting if desired by any of the process participants. Part of the process changes requires that all MPOs in the state follow the same Caltrans calendar in developing their draft and final OWPs. In 2013 and 2014, SACOG cited internal concerns over developing the OWP in not being able to meet Caltrans OWP development schedule.

It is very important that all MPOs statewide conform to the new Caltrans schedule for development of OWPs. SACOG must make the internal adjustments to its OWP development process as soon as possible to meet the same schedule required for all MPOs statewide under the Caltrans process. SACOG must make these modifications in time to comply with the OWP development for FY 2016.

Recommendation – Transit on the MPO Board

SACOG has expressed that because it was designated as an MPO before enactment of ISTEA, that under MAP-21's mandate for transit representation on the MPO Board, transit is represented and thus the requirement for adding transit to the board is satisfied. FTA and FHWA are still continuing to evaluate this issue on a national basis. To date, it is not clear that the TMA MPOs in California either comply with the requirement or have demonstrated that they are exempt.

Recommendation – ITS

The regional ITS plan is several years old. Many changes have occurred in the ITS arena since the ITS plan was developed and need to be incorporated into the ITS plan. SACOG should overhaul, revise and adopt a new ITS plan by June 30, 2016.

Recommendation - Administrative requirements and cost principles

SACOG should review and revise or develop new policies and procedures as applicable to ensure compliance with the Supercircular. Audit findings will need to be resolved on a timely basis. This usually means by the start of the next auditing cycle (depending upon the type of audit) at the latest.

Best Practice – FTIP

SACOG is about roll out Version 2.0 of its SACTRAK MTIP project tracking software. The current version of SACTRAK is very robust, but the impending rollout of 2.0 will allow members of the public to browse project status from the Web without having to request a user account and password.

Best Practice – RTP Performance Measures and Scenario Planning

SACOG's 2035 MTP/SCS was developed with performance measures in mind; SACOG also monitors key data trends in the region every 2-3 years and produces a report which is used as part of the MTP/SCS development process. SACOG has also made extensive use of scenario planning in its MTP and other planning processes – examples include transit oriented development and the Rural-Urban Connections Strategy.

SACOG has put a lot of time and effort into monitoring key regional data trends, analyzing the data and using it in the transportation planning process, including the development of Performance Measures. The MTP has also been enriched due to the practice of using scenario planning to evaluate choices in the region.

Best Practice – Bicycle and Pedestrian Planning

During the site visit SACOG discussed the robust Bicycle and Pedestrian planning process SACOG conducts with the Federal Review Team. SACOG is to be commended for its extensive bicycle and pedestrian planning process.

Conclusion

The outcome of this review is a determination whereby FHWA and FTA jointly certify that SACOG's planning process substantially meets the requirements of 23 CFR § 450, MAP-21 and all other applicable legislation. SACOG is commended for its public outreach engagements and strong collaboration with regional partner agencies in developing transportation solutions and delivering technical competencies. We thank SACOG staff for their tremendous assistance and cooperation in making the certification review informative, productive, and a positive exchange of frank discussions.

Appendix A- Certification Review Participants

Scott Carson	FHWA, California Division
Jerome Wiggins	FTA, Region IX
Jack Lord	FHWA, California Division
Stew Sonnenberg	FHWA, California Division
Lance Yokota	FHWA, California Division
Arianna Valle	FHWA, California Division
Cheng Yan	FHWA, California Division
Mary Cunningham	FHWA, California Division
David Cohen	FHWA, California Division
Andrew Emmanuelle	FHWA, Minnesota Division
Muhaned Aljabiry	Caltrans HQ
Alex Fong	Caltrans District 3
Mike McKeever	SACOG
Matt Carpenter	SACOG
Jose Luis Caceres	SACOG
Renee DeVere-Oki	SACOG
Monica Hernandez	SACOG
Bruce Griesenbeck	SACOG

Appendix B - Local Elected Officials and Transit Operators

Terry Bassett
Anthony Palmere
Jean Faletta
Rosemary Covington
Steve Miklos

Yolo County Transit District
Davis Transit
Elk Grove Transit
Regional Transit
City of Folsom

Appendix C - Public Meeting Notice

The notice for the Public Listening Session notices was posted to SACOG's website prior to the session, which was held on February 3, 2015 at SACOG's offices at 1415 L Street, Sacramento, CA 95814. The link for the notice is listed below:

<http://www.sacog.org/notices/2015/notice.pdf>

Four members of the public attended. These members of the public were Sacramento State University students. They did not speak about the planning process in the region but came to discuss career development opportunities in the transportation planning field.



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COMMISSION

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Memorandum

TO: Air Quality Conformity Task Force

DATE: December 7, 2017

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 2017 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.

Projects Staff is Proposing to Include or Revise in the 2017 TIP

Staff has received requests from sponsors to add 174 new individually listed projects and 25 new grouped listed projects to the 2017 TIP and to update the scope of one existing project.

Twelve of the proposed new projects and one existing project include elements that may not be treated as exempt from regional-level conformity under 40 CFR 93.126 or 40 CFR 93.127. However, staff believes that the inclusion of these projects and revisions in the 2017 TIP would not require an update to the air quality conformity analysis for *Plan Bay Area 2040* and the 2017 TIP. The details of these projects and their conformity issues are as follows:

Road Diets on Segments of Less than ¼ Mile

1. Lakeside Family Streets

FMS ID: 6725.00

Sponsor: Oakland

Description: In Oakland: On Harrison St between 20th St and 27th St, and along Grand Ave from west of Harrison to east of Bay Place: install cycle track, parking protected bikeways and protected intersection; On Harrison between Grand and 27th St: implement road diet

Expanded Description: In Oakland: on Harrison St between 20th Street and 27th Street, and along Grand Ave from west of Harrison to east of Bay Place; install cycle track, parking protected bikeways and protected intersection. The project includes travel lane reductions on Harrison.

Conformity Issue: The project above includes road diet elements and may not currently be treated as exempt from regional-level conformity under 40 CFR 93.126 or 40 CFR 93.127.

The Harrison St segment is classified as a principal arterial. However, the segment is less than ¼ mile and Staff considers the reduction in lanes to be not regionally significant.

2. Southside Complete Streets & Transit Improvements

FMS ID: 6738

Sponsor: Berkeley

Description: Berkeley: Various locations south of UC Berkeley: Construct two-way cycle track, signal mods, transit, ped and loading improvements, TSP, and repaving; Telegraph from Channing to Bancroft and Bancroft from Fulton to Dana: Implement road diet for transit only lane

Expanded Description: Project includes two-way cycle tracks on Dana St from Dwight to Bancroft, on Bancroft Way from Milvia to Piedmont Ave, and northbound on Fulton St from Channing to Bancroft, and the associated signal modifications on Dana, Bancroft, and Fulton; transit improvements on Bancroft and Telegraph potentially including bus stop bulb-outs or a dedicated lane or queue jump lanes, and transit signal priority; loading zone improvements on Telegraph from Dwight to Bancroft; pedestrian safety improvements at various intersections including ped-level lighting, countdown signals, high-visibility crossings, bulb-outs, and rapid flashing beacons at Bancroft/Fulton and Dwight/Telegraph. Repaving of Dana and Telegraph between Dwight and Bancroft, Bancroft between Piedmont & Bowditch, and Bancroft between and Piedmont and Bowditch. This project is associated with AC Transit's San Pablo and Telegraph Ave. Rapid Transit Bus Upgrades.

Conformity Issue:

The project above includes the conversion of a general purpose lane to a transit only lane and may not currently be treated as exempt from regional-level conformity under 40 CFR 93.126 or 40 CFR 93.127. The segment of Bancroft Way and Telegraph Ave. undergoing the road diet is classified as a principal arterial. However, the segment is less than ¼ mile and Staff considers the reduction in lanes to be not regionally significant.

3. San Pablo and Telegraph Ave Rapid Bus Upgrades

TIP ID: ALA170059

Sponsor: AC Transit

Description: AC Transit: Various locations on the San Pablo and Telegraph Ave Corridors: Implement rapid bus improvements including TSP upgrades, signal coordination, the relocation of key bus stops; On Telegraph from Channing to Bancroft: implement transit only lane

Expanded Description: AC Transit: Various locations on the San Pablo and Telegraph Ave Corridors: Implement rapid bus improvements including corridor-wide upgrades of Transit Signal Priority (TSP), signal coordination, the relocation of key bus stops from near side to far side, installation of TSP on buses, and convert a general purpose lane to transit lane on a short segment of Telegraph Avenue from Channing to Bancroft. The San Pablo and Telegraph Avenue corridors had TSP installed over 10 years ago utilizing infrared technology. AC Transit proposes to replace the existing TSP with a GPS-based TSP system. The project will upgrade TSP along 16 miles of Rapid Bus corridors with over 90 intersections. This project is associated with Berkeley's Southside Complete Streets and Transit Improvements project.

Conformity Issue: The project above includes the conversion of a general purpose lane to a transit only lane and may not currently be treated as exempt from regional-level conformity

under 40 CFR 93.126 or 40 CFR 93.127. The segment of Telegraph Ave. undergoing the road diet is classified as a principal arterial. However, the segment is less than ¼ mile and Staff considers the reduction in lanes to be not regionally significant.

4. Complete Street Upgrade of Relinquished SR84

FMS ID: 6744

Sponsor: Fremont

Description: Fremont: Thornton Ave (Blacow Rd to Fremont Blvd), Fremont Blvd (Alder Ave to Mattos Dr) and Peralta Blvd (Fremont Blvd to Sequoia Rd): Implement complete streets improvements; On Peralta Blvd (Fremont Blvd to Sequoia Rd): Implement road diet

Expanded Description: Fremont: Thornton Ave (Blacow Rd to Fremont Blvd), Fremont Blvd (Alder Ave to Mattos Dr) and Peralta Blvd (Fremont Blvd to Sequoia Rd): Convert the "Phase 1" portions of the soon to be relinquished SR 84 in Fremont into multimodal complete streets, with narrower lanes, buffered bike lanes and improved sidewalks, intersections and ped crossing facilities. On Peralta Blvd (Fremont Blvd to Sequoia Rd): Reduce lanes from two in each direction to one.

Conformity Issue: The project above includes road diet elements and may not currently be treated as exempt from regional-level conformity under 40 CFR 93.126 or 40 CFR 93.127. The segment of Peralta Blvd. undergoing the road diet is classified as a principal arterial. However, the segment is less than ¼ mile and Staff considers the reduction in lanes to be not regionally significant.

5. Moraga Way and Canyon/Camino Pablo Improvements

FMS ID: 6756

Sponsor: Moraga

Description: Moraga: Moraga Way from Moraga Rd to Ivy Dr: Resurface, close sidewalk gap, and improve bike facilities; Canyon Rd & Camino Pablo intersection: Install crosswalk improvements; Canyon Rd from Constance Pl to De La Cruz Way: Reduce travel lanes from 4 to 2

Expanded Description: In Moraga: Moraga Way from Moraga Road to Ivy Drive: Install intersection improvements, complete the bicycle and pedestrian network along the corridor, resurface roadway to provide an even surface for bicyclists, and restripe the roadway with buffered Class II bicycle lanes, install sidewalks and pedestrian pathways and replace curb ramps and driveways to provide an accessible path of travel linking Miramonte High School, residents, County Connection transit stops, and the Moraga Center; Camino Pablo and Canyon Road, which is a key route for students walking to Joaquin Moraga Intermediate School: Improve the intersection by reducing the through travel lanes from two to one in each direction on Canyon Rd and assigning the remaining area to bulb-outs while adding a pedestrian refuge reducing the crossing distance and narrowing the roadway to calm traffic, install rectangular rapid flash beacons, improved intersection lighting, and a speed feedback sign in the northbound direction to advise drivers of their speed as they enter the Town's inhabited limits and provides green street elements within the bulb-outs to meet clean water requirements.

Conformity Issue: The project above includes road diet elements and may not currently be treated as exempt from regional-level conformity under 40 CFR 93.126 or 40 CFR 93.127. The segment of Canyon Rd. undergoing the road diet is classified as a minor arterial.

However, the segment is less than ¼ mile and Staff considers the reduction in lanes to be not regionally significant.

Road Diets on Segments with AADT below 20,000 Vehicles

6. Healdsburg Avenue Complete Streets Improvements

FMS ID: 6623

Sponsor: Healdsburg

Description: Healdsburg: On Healdsburg Ave from Powell Ave to Passalacqua Rd complete streets improvements for all modes of travel including reducing travel lanes from 5 to 3

Expanded Description: Healdsburg: On Healdsburg Ave from Powell Ave to Passalacqua Rd: Construct complete streets improvements for all modes of travel including pedestrians, bicyclists, motorist, transit riders including reducing travel lanes from 5 to 3, adding bikes lanes, bus turn-outs, street parking, lighting, landscaping, LID, sidewalks, ped ramps, etc.

Conformity Issue: The project above includes road diet elements and may not currently be treated as exempt from regional-level conformity under 40 CFR 93.126 or 40 CFR 93.127. The segment of Healdsburg Ave. undergoing the road diet is classified as a minor arterial. However, the segment has an AADT of approximately 10,400 vehicles. Since this AADT is under 20,000 vehicles, Staff considers the reduction in lanes to be not regionally significant.

7. Healdsburg Avenue Complete Streets Improvements

FMS ID: 6615

Sponsor: Petaluma

Description: Petaluma: Petaluma Blvd from E St to Crystal Ln: Rehabilitate pavement, reconfigure lanes for smoother traffic flow, and add class 2 bike lanes: Petaluma Blvd from E St to Mountain View Ave: Reduce lanes from 4 to 2

Expanded Description: Petaluma: Petaluma Blvd from E St to Crystal Ln: Grind and replace asphalt up to 3" and digouts to repair locally failed areas up to 12", place paving fabric, replace existing traffic loops, remove traffic striping, install thermoplastic striping for new lane configuration, install ADA compliant curb ramps and driveways, add high visibility crosswalks, add new Class II and Class III bicycle facilities, add pedestrian and bicycle signage, install rectangular rapid flashing beacons, replace damaged sidewalks and sidewalk gap closures, traffic control, and manhole adjustments. The City will use greener paving alternatives such as recycle in place or full depth rehabilitation if feasible.

Conformity Issue: The project above includes road diet elements and may not currently be treated as exempt from regional-level conformity under 40 CFR 93.126 or 40 CFR 93.127. The segment of Healdsburg Ave. undergoing the road diet is classified as a principal arterial. However, the segment has an AADT of approximately 13,300 vehicles. Since this AADT is under 20,000 vehicles, Staff considers the reduction in lanes to be not regionally significant.

8. Java Dr. Road Diet and Bike Lanes

FMS ID: 6566

Sponsor: Sunnyvale

Description: Sunnyvale: On Java Dr from Mathilda to Crossman: Construct approximately 5,000 linear feet of Class II bike lanes each side via a road diet

Expanded Description: Sunnyvale: On Java Dr from Mathilda to Crossman: Construct approximately 5,000 linear feet of Class II bike lanes each side via a road diet on Java Dr. The project will install buffered bike lanes with green bike lanes at selected locations throughout along the corridor by removing one travel lane each direction. The project will also install vehicular/bike detection system at five signalized intersections. The project may also require adjustment/upgrades to traffic signals to accommodate new road geometry.

Conformity Issue: The project above includes road diet elements and may not currently be treated as exempt from regional-level conformity under 40 CFR 93.126 or 40 CFR 93.127. The segment of Java Dr. undergoing the road diet is classified as a minor arterial. However, the segment has an AADT of approximately 6,600 vehicles. Since this AADT is under 20,000 vehicles, Staff considers the reduction in lanes to be not regionally significant.

Road Diets on Roadways Classified as Major Collectors or Below

9. Hayward – Main St Complete Streets

FMS ID: 6735

Sponsor: Hayward

Description: Hayward: Main St from Mc Keever to D St: Reduce roadway from 4 to 2 lanes, construct bike lanes, widen sidewalks and add complete street elements

Expanded Description: On Main Street between Mc Keever and D Street: reduce roadway from 4 to 2 lanes (Road Diet), add bulb-outs (curb extensions) at intersections, add Class II green bike lanes for visibility, improve ADA access with new curb ramps, widen sidewalks, create on-street parking opportunities that provide door zone protection for bicyclists, and resurface roadway and restripe. AC Transit routes will continue to operate on Main Street and accommodations for the transit stops will be provided along the street.

Conformity Issue:

The project above includes road diet elements and may not currently be treated as exempt from regional-level conformity under 40 CFR 93.126 or 40 CFR 93.127. However, Main St. is classified as a major collector and Staff considers the reduction in lanes to be not regionally significant.

10. Waverley, E. Meadow & Fabian Enhanced Bikeways

FMS ID: 6655

Sponsor: Palo Alto

Description: Palo Alto: Waverley Multi-Use Path: Widen and upgrade path; E Meadow Dr from Alma to Fabian: Protected bike facility; Fabian Way from East Meadow Dr to E Charleston: Reconfigures roadway with a travel lane reduction to add protected bicycle facilities

Expanded Description: Palo Alto: Waverley Multi-Use Path: Widen and upgrade path; E Meadow Dr from Alma to Fabian: Protected bike facility; Fabian Way from East Meadow Dr to E Charleston: Reconfigures roadway with a travel lane reduction to add protected bicycle facilities

Conformity Issue: The project above includes road diet elements and may not currently be treated as exempt from regional-level conformity under 40 CFR 93.126 or 40 CFR 93.127. However, Fabian Way is classified as a major collector and Staff considers the reduction in lanes to be not regionally significant.

