



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Bay Area Metro Center
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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, January 26, 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 Discuss Project Status Update (Information Item)
 - i. I-680 NB HOV/Express Lanes – SR 237 to SR 84 (Vallecitos Road) 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. Projects with Regional Air Quality Conformity Concerns
 - a. Review of the Regional Conformity Status for New and Revised Projects
 - 3a_Regional_AQ_Conformity_Review.pdf
 - 3a_Attachment-A_List_of_Proposed_New_Projects_1-26-17.pdf
4. Consent Calendar
 - a. December 1, 2016 Air Quality Conformity Task Force Meeting Summary
5. Other Items – NEPA Delegation/Assignment Discussion Follow-up

Next Meeting: February 23, 2017

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



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375 Beale Street
San Francisco, CA 94105
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Memorandum

TO: Air Quality Conformity Task Force

DATE: January 13, 2017

FR: Harold Brazil

W. I.

RE: PM_{2.5} Project Conformity Interagency Consultation

The I-680 NB HOV/Express Lanes – SR 237 to SR 84 (Vallecitos Road) project went through interagency consultation with the Air Quality Conformity Task Force (AQCTF) at its October 2012 meeting and was found not be of air quality concern. Since that time, the project has incurred minor changes and the project sponsor is meeting with the Task Force to discuss these changes in order to provide this updated information, with no formal determination on the project being requested.

No.	Project Sponsor	Project Title
1	Caltrans	I-680 NB HOV/Express Lanes – SR 237 to SR 84 (Vallecitos Road) Project

2ai_I-680_NB_HOV_Express_Lanes_SR237_to_SR84_(Vallecitos_Road)_Assessment_Form.pdf (for the I-680 NB HOV/Express Lanes – SR 237 to SR 84 (Vallecitos Road) project)

MTC also requests the review and concurrence from the Task Force on projects that project sponsors have identified as exempt and likely not to be a POAQC. **2b_Exempt List 011317.pdf** lists exempt projects under 40 CFR 93.126

Project Assessment Form for PM_{2.5} Interagency Consultation

Project Title: I-680 NB HOV/Express Lanes – SR 237 to SR 84 (Vallecitos Road)

Project Update for Air Quality Conformity Task Force Meeting: (January 23, 2017)

Description

The I-680 Northbound Express Lane Project will widen I-680 from SR 237 in Santa Clara County to SR 84 in Alameda County by constructing a 14-mile-long northbound HOV/Express Lane in the corridor. ¹ On October 25, 2012, the project team presented an overview of the project and the traffic analysis to the Air Quality Conformity Task Force. At that meeting, FHWA, Caltrans, EPA, FTA, and MTC concurred that the project is exempt from PM_{2.5} project level analysis. This notice is intended to inform the Air Quality Task Force of the proposed changes to the project since the conformity determination. We do not feel that the project changes will affect the previous conformity determination. Additional environmental documentation can be provided to you, upon request.

As presented to the Air Quality Conformity Task Force in 2012, and cleared in the CEQA and NEPA document (2015), project construction was proposed in two phases. The initial phase of construction would construct the project between Grimmer Road and Koopman Road (Phase 1). Since environmental clearance, Phase 1 has been modified with reduced lane and shoulder widths, resulting in a smaller project footprint to reduce environmental impacts and capital costs - and renamed Phase 1A. Several project elements have been removed or modified for the Phase 1A project:

- Lane widths have been reduced from the originally proposed 12 feet, and now vary from 11 feet to 12 feet. Shoulder widths originally varied from 10 feet to 17 feet, and now vary from 2 feet to 10 feet.
- The widening of the bridge at PM 10.15 over Alameda Creek and all previously identified work and impacts in the Alameda Creek corridor have been removed from the project.
- The realignment of a Pacific Gas & Electric (PG&E) pipeline near the Sheridan Road Overcrossing has been removed from the project.
- The relocation of two PG&E towers near the Calaveras Road exit has been removed from the project.
- The realignment of the Athenour Way frontage road has been removed from the project.
- The number of retaining walls has been reduced from 48 to 9.
- The number of bridges that will be modified has been reduced from 14 to 3.

Changes to the project also include consolidation of features from two other previously approved projects: I-680 Northbound Pavement Rehabilitation Project and I-680 Sunol Express Lane – Southbound Access Conversion. These projects will be combined with the I-680 Northbound HOV/Express Lane Project, for construction only, as they occur within overlapping PM limits of the freeway. These consolidated improvements were determined to be exempt from conformity per 40 CFR 93.126 (pavement resurfacing and/or rehabilitation; and traffic control and operating assistance).

¹ HOV lanes are high occupancy vehicle lanes, also known as carpool or diamond lanes. Express lanes are high occupancy toll lanes that allow single-occupant vehicles to drive in the HOV lane for a toll. HOV and transit users would continue to be able to access the lane for free. Tolls are collected electronically with the use of a transponder. Toll price varies by congestion level; the less capacity available in the express lane, the higher the toll. In this way, the use of the HOV/express lane is optimized.

The project CEQA and NEPA Re-validation was obtained in December 2016 to document how the project changes, including the consolidation of the other project elements, will not affect previously projected traffic operations, or realign the freeway such that new or increased air quality effects would occur.

Background/Project Milestones

- Air quality conformity determination received October 25, 2012
- NEPA and CEQA process for Environmental Impact Report/Environmental Assessment (EIR/EA) completed in July 2015
- CEQA and NEPA Re-validation completed in December 2016

The following information has not changed as a result of the project changes; and the project remains 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?

- No significant change in truck percentages
- For year 2020 the highest truck percent is estimated at 5.1% (4,100 AADTT)
- For year 2040 the highest truck percent is estimated at 5.2% (4,600 AADTT)
- Increase in traffic volume but no significant change in truck percentages

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

- 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?

- No state implementation plan for PM_{2.5} (due by December 2012)
- Therefore, not identified in plan as an area of potential violation

PM_{2.5} Project Assessment Form for Interagency Consultation

RTIP ID# (required) 22042

TIP ID# (required) ALA130034

Air Quality Conformity Task Force Consideration Date

January 23, 2017

Project Description

The I-680 Northbound Express Lane Project will widen I-680 from SR 237 in Santa Clara County to SR 84 in Alameda County by constructing a 14-mile-long northbound HOV/Express Lane in the corridor. The project limits extend along I-680 from Post Mile 7.5 to 9.9 in Santa Clara County and Post Mile 0.0 to 12.4 in Alameda County. The new HOV/express lane would pass in and near the cities of Milpitas, Fremont, and Pleasanton, and the community of Sunol.

The initial construction phase, referred to as “Phase 1A,” will add a new northbound HOV/Express Lane on I-680 between South Grimmer Blvd (PM 3.4) and north of State Route (SR) 84 (PM 12.4). The remaining extent of the planned HOV/Express Lane, referred to as “future phases”, will proceed into final design upon availability of funding.

Phase 1A will construct an auxiliary lane connecting on-ramps and off-ramps between Washington Boulevard, and Mission Boulevard (SR 238). The auxiliary lanes between interchanges outside the limits of phase 1A will be constructed under the future phase.

The “phase 1A” also includes consolidation of project features from two previously approved projects, for construction only, as they occur within overlapping PM limits of the freeway:

- **I-680 Northbound Pavement Rehabilitation Project:** Pavement rehabilitation on northbound I-680 will occur from Auto Mall Parkway (PM M4.0) to Koopman Road (PM R12.4) to preserve and extend the roadway service life. Pavement rehabilitation between Grimmer Road (3.4) and Auto Mall Parkway (PM 4.0) will be rehabilitated under a separate adjoining project, except the final lift of overlay which will be placed by this project. Pavement rehabilitation will include replacement of broken concrete pavement slabs, cracking and seating of the entire concrete pavement, and placement of asphalt concrete overlay. Pavement rehabilitation will be limited to the existing freeway travel lanes and several on- and off-ramps within the project limits. This project was originally cleared as part of the I-680 Northbound HOV/Express Lane Project EIR/EA (July 2015).
- **I-680 Sunol Express Lane – Southbound Access Conversion:** The existing I-680 southbound express lane between SR 84 (Vallecitos Road) and SR 262 (Mission Boulevard) will be modified from the current limited toll lane ingress and egress configuration throughout the southbound corridor to allow for more open and free-flowing access between general purpose lanes and the toll lane. The proposed improvements will include pavement restriping, signage, lighting, and integration with the I-680 northbound toll system facility. The project was cleared under a Categorical Exemption/Categorical Exclusion (December 2016).

These consolidated improvements were determined to be exempt from conformity per 40 CFR 93.126 (pavement resurfacing and/or rehabilitation; and traffic control and operating assistance).

Type of Project:

Change to existing State highway

Project Assessment Form for PM_{2.5} Interagency Consultation

County Santa Clara/Alameda	Narrative Location/Route & Postmiles – SCL 7.5-9.9, ALA 0.0 – 12.4 Caltrans Projects EA 4G506			
Lead Agency: Caltrans				
Contact Person Jamie Le Dent	Phone# 510-622-8729	Fax#	Email jamie.ledent@dot.ca.gov	
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	<input checked="" type="checkbox"/> PS&E or Construction	Other
Scheduled Date of Federal Action: January 2017				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
Exempt	Section 6004 – Categorical Exemption		Section 6005 – Non-Categorical Exemption	
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	Aug 2011	July 2015	Aug 2015	Oct 2017
End	July 2015	Mar 2017	March 2017	Dec 2020

PM_{2.5} Project Assessment Form for Interagency Consultation

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

Purpose

The MTC Transportation 2035 Plan establishes the implementation of a regional express lanes network to effectively improve throughput and reduce delays on the major travel corridors within the San Francisco Bay Area, including northbound I-680. To address these issues, the proposed project would fulfill the following goals:

- Increase the efficiency of the transportation system on northbound I-680 between SR 237 and SR 84 to accommodate current and future traffic demand
- Improve travel time and travel reliability for all users, including HOV and transit users
- Optimize freeway system management and traffic operations
- Maintain consistency with the provisions defined in AB 2032 and AB 574 to implement an HOV/express lanes system in Alameda County

Need

- **Capacity and Transportation Demand.** The existing roadway features and freeway mainline capacity of northbound I-680 within the project limits are inadequate to accommodate the existing traffic demand. The result is traffic congestion and delay during afternoon peak travel periods, when the corridor serves as a major commute route for people who work in Silicon Valley and live in eastern Alameda County, Contra Costa County, or the northern part of the San Joaquin Valley.
- **Travel Time Delay for all Users.** Current data on corridor travel speeds indicate that travelers experience substantial delays during the peak period; the time required to traverse the corridor is twice as long as during off-peak periods, and each traveler experiences delays of 15 to 20 minutes when compared to free-flowing conditions. Forecasted conditions indicate a level of traffic congestion that is also expected to reduce transit service reliability.
- **Traffic Diversion and Unused Capacity.** Based on fall 2011 traffic counts at all of the ramps, a substantial number of drivers (approximately 600 vehicles in the peak hour alone) are choosing to divert off of I-680 and use local roads to avoid congestion on the freeway. The additional traffic diverted from the freeway is resulting in traffic congestion (LOS F conditions) on city streets during peak commute periods. Traffic diversion is likely to further increase as freeway traffic conditions worsen with anticipated growth, creating even more congestion on city streets during peak commute periods.

Because this corridor primarily serves commuters that tend to follow similar daily and weekly travel patterns, the experience with the southbound HOV/express lane indicates that there is a demand for this type of facility in the northbound direction. Based on future traffic forecasts, the HOV lane usage for the majority of the project limits would be in the range of 700 to 1,300 vehicles per hour during the peak commute periods in year 2020, while the capacity of an HOV lane is approximately 1,650 vehicles per hour. These numbers indicate that while there is substantial demand for an HOV lane, there would be unused capacity in the HOV lane, where the potential exists to “sell” the available capacity to toll-paying single-occupancy-vehicles.

- **Legislation.** On January 1, 2005, AB 2032 authorized the Alameda CTC and VTA to implement express lanes on 280 miles of freeway network, including the I-680 corridor. California State AB 574; approved October 11, 2007, eliminated the sunset provision in AB 2032, authorizing the program to operate indefinitely. The enabling legislation stipulates that revenue collected from the express lanes will be reinvested in projects and services that provide traffic congestion relief within the express lane corridor.

Project Assessment Form for PM_{2.5} Interagency Consultation

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

I-680 is a north-south transportation corridor for interregional commercial, commuter, and recreational traffic connecting Santa Clara and Alameda Counties. Land uses along the I-680 corridor within the project limits include open space, residential, retail and commercial usage.

Brief summary of assumptions and methodology used for conducting analysis

The AADT and truck percentages are taken from the Traffic Forecast for PM_{2.5} Analysis memo prepared by Fehr & Peers.² The project forecasts were prepared using recent traffic and truck counts along the I-680 northbound corridor as well as model runs using the Alameda Countywide Travel Demand Model.

Two analysis years, along with the existing conditions, were evaluated.

Year 2012 represents the existing conditions.

Year 2020 represents the possible opening year of the project.

Year 2040 represents the planning horizon for the project.

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

See Table 1

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

See Table 1

² Memorandum from Julie Morgan, Fehr & Peers to Audrey Darnell, Circle Point – Dated August 3, 2012 *I-680 NB Express Lane: Traffic Information for PM_{2.5} Project Assessment Form.*

PM_{2.5} Project Assessment Form for Interagency Consultation

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

Not applicable; see above for highway facility

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

Not applicable; see above for highway facility

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

Not applicable; see above for highway facility

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

Not applicable; see above for highway facility

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

The results of the *Traffic Forecast Memo for the I-680 HOV/Express Lane Project* (August 2012) indicate that building the project would increase traffic volumes on I-680 by 9.5% in 2020 and 10% in 2040, with no degradation of the LOS. The truck volumes would increase by 2.5% in 2020 and 4.5% in 2040. The new HOV/express lane in the northbound direction would add capacity and reduce congestion. However, California Vehicle Code Section 21655(b) restricts large trucks from using HOV and express lanes, therefore truck volumes increase more slowly as a result of congestion relief in the general purpose lanes. The addition of an HOV/express lane on northbound I-680 would draw some traffic off parallel routes, including the arterial street system in Milpitas and Fremont and I-880.

Project Assessment Form for PM_{2.5} Interagency Consultation

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

The proposed project is in a nonattainment area for federal PM_{2.5} standards. Therefore, according to 40 CFR Part 93, a hotspot analysis is required for conformity purposes. However, the EPA does not require hotspot analyses, qualitative or quantitative, for projects that are not listed in 40 CFR Section 93.123(b)(1) as a project of air quality concern (POAQC). Five types of projects qualify as a POAQC. The following discussion evaluates whether the proposed project falls into any of these five POAQC categories.

The project should not be considered a POAQC for the following reasons:

1. It is not a new or expanded highway project that would have a significant number of or increase in the number of diesel vehicles (40 CFR Section 93.123 (b)(1)(i)).
 - The addition of an HOV/express lane will reduce congestion and improve traffic flow on the freeway (LOS E without the project and LOS D with the project) without significantly increasing diesel truck volumes. Therefore, the proposed project would help to reduce future PM_{2.5} levels in the project vicinity.
 - The auxiliary lanes connecting on and off-ramps reduce friction between vehicles entering and exiting the freeway by providing a longer weaving section. This results in better traffic flow and improved safety. This will also help reduce future PM_{2.5} levels.
2. The project is not likely to affect any intersections (40 CFR Section 93.123 (b)(1)(ii)).
3. The project does not include the construction of a new bus or rail terminal with a significant number of diesel vehicles congregating at a single location (40 CFR Section 93.123 (b)(1)(iii)).
4. The project does not expand an existing bus or rail terminal with significant increases in the number of diesel vehicles congregating at a single location (40 CFR Section 93.123 (b)(1)(iv)).
5. The project is not in or affecting locations, areas or categories of sites that are identified in the PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation (40 CFR Section 93.123 (b)(1)(v)).

Therefore, the project meets the Clean Air Act requirements without any explicit hot-spot analysis. The project will not create a new or worsen an existing PM_{2.5} violation.