11. Huntington Transit Corridor Bike/Ped Improvements

FMS ID: 6682

Sponsor: San Bruno

Description: San Bruno: On Huntington Ave from San Bruno Ave to the entrance of the Centennial Way Trail: Implement pavement preservation and bike/ped facilities including converting the rightmost lane on northbound Huntington Ave to a two-way cycle track

Expanded Description: San Bruno: On Huntington Ave from San Bruno Ave to the entrance of the Centennial Way Trail: Implement pavement preservation and bike/ped facilities that provide direct access between stations and the Centennial Way Trail including the following: the rightmost lane along Huntington Avenue going northbound will be converted into a two-way cycle track with a physically separated concrete barrier, with the flexibility to add landscaping to the barrier as costs permit; a sharrow will be placed in the rightmost lane going southbound along with designated bike route signage; Huntington Avenue will receive a slurry sealed treatment along the entire project area; pedestrian-scale lighting and other amenities like public art and landscaping will be added to create a path-link environment for walking; a consultant will be hired to conduct a traffic study, as is required when proposing a lane removal.

Conformity Issue: The project above includes road diet elements and may not currently be treated as exempt from regional-level conformity under 40 CFR 93.126 or 40 CFR 93.127. However, Huntington Ave is classified as a major collector and Staff considers the reduction in lanes to be not regionally significant.

12. Laurie Meadows Ped/Bike Safety Improvements

FMS ID: 6616

Sponsor: San Mateo

Description: San Mateo: Various locations in the Laurie Meadows neighborhood: Implement bike/ped safety improvements; On Laurie Meadows Dr from near Pacific Blvd to Woodbridge Circle: Implement road diet

Expanded Description: San Mateo: Various locations in the Laurie Meadows neighborhood: Implement bike/ped safety improvements including improving visibility, safety, lighting, and encouraging alternatives modes of transportation; On Laurie Meadows Dr from near Pacific Blvd to Woodbridge Circle: Implement road diet. The entire improvement project includes infrastructure upgrades to five (5) intersections in the Laurie Meadows neighborhood. These infrastructure upgrades include: new bulb-outs/curb extensions, bicycle detection, bike boxes, high visibility crosswalks, ADA curb ramps, advance stop bars, green infrastructure landscaping, and pedestrian scale lighting. Project will also include roadway rehabilitation to enable clean application of new bike

lanes while reducing vehicular travel lanes, adding high visibility crosswalks, and stop bars.

Conformity Issue: The project above includes road diet elements and may not currently be treated as exempt from regional-level conformity under 40 CFR 93.126 or 40 CFR 93.127. However, Laurie Meadows Dr. is classified as a local roadway and Staff considers the reduction in lanes to be not regionally significant.

Updates to Existing Projects in the 2017 TIP

1. Park & Ride Lots in Napa County

TIP ID: NAP050009

Sponsor: Moraga

Current Description: Napa County: American Canyon, and Calistoga/St. Helena/Yountville ; Construct Park and Ride Lots.

Current Expanded Description: Three future park and ride lots, Yountville, and Calistoga/St.Helena will be necessary as the express service increases. NFTA anticipates the American Canyon lot will be required by 2012/13 and the Calistoga/St. Helena lot by 2013/14.

New Description: Napa County: American Canyon, and Calistoga/St. Helena/Yountville ; Construct Park and Ride Lots. Various existing Park and Ride Lots: Construct improvements

New Expanded Description: Napa County: American Canyon, and Calistoga/St. Helena/Yountville ; Construct Park and Ride Lots. Various existing Park and Ride Lots including the Imola Park and Ride Lot: Construct improvements such as adding new bus stops, pavement, lighting, bike lockers, charging stations, etc

Conformity Issue: The project currently includes the construction of new park and ride lots, which may not currently be treated as exempt from regional-level conformity under 40 CFR 93.126 or 40 CFR 93.127. This project is currently classified as non-exempt in the 2017 TIP. Staff is proposing to expand the scope of the project to include the implementation of exempt improvements at existing park and ride facilities. Staff is not proposing to change the schedule for implementing new facilities with this revision. Since only exempt elements are being added, staff is requesting the Task Force's concurrent that the proposed change in scope does not require a change to the regional air quality conformity analysis.

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

MTC staff is not seeking a determination on the status of these projects for project-level conformity purposes with this item.

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	6710	Newark	Thornton Avenue Pavement Rehabilitation	Newark: On Thornton Ave between I-880 and Olive St: Rehabilitate pavement	Pavement rehabilitation of 5,755 LF of roadway on Thornton Ave between I-880 and Olive Street. Scope of work includes removal and replacement of 2.5" of asphalt concrete across the full width of roadway; localized base repairs; reconstruction of curb ramps to meet current ADA standards; repair of damaged sidewalk, curb and gutter; adjustment of utilities to grade and pavement striping	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Alameda	6721	Dublin	Dublin Blvd Rehabilitation	Dublin: Segments of Dublin Boulevard from Scarlet Drive to Hacienda Drive: Rehabilitate pavement	This project will include addressing any ADA access ramps, and maintaining access for all modes of transportation.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Alameda	6726	Oakland	Oakland LSR Paving Program	In Oakland: Citywide: Implement paving Improvements including pavement resurfacing, bicycle transportation, curb, gutter, drainage, sidewalks, pedestrian safety, and ADA compliant curb ramps	In Oakland, Citywide Paving Improvements including pavement resurfacing, bicycle transportation, curb, gutters, drainage, sidewalks, pedestrian safety, and ADA compliant curb ramps. Streets include Oakport St from Edgewater to I-880 freeway entrance, Havenscourt Bv from International BV to Avenal Av, Oakland Ave from Orange Street to MacArthur	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Alameda	6737	Hayward	Winton Ave Complete Street	Hayward: On Winton Ave from Hesperian Blvd to Santa Clara St: Rehabilitate pavement, upgrade curb ramps and streetlights; On Winton Ave just east of Santa Clara St: Landscape median	Hayward: On Winton Ave from Hesperian Blvd to Santa Clara St: Rehabilitate pavement, upgrade curb ramps and streetlights; On Winton Ave just east of Santa Clara St: Landscape median. Winton is a 6 lane arterial within the project limits. The first section, which is roughly 2,240 ft in length is from Hesperian to Southland Drive and is projected to have a PCI of 68. The proposed treatment for this section is Overlay with Fabric. The second section, which is 1,140 in length is projected to have a PCI of 20 in 2017 and a full depth reclamation is proposed for this section. Similarly, the last segment which is 867 ft long extends from end of I-880 Overpass to Santa Clara Street. This section is projected to have a PCI of 9 and a full depth reclamation is proposed for this section.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Alameda	6740	Livermore	Livermore Pavement Rehabilitation - MTS Routes	Livermore: Various Locations: Repair and/or rehabilitate pavement	Livermore: Repair and/or rehabilitation treatments on two segments of Livermore Avenue: 1. North Livermore Avenue, from south of Las Positas Road to Chestnut Street. 2. South Livermore Avenue from Fourth Street to Concannon Boulevard	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Alameda	ALA170058	MTC	Bay Bridge Forward: West Grand TSP	In Oakland: Various locations on the West Grand Ave Corridor between Maritime and Northgate; Implement transit signal priority for AC Transit vehicles	In Oakland: Various locations on the West Grand Ave Corridor between Maritime and Northgate; Implement transit signal priority for AC Transit vehicles. In concert with other planned improvements in the bridge corridor, including gap closure of the HOV lane on the West Grand Avenue ramp to the San Francisco Oakland Bay Bridge plaza, this project would improve the reliability of and decrease transbay transit travel times on AC Transit lines using this corridor. Currently the NL route is the first intended beneficiary, other transit lines may benefit	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization projects
Alameda	6743	Albany	San Pablo Ave & Buchanan St Pedestrian Imps	Albany: Various Locations on Buchanan St and San Pablo Ave: Streetscape improvements including medians, bulb outs, signal modifications, striping of high visibility crosswalks	Albany: Buchanan St, San Pablo Ave: Installation of Rapid Flashing Pedestrian Beacons at the San Pablo/Portland intersection and installation of a Pedestrian Hybrid signal at the Taylor St./Buchanan Street intersection. In addition, it includes realignment of the Marin Avenue and Buchanan Street merge and the creation of a pocket park within the new realignment	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections

Item 3a - Attachment A

County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
Alameda	6745	Fremont	City of Fremont Pavement Rehabilitation	Fremont: Various Locations: Rehabilitate pavement and implement bike/ped improvements	Project will also restripe the roadway providing bike lanes with buffers where feasible and upgrade curb ramps to the latest ADA requirements. The locations of this work includes: (1) CABRILLO DR from GIBRALTER DR to NICOLET AVE; (2) GRIMMER BLVD E/B from 837' E/O IRVINGTON to FREMONT BLVD; (3) MISSION BLVD N/B from GRIMMER BLVD to PASEO PADRE PARKWAY; (4) CAROL AVE from GRIMMER BLVD to CHAPEL WAY; (5) LAS PALMAS AVE from LEMOS LN to EAST SIDE of SEVILLE PL; (6) MISSION VIEW DR from FREMONT BLVD to PASEO PADRE PARKWAY; (7) DEEP CREEK RD from 340' N/O ARIEL RD to FALSTAFF RD; (8) FARWELL DR from MOWRY AVE to SELMA AVE; (9) OLIVE AVE from WASHINGTON BLVD to PASEO PADRE PARKWAY; (10) WARM SPRINGS BLVD N/B from SCOTT CREEK RD to MAYTEN WAY; (11) WARM SPRINGS BLVD N/B from LIPPERT AVE to HACKAMORE LN; (12) FREMONT BLVD N/B from 620' S/O BEARD RD to BEARD RD; (13) PALM AVE from 345 S/O MISSION CREEK	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Alameda	6746	Pleasanton	Pavement Rehabilitation Hacienda Business Park	Pleasanton: Various locations near the Hacienda Business Park: Pavement rehabilitation and bike/ped improvements	Pleasanton: Hacienda Dr, Chabot Dr, Willow Rd, Owens Dr, and Gibraltar Dr in the vicinity of the Hacienda Business Park: Resurface the existing roadway pavement with a new layer of HMA, upgrade curb ramps to meet ADA standards, isolated pavement repair, stripping, install class 2 bike lanes, install traffic detectors, adjust utility frame & grates	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Alameda	6750	Union City	Dyer Street Pavement Rehabilitation	Union City: On Dyer St from Alvarado Blvd to Deborah Dr: Rehabilitate pavement	Union City: On Dyer St from Alvarado Blvd to Deborah Dr: Rehabilitate pavement	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Alameda	6755	Emeryville	Frontage Rd, 65th St and Powell St Pavement Maint	Emeryville: Various Locations on Frontage Road, 65th St, Powell St: Pavement maintenance	Emeryville: Frontage Rd from the Berkeley City Limits to Powell St; 65th St from the Greenway to the Union Pacific Railroad right-of-way; and Powell St from Peladeau St to Vallejo St: perform maintenance to include the application of a slurry seal.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Alameda	6757	Piedmont	Piedmont - Oakland Avenue Improvements	Piedmont: Oakland Ave between Grand Ave and western city limits: Pavement rehabilitation and installation of bicycle and pedestrian safety improvements	This project is implementation of one of the high priority projects as identified in the Pedestrian-Bicycle Master Plan adopted by the City of Piedmont in 2014. That plan identified pedestrian and bicycle safety issues in several different areas of the City; however Oakland Avenue ranked as one of the highest concerns. Accordingly, this project includes installation of pedestrian safety improvements that include enhanced intersection pedestrian improvements at Oakland/Howard & Oakland/Sunnyside, including construction of bulb-outs, enhanced crosswalks & rectangular rapid flashing beacons. Additionally, the project will include installation of bicycle lanes and bike route signs, bicycle pavement markings (sharrows) to provide a connection between the City of Oakland and the newly installed bicycle lanes on Grand Avenue. The project will also include milling/filling the existing pavement between Grand Avenue and Sunnyside Avenue and slurry sealing between Sunnyside Avenue and the westerly city limits. The current PCI rating of Oakland Avenue includes a range from 22 to 52 (on the segment of Grand to sunnyside) and 78 between Sunnyside and the easterly city	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation

Item 3a - Attachment A

County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
Alameda	6758	Alameda	Alameda - Clement Avenue Complete Streets	Alameda: On Clement Avenue between Broadway and Grand St: Complete street improvements including Class II bike lanes, curb extensions, flashing beacons, bus shelters, sidewalk/curb ramp improvements, railroad track removal, resurfacing and trees	The Clement Avenue complete street project will create a comprehensive multimodal street between Broadway and Grand Street, which is 1.2 miles in length and at a gateway location for the city in the Northern Waterfront PDA making it easier to connect to Fruitvale BART, Oakland and beyond. The project will maximize the efficiency of the Miller-Sweeney Bridge, which is one of only five ways on/off the island, and will transform this 48-50 foot street from industrial railroad blight to a best practices multimodal corridor. *Complete Street Project* - Bikeway: Installs Class II bike lanes; Provides bike boxes with green pavement; Installs bike signals at the Park Street/Clement Avenue intersection; - Walkway: Widens sidewalks at locations narrowed by utility poles and trees to provide a continuous accessible path of travel; Upgrades curb ramps to ensure compliance with the Americans with Disabilities Act; Installs 5 high visibility marked crosswalks, 2 rectangular rapid flashing beacons and 22 curb extensions; - Safety: Improves lighting at 9 marked crosswalks along the corridor; - Railroad Remnants: Removes the abandoned railroad tracks down the center of the street and the remaining railway signs. Resurfaces the pavement at the railroad track removal area; - Parking: Installs 3 accessible on-street parking spaces; Requires parking restrictions at key intersections to increase visibility and to allow for improved turning radii for trucks; Removes parking at pinch points to provide a continuous	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.
Alameda	6760	Alameda	Alameda City-Wide Pavement Rehabilitation	Alameda: Buena Vista Ave from Willow St to Park St and Kofman Pkwy from Tralee Ln to Aughinbaugh Way: Resurface and rehabilitate pavement	Alameda: Buena Vista Ave from Willow St to Park St and Kofman Pkwy from Tralee Ln to Aughinbaugh Way: Resurface project streets, perform minor maintenance repair to curbs, gutters, culverts, wheelchair ramps, traffic signal loops and pavement markings. This project helps protect and maintains city street surfaces, improve mobility for all users and improve storm water surface drainage	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Alameda	6765	San Leandro	San Leandro Washington Avenue Rehabilitation	San Leandro: Washington Ave from W. Juana Ave to Castro St: Reconstruct roadway	San Leandro: Washington Ave from W. Juana Ave to Castro St: Reconstruct roadway. Washington Ave has a high crown and steep cross slopes that make it a challenge for wheel chairs to cross the street. The high crown can only be changed by reconstructing the road and rebuilding it from the ground up. Additionally, this street has a very low pavement condition index rating	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Alameda	6779	EB Reg Park District	Doolittle Drive Bay Trail	Oakland: Along Doolittle Dr. from the MLK Regional Shoreline Center near Langley Street 2,300 feet to the north end of the existing SF Bay Trail at the fishing dock, north of Swan Way: Construct SF Bay Trail	Oakland: Along Doolittle Dr. from the MLK Regional Shoreline Center near Langley Street 2,300 feet to the north end of the existing SF Bay Trail at the fishing dock, north of Swan Way: completes a gap in the SF Bay Trail along Doolittle Drive in Oakland. Safe bicycle and pedestrian access does not currently exist along this segment, which connects Oakland to the City of Alameda. The project will benefit the surrounding disadvantaged community by providing a non-motorized transportation route to recreation at Martin Luther King Jr. Shoreline Park and also to jobs at the nearby Oakland airport and adjacent industrial complexes	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	6543	CC County	Contra Costa Local Streets and Roads Preservation	Contra Costa County: Various local streets and roads: Pavement preservation	Contra Costa County: Various local streets and roads: Provide pavement preservation on arterial roadway segments within Contra Costa County. Preventive maintenance and pavement rehabilitation is proposed to prevent further deterioration of the roadway and to improve the current pavement condition index (PCI). On San Pablo Dam Road between El Portal Drive and the Richmond city limit near Tri Lane: Pavement rehabilitation is recommended and consists of 0.17' grind and overlay with hot mix asphalt. This arterial is mostly 4-lanes through downtown El Sobrante and narrows down to 2-lanes east of Castro Ranch Road. On El Portal Drive segments that are maintained by Contra Costa County: Preventative maintenance is recommended and consists of a microsurface treatment to the existing pavement. This roadway serves Interstate 80 off-ramps and on-ramps to San Pablo Dam Road. Two short segments are maintained by Contra Costa County and consists of a two lane road with left turn pockets. On Vasco Road between Frisk Creek Bridge and the Alameda County Line: Preventative maintenance is recommended on Vasco Road between Frisk Creek Bridge and the Alameda County Line and consists of a microsurface treatment to the existing travel lanes and a fog seal on the shoulders. This roadway is a high-speed, two-lane arterial between East Contra Costa County and Alameda County. This project includes grinding of existing pavement, base failure repairs, pavement failure repairs, pavement preparation, utility adjustments, drainage adjustments, replacement of pavement markings and pavement striping, and replacement of traffic signal loops. An	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Contra Costa	6545	CC County	Kirker Pass Road Open Grade Overlay	Contra Costa County: On Kirker Pass Rd from the Concord City Limits to approximately 140 feet east of the driveway to 6141 Kirker Pass Rd: Pavement rehabilitation	Contra Costa County: On Kirker Pass Rd from the Concord City Limits to approximately 140 feet east of the driveway to 6141 Kirker Pass Rd: Pavement rehabilitation. The project will conduct pavement rehabilitation to grind and overlay the existing pavement. The total project length is about 10,500 feet or approximately 1.6 miles. Pavement rehabilitation consists of 0.1' grind and overlay of open grade rubberized hot mix asphalt. The project includes grinding of existing pavement, base failure repairs, pavement failure repairs, pavement preparation, utility adjustments, drainage adjustments, and pavement markings and striping.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Contra Costa	6611	CC County	West County Walk and Bike Leaders	Contra Costa County: At 7 high schools in West Contra Costa: Provide comprehensive bicycle and pedestrian education, encouragement, and engagement activities to foster a walk-and-bike-to-school culture	Provide comprehensive bicycle and pedestrian education, encouragement, and engagement activities to foster a walk-and-bike-to-school culture at 7 high schools in West Contra Costa. Activities will include WCCUSD student and staff presentations; biking and walking events; on-road skills and repair instruction; Walk and Bike Leader internships and clubs coordination; volunteer leadership trainings; city and stakeholder engagement; and school travel map.	EXEMPT (40 CFR 93.126) - Grants for training and research program
Contra Costa	6665	CC County	Carlson Blvd and Central Ave Pavement Rehab	In El Cerrito: On Central Ave from Santa Clara Ave to San Pablo Ave and Carlson Blvd from Central Ave to the northern city limits: Rehabilitate pavement including existing Class II bike lanes and pedestrian facilities.	In El Cerrito: On Central Ave from Santa Clara Ave to San Pablo Ave and Carlson Blvd from Central Ave to the northern city limits; Rehabilitate roadway including existing Class II bike lanes and pedestrian facilities. Repairs include installing asphalt concrete overlay and inlay treatments; reconstruction of limited sections of existing curb, gutter, and sidewalk; construction or reconstruction of curb ramps; and replacement of thermoplastic striping and pavement markers.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation

Item 3a - Attachment A

County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
Contra Costa	CC-170025	Walnut Creek	Walnut Creek-N. Main St Rehab - I680 to California	Walnut Creek: North Main Street between the Interstate 680 Overpass and California Boulevard: Rehabilitate Roadway	Walnut Creek: North Main Street between the Interstate 680 Overpass and California Boulevard: Rehabilitate Roadway. The roadway rehabilitation on North Main Street will repair roadway sections that are starting to fail, and the entire roadway will be milled down 2 to 4 inches and repaved with hot mix asphalt. ADA upgrades as well as sidewalk repairs will be performed as necessary. Utilities will be adjusted as necessary and traffic striping will be replaced. Signalized intersections inside the work limit may be upgraded with video detection and monitoring equipment to improve detection for vehicles as well as bicycles.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Contra Costa	6679	San Pablo	San Pablo - Market Street Pavement Rehabilitation	In San Pablo: On Market Street between Church Ln and 23rd St: Rehabilitate pavement	In San Pablo: On Market Street between Church Lane and 23rd Street; rehabilitate roadway. Maintenance work includes, but is not limited to, base failure repairs, slurry sealing, crack sealing, cold planing of existing asphalt concrete, overlaying or reconstructing the existing asphalt concrete pavement with conventional asphalt concrete, constructing concrete curb ramps, placement of striping and	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Contra Costa	CC-170026	San Ramon	San Ramon Valley Street Smarts	San Ramon Valley: At elementary, middle and high schools: Bicycle, Pedestrian and traffic safety education	San Ramon Valley: At elementary, middle and high schools: Bicycle, Pedestrian and traffic safety education, on site school bike/pedestrian safety assemblies, bike safety rodeos, community safety events/outreach	EXEMPT (40 CFR 93.126) - Grants for training and research program
Contra Costa	6697	Orinda	Orinda Way Pavement Rehabilitation	In Orinda: Orinda Way between cul de sac near Santa Maria Way and Camino Pablo through the Orinda Village downtown district: Perform pavement rehabilitation/maintenance including required upgrades for ADA curb ramps and ADA parking spaces.	In Orinda: The existing pavement condition index of Orinda Way ranges between 50 and 75. The City intends to mill and place a thin overlay. The pavement rehabilitation area includes mostly a two lane road with a limited dual left turn lane and angled and parallel on-street parking. Orinda Way is our main street in the Village Downtown District. The project will include upgrades to any non-compliant ADA curb ramps, crossings, and parking spaces	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Contra Costa	6698	Lafayette	Pleasant Hill Rd Pavement Rehab & Maintenance	In Lafayette: On Pleasant Hill Rd between Mt Diablo Blvd and Taylor Blvd: Rehabilitate roadway, including adjacent ramp, curb, gutter, and sidewalk repairs.	In Lafayette: On Pleasant Hill Rd, between Mt Diablo Blvd and Taylor Blvd; Inlay pavement, spot pavement repairs and crack fill; Also include ADA-compliant pedestrian ramp upgrades and curb, gutter, and sidewalk repairs; Existing Class II bicycle lanes will also be refreshed with new striping.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Contra Costa	6705	Brentwood	Brentwood Various Streets and Roads Preservation	In Brentwood: Various locations: Pavement preservation	In Brentwood: This project will provide pavement rehabilitation and preventative maintenance on arterial roadway segments in the City of Brentwood: Lone Tree Way from 200' West of Medallion Drive to Anderson Lane; Lone Tree Way from Virginia Drive to Brentwood Blvd; Balfour Road from East Country Club Drive to western City Limit; Balfour Road from Fairview Avenue to 300' East of Minnesota Ave. Treatments will include grind and overlay, spot repairs, and slurry seals/crack seals. These pavement rehabilitation activities will require removal and replacement of ADA ramps to ensure compliance with current accessibility requirements. New traffic signal detection and striping will also be required where the existing assets are removed.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation

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County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
Contra Costa	6708	Richmond	Lincoln Elementary SRTS Pedestrian Enhancements	In Richmond: Along Chanslor, 5th St and 6th St near Lincoln School and at Chanslor Ave and 4th St: Pedestrian enhancements to improve the safety for school children by adding median refuges and curb extensions and a raised intersection	Improvements will be made to 4th Street, 5th Street, Chanslor Avenue, and Ohio Avenue, near Lincoln School. Specifically: -Yellow Brick Road Crosswalks: Colorized, stamped asphalt pattern of yellow bricks within all parallel crosswalks (raised and at-grade) on the route will be added to intersection -Yellow Brick Road Raised Intersections: Stamped asphalt with community designed painted intersections -Pedestrian and Bicycle Wayfinding Signs: Use WCCTAC design guidelines and sign types to indicate distance to activity centers along the route like schools, parks, and BART -Landscaping and stormwater planters - Pedestrian-scale lighting -Landscaping and stormwater planters 5th Street/Chanslor Avenue Intersection -Decorative crosswalks on all approaches -Median refuges for crosswalks across Chanslor Avenue 6th Street/Chanslor Avenue - Decorative crosswalks on all approaches -Curb extensions on all corners 4th Street/Chanslor Avenue and 4th	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.
Contra Costa	6709	Richmond	Richmond – Citywide Pavement Rehab ADA Improvements	Richmond: Various locations: Pavement rehabilitation, and ADA, bicycle facility, pedestrian safety, and vehicular efficiency improvements	This project includes pavement rehabilitation, ADA improvements, bicycle facility improvements, pedestrian safety improvements, and vehicular efficiency improvements to six Arterial and Collector street segments, on 7th Street from Pennsylvania Avenue to 500 feet north of Lincoln Avenue, Central Avenue from the pavement change east of Highway I-580 to the City Limit west of San Mateo Street, Cutting Boulevard from South 49th Street to the City Limit east of Highway I-80, Castro Ranch Road from Olinda Drive to the City Limit 400 feet east of Country View Drive, Marina Way from Macdonald Avenue to Barrett Avenue, and South 55th Street from Carlson Boulevard to the City Limit 160 feet north of Creely Avenue, in the City of Richmond. The project work includes curb ramp installation and minor concrete repairs to eliminate ADA barriers; minor curb and gutter repairs to restore uninterrupted hydraulic flow and eliminate storm water ponding; localized asphalt repairs to eliminate localized asphalt base failures; asphalt milling and HMA or RHMA pavement overlay; installation of video detection systems or traffic loops to improve efficient vehicular flow through signalized intersections; installation of crosswalks and improvements to signalized pedestrian crossings to improve pedestrian safety; installation of traffic striping and pavement markings; and placement of bicycle striping and	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Contra Costa	6711	Antioch	Antioch - L Street Pathway to Transit	In Antioch: On L Street from Hwy 4 to Antioch Marina: Widen street in various locations and restripe to provide continuous bike lanes and sidewalks, upgrade existing traffic signals, install new bus shelters	In Antioch: On L Street. The project will consist of construction of new sidewalks under the railroad tracks and along the fairground, install curb ramps, re-striping to allow for a complete bike lanes from HYW 4 to the Antioch Marina, improve operation to existing traffic signals at E18th Street and at 10th Street. Install new bus shelters. Construct trail access and connect to bike lanes and sidewalks	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.

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County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
Contra Costa	6713	Antioch	Antioch Pavement Rehabilitation	In Antioch: On various roadways: Pavement Rehabilitation (Grind/overlay, plug pavement base failures, and/or cape seal) replace concrete curb ramps, curbs and sidewalks, replace traffic signal loops, place rubberized cape seal and/or traffic restriping.	In Antioch: On Hillcrest Avenue(Davison Drive to Prewett Ranch Road), James Donlon Boulevard (Lone Tree Way to Somersville Road), Buchanan Road (Somersville Road to Contra Loma Boulevard), and Gentrytown Drive (James Donlon Boulevard to Buchanan Road). Pavement Rehabilitation)Grind/overlay, plug pavement base failures, and/or cape seal)replace concrete curb ramps, curbs and sidewalks, replace traffic signal loops, place rubberized cape seal and/or traffic restriping.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Contra Costa	6714	Concord	Concord Willow Pass Road Repaving and 6th St SRTS	In Concord: On Willow Pass Rd between Galindo St and San Vincente Dr: Rehabilitate pavement, repair sidewalk, and install ADA curb ramps; On 6th Street between Concord Blvd and nearly Willow Pass Road: Bike/ped improvements to Wren Elementary School	In Concord:This project will rehabilitate the pavement and repair damaged sidewalk, curb and gutter on Willow Pass Road between Galindo Street and San Vincente Drive. Existing curb ramps will be replaced to meet current ADA standards. This project will also include SR2S improvements by installing a sidewalk on 6th Street between Concord Blvd and nearly Willow Pass Road and a bike route along this segment of 6th Street for safe walking and biking to Wren Elementary School. It is assumed the pavement will be milled 3" and backfilled with 3" of hot mix asphalt (HMA). This pavement rehabilitation method will retain the existing grade of the pavement and will not cause excessive cross slope. The pavement base failure areas will be dug out after the milling and prior to placement of HMA wearing course. Pavement deflection analysis and structural evaluation will be conducted to provide other recommendations and repair strategies for consideration during preliminary design. Coordination with BART, and possibly acquisition of encroachment permit or right-of-entry, will occur as appropriate. This project will install a new sidewalk along the west side of 6th Street from approximately 225 feet south of Willow Pass Road to Concord Blvd and a new bike route, to provide for safe walking and biking to Wren Elementary School. The bike route will be designated with sharrow pavement markings and signs. The new sidewalk will be five feet wide. Drainage inlet improvements, driveways, and ADA curb ramps will be installed as appropriate. Construction easements or right-of-entry may be required. A separate project will install a new pedestrian-actuated crosswalk	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Contra Costa	6715	Danville	Camino Ramon Improvements	In Danville: On Camino Ramon between Kelley Lane and Fostoria Way: Rehabilitate roadway	In Danville: On Camino Ramon between Rehabilitate roadway between Kelley Lane and Fostoria Way. Rehabilitate roadway. Repairs include installing an AC overlay with ancillary work including pavement grinding, full depth asphalt repairs, adjusting frames and grates, replacing pavement markings and traffic signal detection devices and construction of new sidewalk at bus stop locations	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation

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County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
Contra Costa	6716	Walnut Creek	Ygnacio Valley & Oak Grove Road Rehabilitation	Walnut Creek: Ygnacio Valley Rd from Civic Dr to San Carlos Dr, Oak Grove Rd from Ygnacio Valley Rd to Mitchell Rd: Rehab pavement, striping, adjust covers, ADA upgrades and install video detection at select intersections.	In Walnut Crk: The project will rehabilitate the asphalt roadway on Ygnacio Valley Rd between Civic Dr & San Carlos Dr and Oak Grove Road between Ygnacio Valley Rd & Mitchell Rd. The roadway rehabilitation on Ygnacio Valley Road will repair roadway sections that are starting to fail, and the entire roadway will be milled down 2 to 4 inches and repaved with hot mix asphalt. ADA upgrades as well as sidewalk repairs will be performed as necessary. Utilities will be adjusted as necessary and traffic striping will be replaced. Signalized intersections inside the work limit will be upgraded with video detection and monitoring equipment to improve detection for vehicles as well as bicycles. The traffic monitoring equipment allows for incident detection and signal timing adjustment for optimizing traffic flow. The roadway rehabilitation on Oak Grove Road will repair roadway sections that are starting to fail, and the entire roadway will be milled down 2 to 3 inches and repaved with hot mix asphalt. ADA upgrades as well as sidewalk repairs will be performed as necessary. Utilities will be adjusted as necessary and traffic striping will be replaced. Signalized intersections inside the work limit will be upgraded with video detection and monitoring equipment to improve detection for vehicles as well as bicycles and improve traffic flow. The traffic monitoring equipment allows for incident detection and signal timing adjustment for optimizing traffic flow.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Contra Costa	6718	Concord	Monument Boulevard Class I Path	In Concord: Monument Blvd from Systron Dr to Cowell Rd and Cowell Rd from Monument Blvd to Mesa St: Install a Class I path and related improvements at signalized intersections	In Concord: Monument Blvd from Systron Dr to Cowell Rd and Cowell Rd from Monument Blvd to Mesa St: Construct a Class I path for bicycles and pedestrians on the east side of Monument Blvd from Systron Drive to Cowell Road. The path will extend for one block on the north side of Cowell Road, east of Monument Blvd, and tie into an existing path on BART property on the west side of Mesa Street, providing direct access to the Downtown Concord BART Station from the Monument Corridor. The Class I path on Monument Blvd and Cowell Road will be 12 feet wide and will be constructed using pervious concrete. A new curb and gutter will be installed along the path in addition to a continuous fence between the vehicle lanes and the path. Intersection improvements at Monument Blvd/Cowell Road/Oakmead Drive and Monument Blvd/Systron Drive/Walters Way include removal of slip lanes, installation of landscaping, tightening of curb radii, installation of wide ADA compliant curb ramps to accommodate bicycles and pedestrians, striping to signify shared pedestrian and bicycle crossings, and various lane striping and median island modifications. Improvements to the traffic signals at these intersections will include protected phasing to eliminate right-hook conflicts between trail users and turning vehicles. Improvements on Cowell Road will partially take place in BART right-of-way with coordination and support from BART. It is anticipated that all improvements on Walters Way, Systron Drive, Oakmead Drive, and Monument Blvd will take place within City right-of-way. Temporary easements may be required for the	EXEMPT (40 CFR 93.127) - Intersection channelization

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County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
Contra Costa	6731	Pittsburg	Pittsburg BART Pedestrian and Bicycle Connectivity	In Pittsburg: On California Ave, Bliss Ave, and Railroad Ave in the vicinity of the Pittsburg Center eBART station: Construct Class I and IV bikeways and associated improvements	In Pittsburg: On California from Railroad to Harbor, Adjacent to SR4 from Railroad to Bliss Ave parking Lot, on Railroad from Delta DeAnza Trail to BART Station: construct Class I bikeways and associated imps; On Railroad from California to 17th: Construct Class IV bikeway. Includes construction of multiuse Class I bikeways and Class IV buffered bikeways, additional parallel parking, trail lighting, intersection corner treatments, crosswalk treatment, modified driveways, bus shelter, benches, wayfinding and service information signage, walls/fencing, and landscaping improvements	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.
Contra Costa	6732	Oakley	Oakley Street Repair and Resurfacing	In Oakley: Various neighborhoods: Rehabilitate roadways	In Oakley: East of Vintage Pkwy north of the railroad tracks, West of Vintage Pkwy north of railroad tracks south of Rutherford Ln, East of Main St south of railroad tracks north of Teresa Ln: rehabilitation includes but not limited to base failure repairs, grind and overlay, crack seal, slurry seal, adjust utility frame and grates, update ADA ramps to meet current standards, replace striping, markings, and markers	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Contra Costa	6733	Pittsburg	City of Pittsburg Pavement Improvements	In Pittsburg: On West Leland Rd from Woodhill Rd to Railroad Ave and on Loveridge Rd from Buchanan Rd to Pittsburg-Antioch Highway: Rehabilitate roadway	In Pittsburg: On West Leland Rd from Woodhill Rd to Railroad Ave and on Loveridge Rd from Buchanan Rd to Pittsburg-Antioch Highway: Rehabilitate roadway. Rehabilitation may include crack sealing, base repairs, patch paving, milling, geosynthetics, as well as thin and thick asphalt concrete overlays	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Contra Costa	6734	Hercules	Hercules - Sycamore/Willow Pavement Rehabilitation	In Hercules: Sycamore Ave from Civic Dr to Willow/Palm Ave and Willow Ave from Mariners Pointe to the SR4 overcrossing: Pavement rehabilitation	In Hercules: Sycamore Ave from Civic Dr to Willow/Palm Ave and Willow Ave from Mariners Pointe to the SR4 overcrossing: Pavement rehabilitation. The amount of pavement that will be repaved is approximately 5200 lineal feet of Sycamore Avenue and 900 lineal feet of Willow	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Contra Costa	6736	Pleasant Hill	Pleasant Hill Road Improvements	In Pleasant Hill: Along Pleasant Hill Rd between Taylor Blvd and Gregory Ln: Pavement rehabilitation, install new bike lanes, repair sidewalk, modify signals, and landscape	In Pleasant Hill: Along Pleasant Hill Rd between Taylor Blvd and Gregory Ln: Pavement rehabilitation, install new bike lanes, repair sidewalk, modify signals, and landscape medians	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Contra Costa	6742	San Ramon	Alcosta Boulevard Pavement Rehab	In San Ramon: On Alcosta Blvd (southbound and northbound) from Montevideo Dr to Fircrest Ln: Rehabilitate roadway including stripping for class 3 bike path	In San Ramon: On Alcosta Blvd (southbound and northbound) from Montevideo Dr to Fircrest Ln: Rehabilitate roadway for placement of asphalt concrete inlays/overlays, including pavement striping, pavement markings and install traffic signal detector loops	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Contra Costa	6753	Martinez	Martinez Downtown Streets Rehabilitation	Martinez: Various streets in the Downtown Core Area (in or adjacent to the Downtown PDA): Pavement Rehabilitation	Martinez: In the downtown PDA including Ward St, Castro St, Estudillo St, Las Juntas St, Alhambra Ave and Court St: Rehabilitate pavement. Work will include base failure repair, crack seal and cape seal or micro seal or similar treatment. Approximately 135 ADA ramps will be brought up to current standards	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Contra Costa	6762	Clayton	Clayton Neighborhood Street Rehab	In Clayton: On various neighborhood streets: Pavement maintenance and rehabilitation including replacing pavement markings	In Clayton: On El Camino Dr from Clayton Rd to Pine Hollow Road; Mitchell Canyon Rd from Clayton Rd to south City limits; Indian Wells Way from N. Oakhurst Rd to S. Oakhurst Rd; Eagle Peak Circle from Oakhurst Dr to Keller Ridge Dr; Main St from Oak St to Marsh Creek Rd; Center St from Oak St to Marsh Creek Rd; El Molino Dr from Marsh Creek Rd to Regency Dr; Regency Dr from Marsh Crk Rd to El Molino Dr: Pavement maintenance and rehabilitation including replacing pavement markings. Maintenance or rehabilitation may include seal coat(s), AC overlay with ancillary work including pavement grinding, full-depth asphalt repairs, adjusting utility frames and grates and replacing pavement markings as needed	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation

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County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
Contra Costa	6767	Pinole	Pinole - San Pablo Avenue Rehabilitation	In Pinole: On San Pablo Avenue from City Limits to Pinole Shores Dr: Rehabilitate roadway and make accessibility upgrades as warranted	In Pinole: On San Pablo Avenue from City Limits to Pinole Shores Dr: Cold mill 2 1/2 inches of asphalt concrete pavement and replace with new HMA, reconstruct curb ramps that are not ADA compliant (estimated number of ramps =13), replace damaged concrete sidewalks and curbs, close sidewalk gap with new sidewalk.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Marin	6520	Corte Madera	Corte Madera-Paradise Drive Multiuse Path	Corte Madera: Along Paradise Dr. between San Clemente Dr. and Seawolf Passage: Extend multiuse pathway	Corte Madera: Along Paradise Dr. between San Clemente Dr. and Seawolf Passage: Widen existing sidewalk on the north side of Paradise Drive to create a Class 1 multi-use path between San Clemente Dr and Seawolf Passage, including pedestrian safety enhancements along the corridor	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.
Marin	6522	Novato	Hill Recreation Area Improvements	Novato: At the Hill Recreation Area: Add a network of bicycle and pedestrian walkways and multi-purpose pathways to preserve and enhance an existing park to increase recreational opportunities	Novato: At the Hill Recreation Area: Preserve and enhance an existing park to increase recreational opportunities and create an urban green space to help improve community health. The specific improvements proposed for grant funding include adding a network of bicycle and pedestrian walkways and multi-purpose pathways, related storm water biofiltration mitigating impervious surfaces created, and installing amenities including lighting and benches. In addition the improvements will include the retrofit of existing site features to ensure ADA access throughout the bike and pedestrian network created.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.
Marin	MRN170017	Novato	Novato Downtown SMART Station Commuter Lot	Novato: At the future Downtown SMART Station: Construct parking lot improvements to the former railroad depot site	Novato: At the future Downtown SMART Station: Construct improvements to the former railroad depot site. Improvements will be determined through a public engagement process, but are likely to include frontage improvements along Grant Avenue, parking spaces, landscaping, and possibly lighting and other amenities. Renovations to the existing Depot Building are not included	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)
Marin	6524	Marin County	Hicks Valley/MarshallPetaluma /Wilson Hill Rd Rehab	Marin County: Hicks Valley Rd from Point Reyes-Petaluma Rd to Marshall-Petaluma Rd, Wilson Hill Rd from Marshall-Petaluma Rd to Chileno Valley Rd, Marshall-Petaluma Rd from Hicks Valley Rd (milepost 2.84) to milepost 3.87: Rehabilitate pavement	Marin County: the Entire 2.73 mile length of Hicks Valley Road from Point Reyes-Petaluma Road to Marshall-Petaluma Road, the entire 2.84 miles of Wilson Hill Road from Marshall-Petaluma Road to Chileno Valley Road and 1.03 miles of Marshall-Petaluma Road from Hicks Valley Road (milepost 2.84) to milepost 3.87 in West Marin: Rehabilitate pavement. The existing rural roadways have PCI ratings that range between 52 and 63 and were not originally designed to withstand the heavy loads used for agriculture trucks. Anticipated work will include a 4 inch cold in place recycling treatment to the existing deteriorated asphalt followed by a 2 inch asphalt overlay which will strengthen the roadway. The project will also include shoulder backing, striping, adjusting	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation

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County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
Marin	6639	National Park Service	Fort Baker's Vista Point Trail	Golden Gate National Recreation Area: Between the Dana Bowers Vista Point Parking Area and both Fort Baker and Sausalito: Construct the Vista Point Trail, a new multi-use segment of the Bay Trail.	Golden Gate National Recreation Area: Between the Dana Bowers Vista Point Parking Area and both Fort Baker and Sausalito: Construct the Vista Point Trail, a new multi-use segment of the Bay Trail. The new route will reduce conflicts on Alexander Avenue and create a safer and more scenic trail. The project would convert a closed road segment to a multi-use trail reducing conflicts on the heavily trafficked Alexander Avenue. This portion of the Bay Trail is heavily used by tourists, recreationalists, and commuters traveling between San Francisco and Marin. The current alignment on Alexander Avenue is unsafe many tourists as well as the high volume of users. The trail follows the alignment of an old road that wraps around the Vista Point area and under the Golden Gate Bridge. This route has been closed to users for the last several years and is open only to maintenance vehicles. Alexander Avenue has bike lanes for about one half of its length and a narrow shoulder for the remainder. These are shared by pedestrians and cyclists, who are often forced out into the vehicle lanes on crowded days. The anticipated project converts the existing road to a pedestrian and bicycle multi-use trail connecting the Dana Bowers Vista Point at the north end of the Golden Gate Bridge with Fort Baker. The trail will include a designated downhill bicycle lane and a shared uphill pedestrian and bicycle lane with three rest	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.
Marin	6771	San Anselmo	San Anselmo Bike Spine	San Anselmo: In the vicinity of St. Anselm School, Wade Thomas ES, Sir Francis Drake HS, and Brookside ES: Install shared lane markings, roadway striping, school bike route signs, crossing enhancements and educational outreach. Project is phased.	San Anselmo: Phase I - route would run past St. Anselm School and Wade Thomas Elementary School, then head north along parts of Cedar Street and Laurel Avenue and connect to the Phase II route on Saunders Avenue adjacent to Sir Francis Drake High School: The crossing location near the high school would aim to minimize bicyclist exposure on Sir Francis Drake Boulevard by using the existing flashing pedestrian beacon at Saunders Avenue to cross to the north side sidewalk before turning on to Mountain View Avenue; Phase II would continue on Cordone Drive to Brookside Drive, running adjacent to Brookside Elementary School before connecting to The Alameda: In order to increase the safety of student bicyclists, stop sign installation and parking removal may be considered along the route. Special school bike route signs would be strategically located along the route to notify both bicyclists and motorists of the location of the route. These will be combined with thermo-plastic shared lane (sharrow) street pavement markings to maximize route visibility. The project includes the installation of shared lane markings, roadway striping, school bike route signs, crossing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.

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County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
Marin	6772	San Anselmo	Sir Francis Drake Blvd Pavement Rehabilitation	In the Town of San Anselmo: On Sir Francis Drake Boulevard between Center Boulevard/Red Hill Avenue (The Hub) and Bolinas Avenue: Rehabilitate existing roadway pavements and install intersection improvements	In the Town of San Anselmo: On Sir Francis Drake Boulevard between Center Boulevard/Red Hill Avenue (The Hub) and Bolinas Avenue: Cold plane and remove existing asphalt concrete pavement and install pavement reinforcement fabric and hot mix asphalt finish course. In addition, curb bulb outs will be installed at intersections to shorten pedestrian crossings, improve visibility for pedestrians, provide space for ADA-compliant ramps and stormwater treatment facilities, and improve access to bus stops. Project intersections include the signalized intersections at The Hub, Bank Street, Tunstead Avenue, and Ross Avenue/Barber Avenue. The project will install traffic signal improvements including audible pedestrian signals, countdown pedestrian signal heads, video detection systems for bicycles and cars, and	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Marin	6774	Novato	Novato-Measure A Group 10 Pavement Rehabilitation	In the City of Novato: Nave Dr from Alameda Del Prado to Bel Marin Keys Blvd and Bel Marin Keys Blvd from Nave Dr to Galli Dr: Pavement Rehabilitation	In the City of Novato: Nave Dr from Alameda Del Prado to Bel Marin Keys Blvd and Bel Marin Keys Blvd from Nave Dr to Galli Dr: Pavement Rehabilitation. This large paving project would take advantage of the close proximity of distressed roadway sections on the near-east side of US101 from Alameda Del Prado north to Galli Drive for economies of scale in the construction contract. Work would include digouts for failed structural sections, variable depth grind/pave resurfacing in areas of more significant distress, and scrub seals and microsurfacing where pavement conditions allow. Pedestrian facilities throughout the paving limits would be upgraded to meet current accessibility standards, and all resurfaced areas would receive new	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Marin	6787	Novato	Carmel Open Space Acquisition	Novato: Within the Carmel Open Space: Acquire a private parcel for use as a Priority Conservation Area	Novato: Within the Carmel Open Space: Acquire a private parcel for use as a Priority Conservation Area. A \$103,950 PCA Grant was awarded to the City of Novato by MTC for the acquisition of a private The grant was comprised of federal STP funds. But the federal STP funds cannot be used for land acquisitions, so the grant funds were exchanged with another project, 18-001 Measure A Group 10 Pavement Resurfacing Project (Nave Drive) that is eligible to receive the STP funds. MTC requested that this project be entered into FMS for tracking purposes.	EXEMPT (40 CFR 93.126) - Acquisition of scenic easements
Napa	6601	Napa	Vine Trail Gap Closure - Soscol Avenue Corridor	Napa: Between Third St and Vallejo St in Downtown Napa: Construct a Class I multi-use trail to close a gap in the Napa Valley Vine Trail	Napa: Between Third St and Vallejo St in Downtown Napa: Construct a Class I multi-use trail to close a gap in the Napa Valley Vine Trail. The Vine Trail Soscol Gap Closure project will connect the missing gap in the Vine Trail Class I Multi-Use Trail in Downtown Napa providing active transportation opportunities for residents and visitors to the City of Napa. The project will run adjacent to Soscol Avenue connecting the commuter bicycle path segment of the Vine Trail at Vallejo Street to the Tulocay segment of the Vine Trail at Third Street. It will link 12.5 continuous miles of the Vine Trail that runs from the Town of Yountville to Kennedy Park in the southern part of the City of Napa.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.
Napa	6604	Napa County	Silverado Trail Phase L Rehab	Napa County: On Silverado Trail from Oak Knoll Ave to Hardman Ave: Rehabilitate existing asphalt concrete pavement, retain existing Class II bicycle lanes, replace existing rumble dots (audible pavement markers) along bike lane line following overlay.	Napa County: On Silverado Trail from Oak Knoll Ave to Hardman Ave: Rehabilitate existing asphalt concrete pavement, retain existing Class II bicycle lanes, replace existing rumble dots (audible pavement markers) along bike lane line following overlay.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation

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County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
Napa	6609	Saint Helena	Main Street St. Helena Pedestrian Improvements	Saint Helena: Along Main Street (SR29) from Mitchell Dr to Pine St: Replace and upgrade pedestrian facilities and install traffic calming devices	Saint Helena: Along Main Street (SR29) from Mitchell Dr to Pine St: Replace and upgrade pedestrian facilities and install traffic calming devices. The project will include the removal and replacement of approximately 3,609 linear feet of sidewalk, 17 curb ramps, construct pedestrian bulb outs, crosswalk enhancements, tree removal and replacement, landscape irrigation, sewer and water lateral replacement, and installation of street light electrical	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.
Napa	6622	Napa	Silverado Trail Five-Way Intersection Improvements	In City of Napa: At the intersection of Silverado Trail, Third St, Coombsville Rd, and East Ave: Construct roundabout	In City of Napa: At the intersection of Silverado Trail, Third St, Coombsville Rd, and East Ave: Construct roundabout to improve operations that will result in increased safety, reduced driver delay, reduced congestion, and improved overall level of service. Additionally, the purpose of this project is to improve the safety and accessibility for all users by including bicycle facilities and pedestrian facilities that meet ADA requirements. Caltrans will be implementing	EXEMPT (40 CFR 93.127) - Intersection channelization
Napa	NAP170004	NVTA	Napa County Safe Routes to Schools	Napa County: County-wide: Safe Routes to Schools Program, Non-Infrastructure	Napa County: County-wide: Safe Routes to Schools Program, Non-Infrastructure. The Napa County SRTS project will focus on non-infrastructure components including comprehensive education and encouragement, as well as data analysis and community engagement to guide future infrastructure improvements and encouragement	EXEMPT (40 CFR 93.126) - Grants for training and research programs
Napa	6603	American Canyon	Green Island Road Reconstruction and Widening	American Canyon: Various Streets and Roads in the Green Island Industrial District (GRID): Reconstruct and provide "complete streets" improvements	American Canyon: Green Island Rd from SR29 to Mezzetta Ct, Jim Oswalt Way, Mezzetta Ct, Commerce Blvd and Hanna Dr: Reconstruct existing roads in the GRID to accommodate all users; including cyclists and pedestrians and to encourage non-vehicular modes of transportation, and as required by local, regional and State Complete Streets policies. Improvements include sidewalks and Class I and Class II bike facilities such as the Napa Valley Vine Trail. Green Island Rd from SR-29 to Commerce: Widen to three lanes, the under-grounding of existing overhead utilities, and upgrades to two existing railroad crossings. The City of American Canyon enjoys an ideal location among three major goods movement corridors: Highways 29, 37, and 80; near three international airports; and Union Pacific Railroad. Within the City, the Green Island Industrial District (GRID) is a regional agricultural employment center (with 30+/- logistics centers and over 1,227 employees) that provides industrial space for wineries and international farm to table agricultural distributors. These industrial users include food service/processing facilities such as Biagi Brothers (finished agricultural product trucking), Sutter Home Wines (wine), Barry Callebaut (chocolate), Mezzetta Foods (vegetables), and Wallaby Yogurt (dairy products). As a whole, the Project will benefit the City and Napa Valley, which is a critical economic engine for the region. The Project will also serve to connect high-density housing in the American Canyon PDA to economic opportunities in the Green Island Industrial Area. The Project will serve to improve traffic circulation, benefit the City's commercial/industrial users, and	EXEMPT (40 CFR 93.127) - Intersection channelization
Regional	6766	MTC	Connected & Automated Vehicles	SF Bay Area: Regionwide: Deploy demonstration CV/AV technologies to prepare the region for future connected and automated vehicles and support strategies, including	SF Bay Area: Regionwide: Deploy demonstration CV/AV technologies to prepare the region for future connected and automated vehicles and support strategies, including technical assistance	EXEMPT (40 CFR 93.126) - Grants for training and research programs

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County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
San Francisco	6727	BART	Embarcadero Stn: New North-Side Platform Elevator	San Francisco: Embarcadero BART: Procure and install a new elevator on the east end of the station, expand paid area to include the new elevator, dedicate existing elevator to Muni use 100%	San Francisco: At the north end of the Embarcadero BART/Muni Station: Purchase and install a new vertical elevator a glass enclosed cab and hoistway are envisioned to be used for visual transparency and an emergency stop will be provided at the Muni platform. In addition, Accessible faregate(s) will be added to accommodate wheelchairs. This project meets the OBAG goal of Transit expansion, reliability and access improvements, is in a PDA, increases Core Capacity and is included in MTC's Bay Area Core Capacity Transit Study.	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities.
San Francisco	6792	SFMTA	SFMTA: Rehab Historic Streetcars	SFMTA: Presidents' Conference Committee streetcars (PCC): Rehabilitate vehicles	SFMTA: Presidents' Conference Committee streetcars (PCC): Rehabilitate vehicles. The fleet operates 21 hours per day, 365 days a year. The PCCs carries approximately 20,000 people per day from Castro and Market Street along the Embarcadero to Fisherman's wharf. For the current F-Line service and future E-Line service to Mission Bay and Fort Mason, the SFMTA needs to rehabilitate many of its historic streetcars to provide safe and reliable service.	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles
San Francisco	6793	SFMTA	SFMTA: Replacement of 30' Motor Coaches	San Francisco: Fleetwide: Replace 30' motor coaches that have reached the end of their scheduled useful lives	San Francisco: Fleetwide: Replace 30' motor coaches that have reached the end of their scheduled useful lives. New coaches will be equipped with hybrid technology, enhanced regenerative braking, composite materials, slip resistant flooring, low floor bus design, bettering seating configuration and better exterior viewing mirrors.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
San Francisco	6794	SFMTA	SFMTA: 40' Motor Coach Mid-Life Overhaul	SFMTA: Fleetwide: Rehabilitate/conduct mid-life overhaul existing New Flyer 40' motor coaches	SFMTA: Fleetwide: Rehabilitate/conduct mid-life overhaul existing New Flyer 40' motor coaches. SFMTA has started the Fleet Replacement program since 2013 and these vehicles have reached the midpoint of its life expectancy. A midlife overhaul program is critical to sustain the reliability and service availability of the vehicles. Taking the midlife overhaul opportunity, this allows SFMTA to keep the onboard electronic systems up-to-date. The general scope of work is to include the propulsion system, traction motors, onboard battery system, destination signs, flooring, seats, pneumatic system, electrical systems, interiors and exteriors.	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles
San Francisco	6796	SFMTA	SFMTA: 60' Motor Coach Mid-Life Overhaul	SFMTA: Fleetwide: Mid-life overhaul SFMTA's existing 60' New Flyer motor coaches.	SFMTA: Fleetwide: Mid-life overhaul SFMTA's existing 60' New Flyer motor coaches. SFMTA has started the Fleet Replacement program since 2013 and these vehicles have reached the midpoint of its life expectancy. A midlife overhaul program is critical to sustain the reliability and service availability of the vehicles. Taking the midlife overhaul opportunity, this allows SFMTA to keep the onboard electronic systems up-to-date. The general scope of work is to include the propulsion system, traction motors, onboard battery system, destination signs, flooring, seats, pneumatic system, electrical systems, interiors and exteriors.	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles
San Francisco	6797	SFMTA	SFMTA: Replace Paratransit Cutaway Vans	SFMTA: Approximately 35 lift-equipped Class B paratransit vans: Purchase new vehicles to replace outdated vehicles that will reach the end of their useful life in 2019	SFMTA: Approximately 35 lift-equipped Class B paratransit vans: Purchase new vehicles to replace outdated vehicles that will reach the end of their useful life in 2019	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
Santa Clara	6590	Campbell	Campbell - Winchester Blvd Overlay	Campbell: On Winchester Blvd from northern city limit near Rosemary Ln to Alice Ave: Install asphalt concrete overlay	Campbell: On Winchester Blvd from northern city limit near Rosemary Ln to Alice Ave: Install asphalt concrete overlay, perform pavement digout repair and overlay preparation, install ADA compliant curb ramps, reconstruct median islands, remove and replace pavement striping and markings, and other incidental work.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation

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County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
Santa Clara	6605	Cupertino	Cupertino Pavement Maintenance Phase 2	Cupertino: Various Locations: Rehabilitate pavement	Cupertino: On Bollinger Rd between Lawrence Expressway and Miller Ave and on Wolfe Rd between the I-280 bridge and 350' North of the I-280 Bridge: Asphalt Overlay; On Prospect Road between De Anza Blvd and Stelling Rd, on McClellan Rd between De Anza Blvd and Bubb Rd, on S Stelling Rd between Prospect Rd and SR 85: apply Rubberized Asphalt Chip Seal. Work includes asphalt rehabilitation and preventative maintenance and ancillary work including adjustment of utility covers and grates, replacing pavement legends and markings and replacement of traffic signal detection devices.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Santa Clara	6613	Sunnyvale	Peery Park Sense of Place Improvements	Sunnyvale: Various locations in the Peery Park Specific Area: Implement bike, pedestrian, and transit improvements	Sunnyvale: In Peery Park Specific Area 1. On Mathilda Ave from California to San Aleso, Mary Ave from Central Expwy to Almanor, Almanor from Mary to Mathilda, Maude Ave from SR-237 to Mathilda Ave: Bike lanes/routes/improvements and colored bike lanes at conflict points; 2. Throughout the plan area: Transit stop upgrades; 3. Pastoria from Almanor to Central Expwy and Potrero from Maude to Central Expwy: Install sidewalks; 4. At six intersections: Crosswalk upgrades including ADA compliant curb ramps; 5. At intersections: Possible curb extensions to reduce pedestrian crossing distances.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.
Santa Clara	6617	Sunnyvale	East Sunnyvale Area Sense of Place	Sunnyvale: Various locations in the East Sunnyvale Sense of Place Plan Area: Implement bike, pedestrian and transit access improvements	Sunnyvale: In the East Sunnyvale Sense of Place Plan Area: On Duane Ave from Fair Oaks Ave to Lawrence Expwy, Stewart Drive from Wolfe Rd to Duane Ave, and De Guigne Dr from Duane Ave to Stewart Dr: Implement bike lanes and improvements including green bike lanes at conflict points, bike boxes, bike detection systems; At various intersections: Install/enhance crosswalks along with ADA curb ramps, install ADA accessible audible countdown pedestrian signals, and reduce curb radii to improve pedestrian safety; On Duane Ave and Stewart Dr: Improve transit stops.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.
Santa Clara	6619	Sunnyvale	Fair Oaks Avenue Bikeway - Phase 2	Sunnyvale: Fair Oaks Ave from SR237 to Reed Ave: Reconfigure to install Bikeway/routes enhancements and close bikeway gaps	Sunnyvale: Fair Oaks Avenue from SR237 to Reed Ave: Reconfigure to install bikeway/route enhancements and will close the bike way gaps throughout along the Fair Oaks Avenue to encourage increased biking and to improve bicyclists safety the project will installed green bikeway/bike routes treatment along the street, which may include bike boxes, improved sharrows, green bike lanes at conflict points, bike detection system at signalized intersections, and improved bike related signage.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.
Santa Clara	6620	Sunnyvale	Bernardo Avenue Bicycle Underpass	Sunnyvale: Between North and South Bernardo Avenue under the Caltrain tracks: Construct bicycle underpass	Sunnyvale: Between North and South Bernardo Avenue under the Caltrain tracks: Construct bicycle underpass. Bernardo Avenue is a two lane collector roadway that is located in the western portion of the City of Sunnyvale. It stretches from Homestead Road in the south near Cupertino and Middlefield Road in the north near Mountain View. It serves as a major north-south tri-city bicycle route, however there is break in the roadway at Evelyn Avenue due to the Caltrain Railroad tracks. In 2004, the Bernardo Avenue Bicycle Underpass Feasibility Study Report was published, and the City of Sunnyvale is now seeking to continue the process toward constructing a bicycle underpass on	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.

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County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
Santa Clara	6627	Sunnyvale	Lawrence Station Area Sidewalks & Bike Facilities	Sunnyvale: In the general area of the Lawrence Station Area Plan: Install bike and pedestrian improvements	Sunnyvale: In the general area of the Lawrence Station Area Plan: Install bike and pedestrian improvements. On Willow Ave from Lawrence Expwy to Reed Ave and Aster Ave from Willow Ave to Evelyn Ave: Install sidewalks with ADA compliant ramps; On Willow Ave from Lawrence Expwy to Reed Ave, Corvin Dr north from Kifer Rd, and Kifer Rd from Lawrence Expwy to Bowers Ave: Install bicycle lanes with green bike lanes in conflict zones; Adjacent to Santa Clara Valley Water District property from Willow Avenue to Miramar Way: Construct bicycle path. The project will achieve multi-modal transportation options for the area near the Lawrence Caltrain Station	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.
Santa Clara	6630	Palo Alto	Palo Alto-El Camino Real Ped Safety & Streetscape	In Palo Alto: On El Camino Real between Stanford Ave and Grant Ave: Install complete streets improvements focused on pedestrian safety, enhanced bus operations, and new urban design amenities.	Palo Alto: On El Camino Real between Stanford Ave and Grant Ave: Install complete streets improvements focused on pedestrian safety at controlled and uncontrolled crosswalks, enhanced bus operations at two existing major transit stops, and new urban design amenities. Includes curb extensions, median refuges, two pedestrian hybrid beacons at new and existing uncontrolled crosswalks, median shade trees, and pedestrian scale lighting	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.
Santa Clara	6632	Sunnyvale	Sunnyvale Traffic Signal Upgrades/Replacements	Sunnyvale: Various intersections: Upgrade traffic signals and intersections to have pedestrian-friendly designs and improved bicycle detection for the traffic signals.	Sunnyvale: At approximately 5 to 8 intersections: Replace traffic signals. The City has 131 traffic signals out of these 86 are beyond stipulated design life and are long due for replacement. These signals require frequent maintenance and have become expensive to maintain. Also design standards and technologies have since changed, therefore they have limited capability to meet the need of current traffic demand and patterns. Failure to replace these traffic signals in a timely manner will result in breakdown of traffic signal equipment with no means of quick replacement of shut down or broken parts, as these obsolete parts may not be readily available. Unexpected longer shut downs will seriously disrupt the traffic resulting in longer delays for all users	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization projects
Santa Clara	6634	City of Santa Clara	San Tomas Aquino Creek Trail Underpass	In Santa Clara: San Tomas Aquino Creek Trail between Tasman Dr and 1/4 mile south of Tasman Dr: Construct bike/ped underpass.	In Santa Clara: San Tomas Aquino Creek Trail between Tasman Dr and 1/4 mile south of Tasman Dr: Construct bike/ped underpass. The project will construct ¼ mile of a class I bicycle and pedestrian underpass facility along the west bank San Tomas Aquino Creek beginning at the existing Tasman Drive underpass and continuing under 3 pedestrian bridges adjacent to existing STACT and Levi's Stadium. The project will include a minimum 10' wide trail paved with asphalt and concrete with decorative retaining walls to match adjacent trail facility. The project will also include striping and signage	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.
Santa Clara	6635	City of Santa Clara	Saratoga Creek Trail Phase 1	Santa Clara: Saratoga Creek Trail between Homeridge Park and Central Park: Build a class I bicycle and pedestrian trail	Santa Clara: Saratoga Creek Trail between Homeridge Park and Central Park: Build a class I bicycle and pedestrian trail. The multi-use trail will be 10 - 14 feet wide, 1/2 mile in length, paved with asphalt & concrete and will also include signage, striping and landscaping. A pedestrian bridge will be constructed over the Saratoga Creek west of Kiely Boulevard and two undercrossing at Homestead Road and Kiely Boulevard will be a part of this project	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.
Santa Clara	6636	Palo Alto	Palo Alto Street Resurfacing	In Palo Alto: Various streets and roads: Rehabilitate pavement	In Palo Alto: Various streets and roads including: Arastradero Rd, Channing Ave and Waverley St: Resurface roadway	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation

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County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
Santa Clara	6638	Los Gatos	Los Gatos Creek Trail to Hwy 9 Trailhead Connector	In Los Gatos: The Los Gatos Creek Trail to the north and south sides of Highway 9 between the Highway 17 interchange and University Ave: Construct bike and pedestrian connector	In Los Gatos: The Los Gatos Creek Trail to the north and south sides of Highway 9 between the Highway 17 interchange and University Ave: Construct bike and pedestrian connector. The connector will connect the Los Gatos Creek Trail to the north and south sides of Highway 9 between the Highway 17 interchange and University Ave. A pedestrian and bicycle pathway will be constructed along with a pedestrian & bicycle bridge that will cross the creek. Eastbound and westbound bicycle lanes will be extended from trail connections to existing Class II lanes at University Avenue. The project will also improve pedestrian crossings at	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.
Santa Clara	6640	Campbell	Eden Avenue Sidewalk Improvements	Campbell: On Eden Avenue between Hamilton Avenue and north city limits: Install sidewalk, curb, gutter, curb ramps, flashing beacon system, storm drain inlet, pipes, striping, signs and other improvements	Campbell: On Eden Avenue between Hamilton Avenue and north city limits: Install sidewalk, curb, gutter, curb ramps, flashing beacon system, storm drain inlet, pipes, striping, signs and other improvements	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.
Santa Clara	6647	San Jose	Tully Road Safety Improvements	In San Jose: Tully Road between Monterey Road and Capital Expressway: Implement safety elements	In San Jose: Tully Road between Monterey Road and Capital Expressway: Implement safety elements including median islands, ADA curb ramp, speed radar sign, enhanced crosswalks, curb extensions, and traffic signal modifications.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.
Santa Clara	6648	San Jose	McKee Road Safety Improvements	San Jose: On McKee Road between Route 101 and Toyon Ave: Implement safety improvements	San Jose: On McKee Road between Route 101 and Toyon Ave: Implement safety improvements including median islands, ADA curb ramp, speed radar sign, enhanced crosswalks, curb extensions, and traffic signal modifications	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.
Santa Clara	6652	San Jose	San Jose Pavement Maintenance	San Jose: Various streets and roads: Pavement maintenance and rehabilitation and build pedestrian facilities	San Jose: Various roadways including but not limited to Cherry Ave from Almaden Ex to Branham Ln, Fruitdale Av from Bascom Av to Southwest Ex, Lean Av from Blossom Hill Rd to Chynoweth Av, Lucretia Ave from Phelan Av to Tully Rd, Meridian Av from Camden Av to Blossom Hill Rd, Naglee Av from Forest Av to The Alameda, O'toole Av from Paragon Dr to Brokaw Rd, Piedmont Rd from Landess Av to Penitencia Creek Rd, Pine Av from Hicks Av to Bird Av, Santa Teresa Av from Bernal Rd to City limit, Zanker Rd from Old Bayshore Hwy to Innovation Dr, Old Bayshore Hwy from Zanker Rd to Old Oakland Rd, Santa Teresa Blvd from Cottle Rd to Dunn Ave: Perform road rehabilitation work and build pedestrian facilities	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Santa Clara	6657	San Jose	Mt Pleasant Ped & Bike Traffic Safety Improvements	San Jose: Various locations in the Mount Pleasant Area: Implement traffic safety improvements to serve student populations of seven schools	San Jose: Various locations in the Mount Pleasant Area: Implement traffic safety improvements to serve student populations of seven schools including a missing sidewalk segment, 52 ADA Ramps, 2 rectangular flashing beacons, enhanced signage and pavement markings, and bicycle parking	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.
Santa Clara	6664	Saratoga	Saratoga Village Crosswalks and Sidewalk Rehab	In Saratoga: Along Big Basin Way between 6th St and Hwy 9: Install curb bulbouts and crosswalk and rehabilitate sidewalk	In Saratoga: Along Big Basin Way between 6th street and Hwy 9: Install curb bulbouts and crosswalk and rehabilitate sidewalk. This project will install curb bulbouts and crosswalk at both 6th, 5th street and at midblock at the Saratoga Village Center crosswalks.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.
Santa Clara	6668	Santa Clara	Hetch-Hetchy Trail Phase 1	Santa Clara: On the Hetch-Hetchy right-of-way from Stars and Stripes Dr to San Tomas Aquino Creek and along the east bank of San Tomas Aquino Creek from Hetch-Hetchy right-of-way to Agnew Rd: Build Class I bicycle and pedestrian facility	Santa Clara: Along 1/3 miles of the Hetch-Hetchy right-of-way from Stars and Stripes Dr to San Tomas Aquino Creek and along the 0.6 miles of the east bank of San Tomas Aquino Creek from Hetch-Hetchy right-of-way to Agnew Rd: Build a 12' wide asphalt/concrete Class I bicycle and pedestrian facility including an ADA compliant ramp connecting Hetch-Hetchy portion of trail to top of eastern levee of the San Tomas Aquino Creek in addition to striping and signage	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.

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County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
Santa Clara	6669	Santa Clara	Santa Clara School Access Improvements	Santa Clara: Various locations around Santa Clara Schools: Implement bicycle and pedestrian access improvements	In Santa Clara: Various locations around 13 Santa Clara Schools: Implement bicycle and pedestrian access improvements including additional sidewalks, ADA ramps, bike lanes, enhanced crosswalks, and signal modifications	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.
Santa Clara	6670	Santa Clara	Santa Clara Streets and Roads Preservation	Santa Clara: Various streets and roads: Rehabilitate and reconstruct pavement	Santa Clara: Homestead Rd between Lincoln St and Kiely Blvd, Scott Blvd between Harrison St and Saratoga Ave, and Newhall St between Saratoga Ave and North Winchester Blvd: Rehabilitate and reconstruct pavement	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Santa Clara	6672	Milpitas	Milpitas Street Resurfacing	Milpitas: Various streets and roads: Rehabilitate roadway and upgrade ADA facilities	Milpitas: Various streets and roads: Rehabilitate roadway and upgrade ADA facilities	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Santa Clara	6678	Los Altos	Fremont Avenue Preservation	Los Altos: Fremont Ave between Grant Rd and Stevens Creek (City Limit): Rehabilitate roadway	Los Altos: Fremont Ave between Grant Rd and Stevens Creek (City Limit): Rehabilitate roadway including base failure repairs (4" digout repair), roadway milling for smooth transition, overlaying 1.5" to 2" AC, and enhance the existing striping for buffer bike lane, where feasible	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Santa Clara	6669	Mountain View	West Middlefield Road Improvements	Mountain View: W. Middlefield Rd between Rengstorff Ave and N. Shoreline Blvd: Resurface roadway and reconstruct the median island	Mountain View: W. Middlefield Rd between Rengstorff Ave and N. Shoreline Blvd: Resurface roadway and reconstruct the median island. The existing median island curb needs to be raised to meet City standards. The project scope includes extruded curb on existing median island curb, pavement base repairs, concrete surface in the median island, concrete sidewalk repairs, ADA curb ramps, bicycle-friendly storm drain inlet grates, traffic signal loops, roadway resurfacing, and pavement markers and markings	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Santa Clara	6700	Los Altos	Miramonte Ave Bike Ped Access Improvements	In Los Altos: Miramonte Ave from Foothill Expwy to northern City Limits: Install new sidewalk and buffered Class II bike lanes, along with improving crosswalks and rechannelize traffic. Project is phased.	In Los Altos: Miramonte Ave from Foothill Expwy to northern City Limits: Install new sidewalk and buffered Class II bike lanes, along with improving crosswalks and rechannelize traffic for an improved bicycle and pedestrian access to three schools and a public park within the project vicinity. Project is phased.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.
Santa Clara	6701	Morgan Hill	Dunne Avenue Pavement Rehabilitation	Morgan Hill: E Dunne Ave between lower Thomas Grade and Flaming Oaks Dr and between upper Thomas Grade and Holiday Dr, and Holiday Drive from E Dunne Ave to 2,500 linear feet east toward Anderson lake: Pavement Rehabilitation	Morgan Hill: E Dunne Ave between lower Thomas Grade and Flaming Oaks Dr and between upper Thomas Grade and Holiday Dr, and Holiday Drive from E Dunne Ave to 2,500 linear feet east toward Anderson lake: Pavement Rehabilitation	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Santa Clara	6747	Santa Clara County	McKean Rd Pavement Rehabilitation	Santa Clara County: On the County maintained portions of McKean Road: Pavement rehabilitation	Santa Clara County: On the County maintained portions of McKean Road: Pavement rehabilitation including but not limited to: a) digouts, 2) drainage improvements, and 3) HMA overlay	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Santa Clara	6748	Santa Clara County	Capitol Expressway Pavement Rehabilitation	Santa Clara County: Capitol Expressway between Capitol Auto Mall Parkway to McLaughlin Avenue: Pavement rehabilitation	Santa Clara County: Capitol Expressway between Capitol Auto Mall Parkway to McLaughlin Avenue: Pavement rehabilitation including but not limited to: a) cold-in-place recycling, 2) ADA improvements, 3) traffic loops replacement, 4) HMA overlay, and other associated work as required	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Santa Clara	6749	Santa Clara County	Uvas Road Pavement Rehabilitation	Santa Clara County: On the County maintained portions of Uvas Rd: Pavement rehabilitation	Santa Clara County: On the County maintained portions of Uvas Rd (approximately 5.8 miles): Pavement rehabilitation including but not limited to: a) digouts, 2) drainage improvements, and 3) HMA overlay	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Santa Clara	6751	San Jose	DTSJ Mobility Streetscape and Public Life Plan	San Jose: Downtown PDA/Frame: Develop PDA implementation plan	San Jose: Downtown PDA/Frame: Develop PDA implementation plan. The plan will synthesize, coordinate, leverage, and advance existing and future plans and projects in this growing and critical multimodal transportation hub that is DTSJ, a place where people and goods traveling on trains, freeways, buses, local roads, paseos, and offstreet trails converge	EXEMPT (40 CFR 93.126) - Planning and technical studies