Table 1 - I-680 Northbound Express Lane Project

Scenario	Year 2012	Year 2020		Year 2040	
	Existing	No Build	Build	No Build	Build
AADT	70,000	74,000	81,000	80,000	88,000
LOS	D	E	D	E	D
Truck AADT	3,800	4,000	4,100	4,400	4,600
% Trucks	5.4%	5.4%	5.1%	5.5%	5.2%

Transportation Improvement Program (TIP)
Programming Information for Federal Request for Authorization (RFA)

- To Be Submitted To Caltrans With Request For Authorization Of Federal Highway Funding -

I-680 NB HOV/HOT Lane **ACTIVE** **CTIPS ID: 20600005815**

TIP ID: ALA130034 TIP Status: ACTIVE Version: 3 FMS ID: 5907.00 TIP Revision: 2017-00 TIP Revision Approval Date: 12-16-2016

Sponsor: Alameda County Transportation Commission (ACTC) Implementing Agency: Alameda County Transportation Commission (ACTC)

County: Alameda Project Type: HOV ITS Project: Yes (High Risk) State Highway Rte: 680
 Trans. System: State Highway Purpose: Expansion Project Review: AA
 Primary Mode: AUTO:100% Sub Mode: AUTO:100%

Project Name: I-680 NB HOV/HOT Lane
Project Description: Route I-680: from South of Auto Mall Parkway to State Route 84 in Alameda County, construct NB HOV/HOT Lane.
Expanded Description: Route I-680: from South of Auto Mall Parkway to State Route 84 in Alameda County, construct northbound HOV/HOT Lane including construction of aux lanes and related infrastructure such as dynamic message signs, gantries for messaging and toll reading, and electrical and communication infrastructure elements such as electrical conduits for connecting power and communication sources, and installation of system integration equipment and software. Conversion of completed SB express lane access from controlled to continuous.

RTP Description: Widen I-680 northbound for express lanes from Route 237 to Route 84 (includes ramp metering and auxiliary lanes; included under MTC Regional Express Lane Network RTPID #240741)

RTP ID: 22042 RTP Cycle: Plan Bay Area RTP Page No:

Regional Air Quality Status: NON-EXEMPT

Air Basin / Air District Information	CMAQ Emissions Reduction Benefit (kg/day)	Project Air Quality Conformity Summary Information
Air Basin: San Francisco Bay Area Air District: Bay Area AQMD	VOC: NOX: PM25: PM10: CO: CO2:	Next Step: Step 1 - Awaiting completion of project identification questions Responsible Party: Sponsor

TIP Funding: (All Funding in Whole Dollars)

Fund Code	Phase	Prog Year	Total	Prior	Valid FTIP/FSTIP Years				Obligation Information				Toll Credits				
					FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	Later	Fund No.		Fed Proj No.	Date	Amount	
SALESTAX-MEASURE-ALA	ENV	2013	\$8,500,000	\$8,500,000													
SALESTAX-MEASURE-ALA	PE	2016	\$8,270,000	\$8,270,000													
TCRP	PE	2016	\$7,000,000	\$7,000,000													
SALESTAX-MEASURE-ALA	ROW	2016	\$6,000,000	\$6,000,000													
SALESTAX-MEASURE-ALA	ROW-	2016	\$720,000	\$720,000													
RTP-LRP	CON	2021	-														
SALESTAX-MEASURE-ALA	CON	2017	\$128,654,000	\$128,654,000													
TCRP	CON	2017	\$13,874,000	\$13,874,000													
SALESTAX-MEASURE-ALA	CON-CE	2017	\$25,180,000	\$25,180,000													
Project Totals			\$198,198,000	\$30,490,000	\$167,708,000	\$0	\$0	\$0	\$0	\$0	\$0						

Contact Information	Name & Title	Agency	Address	Phone	Email
Project Sponsor Contact:	Vivek Bhat, Senior Trans Engineer	ACTC	1111 Broadway Suite 800 Oakland	510-208-7430	vbhat@alamedactc.org
Implementing Agency Contact:	Vivek Bhat, Senior Trans Engineer	ACTC	1111 Broadway Suite 800 Oakland	510-208-7430	vbhat@alamedactc.org
Sponsor Single Point of Contact:	Vivek Bhat	ACTC	1111 Broadway Suite 800 Oakland	510-208-7430	vbhat@alamedactc.org

End of Project Version: 3

End of TIP ID: ALA130034

**Air Quality Conformity Task Force
Summary Meeting Notes
October 25, 2012**

Participants:

Dick Fahey – Caltrans

Stew Sonnenberg - FHWA

Mike Brady – Caltrans

Kanda Raj – Kimley-Horn Associates

Scott Steinwert – Circlepoint

Tim Lee – WMH Corporation

Stefanie Hom - MTC

Sri Srinivasan – MTC

Adam Crenshaw – MTC

Brenda Dix - MTC

1. **Welcome and Self Introductions:** Brenda Dix (MTC) called the meeting to order at 9:30 am. See attendance roster above.

Ted Matley (FTA) and Ginger Vagenas (EPA) were not in attendance at the meeting. Brenda indicated that the Task Force members in attendance would make recommendations on projects, but final determinations would be made after Ted and Ginger's comments were received.

2. **PM_{2.5} Interagency Consultations**
 - a. **PM_{2.5} Conformity Exempt List Review**

Alameda County Transportation Commission (ACTC): I-680 NB HOV/Express Lanes

Kanda Raj (Kimley-Horn Associates) provided an overview of the project. The Alameda County Transportation Commission (ACTC) proposes to construct an approximately 15-mile High Occupancy Vehicle/High Occupancy Toll (HOV/HOT or express lane) project on northbound I-680 from south of SR-237 in Santa Clara County to north of SR-84 (Vallecitos Road) in Alameda County. Auxiliary lanes connecting on-ramps and off-ramps in the northbound direction will be constructed between the following six freeway interchanges: Jacklin Road, Scott Creek Road, Mission Boulevard (SR-262), Durham Road (Auto Mall Parkway), Washington Boulevard, and Mission Boulevard (SR-238).

Tim Lee (WMH Corporation) provided an overview of the traffic analysis for the project. There is currently recurring traffic congestion and travel delays on portions of northbound I-680, with travel delays exceeding 10 minutes per vehicle during a multiple-hour peak period. This level of congestion is expected to worsen as traffic volumes are expected to increase. The project would increase the efficiency of the transportation system by optimizing capacity on northbound I-680 between SR-237 and SR-84 to accommodate current and future traffic demand. The project would also extend the regional carpool lane system to improve travel time and travel reliability for all users and optimize freeway system management and traffic operations by making use of available unused capacity in the HOV lane.

Dick Fahey (Caltrans) asked about location of the traffic counts. Were the counts taken from one location, or are they an average of the entire corridor?

Tim responded that the numbers were taken from the Sunol Grade, which is where most of the traffic occurs. The numbers are consistent with annual data that Caltrans uses.

Dick indicated that he does not think the truck volumes are significant and does not think this is a project of air quality concern.

Brenda Dix (MTC) indicated that she does not think the project is a project of air quality concern.

Mike Brady (Caltrans) indicated that he does not think the project is a project of air quality concern. The project is adding a lane, but it is not a truck lane. Will the auxiliary lanes be modified?

Tim responded that the auxiliary lanes will be looked at in the traffic studies. The area between Jacklin Road to Mission Boulevard/SR-238 and the areas between interchanges will be considered for auxiliary lanes.

Mike asked how will the auxiliary lanes change the capacity of the network and how much are they going to change traffic? He assumed they won't change trucks much, except on SR-237, since the project area does not feed-off into industrial areas.

Tim responded that they are focused on the operational aspects of the auxiliary lanes. There is a separate project to do ramp metering which would control volumes during peak periods. Auxiliary lanes would control the way trucks gets off the freeway.

Scott Steinwert (Circlepoint) added that there are six interchanges where the auxiliary lanes could be between. The modeling assumptions for the traffic forecast did include auxiliary lanes as well as HOV lanes. The model results did not predict there would be an influx of trucks with the auxiliary lanes in the network.

Mike asked if all of the interchanges would have auxiliary lanes in between them.

Scott responded that yes, the traffic study will confirm whether or not all the auxiliary lanes would be needed.

Stew Sonnenberg (FHWA) asked if the auxiliary lanes would be between interchange to interchange. Would they drop at each interchange, and then pick up at each interchange?

Tim responded that, yes, the auxiliary lanes would be from on-ramp to off-ramp. They may not extend the entire distance between each interchange. The traffic study will look at that. It may not be effective to create long auxiliary lanes, since they might just become an extra lane.

Mike indicated that he was concerned about the length of the auxiliary lanes; some of the distances between interchanges look far apart. An auxiliary lane longer than a mile starts to look like an extra mixed flow lane.

Stew agreed with Mike. The auxiliary lanes should be under a mile and be well marked so the general traveling public doesn't confuse them as a separate lane and add capacity to the network.

Stew had a question on the attached memo. The footnote indicates the study used level of service thresholds from Florida DOT. Was that one of the sources or was that a misprint?

Scott indicated that they used methodology from Florida DOT, but the data is not from Florida.

Stew asked if Caltrans has that data.

Tim indicated that the Caltrans data geared towards peak periods only, when the project needed a methodology for average daily LOS. Florida DOT has recognized guidance for that.

Scott indicated that they would clarify with their consultant, Fehr & Peers, regarding why the Florida DOT threshold was used. They don't typically do LOS for freeway mainlines.

Dick indicated that Florida DOT's methodology is geared toward this analysis, whereas Caltrans doesn't.

Mike asked if this project will have any effect on parallel local streets.

Kanda responded that the traffic studies included an expanded scope that will look at the effects of express lanes on local streets and arterials. The traffic study will look at the additional traffic going into off-ramps and that will determine if it will have effect on local streets.

Tim added that commuters are coming up with creative detours during peak period to avoid traffic, sometimes traveling twice the distance.

Kanda indicated that the express lane on I-680 will help with traffic on local streets and they have support for the project from the City of Fremont.

Stew indicated that he does not think the project is a project of air quality concern. The truck volumes would increase, but the percentages would decrease.

Mike asked if buses will use the express lanes.

Kanda responded that the express lanes should help provide reliable transit times. They will be conducting an after-study early next year on southbound I-680 to determine the effects of traffic.

On October 25, 2012, Scott emailed Brenda clarifying the use of Florida DOT's methodology:

"Florida DOT thresholds are a standard reference used throughout the industry to define LOS based on ADT. They explained it to me that the Florida Threshold provides a fairly straightforward way to calculate a LOS across all lanes based on ADT. Other thresholds typically used look at peak hour LOS or LOS by lane on a multi-lane freeways. "

On October 26, 2012, Ted Matley and Ginger Vagenas emailed the Task Force and indicated that they believe this project is not a project of air quality concern.

Dick Fahey (Caltrans), Ted Matley (FTA), Stew Sonnenberg (FHWA), Ginger Vagenas (EPA), Mike Brady (Caltrans), and Brenda Dix (MTC) agreed that the project is exempt.

Final Determination: FHWA, Caltrans, EPA, FTA, and MTC concurred that the project is exempt from PM_{2.5} project level analysis.

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

Regional Real-Time Transit Information at BART

Stew Sonnenberg (FHWA) questioned whether the exemption should be categorized as either of the following:

- Mass Transit – Construction of small passenger shelters and information kiosks
- Mass Transit – Construction or renovation of power, signal, and communications systems

Mike Brady (Caltrans) indicated that the “information kiosks” exemption code seemed appropriate.

Dick Fahey (Caltrans) agreed that the existing exemption code should be changed to one of the exemption codes Stew recommended. He asked if there was a similar project we could look to.

On October 26, Ted Matley (FTA) emailed the Task Force and indicated the “construction or renovation of power...” exemption code seemed appropriate for the project, but didn’t have a strong preference.

On October 29, Ginger Vagenas (EPA) emailed the Task Force and indicated that she discussed the exemption code with Karina O’Connor (EPA); Karina recommended the “construction or renovation of power...” exemption be used.

Final Determination: FHWA, Caltrans, EPA, FTA, and MTC concurred that the projects on the exempt list are exempt from PM_{2.5} project level analysis. The exemption code was changed to “Mass Transit - Construction or renovation of power, signal, and communications systems.”

3. Consent Calendar

a. September 25, 2012 Air Quality Conformity Task Force Meeting Summary

There were no comments on the consent calendar.

4. Other Items

Mike Brady (Caltrans) announced that he will be retiring next year.

5. Next Meeting

Stefanie Hom (MTC) indicated that the next meeting will be held on Thursday, December 6, 2012, from 9:30 to 11:30 am.

J:\SECTION\PLANNING\AIRQUAL\TSKFORCE\2012\12-06-12\Draft\AQCTF Meeting Notes Summary - 102512.docx

Project Assessment Form for PM_{2.5} Interagency Consultation

Project Title: I-680 NB) HOV/Express Lanes – SR 237 to SR 84 (Vallecitos Road)

Project Summary for Air Quality Conformity Task Force Meeting: (October 25, 2012)

Description

The Alameda County Transportation Commission (Alameda CTC) proposes to construct an approximately 15-mile High Occupancy Vehicle/High Occupancy Toll (HOV/HOT or express lane) project¹ on northbound Interstate 680 (I-680) from south of State Route (SR) 237 in Santa Clara County to north of State Route 84 (SR 84) (Vallecitos Road) in Alameda County. The project limits extend along I-680 from Post Mile 7.5 to 9.9 in Santa Clara County and Post Mile 0.0 to 12.4 in Alameda County. The new HOV/express lane would pass in and near the cities of Milpitas, Fremont, and Pleasanton, and the community of Sunol.

Background

- NEPA and CEQA process for Environmental Impact Report/Environmental Assessment (EIR/EA) is scheduled to be completed in March 2015
- Seeking air quality conformity determination on October 25, 2012

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?

- No significant change in truck percentages
- For year 2020 the highest truck percent is 5.1% (4,100 AADTT)
- For year 2040 the highest truck percent is 5.2% (4,600 AADTT)
- Increase in traffic volume but no significant change in truck percentages

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

- 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?

- No state implementation plan for PM_{2.5} (due by December 2012)
- Therefore, not identified in plan as an area of potential violation

¹ HOV lanes are high occupancy vehicle lanes, also known as carpool or diamond lanes. Express lanes are high occupancy toll lanes that allow single-occupant vehicles to drive in the HOV lane for a toll. HOV and transit users would continue to be able to access the lane for free. Tolls are collected electronically with the use of a transponder. Toll price varies by congestion level; the less capacity available in the express lane, the higher the toll. In this way, the use of the HOV/express lane is optimized.

Project Assessment Form for PM_{2.5} Interagency Consultation

RTIP ID# <i>(required)</i> ALA 050029				
TIP ID# <i>(required)</i> 22991				
Air Quality Conformity Task Force Consideration Date October 25, 2012				
<p>Project Description</p> <p>The Alameda County Transportation Commission (Alameda CTC) proposes to construct an approximately 15-mile High Occupancy Vehicle/High Occupancy Toll (HOV/HOT or express lane) project on northbound Interstate 680 (I-680) from south of State Route (SR) 237 in Santa Clara County to north of State Route 84 (SR 84) (Vallecitos Road) in Alameda County. The project limits extend along I-680 from Post Mile 7.5 to 9.9 in Santa Clara County and Post Mile 0.0 to 12.4 in Alameda County. The new HOV/express lane would pass in and near the cities of Milpitas, Fremont, and Pleasanton, and the community of Sunol.</p> <p>Auxiliary lanes connecting on-ramps and off-ramps in the northbound direction will be constructed between the following six freeway interchanges: Jacklin Road, Scott Creek Road, Mission Boulevard (SR 262), Durham Road (Auto Mall Parkway), Washington Boulevard, and Mission Boulevard (SR 238).</p>				
<p>Type of Project: Change to existing State highway</p>				
County Santa Clara/Alameda		Narrative Location/Route & Postmiles – SCL 7.5-9.9, ALA 0.0 – 12.4 Caltrans Projects – EA# 04-4G0500		
Lead Agency: Caltrans				
Contact Person Emily Landin-Lowe		Phone# 510-286-5124	Fax#	Email Emily_landin-low@dot.ca.gov
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
Categorical Exclusion (NEPA)	X	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction
				Other
Scheduled Date of Federal Action: 04/20/2015				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
Exempt	Section 6004 – Categorical Exemption		Section 6005 – Non-Categorical Exemption	
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	Aug 2011	March 2015	Dec 2015	July 2017
End	March 2015	Dec 2016	March 2017	Dec 2018

PM_{2.5} Project Assessment Form for Interagency Consultation

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

Purpose

Recognizing the importance of I-680 as part of the Bay Area Express Lanes Network, and as a corridor for the movement of people and goods within Santa Clara and Alameda Counties, and between the San Francisco Bay Area and the Central Valley, the Alameda County Transportation Commission proposes a project that would:

- Increase the efficiency of the transportation system by optimizing capacity on northbound I-680 between SR 237 and SR 84 to accommodate current and future traffic demand.
- Implement the AB 2032 authorized express lanes and provide similar benefits for commuters using the southbound I-680 HOV/Express Lane by:
 - Extending the regional carpool lane system from SR 237 to SR 84 to improve travel time and travel reliability for all users, including HOV and transit users.
 - Optimizing freeway system management and traffic operations by making use of available unused capacity in the HOV lane.