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County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
Santa Clara	6752	San Jose	W San Carlos Urban Village Streets Improvements	San Jose: West San Carlos St between I-880 and McEvoy St: Implement safety improvements	San Jose: West San Carlos St between I-880 and McEvoy St: Implement safety improvements including median islands, ADA curbs ramps, flashing beacons, enhanced crosswalks, curb extensions, green infrastructure, traffic signal modifications and bike racks	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization projects
Santa Clara	6759	Palo Alto	North Ventura Coordinated Area Plan	Palo Alto: In proximity to the California Avenue Caltrain station, the California Avenue business district, El Camino Real and the Stanford Research Park: Develop a comprehensive planning document similar to a specific plan for a mixed-use neighborhood	Palo Alto: In proximity to the California Avenue Caltrain station, the California Avenue business district, El Camino Real and the Stanford Research Park: Develop a comprehensive planning document similar to a specific plan for a mixed-use neighborhood, identify opportunities for transit-oriented housing and employment in a well planned and designed mixed use area of residential and commercial uses. Open space will also respond to the planning area's transit oriented character by incorporating pedestrian and bicycle connections to nearby transit services	EXEMPT (40 CFR 93.126) - Planning and technical studies
Santa Clara	6763	Sunnyvale	Homestead Rd at Homestead High School Improvements	Sunnyvale: Various locations on Homestead Rd near Homestead HS: Install safety improvements and upgrade signals; On Homestead Rd from McKenzie Dr to Mary Ave (south side) and from Mary Ave to Kennewick Dr (north side): Install green buffered bike lanes	Sunnyvale: At Homestead and Mary, and Homestead and Kennewick: Upgrade the traffic signals to allow additional signal phases for protective movements and controlled pedestrian and bike crossings, shorten intersection radii where possible to reduce crossing distances, install accessible pedestrian signal along with bike detection systems, and upgrade crosswalks to high visibility crosswalks; On the south side of Homestead Rd between McKenzie Dr and Mary Ave and on the north side between Mary Ave and Kennewick Dr: install green buffered bike lanes	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.
Santa Clara	6764	Sunnyvale	Sunnyvale Ped and Bike Infrastructure Improvements	Sunnyvale: At various locations city-wide: Add improvements to Bike/Ped infrastructure including enhancing and/or installing signs, striping, ADA compliant curb ramps and Rectangular Rapid Flashing Beacons	Sunnyvale: At 34 locations city-wide: Add improvements to Bike/Ped infrastructure including enhancing and/or installing signs, striping, ADA compliant curb ramps; At five locations: install Rectangular Rapid Flashing Beacons	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.
Santa Clara	6775	San Jose	East Side Alum Rock (East of 680) Urban Village	San Jose: On Alum Rock between I-680 and King Road: Develop multi-modal transportation implementation plan	San Jose: On Alum Rock between I-680 and King Road: Develop multi-modal transportation implementation plan. The plan will facilitate higher density residential uses, commercial/office uses of greater intensity, and incentivize a mix of these uses around the Bus Rapid Transit (BRT) system on Alum Rock Avenue, the Alum Rock Light Rail Station and Transit Center, and the planned Bay Area Rapid Transit (BART) line and nearby station at 28th Street	EXEMPT (40 CFR 93.126) - Planning and technical studies
Santa Clara	6806	VTA	VTA: SCADA Control Center System Replacement	VTA: Systemwide: Provide upgrades to the Supervisory Control and Data Acquisition (SCADA) System hardware and software; At the Control and Data Center: Facility expansion	VTA: Systemwide: Provide upgrades to the Supervisory Control and Data Acquisition (SCADA) System hardware and software. The SCADA system provides safety critical controls for operation of the light rail system, and includes the supervisory consoles, displays, servers, and other infrastructure at the Guadalupe Light Rail Operating Division such as the operations control center, way power & signal, and emergency operations center; At the Control and Data Center: Facility expansion. The existing control and data center, along with the associated hardware and software, are at the end of their useful lives. Much of the software and hardware items are already obsolete or will be obsolete and unsupported in the near future	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems
Santa Clara	6808	VTA	VTA: SCADA Middleware Replacement	VTA: Systemwide: Replace existing obsolete middleware software with updated software to ensure compatibility with other upgraded SCADA software and SCADA components	VTA: Systemwide: Replace existing obsolete middleware software with updated software to ensure compatibility with other upgraded SCADA software and SCADA components	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems

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County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
Santa Clara	6809	VTA	VTA: Light Rail Roadway Protection System	VTA: On the VTA Light Rail System: Explore and implement Roadway Worker Protection System technologies to meet regulatory requirements	VTA: On the VTA Light Rail System: Explore and implement Roadway Worker Protection System technologies to meet regulatory requirements	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities
Santa Clara	6810	VTA	VTA: Non-Revenue Vehicle Procurement	VTA: Systemwide: Acquire non-revenue vehicles to replace existing units that have reached the end of their useful life	VTA: Systemwide: Acquire non-revenue vehicles to replace existing units that have reached the end of their useful life. This ongoing program schedules the acquisition of Non-Revenue Vehicles to replace existing units that have high mileage, have had a history of mechanical failures, or have been decommissioned because of mechanical failures which were not cost-effective to repair	EXEMPT (40 CFR 93.126) - Purchase of support vehicles
Santa Clara	6811	VTA	VTA: 1% Security Project	VTA: Systemwide: Implement safety improvements	VTA: Systemwide: Implement safety improvements	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature
San Mateo	6626	Half Moon Bay	Half Moon Bay - Poplar Complete Streets	Half Moon Bay: On Poplar St from Main St to Railroad Ave: Implement complete street improvements	Half Moon Bay: On Poplar St from Main St to Railroad Ave: Implement complete street improvements including full depth pavement reconstruction, curb and gutter, crosswalk enhancements, sidewalks and bicycle lanes to approximately <u>3,000 lineal feet of road.</u>	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.
San Mateo	6631	Colma	Colma - Mission Road Bike/Ped Improvements	Colma: Mission Rd between El Camino Real and Lawndale Blvd: Implement safety related improvements for pedestrians, bicyclists and vehicles	Colma: Mission Rd between El Camino Real and Lawndale Blvd (approximately 4,500 feet): Implementation of a number of safety related improvements for the pedestrians, bicyclists and vehicles along Mission Road between El Camino Real and Lawndale Boulevard. The anticipated improvements include relocation and reconstruction of the existing curb, gutter, sidewalk and non-ADA compliant ramps and driveway approaches, addition of new sidewalk to provide continuous safe and accessible pedestrian route, extension of Class II bicycle lanes on northbound direction, construction of bulb-outs and high visibility crosswalks with rectangular rapid flashing beacons, installation of energy efficient street lights, and construction of landscape planters for drainage and stormwater treatment purposes. These improvements will address the safety concerns expressed by the community and improve the accessibility of the pedestrian and bicycle facilities in compliance with San Mateo County Comprehensive Bicycle and Pedestrian Plan and Town of Colma's Circulation Plan which consists of Complete Streets	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.
San Mateo	6644	Brisbane	Crocker Trail Commuter Connectivity Upgrades	Brisbane: On Crocker Trail bounded by Bayshore Blvd, S Hill Dr, W Hill Dr and Mission Blue Dr: Resurface trail	Brisbane: On Crocker Trail is about 2.2 miles in length and is bounded by Bayshore Blvd., South Hill Dr., West Hill Dr. and Mission Blue Dr: Place stabilized decomposed granite over <u>existing railroad ballast trail surfacing</u>	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.
San Mateo	6658	Belmont	Ralston Avenue Corridor Segment 3	Belmont: Ralston Ave from South Rd to Alameda de las Pulgas: Implement bicycle and pedestrian improvements	Belmont: Ralston Ave from South Rd to Alameda de las Pulgas: Implement context sensitive transportation alternatives to improve conditions for pedestrians and bicyclist including linking gaps between existing sidewalks, widening sidewalks, installation of high visibility crosswalks <u>and linking gaps in existing bicycle facilities</u>	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.
San Mateo	6662	Atherton	Atherton - Middlefield Road Class II Bike Lanes	Atherton: On Middlefield Rd between San Mateo County and City of Menlo Park: Widen pavement to include striping for class II bike <u>path</u>	Atherton: On Middlefield Rd between San Mateo County and City of Menlo Park: Widen bike lane by improving shoulder conditions, restripe with high-visibility green markings at <u>conflict zones and increased signage/wayfinding</u>	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.

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County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
San Mateo	6663	South San Francisco	SSF Grand Boulevard (Phase III)	South San Francisco: El Camino Real from Arroyo Dr to Kaiser Way: Implement Grand Boulevard Complete Streets improvements	South San Francisco: El Camino Real, from Arroyo Drive to Kaiser Way: Implement Grand Boulevard Complete Streets improvements to transform the area into a vibrant, pedestrian-friendly showcase. A key element in the regional Grand Boulevard Initiative and the proposed project, is the addition of new street trees lining the center median, 950 linear feet of rain gardens to effectively manage storm water runoff, as well as 940 linear feet of new, native, drought-tolerant plants in the center median. The Project's improvements will help South San Francisco BART Station riders and some of the South San Francisco Kaiser's 3000+ employees, patients and visitors safely cross the street to access the nearby shopping centers, businesses and the Municipal Services Building. It also sets the stage for the planned transit-oriented, mixed-use development envisioned in the City's 2011 El Camino Real/Chestnut Avenue Area Plan. The "greening" improvements to El Camino Real, designed to encourage walking, cycling and the use of public	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.
San Mateo	6692	Redwood City	US 101/Woodside Road Class 1 Bikeway	Redwood City: East of Union Pacific Railroad between the intersections of Chestnut St/Veterans Blvd and Blomquist St/Seaport Blvd: Construct approximately 1,800 linear feet of new Class 1 path	Redwood City: East of Union Pacific Railroad between the intersections of Chestnut St/Veterans Blvd and Blomquist St/Seaport Blvd: Construct approximately 1,800 linear feet of new Class 1 path as part of the US 101/SR 84 (Woodside Road) Interchange Improvements including clearing and grubbing, grading, construction of barriers between the path and the railroad and a new abutment, lighting, new path surface, modifications at intersections to curb lines and signals, adjusting utilities, and installing pavement markings	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.
San Mateo	6598	San Mateo	San Mateo-Norfolk St and 3rd Ave Bike Improvements	San Mateo: Norfolk St between 3rd Ave and Beacon Ave: Install bicycle signal, signing, and striping improvements, and rehabilitate existing Class I bike and pedestrian path	San Mateo: Norfolk St between 3rd Ave and Beacon Ave: Install bicycle signal, signing, and striping improvements, and rehabilitate existing Class I bike and pedestrian path. Bicycle signal improvements include modification to the existing signal at Norfolk and 3rd to include bike signal in concurrent operation. Bicycle signing improvements include installation of way-finding signage at entrance/exit of Class I bike/pedestrian path on 3rd Ave, on Norfolk at new bicycle crossing, and on Class I bike/pedestrian path. Striping improvements include potentially enhanced bicycle markings at the bike signal and the Norfolk/3rd signal, and new striping on Class I pathway at Norfolk. If funding levels permit, rehabilitate Class I bike/pedestrian path	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.
San Mateo	6618	Burlingame	Burlingame: Broadway PDA Lighting Improvements	Burlingame: Along the Broadway corridor within the business district: Replace aging pedestrian street lighting with new, safer,	Burlingame: Along the Broadway corridor within the business district: Replace aging pedestrian street lighting with new, safer, brighter lighting	EXEMPT (40 CFR 93.126) - Lighting improvements
San Mateo	6628	San Mateo County	San Mateo Countywide Pavement Maintenance	San Mateo County: Various streets and roads county-wide: Pavement maintenance	San Mateo County: Spring St from Willow St to Douglas Ave, Ringwood Ave from Bay Rd to Middlefield Rd, Fifth Ave from El Camino Real to Spring St, 87th St from Park Plaza Dr to Sullivan St, Industrial Rd from Harbor Blvd to S Harbor, Alameda De Las Pulgas from Woodside to Stockbridge Ave, Lexington Ave from Bunker Hill Dr to Ticonderoga Dr, Elmer St from O'Neill Ave to Harbor Blvd, Washington St from 87th St to Annie St, Canyon Road from Skyline to County Boundary (North of Summit Dr): Pavement maintenance including cape sealing, ADA ramp improvements, traffic striping and markings, pavement repairs, and other misc	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation

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County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
San Mateo	6633	San Carlos	Ped Enhancements Arroyo/Cedar & Hemlock/Orange	San Carlos: At the intersections of Arroyo Ave and Cedar St and Hemlock St and Orange Ave and the Postman Walkway: Implement safety improvements	San Carlos: At the intersections of Arroyo Ave and Cedar St and Hemlock St and Orange Ave and the Postman Walkway: Implement safety improvements including high visibility yellow crosswalk restriping, installing ADA-compliant ramps, and installing bulb-outs. Improvements at the Hemlock and Orange intersection include restriping, installing ADA-compliant ramps, adding a new retaining wall with sidewalk and an access ramp, and installing a pork chop island. The Postman Walkway improvements will address current drainage issues and enhance walkability. These improvements will address the current facilities' lack of ADA-compliant access and safety concerns. Ultimately, these pedestrian enhancements will encourage walking and biking, accommodate for the elderly, disabled, and school-aged	EXEMPT (40 CFR 93.127) - Intersection channelization projects
San Mateo	6641	Woodside	Woodside Road Rehabilitation	Woodside: Various streets and roads: Rehabilitate pavement	Woodside: Mountain Home Road from Woodside Road to Winding Way and other federally eligible streets: Rehabilitate pavement including installing an AC overlay with ancillary work including pavement grinding, full depth asphalt repairs, adjusting utility frames and grates, and replacing pavement markings.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
San Mateo	6643	San Mateo	San Mateo Street Rehabilitation	San Mateo: Various streets and roads: Resurface and/or rehabilitate the roadway, implement bicycle elements and upgrade ADA ramps	San Mateo: Palm Ave from 16th Ave to 20th Ave, Bermuda Dr from Sullivan St to Fiesta Dr, Pacific Blvd from S Delaware St to Sterling View Ave, E Hillside Blvd from El Camino Real to Saratoga Ave: Resurface and/or rehabilitate the roadway, while secondary objectives will be to implement bicycle elements and upgrade ADA ramps.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
San Mateo	6649	Burlingame	Hoover School Area Sidewalk Impvts (Summit Dr.)	Burlingame: Summit Dr from Hillside Circle to Easton Dr and immediately adjacent to the new Hoover Elementary School: Construct sidewalk and bicycle improvements	Burlingame: Summit Dr from Hillside Circle to Easton Dr and immediately adjacent to the new Hoover Elementary School: Construct sidewalk and bicycle improvements	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.
San Mateo	6654	San Carlos	Cedar and Brittan Ave Pavement Rehab	San Carlos: On Cedar Street, between San Carlos Avenue and the City of Belmont, and Brittan Avenue, between Elm Street and El Camino Real: Rehabilitate pavement and install ADA compliant facilities	San Carlos: On Cedar Street, between San Carlos Avenue and the City of Belmont, and Brittan Avenue, between Elm Street and El Camino Real: Rehabilitate pavement and install ADA compliant facilities. The project scope includes pavement grinding, base repair, asphalt overlay, thermoplastic traffic striping and pavement markings, new access ramps, curb and gutter repair, grading and draining improvements, adjusting utilities to grade, and other miscellaneous tasks. This pavement rehabilitation project hopes to improve roadway conditions and facilitate	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
San Mateo	6656	Pacifica	Pacifica - Palmetto Sidewalk Extension	Pacifica: Along the coastal west side of Palmetto Ave from Westline Dr. to 1,400 feet south: Construct new concrete sidewalk.	Pacifica: Along the coastal west side of Palmetto Ave from Westline Dr. to 1,400 feet south: Construct new concrete sidewalk. The new sidewalk will provide continuity between sidewalks on each side of the project. This project serves bicyclist and pedestrian alike.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.
San Mateo	6659	Daly City	Daly City Pavement Preservation	Daly City: Various streets and roads: Pavement preservation	Daly City: On Eastgate Ave from John Daly Blvd to Glenwood Dr, Westmoor Ave from Baldwin Ave to Southgate Ave, Southgate Ave from St Francis Blvd to El Dorado Dr, South Hill Blvd from Bellevue Ave to Alta Vista Way, Junipero Serra Blvd from John Daly Blvd to Citrus Ave, Geneva Ave from Castillo St to Schwerin St: Pavement preservation	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
San Mateo	6660	Pacifica	Pacifica Citywide Curb Ramps	Pacifica: At various locations throughout the city: Install new curb ramps	Pacifica: At various locations throughout the city: Install 100 new curb ramps. The curb ramps will provide safe travel path so that wheelchair-bound residents do not ride along busy streets	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation

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County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
San Mateo	6661	Pacifica	Pacifica Pavement Rehabilitation	Pacifica: Various streets and roads: Rehabilitate pavement	Pacifica: On Oceana Boulevard from Milagra Drive to Monterey Road and Linda Mar Boulevard from Adobe Drive to Alicante Drive: Rehabilitate pavement by placing 2 inches of asphalt overlay. This project will also include pavement grinding for base repair as well as installation of thermoplastic traffic striping, markings, and pavement	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
San Mateo	6666	South San Francisco	SSF Pavement Rehabilitation	South San Francisco: Various locations: Pavement Rehabilitation	South San Francisco: Various locations including Spruce Ave from El Camino Real to Terrace Drive/Huntington Ave, Alida Way from Northwood Dr to Country Club Dr, Hickey Blvd from El Camino Real to Camaritas Ave, Camaritas Ave from Westborough Blvd to Arroyo Dr, San Felipe Ave from Del Monte Ave to Serra Dr: Pavement grinding, base repair, asphalt overlay, thermoplastic traffic striping and pavement markings, new access ramps, curb and gutter repair, grading, drainage improvements, adjusting utilities to grade, and other miscellaneous work	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
San Mateo	6667	Belmont	Belmont Pavement Preservation	Belmont: Various streets and roads: Pavement preservation	Belmont: Chula Vista from Alameda de las Pulgas to Ralston Ave, 6th Ave from Ralston Ave to Hill St, Cypress Ave from Laurel to Middle Rd, Daleview from Hiller to Old County Rd, Elmer from Ralston to O'Neill, Notre Dame Ave from Arbor to Miller, Davey Glen Rd from El Camino Real to Middle Rd, Laurel from Hill to Cypress, Harbor Blvd from Molitar to El Camino Real, Molitar from Harbor Blvd to San Carlos City Limit: Pavement repair and rehabilitation, crack sealing, slurry sealing, thermoplastic striping and pavement markings, access ramps	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
San Mateo	6671	Portola Valley	Portola Valley Street Preservation	Portola Valley: Various streets and roads: Pavement preservation	Portola Valley: Portola Rd from Farm Rd to Westridge Dr, Alpine Rd from 1580' S/O of Westridge Dr to Town limits with Ladera, Cervantes Rd from #240 Cervantes Rd to Westridge Dr and from Shawnee Pass to Westridge Dr: Pavement preservation including pavement grinding, base repair, slurry seal, thermoplastic traffic striping and pavement markings, and other misc work related to road resurfacing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
San Mateo	6673	Redwood City	Redwood City Pavement Preservation	Redwood City: Twin Dolphin Parkway from Marine Parkway to Redwood Shores Parkway: Pavement preservation	Redwood City: Twin Dolphin Parkway from Marine Parkway to Redwood Shores Parkway: Pavement preservation including base repairs, mill and fill, installing 1.5" or 2" AC overlay and ancillary work including adjusting utilities to grade, ADA upgrades, and restoring pavement markers and striping as needed	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
San Mateo	6675	San Mateo County	Canada Road and Edgewood Road Resurfacing	San Mateo County: Edgewood Rd between 0.17 mi west of Crestview Dr to Cervantes Rd and Canada Rd between the NB and SB 280 off- and on-ramps: Resurface pavement including overlay, pavement striping and markings, curb ramp installation, and other misc work	San Mateo County: Edgewood Rd between 0.17 mi west of Crestview Dr to Cervantes Rd and Canada Rd between the NB and SB 280 off- and on-ramps: Resurface pavement including overlay, pavement striping and markings, curb ramp installation, and other misc work	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation

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County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
San Mateo	6677	East Palo Alto	East Palo Alto Citywide Street Resurfacing	East Palo Alto: Various streets and roads: Rehabilitate roadway	East Palo Alto: W Bayshore Rd from 1838 West Bayshore Rd to Woodland Ave, Scofield St from Woodland Ave to Cooley Ave, Runnymede St from Cooley Ave to 433 Ft E/O Cooley Ave, Runnymede St from University Ave to Cooley Ave, Donohoe St from Clarke Ave to Cooley Ave, Pulgas Ave from O'connor St to Gaillardia Way, Pulgas Ave from Gaillardia Way To E Bayshore Rd, O'connor St from Euclid St to Manhattan Ave, O'connor St from Tate St to Pulgas Ave, University Ave from Donohoe S to Freeway 101, Newbridge St from Ralmar Ave to Saratoga Ave, Cooley Ave from University Ave to Runnymede St, Woodland Ave from University Ave to Cooley Ave, Woodland Ave from Cooley Ave to Newell Rd: Rehabilitate roadway including base repairs, asphalt overlay and slurry, adjusting utility frames	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
San Mateo	6681	Millbrae	Millbrae Street Rehabilitation	Millbrae: Various streets and roads: Pavement rehabilitation	Millbrae: Larkspur Dr from Skyline Blvd to Helen Dr, Bayview Ave from Lomita Ave to Santa Barbara Ave, and Lomita Ave from Bayview Ave to Linden Ave: Pavement rehabilitation including asphalt grinding varying in depth from two inches to six inches in depth and placing of new asphalt. ADA ramps will also be upgraded	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
San Mateo	6683	San Bruno	San Bruno Street Rehabilitation	San Bruno: Huntington Avenue between Florida and San Felipe and San Antonio Ave between San Felipe and Santa Inez: Pavement rehabilitation	San Bruno: Huntington Avenue between Florida and San Felipe and San Antonio Ave between San Felipe and Santa Inez: Pavement rehabilitation. Along with repaving, rehabilitation will also include as needed work on sidewalks, storm drains, and curb ramps to bring them up to current standards. These streets are a primary north-south collector route in San Bruno and have PCIs of 30 and 37, respectively. The segment on Huntington Avenue (from Florida to the Caltrain Station) is eligible for preventative maintenance as its PCI is 85	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
San Mateo	6689	Brisbane	Brisbane - Tunnel Ave Rehabilitation	Brisbane: Tunnel Ave from northern city limits (N/O Beatty Ave) to 1500 ft south: Rehabilitate pavement	Brisbane: Tunnel Ave from northern city limits (N/O Beatty Ave) to 1500 ft. south: Rehabilitate pavement including grinding, base repair, asphalt concrete overlay, thermoplastic traffic striping and pavement markings, sharrow or bike lane markings and signs, raise utilities to grade	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
San Mateo	6691	Menlo Park	Menlo Park - Santa Cruz and Middle Avenues Rehab	Menlo Park: Santa Cruz Ave between Olive St and Orange Ave and Middle Ave between Olive St and San Mateo Dr: Pavement Rehabilitation and installation of rectangular rapid flashing beacon	Menlo Park: Santa Cruz Ave between Olive St and Orange Ave and Middle Ave between Olive St and San Mateo Dr: Pavement Rehabilitation including base repairs, 2-3 inch deep area grind, 3-inch asphalt overlay, construction of ADA compliant curb ramps, intermittent curb, gutter and sidewalk work, adjusting utility covers to grade, and installation of markings and striping and other ancillary road work including upgrade of drainage inlets; On Santa Cruz Avenue at Lemon Street: install rectangular rapid flashing beacon	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
San Mateo	6696	Hillsborough	Hillsborough Street Resurfacing	Hillsborough: Various roadways: Resurfacing and preventative maintenance	Hillsborough: Hayne Rd from Sandra Rd to Black Mountain Rd, Chateau Dr from Skyline Blvd to Ralston Ave, Ralston Ave from Chateau Dr to Town Limits: Pavement resurfacing and preventative maintenance including localized digout repairs, 2.5" Mill, 2.5" Asphalt Overlay, Microsurfacing, and Crack Sealing. In addition, utility irons will be raised and new striping will be installed on the newly treated roadways	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
San Mateo	6699	Burlingame	Burlingame Street Resurfacing	Burlingame: Various streets and roads: Roadway resurfacing	Burlingame: Trousdale Drive, Broadway, Cadillac Way, and California Drive: Roadway resurfacing including installation of a 2-inch AC overlay, pavement grinding, full depth asphalt repairs, adjusting utility frames and grates, and replacing pavement markings and traffic signal detection devices.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation

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County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
San Mateo	6712	Foster City	Foster City - Pavement Rehabilitation	Foster City: Various streets and roads: Pavement rehabilitation	Foster City: Edgewater Blvd NB from Beach Park Blvd to E Hillsdale Blvd, Edgewater Blvd SB from E Hillsdale Blvd to Regulus St, E Hillsdale Blvd EB from Marina Bridge to Altair Ave, E Hillsdale Blvd from Rainbow Bridge to Gull Ave: Pavement rehabilitation including pavement grinding, base repair, asphalt overlay, thermoplastic traffic striping and pavement markings, new access ramps, curb and gutter repair, grading, drainage improvements, adjusting utilities to grade, and other misc work	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Solano	6674	Suisun City	Lotz Way Pedestrian & Bicycle Path - Phase 1	Suisun City: Along the north side of Lotz Way from Josiah Circle to Alder Street: Install a concrete Class I pedestrian/bicycle path, irrigation/landscaping, street lighting, site furnishings, signage and striping	Suisun City: Along the north side of Lotz Way from Josiah Circle to Alder Street: Install a concrete Class I pedestrian/bicycle path, irrigation/landscaping, street lighting, site furnishings, signage and striping	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.
Solano	6676	Benicia	Benicia - Park Road Improvements	Benicia: Park Road between I-780 and Bayshore Road: Resurface roadway and construct Class II/IV bicycle lane facilities and storm drain improvements	Benicia: Park Road between I-780 and Bayshore Road: Resurface roadway and construct Class II/IV bicycle lane facilities and storm drain improvements	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Solano	6686	Vacaville	Vaca Valley/I505 Multimodal Improvements	Vacaville: On Vaca Valley Parkway at E Monte Vista Ave and I-505 ramps: Install roundabouts and construct bicycle/pedestrian facilities over I-505 connecting to existing facilities and ADA improvements	Vacaville: On Vaca Valley Parkway at E Monte Vista Ave and I-505 ramps: Install roundabouts and construct bicycle/pedestrian facilities over I-505 connecting to existing facilities and ADA improvements. The project limits are east of the north I-505 ramps and west of E Monte Vista Ave.	EXEMPT (40 CFR 93.127) - Intersection channelization projects
Solano	6651	STA	Solano Mobility Call Center	Solano County: County-wide: Operate call center featuring in-person assistance for customers related to transit, commuting, and mobility services, including ADA, Clipper, and ride matching, among others	Solano County: County-wide: Operate call center featuring in-person assistance for customers related to transit, commuting, and mobility services, including ADA, Clipper, and ride matching, among others	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C.
Solano	6684	Vacaville	Vacaville - Pavement Preservation	Vacaville: Various streets and roads: Overlay, perform curb ramp replacements and stripe	Vacaville: On Gibson Canyon from Ulatis Bridge to Fruitvale, Dobbins Street from EMV to Merchant, Mason Street from Davis to Cernon St, Hickory Street from I80 to Davis St, Arcadia Street from Ulatis to Woodstock, Lawrence Drive, Tulare Dr from Marshall to Brookdale, Beelard Dr from Tulare to Marshall, and California Drive from Alamo Lane to Los Robles Ct: Overlay, perform curb ramp replacements and stripe	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Solano	6719	Solano County	Solano County Roadway Preservation	Solano County: On Midway Road from I80 to HWY 113: Apply Asphalt Rubber Chip Seal and Micro Surface treatment	Solano County: On Midway Road from I80 to HWY 113: Apply Asphalt Rubber Chip Seal and Micro Surface treatment	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Solano	6773	Fairfield	Grange Middle School Safe Routes to School	Solano County: On Midway Road from I80 to HWY 113: Apply Asphalt Rubber Chip Seal and Micro Surface treatment	Solano County: On Midway Road from I80 to HWY 113: Apply Asphalt Rubber Chip Seal and Micro Surface treatment	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Solano	6784	Fairfield	East Travis Boulevard Pavement Maintenance	Fairfield: On E Travis Blvd from Eisenhower St to Sunset Ave: Rehabilitate pavement	Fairfield: On E Travis Blvd from Eisenhower St to Sunset Ave: Rehabilitate pavement. Repairs includes required upgrades to the adjacent ADA system, pavement grinding, AC overlay, adjusting utilities to grade, replacing pavement markings and traffic loops.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Solano	6706	Solano County	Solano County Farm to Market Phase 3	Solano County: Various locations in Suisun Valley: Construct a total of 4.6 miles of 6-foot class II bike lanes	Solano County: Abernathy Road from Rockville Road to Mankas Corners (1.6 miles), Suisun Valley Road from Ledgewood Road to the Fairfield City Limit (2.4 miles), Mankas Corners Road from Abernathy Road to the Fairfield City Limit (0.6 miles): Construct a total of 4.6 miles of 6-foot class II bike lanes and reduce automobile travel lane widths to 11'	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.

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Sonoma	6607	Sebastopol	Bodega Avenue Bike Lanes and Pavement Rehab	Sebastopol: Bodega Ave from Pleasant Hill Ave to High St: Rehabilitate pavement, fill in sidewalk gaps, widen pavement, add bike lanes, and implement pedestrian safety improvements	Sebastopol: On Bodega Ave between Pleasant Hill Ave and Jewell Ave: Add approximately 0.7 miles of Class II bike lanes; On Bodega Ave between Pleasant Hill Ave and High St: Rehabilitate pavement. Included are new sidewalks to effect several sidewalk gap closures, plus a section of shoulder repair to ensure sufficient pavement width. There are also planned safety improvements to 5 intersections including crosswalk enhancements. The project is located on Bodega Avenue which provides east-west transportation connections through the City of Sebastopol. The State Route 12 - Bodega Avenue corridor is the primary route connecting the City of Sebastopol with Santa Rosa and eastern Sonoma county to the east and Bodega Bay and the coastal western Sonoma County to the west. Bodega Avenue is designated as an arterial. Within the City, Bodega Avenue is primarily a three-lane road or two lanes with parking. At its eastern end near South Main Street, the Bodega Avenue carries	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Sonoma	6600	Sonoma County Regional Parks	Joe Rodota Trail Bridge Replacement	Sonoma County: On the Joe Rodota Trail near the City of Sebastopol: Remove and replace two deteriorating bicycle and pedestrian bridges	Sonoma County: On the Joe Rodota Trail near the City of Sebastopol: Remove and replace two deteriorating bicycle and pedestrian bridges. Work includes installing two temporary bridges before the removal and replacement of the existing bridges, drilling new concrete piers and constructing new bridge abutments and retaining walls, lifting and placing two prefabricated bridges, and paving asphalt to match the bridge approaches	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
Sonoma	6602	Cotati	East Cotati Avenue Street Rehabilitation	Cotati: E. Cotati Avenue from the railroad tracks east to the City limits: Repave street, landscape the median, update traffic signs, and repair and restore sidewalks to ADA compliance	Cotati: East Cotati Ave from the easterly side of the SMART railroad tracks easterly to the City limits: repave roadway, landscape the existing median, update traffic signs, repair and restore to ADA compliance various cracked and lifted sections of tree root damaged sidewalk, remove & replace trees causing sidewalk damage and install needed ADA accessibility improvements to driveways and sidewalk access ramps along this segment	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation

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County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
Sonoma	6608	Sonoma City	Fryer Creek Pedestrian and Bicycle Bridge	Sonoma: At Newcomb Street over Fryer Creek: Construct a new bicycle and pedestrian bridge and path as well as circulation and accessibility improvements to Newcomb Street and Fryer Creek Drive	Sonoma: At Newcomb Street over Fryer Creek: Construct a new bicycle and pedestrian bridge and path as well as circulation and accessibility improvements. The pedestrian and bicycle bridge will connect the east and west sides of Sonoma over Fryer Creek at Newcomb St. on the east and the existing multi-use paths and Manor Dr. on the west, improving access to schools and promoting safety for pedestrians and bicyclists. It will be a prefabricated steel truss bridge, and will be approximately 48 ft. long and 8 ft. wide. The project will include the construction of a new 8-ft. wide, 60-ft. long paved bicycle and pedestrian path extending from the eastern bridge approach to the existing residential driveway on the north side of Newcomb St. A new sidewalk and associated curb and gutter will also be constructed along Newcomb St. and the sidewalk will range from approximately 8 ft. wide near the new pedestrian path and narrow to 4 ft. wide at the intersection. A new buried electrical line will be installed to provide electricity to a new street light for future lighting on the bridge and a tie-in will be required at the nearest streetlight up Fryer Creek Dr. In addition, an existing storm water inlet at the corner of Newcomb St. and Fryer Creek Dr. will be relocated and connected to the storm drain system. A new approximately 6-in. curb and Type C ADA compliant curb ramp will also be constructed on the northwestern corner of Newcomb St. and Fryer Creek Dr., and a new detectable warning surface and/or reconstruction of the existing curb ramp will be installed at the eastern corner. On Fryer Creek Dr., an existing stop sign will be relocated and new striping and crosswalk will be added. A	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.
Sonoma	6610	Rohnert Park	Rohnert Park Various Streets Rehabilitation	Rohnert Park: On State Farm Drive from Rohnert Park Expressway to approximately 200 feet north of Professional Center Drive: Rehabilitate roadway	Rohnert Park: State Farm Drive from Rohnert Park Expressway to 200 feet north of Professional Center Drive in the Central Rohnert Park Priority Development Area: Rehabilitate pavement. Project work includes roadway reconstruction, pavement grinding, adjustment of monuments and utilities, and asphalt concrete overlay; replacement of pavement markings, striping, and traffic detector loops; sidewalk gap closure and improvement of existing bus turnout; crosswalk improvements; median	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Sonoma	6621	Sonoma County	Rehabilitaiton of Various Roads in Sonoma County	Sonoma County: Various streets and roads: Preserve and rehabilitate pavement and improve pedestrian and bike access	Sonoma County: Corby Ave between Hearn Ave and Santa Rosa City Limits, Dutton Ave between Hearn Ave and South Ave, and Stony Point Rd between Hwy 116 and Rohnert Park Expressway: Preserve and rehabilitate the pavement, remove and/or improve pedestrian and bicycle barriers on all the roads to provide essential multimodal connections to public schools, employment centers, transit access, emergency services, health care, retail and commercial merchants and performing arts. The project work is typical of what is done on thin overlay projects such as conform grinding, replacement of small failed existing pavement areas, removal of existing striping, followed by the installation of the new pavement. The placement of new traffic control striping, signal loops, installation of ADA curb ramps, cross walks, pedestrian to meet current standards. Placement of new bicycle signage, shoulder backing, guard rail	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation

Item 3a - Attachment A						
County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
Sonoma	6614	Santa Rosa	Highway 101 Bicycle and Pedestrian Bridge	Santa Rosa: Over Highway 101 in the vicinity of the Santa Rosa Junior College and the Coddington Mall: Construct a Class I shared-use ADA accessible bicycle and pedestrian bridge	Santa Rosa: Over Highway 101 in the vicinity of the Santa Rosa Junior College and the Coddington Mall: Construct a Class I shared-use ADA accessible bicycle and pedestrian bridge, which includes a 16-foot wide structure over the highway and accessible ramps	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.
Sonoma	6612	Santa Rosa	Santa Rosa Pavement Rehab of Various Streets	Santa Rosa: Various streets and roads: Rehabilitate pavement and restripe roadways to include bike lanes	Santa Rosa: Hearn Ave between Stony Point Rd and Dutton Ave, Range Ave between Guerneville Rd and Jennings Ave, and Range Ave between Russell Ave and Bicentennial Way: Rehabilitate roadway including installing AC overlay with ancillary work including pavement grinding, adjusting utility frames and grates and replacing pavement markings and traffic signal detection devices; Range Ave between Russell Ave and Bicentennial Way and Range Ave between Coddington Mall transit center and Edwards Ave: Restripe to include Class II bike lanes	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Sonoma	6624	Sonoma County	Crocker Bridge Bike and Pedestrian Passage	Sonoma County: On existing north piers of Crocker Bridge: Construct a Class 1 bicycle and ped facility	Sonoma County: On existing north piers of Crocker Bridge: Construct a Class 1 bicycle and ped facility. The new Class I facility would remove a significant active transit barrier for two disadvantaged neighborhoods and provide a direct multi-modal transportation connection to essential services and industries including, but not limited to, public schools, employment center, transit, postal service, performing arts, repair and maintenance, food services, retail merchants, and health care. Additional improvements associated with the project include new ADA compliant pedestrian ramps and supplemental bike lane signing and striping	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.
Sonoma	6625	Sonoma County	Sonoma County - River Road Pavement Rehab	Sonoma County: River Rd from Trenton-Healdsburg Rd to just west of the SMART right-of-way (PM 19.77 to 24.60): Rehabilitation of pavement and striping for bile lanes	Sonoma County: River Rd from Trenton-Healdsburg Rd to just west of the SMART right-of-way (PM 19.77 to 24.60): Rehabilitate roadway including stripping for class 2 bike path. Repairs include installing an AC overlay with ancillary work including pavement grinding, full depth asphalt repairs, adjusting utility frames and grates, and replacing pavement markings. Project length is approximately 4.83 miles	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Various	6576	MTC	Bike Share Capital Program	Fremont, Richmond, Marin County, Sonoma County: Various locations including along the SMART Corridor: Implement bike share	Fremont, Richmond, Marin County, Sonoma County: Various locations including along the SMART Corridor: Implement bike share	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.
Sonoma	6798	Petaluma	Petaluma: Replace 2 Paratransit Cutaways FY18	Petaluma: Petaluma Paratransit: Replace two (2) paratransit vans	Petaluma: Petaluma Paratransit: Replace two (2) paratransit vans	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
Sonoma	6799	Petaluma	Purchase Service Vehicle FY18	Petaluma: Systemwide: Purchase replacement support car for use by staff in the field	Petaluma: Systemwide: Purchase replacement support car for use by staff in the field	EXEMPT (40 CFR 93.126) - Purchase of support vehicles
Sonoma	6800	Petaluma	Purchase (1) Remanufactured Fixed Route Bus FY18	Petaluma: 1 bus: Purchase replacement remanufactured 40' Fixed Route Bus	Petaluma: 1 bus: Replace 1999 40' Fixed Route Diesel Bus with remanufactured 40' Fixed Route Diesel Bus	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
Sonoma	6801	Petaluma	Purchase AVL Equipment FY18	Petaluma: Systemwide: AVL system equipment for fixed route vehicle	Petaluma: Systemwide: AVL system equipment for fixed route vehicle	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
Proposed New Group Listed Projects for Regional Air Quality Conformity Status Review						
Alameda	ALA170060	Caltrans	GL: Alameda County - TOS-Mobility	Alameda County: I-680 In and near Fremont, Pleasanton, and Dublin, from 0.3 mile south of Scott Creek Road to 0.3 mile north of Alcosta Boulevard: Install ramp meters, ramp HOV bypass lanes, and traffic operations systems (TOS).	Alameda County: I-680 In and near Fremont, Pleasanton, and Dublin, from 0.3 mile south of Scott Creek Road to 0.3 mile north of Alcosta Boulevard: Install ramp meters, ramp HOV bypass lanes, and traffic operations systems (TOS).	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects
Marin	MRN170018	Caltrans	GL: Marin County - TOS-Mobility	Marin County: US-1010 in and near Sausalito, Corte Madera, and Larkspur, from north of Golden Gate Bridge to 0.3 mile north of Sir Francis Drake Boulevard: Install ramp metering and traffic operations system (TOS) elements.	Marin County: US-1010 in and near Sausalito, Corte Madera, and Larkspur, from north of Golden Gate Bridge to 0.3 mile north of Sir Francis Drake Boulevard: Install ramp metering and traffic operations system (TOS) elements.	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects
Alameda	VAR170006	Caltrans	GL: SHOPP Roadway Preservation	SR-61 In the city of Alameda, from Broadway/Encinal Avenue to Sherman Street. Pavement rehabilitation, upgrade ADA curb ramps, and improve crosswalks.	SR-61 In the city of Alameda, from Broadway/Encinal Avenue to Sherman Street. Pavement rehabilitation, upgrade ADA curb ramps, and improve crosswalks.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Contra Costa	VAR170006	Caltrans	GL: SHOPP Roadway Preservation	SR-80 In and near Hercules, Rodeo, and Crocket, from Route 4 to the Carquinez Bridge. Roadway Rehabilitation.	SR-80 In and near Hercules, Rodeo, and Crocket, from Route 4 to the Carquinez Bridge. Roadway Rehabilitation.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Napa	VAR170006	Caltrans	GL: SHOPP Roadway Preservation	SR-29 In and near St. Helena and Calistoga, from York Creek Bridge to Route 128. Pavement rehabilitation.	SR-29 In and near St. Helena and Calistoga, from York Creek Bridge to Route 128. Pavement rehabilitation.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Napa	VAR170006	Caltrans	GL: SHOPP Roadway Preservation	SR-29 In American Canyon, at Rio Del Mar; also, near American Canyon at 0.3 mile south of North Kelly Road (PM 5.1). Rehabilitate culverts.	SR-29 In American Canyon, at Rio Del Mar; also, near American Canyon at 0.3 mile south of North Kelly Road (PM 5.1). Rehabilitate culverts.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature
Santa Clara	VAR170006	Caltrans	GL: SHOPP Roadway Preservation	SR-87 In San Jose, from Route 85 to West Julian Street. Roadway Rehabilitation.	SR-87 In San Jose, from Route 85 to West Julian Street. Roadway Rehabilitation.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Santa Clara	VAR170006	Caltrans	GL: SHOPP Roadway Preservation	SR-82 In the city of Santa Clara, from El Camino Real to Lawrence Expressway. Pavement rehabilitation.	SR-82 In the city of Santa Clara, from El Camino Real to Lawrence Expressway. Pavement rehabilitation.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Santa Clara	VAR170006	Caltrans	GL: SHOPP Roadway Preservation	SR-82 In the cities of San Jose and Santa Clara, from McKendrie Street to El Camino Real. Pavement rehabilitation and ADA upgrades.	SR-82 In the cities of San Jose and Santa Clara, from McKendrie Street to El Camino Real. Pavement rehabilitation and ADA upgrades.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
San Mateo	VAR170006	Caltrans	GL: SHOPP Roadway Preservation	SR-82 In the cities of San Mateo and Burlingame, from East Santa Inez Avenue to Murchison Drive. Rehabilitate roadway, improve drainage, and upgrade existing curb ramps and sidewalks to ADA standards. (Long Lead)	SR-82 In the cities of San Mateo and Burlingame, from East Santa Inez Avenue to Murchison Drive. Rehabilitate roadway, improve drainage, and upgrade existing curb ramps and sidewalks to ADA standards. (Long Lead)	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Sonoma	VAR170006	Caltrans	GL: SHOPP Roadway Preservation	SR-1 Near Jenner, from south of Fort Ross Road to north of Moon Rock Campground at various locations. Rehabilitate drainage culverts.	SR-1 Near Jenner, from south of Fort Ross Road to north of Moon Rock Campground at various locations. Rehabilitate drainage culverts.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature
Sonoma	VAR170006	Caltrans	GL: SHOPP Roadway Preservation	SR-1 Near Gualala, from north of Moon Rock Campground to 0.1 mile north of Vantage Road. Rehabilitate drainage culverts.	SR-1 Near Gualala, from north of Moon Rock Campground to 0.1 mile north of Vantage Road. Rehabilitate drainage culverts.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature
Alameda	VAR170007	Caltrans	GL: SHOPP Collision Reduction	I-580 Near Livermore, from Flynn Road to Grant Line Road. Install safety lighting and establish electrical service connection.	I-580 Near Livermore, from Flynn Road to Grant Line Road. Install safety lighting and establish electrical service connection.	EXEMPT (40 CFR 93.126) - Lighting improvements
Alameda	VAR170008	Caltrans	GL: SHOPP Emergency Response	SR-84 Near Fremont, from 1.2 miles east of Mission Boulevard to Palomares Road. Construct rockfall fence.	SR-84 Near Fremont, from 1.2 miles east of Mission Boulevard to Palomares Road. Construct rockfall fence.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature

Item 3a - Attachment A						
County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
Alameda	VAR170008	Caltrans	GL: SHOPP Emergency Response	I-880 In Hayward, from 0.2 mile north of Route 92 to 0.1 mile south of West A Street; also, in San Leandro, from 0.4 mile south of Fairway Drive to 0.3 mile north of 16th Avenue (PM 22.0 to PM 30.0). Repair saturated roadway pavement.	I-880 In Hayward, from 0.2 mile north of Route 92 to 0.1 mile south of West A Street; also, in San Leandro, from 0.4 mile south of Fairway Drive to 0.3 mile north of 16th Avenue (PM 22.0 to PM 30.0). Repair saturated roadway pavement.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature
Marin	VAR170008	Caltrans	GL: SHOPP Emergency Response	SR-1 Near Stinson Beach, from 2.6 miles south of Rocky Point Road to 2.3 miles north of Muir Woods Road. Construct soldier pile walls.	SR-1 Near Stinson Beach, from 2.6 miles south of Rocky Point Road to 2.3 miles north of Muir Woods Road. Construct soldier pile walls.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature
Napa	VAR170008	Caltrans	GL: SHOPP Emergency Response	SR-121 Near Napa, from 1.2 miles north of Wooden Valley Road to 0.2 mile south of Circle Oaks Drive. Replace failed culverts and repair roadway.	SR-121 Near Napa, from 1.2 miles north of Wooden Valley Road to 0.2 mile south of Circle Oaks Drive. Replace failed culverts and repair roadway.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature
San Mateo	VAR170008	Caltrans	GL: SHOPP Emergency Response	SR-35 Near Daly City, from 0.1 mile south of Westborough Boulevard to 0.3 mile north of Route 1. Replace damaged culverts and stabilize embankment with rock slope protection (RSP).	SR-35 Near Daly City, from 0.1 mile south of Westborough Boulevard to 0.3 mile north of Route 1. Replace damaged culverts and stabilize embankment with rock slope protection (RSP).	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature
San Mateo	VAR170008	Caltrans	GL: SHOPP Emergency Response	I-280 Near Belmont, from 1.8 miles north of Edgewood Road to 0.8 mile south of Route 92. Replace failed culverts, backfill sinkholes, and repair roadway shoulder.	I-280 Near Belmont, from 1.8 miles north of Edgewood Road to 0.8 mile south of Route 92. Replace failed culverts, backfill sinkholes, and repair roadway shoulder.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature
Solano	VAR170008	Caltrans	GL: SHOPP Emergency Response	SR-220 Near Ryer Island, at 0.9 mile west of East Ryer Road. Reconstruct embankment with shoulder backing.	SR-220 Near Ryer Island, at 0.9 mile west of East Ryer Road. Reconstruct embankment with shoulder backing.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature
Marin	VAR170008	Caltrans	GL: SHOPP Emergency Response	SR-1 Near Muir Beach, at 0.8 mile north of Muir Beach Overlook. Construct soldier pile retaining wall and stabilize embankment slipout.	SR-1 Near Muir Beach, at 0.8 mile north of Muir Beach Overlook. Construct soldier pile retaining wall and stabilize embankment slipout.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature
Santa Clara	VAR170008	Caltrans	GL: SHOPP Emergency Response	SR-237 In Sunnyvale, at North Mathilda Avenue Undercrossing No. 37-0179. Reconstruct portions of bridge deck, diaphragms, and girders.	SR-237 In Sunnyvale, at North Mathilda Avenue Undercrossing No. 37-0179. Reconstruct portions of bridge deck, diaphragms, and girders.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature
Santa Clara	VAR170008	Caltrans	GL: SHOPP Emergency Response	US-101 Near Gilroy, at Sargent Bridge Overhead No. 37-0006R. Replace existing damaged bridge rails with standard concrete barrier railing.	US-101 Near Gilroy, at Sargent Bridge Overhead No. 37-0006R. Replace existing damaged bridge rails with standard concrete barrier railing.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature
San Mateo	VAR170008	Caltrans	GL: SHOPP Emergency Response	SR-82 In South San Francisco, at 0.1 mile north of Francisco Drive. Permanent embankment restoration by installing retaining wall and drainage improvements.	SR-82 In South San Francisco, at 0.1 mile north of Francisco Drive. Permanent embankment restoration by installing retaining wall and drainage improvements.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature
Solano	VAR170008	Caltrans	GL: SHOPP Emergency Response	SR-37 Near Vallejo, at the W37-N&S29 Connector Overhead No. 23-0222F; also in Vacaville, on Route 80 at Ulatis Creek No. 23-0052R. Replace joint seals and elastomeric bearing pads.	SR-37 Near Vallejo, at the W37-N&S29 Connector Overhead No. 23-0222F; also in Vacaville, on Route 80 at Ulatis Creek No. 23-0052R. Replace joint seals and elastomeric bearing pads.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature

**Air Quality Conformity Task Force
Summary Meeting Notes
October 26, 2017**

Participants:

Rodney Tavitas – Caltrans

Dominique Kraft – FTA

Marilee Mortenson – Caltrans

Ginger Vagenas – EPA

Karina O’Connor – EPA

Adam Crenshaw – MTC

Harold Brazil – MTC

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. Confirm Projects Are Exempt from PM_{2.5} Conformity

**i. Confirmation of the list of exempt projects from PM_{2.5} conformity
(2a_Exempt List 101617.pdf)**

Harold Brazil (MTC) heard no comments from the Task Force on the **2a_Exempt List 101617.pdf** list of projects.

Final Determination: With input from FTA, EPA, Caltrans and FHWA, the Task Force agreed the projects on the exempt list (**2a_Exempt List 101617.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) explained how the MTC/SACOG Memorandum of Understanding (MOU) was tied to MTC conformity SIP (via the interagency consultation procedures protocol) and the same type of requirement does not exist for SACOG. Mr. Brazil continued by referring to communications with FHWA concerning the results of MTC’s and SACOG’s federal certification review report documentation. Mr. Brazil indicated that once the federal certification review report documentation is received from FHWA, discussions will be set-up between EPA, MTC, SACOG and FHWA to determine next steps. Ginger Vagenas (EPA) and Karina O’Connor (EPA) agreed with Mr. Brazil’s approach.

4. Consent Calendar

a. September 28, 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 Tavitias (Caltrans), Ginger Vagenas (EPA) and Karina O'Connor (EPA) discussed the streamlining of the project-level conformity process where road diet, ramp metering and safety projects will no longer be required to go through consultation with the Task Force (and complete a project assessment form with associated materials) to complete the project-level conformity process. Mr. Tavitias thanked Ms. O'Connor and Ms. Vagenas for EPA's assistance to Caltrans on this issue.

Harold Brazil (MTC) began a discussion about the Carbon Monoxide (CO) maintenance plan SIP for the CO nonattainment areas in California and (specifically) how the 2018 horizon year in the maintenance plan affects the Bay Area nonattainment area's access to CMAQ funding. Mr. Tavitias and Ms. O'Connor indicated that the CO pollutant conformity requirements for the Bay Area will remain in place through the end of the year 2018. Adam Crenshaw (MTC) stated that the California Federal Programming group would be interested in additional information on this topic.