Need

- The existing capacity of portions of northbound I-680 within the project limits is inadequate to accommodate existing and future travel demands. This results in recurring traffic congestion and travel delays during the afternoon commute hours. Significant traffic congestion is observed between Mission Boulevard (SR 262) and Vallecitos Road (SR 84) with travel delays exceeding 10 minutes per vehicle during a multiple-hour peak period. This level of congestion is expected to worsen as traffic volumes are expected to increase. Therefore, there is a need for providing additional roadway capacity and operational improvements to reduce congestion and delay.
- An HOV/Express Lane was recently constructed on the southbound side of this same corridor. Given that this corridor primarily serves commuters that tend to follow similar daily and weekly travel patterns, the experience with the southbound HOV/Express Lane indicates that there is a demand for this type of facility in the northbound direction.

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

I-680 is a north-south transportation corridor for interregional commercial, commuter, and recreational traffic connecting Santa Clara and Alameda Counties. Land uses along the I-680 corridor within the project limits include open space, residential, retail and commercial usage.

Project Assessment Form for PM_{2.5} Interagency Consultation

Brief summary of assumptions and methodology used for conducting analysis

The AADT and truck percentages are taken from the Traffic Forecast for PM_{2.5} Analysis memo prepared by Fehr & Peers.² The project forecasts were prepared using recent traffic and truck counts along the I-680 northbound corridor as well as model runs using the Alameda Countywide Travel Demand Model.

Two analysis years, along with the existing conditions, were evaluated.

Year 2012 represents the existing conditions

Year 2020 represents the possible opening year of the project.

Year 2040 represents the planning horizon for the project.

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

See Table 1

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

See Table 1

² Memorandum from Julie Morgan, Fehr & Peers to Audrey Darnell, Circle Point – Dated August 3, 2012 *I-680 NB Express Lane: Traffic Information for PM_{2.5} Project Assessment Form.*

PM_{2.5} Project Assessment Form for Interagency Consultation

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

Not applicable; see above for highway facility

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

Not applicable; see above for highway facility

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

Not applicable; see above for highway facility

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

Not applicable; see above for highway facility

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

The results of the *Traffic Forecast Memo for the I-680 HOV/Express Lane Project* (August 2012) indicate that building the project would increase traffic volumes on I-680 by 9.5% in 2020 and 10% in 2040, with no degradation of the LOS. The truck volumes would increase by 2.5% in 2020 and 4.5% in 2040. The new HOV/express lane in the northbound direction would add capacity and reduce congestion. However, California Vehicle Code Section 21655(b) restricts large trucks from using HOV and express lanes, therefore truck volumes increase more slowly as a result of congestion relief in the general purpose lanes. The addition of an HOV/express lane on northbound I-680 would draw some traffic off parallel routes, including the arterial street system in Milpitas and Fremont and I-880.

Project Assessment Form for PM_{2.5} Interagency Consultation

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

The proposed project is in a nonattainment area for federal PM_{2.5} standards. Therefore, according to 40 CFR Part 93, a hotspot analysis is required for conformity purposes. However, the EPA does not require hotspot analyses, qualitative or quantitative, for projects that are not listed in 40 CFR Section 93.123(b)(1) as a project of air quality concern (POAQC). Five types of projects qualify as a POAQC. The following discussion evaluates whether the proposed project falls into any of these five POAQC categories.

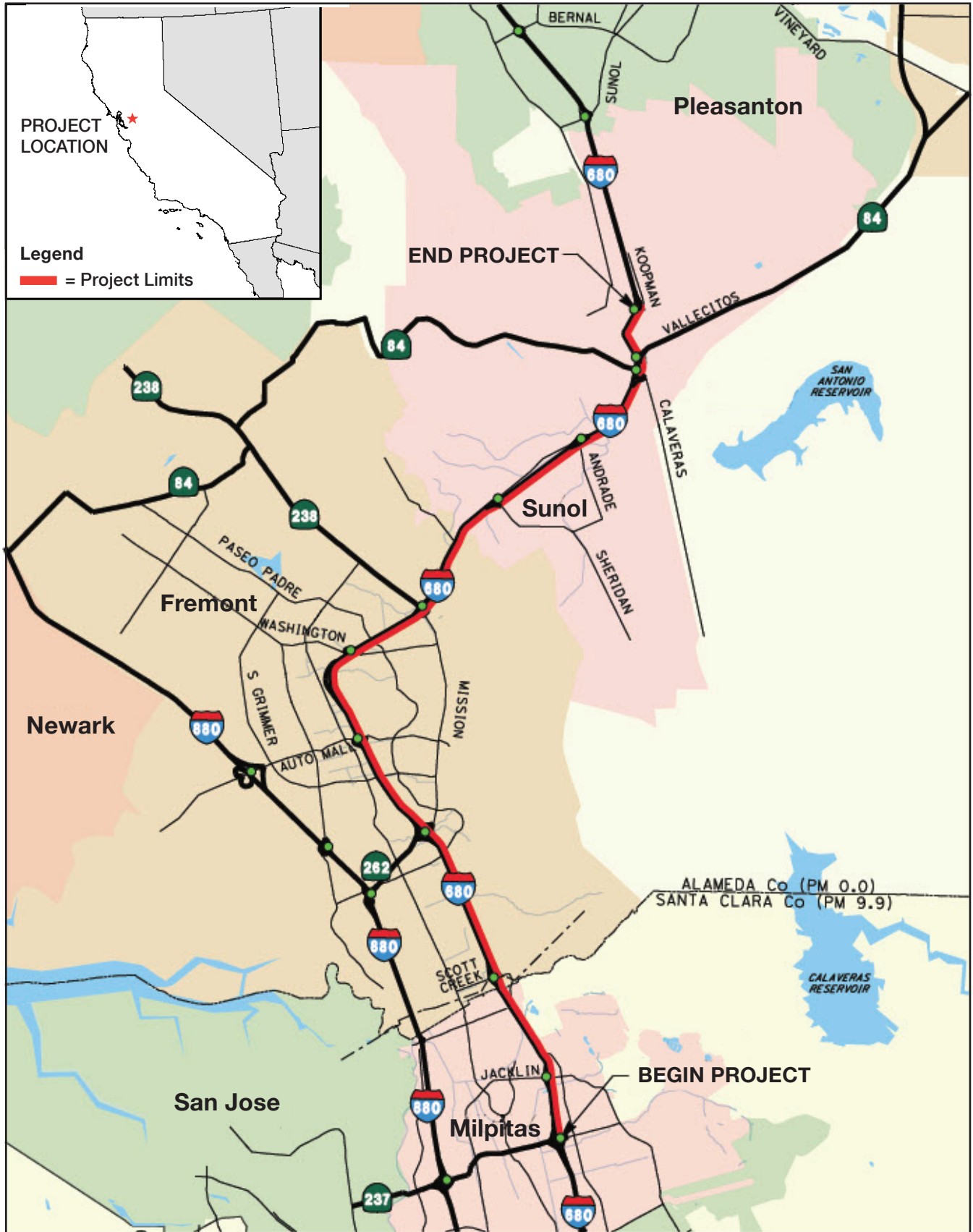
The project should not be considered a POAQC for the following reasons:

1. It is not a new or expanded highway project that would have a significant number of or increase in the number of diesel vehicles (40 CFR Section 93.123 (b)(1)(i)).
 - The addition of an HOV/express lane will reduce congestion and improve traffic flow on the freeway (LOS E without the project and LOS D with the project) without significantly increasing diesel truck volumes. Therefore, the proposed project would help to reduce future PM_{2.5} levels in the project vicinity.
 - The auxiliary lanes connecting on and off-ramps reduce friction between vehicles entering and exiting the freeway by providing a longer weaving section. This results in better traffic flow and improved safety. This will also help reduce future PM_{2.5} levels.
2. The project is not likely to affect any intersections (40 CFR Section 93.123 (b)(1)(ii)).
3. The project does not include the construction of a new bus or rail terminal with a significant number of diesel vehicles congregating at a single location (40 CFR Section 93.123 (b)(1)(iii)).
4. The project does not expand an existing bus or rail terminal with significant increases in the number of diesel vehicles congregating at a single location (40 CFR Section 93.123 (b)(1)(iv)).
5. The project is not in or affecting locations, areas or categories of sites that are identified in the PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation (40 CFR Section 93.123 (b)(1)(v)).

Therefore, the project meets the Clean Air Act requirements without any explicit hot-spot analysis. The project will not create a new or worsen an existing PM_{2.5} violation.

Table 1 - I-680 Northbound Express Lane Project

Scenario	Year 2012	Year 2020		Year 2040	
	Existing	No Build	Build	No Build	Build
AADT	70,000	74,000	81,000	80,000	88,000
LOS	D	E	D	E	D
Truck AADT	3,800	4,000	4,100	4,400	4,600
% Trucks	5.4%	5.4%	5.1%	5.5%	5.2%



Project Location Map

Figure



MEMORANDUM

Date: August 3, 2012
To: Audrey Darnell, CirclePoint
From: Julie Morgan, Fehr & Peers
Subject: I-680 NB Express Lane: Traffic Information for PM2.5 Project Assessment Form

WC11-2855

At your request, we have developed the following information to support the PM2.5 Project Assessment Form for Interagency Consultation for the I-680 NB Express Lane project, sponsored by the Alameda County Transportation Commission. This information is intended for use only for the PM2.5 Project Assessment. More detailed traffic information will be produced as part of the Traffic Operations Analysis Report (TOAR) for this project, which is an ongoing effort.

The PM2.5 Project Assessment Form requires slightly different types of traffic information depending on whether the project is a highway/street project, or an interchange/intersection project. Given the nature of the I-680 NB Express Lane project, it would be considered a highway/street project. For that type of project, the form requires the following information, both for the opening year and the horizon year:

- Build and No Build LOS, AADT, % and number of trucks, and truck AADT

This information is provided in the table below for the subject facility, which is I-680 northbound between SR 237 and SR 84. It should be emphasized that this information is for the northbound direction of travel only, since that is the location of the proposed project. The information presented below is drawn from recent traffic and truck counts along the I-680 northbound corridor that were completed to support the Express Lane project, as well as model results from the Alameda Countywide Travel Demand Model.



Traffic Information for PM2.5 Project Assessment Form

I-680 Northbound Express Lane Project

Scenario	Year 2012	Year 2020		Year 2040	
	Existing	No Build	Build	No Build	Build
AADT	70,000	74,000	81,000	80,000	88,000
LOS	D	E	D	E	D
Truck AADT	3,800	4,000	4,100	4,400	4,600
% Trucks	5.4%	5.4%	5.1%	5.5%	5.2%
<p>Notes: Existing AADT taken from traffic counts conducted for I-680 NB Express Lane project; existing truck percentage taken from data from the I-680 NB truck scales located along the study corridor; daily LOS are based on AADT values and Florida DOT LOS thresholds for freeways in urbanized areas.</p>					

40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Expanded Description	Project Type under 40 CFR 93.126
ALA	ALA110135	San Leandro	Davis St/Carpentier St Intersection Improv	HSIP7-04-003: In San Leandro at the intersection of Davis Street (SR 112) and Carpentier Street, install a High-Intensity Activated crossWalk beacon to enhance pedestrian safety.	HSIP7-04-003: The intersection of Davis Street (SR 112) and Carpentier Street is included on the City's High Collision Intersections list, which is monitored and updated every year by City staff. Seven collisions were reported in the past five years between 10/01/2009 and 09/30/2014. Although the intersection is not one of the intersections with the highest crash concentration, it experienced three pedestrian related collisions in a five year period; one of the three collisions involved a severe pedestrian injury. The non-signalized intersection of Davis Street and Carpentier Street is about 325 feet east of a major, signalized intersection of Davis Street and San Leandro Boulevard. However, given Saint Leander Church/School, a business complex of TriNet Group, and a multi-housing building adjacent to the intersection, pedestrians and bicyclists are unlikely to cross Davis Street at San Leandro Boulevard. Therefore, the intersection of Davis Street and Carpentier Street has been identified by Caltrans District 4 Office of Traffic Safety and the City of San Leandro Engineering & Transportation Department as one of the top safety priorities for improvement.	Safety - Safety improvement program
ALA	ALA170007	MTC	Regional Planning Activities and PPM - Alameda	Alameda: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	Alameda: Regional Planning Activities and Planning, Programming and Monitoring (PPM). Prior year funding was programmed on ALA090030	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
ALA	ALA170012	MTC	Bay Bridge Forward-Commuter Parking Access Imps.	Albany and Oakland: Adjacent to Park and Ride lots at I-80/Buchanan Ave, I-880/High St, I-880/Fruitvale; Bicycle/pedestrian/bus stop improvements to facilitate safer access to and from lots; toll credits applied in lieu of match	Albany and Oakland: Adjacent to Park and Ride lots at I-80/Buchanan Ave, I-880/High St, I-880/Fruitvale; Bicycle/pedestrian/bus stop improvements to facilitate safer access to and from lots; toll credits applied in lieu of match. Related to REG170004.	Air Quality - Bicycle and pedestrian facilities
CC	CC-170004	MTC	Regional Planning Activities and PPM - CC County	Contra Costa: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	Contra Costa: Regional Planning Activities and Planning, Programming and Monitoring (PPM). Prior year funding was programmed on CC-090035	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
MRN	MRN170001	MTC	Regional Planning Activities and PPM - Marin	Marin: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	Marin: Regional Planning Activities and Planning, Programming and Monitoring (PPM). Prior year funding was programmed on MRN090020	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
NAP	NAP170001	MTC	Regional Planning Activities and PPM - Napa	Napa: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	Napa: Regional Planning Activities and Planning, Programming and Monitoring (PPM). Prior year funding was programmed on NAP090002	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
NAP	NAP170002	Napa County	Napa County: 2014 Earthquake Pavement Repair	In Napa County: On various federal-aid system roads: Repair pavement damage caused by 2014 earthquake.	In Napa County, on various federal-aid system roads, excavate 10 inches, compact subbase, repave with 4 inch HMA. Some sites include crack sealing.	Other - Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational, or capacity changes.
REG	MTC050001	MTC	Bay Area Commuter Benefits Program	San Francisco Bay Area: Region wide: Implement the Bay Area Commuter Benefits Program. Toll credits applied in lieu of match	Senate Bill 1128, codified in California Government Code 65081, authorizes the Bay Area Air Quality Management District and the Metropolitan Transportation Commission to jointly continue the Bay Area Commuter Benefits Program. Employers subject to the program are required by law to register via the program website, select a commuter benefit, and offer the benefit to their employees.	Air Quality - Continuation of ride-sharing and van-pooling promotion activities at current levels
REG	REG170001	MTC	Regional Planning Activities and PPM - MTC	Regional: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	Regional: Regional Planning Activities and Planning, Programming and Monitoring (PPM). Prior year funding programmed on REG090038	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
REG	REG170003	MTC	511 Carpool and Vanpool Programs	Regional: Operate Carpool and Vanpool Programs	Regional: Operate Carpool and Vanpool Programs [formerly known as '511 Regional Rideshare Program']. Earlier funding is included under REG090042.	Air Quality - Continuation of ride-sharing and van-pooling promotion activities at current levels
REG	REG170006	MTC	Spare the Air Youth	Regional: Education and Outreach: Program designed to reduce greenhouse gas emissions and vehicle miles traveled through education and encouragement programs for youth and families.	Regional: Education and Outreach: Program designed to reduce greenhouse gas emissions and vehicle miles traveled through education and encouragement programs for youth and families. Program elements include: Bay Area Bike Mobile, the ECO2School program and the Family Biking Workshops program	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	SCL110148	Gilroy	Gilroy Bridge PM Program	Gilroy: Seven bridges throughout city: Preventative maintenance	In April of 2006 the State of California announced the creation of the Local Assistance Bridge Preventative Maintenance Program (BPMP). The purpose of the BPMP is to extend the life of each bridge by performing certain qualifying items of work, classified as preventative maintenance, to keep these bridges in structurally good condition, while conserving limited funds for other bridges which have degraded to the point they require major rehabilitation or replacement. For the City of Gilroy, the BPMP will be an action plan to maintain the seven bridges located within the City limits. Project Description The Project involves the following: Cleaning the surface of each bridge thoroughly Repairing any surficial concrete spalling Sealing the surface with	Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)

40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Expanded Description	Project Type under 40 CFR 93.126
SCL	SCL170001	MTC	Regional Planning Activities and PPM - Santa Clara	Santa Clara: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	Santa Clara: Regional Planning Activities and Planning, Programming and Monitoring (PPM). Prior year funding was programmed on SCL090035	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
SF	SF-170002	MTC	Regional Planning Activities and PPM - SF County	San Francisco: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	San Francisco: Regional Planning Activities and Planning, Programming and Monitoring (PPM). Prior year funding was programmed on SF-090030	Other - Specific activities which do not involve or lead directly to construction, such as: Planning and technical studies; Grants for training and research programs; Planning activities conducted pursuant to Titles 23 and 49 U.S.C. Federal-aid systems revisions
SM	SM-170002	MTC	Regional Planning Activities and PPM - San Mateo	San Mateo: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	San Mateo: Regional Planning Activities and Planning, Programming and Monitoring (PPM). Prior year funding was programmed on SM-090024.	Other - Specific activities which do not involve or lead directly to construction, such as: Planning and technical studies; Grants for training and research programs; Planning activities conducted pursuant to Titles 23 and 49 U.S.C. Federal-aid systems revisions
SM	SM-170006	San Mateo	East Hillsdale Boulevard Ped/Bike Overcrossing	City of San Mateo: Over US 101 at the US 101/Hillsdale Boulevard Interchange: Construct pedestrian and bicycle overcrossing	The project is a new pedestrian and bicycle overcrossing, over US 101, located in the southeastern portion of the City of San Mateo, at the US 101/Hillsdale.	Air Quality - Bicycle and pedestrian facilities
SOL	SOL170001	MTC	Regional Planning Activities and PPM - Solano	Solano: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	Solano: Regional Planning Activities and Planning, Programming and Monitoring (PPM). Prior year funding was programmed on SOL090006	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
SON	SON170002	MTC	Regional Planning Activities and PPM - Sonoma	Sonoma County: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	Sonoma County: Regional Planning Activities and Planning, Programming and Monitoring (PPM). Prior year funding was programmed on SON090008	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



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
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San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Air Quality Conformity Task Force

DATE: January 26, 2017

FR: Adam Crenshaw

W. I.

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 Are Proposing to Include in the 2017 TIP

Staff has received requests from sponsors to add 11 new individually listed projects and 32 group listed projects to the 2017 TIP. Attachment A includes a list of these proposed new 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						
Santa Clara	SCL170003	Palo Alto	Palo Alto: Bay Area Fair Value CommutingMoDSandbox	In Palo Alto: Reduce Bay Area SOV commute share by using Fair Share Commuting (FVC), consisting of: Enterprise Commute Trip Reduction (ECTR) software; Mobility Aggregation (MobAg); parking feebate; Gapfilling; and other improvements	In Palo Alto: Reduce Bay Area SOV commute share by using Fair Share Commuting (FVC), consisting of: 1) Enterprise Commute Trip Reduction (ECTR) software: automates employer commute, expands upon payroll commute benefits, provides real-time commute dashboard, enables small increments (\$0.25) to daily fees/incentives; 2)Mobility Aggregation (MobAg): multimodal trip planning app with seamless combination of public/private transit, bikeshare, rideshare, carshare, and electric scooter/bike loan-to-loan, with e-payment; 3)Revenue-neutral workplace parking feebate charges a fee for SOV commutes, collects revenue, and rebates revenue to non-SOV commutes; 4)Gapfilling: analytics to identify commute vectors with poor alternatives and subsequent attempts to improve options. Gapfillers include: low-income transit subsidies, e-scooter first/last mile, Uber first/last mile, bike network analysis/improvements to reduce stress, e-bikes for 8-mile commutes, on-demand P2P rideshare (Lyft Carpool), microtransit (VTA Flex, Bridj), telecommuting, and future autonomous services; 5) Alleviating systemic obstacles such as: enable better public transit routes that cross county borders, better integrate transit fares within multi-agency trips, modernize transit e-payment, develop an interoperable mobility software ecosystem. Matching funds to come from Commute.org; City/County Association of Governments; Google; Palo Alto TMA; value of employee use of Fair Value Commuting; and value of partner implementation of Fair Value Commuting.	EXEMPT (40 CFR 93.126) - Grants for training and research programs
San Mateo	SM-170006	San Mateo	East Hillsdale Boulevard Ped/Bike Overcrossing	City of San Mateo: Over US 101 at the US 101/Hillsdale Boulevard Interchange: Construct pedestrian and bicycle overcrossing	The project is a new pedestrian and bicycle overcrossing, over US 101, located in the southeastern portion of the City of San Mateo, at the US 101/Hillsdale.	EXEMPT (40 CFR 93.126) - Bicycle and Pedestrian Facilities
Napa	NAP170002	Napa County	Napa County: 2014 Earthquake Pavement Repair	In Napa County: On various federal-aid system roads: Repair pavement damage caused by 2014 earthquake.	In Napa County, on various federal-aid system roads, excavate 10 inches, compact subbase, repave with 4 inch HMA. Some sites include crack sealing.	EXEMPT (40 CFR 93.126) - Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes
San Francisco	6416	SFMTA	SFMTA: Replacement of 40' Trolley Coaches	SFMTA: Purchase 40' replacement trolley coaches for the existing aging coaches.	SFMTA has a fleet of aging 40' coaches that were placed into service in the mid-90s. They have reached their useful life and are due for replacement. The project will ensure that there are enough vehicles available to transport passengers throughout the city.	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	6417	SFMTA	SFMTA: Replacement of 60' Trolley Coaches	SFMTA: Purchase 60' replacement trolley coaches for the existing aging coaches.	SFMTA has a fleet of aging 60' coaches that were placed into service in the mid-90s. They have reached their useful life and are due for replacement. The project will ensure that there are enough vehicles available to transport passengers throughout the city.	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	6418	SFMTA	SFMTA: Station-area Ped and Bike Access Improvement	San Francisco: Citywide: Reconfigure station areas to provide pedestrians and bicyclists more space to improve access	Give pedestrians and bicyclists more space to access at muni stations. To make muni stations more attractive to riders.	EXEMPT (40 CFR 93.126) - Bicycle and Pedestrian Facilities
San Francisco	6419	SFMTA	SFMTA: Rehabilitate Historic Streetcars	SFMTA: Rehabilitate SFMTA's fleet of historic streetcars	The San Francisco Municipal Transportation Agency (SFMTA) operates a fleet of Presidents' Conference Committee streetcars (PCC) 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

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County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
San Francisco	6420	SFMTA	SFMTA: Replace 35 Paratransit Cutaway Vans	SFMTA: Replace 35 paratransit cutaway vans	This project provides funding for the purchase of minivans that will be deployed in SFMTA's pre-scheduled ADA Paratransit program.	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	6421	SFMTA	SFMTA: Replacement of 30' Motor Coaches	SFMTA: Purchase 30' replacement motor coaches for the existing aging coaches.	SFMTA has a fleet of aging 30' motor coaches that have reached their useful life and are due for replacement. The project will ensure that there are enough vehicles available to transport passengers throughout the city.	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	6422	SFMTA	SFMTA: 40' Motor Coach Mid-Life Overhaul	SFMTA: Purchase 40' replacement motor coaches for the existing aging coaches.	SFMTA has a fleet of aging 40' coaches that reached their mid-life and are due for replacement. The project will ensure that there are enough vehicles available to transport passengers throughout the city.	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	6423	SFMTA	SFMTA: 60' Motor Coach Mid-Life Overhaul	SFMTA: Purchase 60' replacement trolley coaches for the existing mid-life coaches.	SFMTA has a fleet of aging 60' coaches that have reached their mid-life and are due for replacement. The project will ensure that there are enough vehicles available to transport passengers throughout the city.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet

Proposed New Group Listed Projects for Regional Air Quality Conformity Status Review

Alameda	VAR170002	Alameda County	H8-04-003	Alameda County: Fairmont Drive between Lake Chabot Road and 2700 Fairmont Drive in Castro Valley.: Install guardrails.	Alameda County: Fairmont Drive between Lake Chabot Road and 2700 Fairmont Drive in Castro Valley.: Install guardrails.	EXEMPT (40 CFR 93.126) - Highway Safety Improvement Program implementation
Alameda	VAR170002	Alameda County	H8-04-002	Alameda County: Palomares Rd between Palo Verde Rd and Highway 84.: Pave existing shoulders to provide law enforcement pullout areas to control vehicles speeding along the corridor.	Alameda County: Palomares Rd between Palo Verde Rd and Highway 84.: Pave existing shoulders to provide law enforcement pullout areas to control vehicles speeding along the corridor.	EXEMPT (40 CFR 93.126) - Highway Safety Improvement Program implementation
Alameda	VAR170002	Alameda County	H8-04-001	Alameda County: Redwood Road between Marciel Rd and Camino Alta Mira in Castro Valley.: Pave existing shoulders and provide law enforcement pullout areas to control vehicles speeding along the corridor.	Alameda County: Redwood Road between Marciel Rd and Camino Alta Mira in Castro Valley.: Pave existing shoulders and provide law enforcement pullout areas to control vehicles speeding along the corridor.	EXEMPT (40 CFR 93.126) - Highway Safety Improvement Program implementation
Contra Costa	VAR170002	Contra Costa County	H8-04-008	Contra Costa County: Byron Highway approx. 350 feet south of Byer Road to Hoffman Lane, adjacent to Excelsior Middle School in unincorporated Byron.: Install southbound left-turn lane on Byron Highway on to Byer Road; Construct a two-way left turn lane to improve access at Excelsior Middle School; and widen roadway to provide paved shoulders.	Contra Costa County: Byron Highway approx. 350 feet south of Byer Road to Hoffman Lane, adjacent to Excelsior Middle School in unincorporated Byron.: Install southbound left-turn lane on Byron Highway on to Byer Road; Construct a two-way left turn lane to improve access at Excelsior Middle School; and widen roadway to provide paved shoulders.	EXEMPT (40 CFR 93.127) - Intersection channelization projects
Contra Costa	VAR170002	Contra Costa County	H8-04-006	Contra Costa County: Danville Boulevard between Stone Valley Road and Jackson Way in unincorporated Alamo of Contra Costa County.: Construct a roundabout at the intersection of Danville Boulevard and Orchard Court in addition to street improvements, such as sidewalk improvements and curb extensions.	Contra Costa County: Danville Boulevard between Stone Valley Road and Jackson Way in unincorporated Alamo of Contra Costa County.: Construct a roundabout at the intersection of Danville Boulevard and Orchard Court in addition to street improvements, such as sidewalk improvements and curb extensions.	EXEMPT (40 CFR 93.127) - Intersection channelization projects

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County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
Contra Costa	VAR170002	Contra Costa County	H8-04-004	Contra Costa County: Intersections of Olympic Boulevard at Bridgefield Road and Walden Road at Westcliffe Lane (unincorporated Walnut Creek area). : Construct ADA curb ramp, curb, gutter, and sidewalk; Install Rectangular Rapid Flashing Beacons (RRFBs).	Contra Costa County: Intersections of Olympic Boulevard at Bridgefield Road and Walden Road at Westcliffe Lane (unincorporated Walnut Creek area). : Construct ADA curb ramp, curb, gutter, and sidewalk; Install Rectangular Rapid Flashing Beacons (RRFBs).	EXEMPT (40 CFR 93.126) - Highway Safety Improvement Program implementation
Contra Costa	VAR170002	Contra Costa County	H8-04-005	Contra Costa County: Marsh Creek Road from the City of Clayton limits to Camino Diablo, Vasco Road from Walnut Boulevard to the Alameda County line, and San Pablo Dam Road from City of Richmond limits to Bear Creek Road.: Upgrade existing guardrails.	Contra Costa County: Marsh Creek Road from the City of Clayton limits to Camino Diablo, Vasco Road from Walnut Boulevard to the Alameda County line, and San Pablo Dam Road from City of Richmond limits to Bear Creek Road.: Upgrade existing guardrails.	EXEMPT (40 CFR 93.126) - Highway Safety Improvement Program implementation
Contra Costa	VAR170002	Contra Costa County	H8-04-007	Contra Costa County: San Pablo Dam Road between the Richmond City Limits and Bear Creek Road/Wildcat Canyon Road.: Install centerline rumble strips along 4.6 miles of two-lane, winding roadway; Upgrade regulatory and warning signs and guardrail end treatments plus reconstruct median island curbs.	Contra Costa County: San Pablo Dam Road between the Richmond City Limits and Bear Creek Road/Wildcat Canyon Road.: Install centerline rumble strips along 4.6 miles of two-lane, winding roadway; Upgrade regulatory and warning signs and guardrail end treatments plus reconstruct median island curbs.	EXEMPT (40 CFR 93.126) - Highway Safety Improvement Program implementation
Alameda	VAR170002	Fremont	H8-04-009	Fremont: Fremont Blvd. at the intersections of Mowry Ave. and Stevenson Blvd.: Install 8 pedestrian and bicycle refuge areas (4 at each intersection); remove 8 right-turn slip lanes; relocate signals at intersections to accommodate new refuge areas.	Fremont: Fremont Blvd. at the intersections of Mowry Ave. and Stevenson Blvd.: Install 8 pedestrian and bicycle refuge areas (4 at each intersection); remove 8 right-turn slip lanes; relocate signals at intersections to accommodate new refuge areas.	EXEMPT (40 CFR 93.126) - Highway Safety Improvement Program implementation
Marin	VAR170002	Marin County	H8-04-010	Marin County: Various rural arterial and collector roads.: Upgrade existing guardrails.	Marin County: Various rural arterial and collector roads.: Upgrade existing guardrails.	EXEMPT (40 CFR 93.126) - Highway Safety Improvement Program implementation
Marin	VAR170002	Marin County	H8-04-011	Marin County: Various rural arterial and collector roadways: Install guardrail system	Marin County: Various rural arterial and collector roadways: Install guardrail system	EXEMPT (40 CFR 93.126) - Highway Safety Improvement Program implementation
Santa Clara	VAR170002	Mountain View	H8-04-012	Mountain View: Intersection of Shoreline Blvd. at Villa St.: Upgrade existing traffic signal; add protected left turn phase on minor street approaches; install new pedestrian crosswalk; remove existing channelized free right turn and "pork chop" island; construct curb, gutter, sidewalk.	Mountain View: Intersection of Shoreline Blvd. at Villa St.: Upgrade existing traffic signal; add protected left turn phase on minor street approaches; install new pedestrian crosswalk; remove existing channelized free right turn and "pork chop" island; construct curb, gutter, sidewalk.	EXEMPT (40 CFR 93.126) - Highway Safety Improvement Program implementation
Alameda	VAR170002	Oakland	H8-04-015	Oakland: 35th Avenue from E 12th Street to I-580.: Construct crossing enhancements, a protected left turn phase at Foothill Blv, and Class II bicycle lanes between International Blvd and E 12th Street.	Oakland: 35th Avenue from E 12th Street to I-580.: Construct crossing enhancements, a protected left turn phase at Foothill Blv, and Class II bicycle lanes between International Blvd and E 12th Street.	EXEMPT (40 CFR 93.126) - Highway Safety Improvement Program implementation

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County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
Alameda	VAR170002	Oakland	H8-04-014	Oakland: Fruitvale Avenue from Ashbrook Court to E 10th Street.: Install new Class II bicycle lanes, enhanced safety features at pedestrian crossings, and a new protected left turn phase at Foothill Blvd.	Oakland: Fruitvale Avenue from Ashbrook Court to E 10th Street.: Install new Class II bicycle lanes, enhanced safety features at pedestrian crossings, and a new protected left turn phase at Foothill Blvd.	EXEMPT (40 CFR 93.126) - Highway Safety Improvement Program implementation
Alameda	VAR170002	Oakland	H8-04-016	Oakland: High Street from San Leandro Street to I-580.: Construct crossing enhancements, signal placement improvements, and new pedestrian signal countdown heads.	Oakland: High Street from San Leandro Street to I-580.: Construct crossing enhancements, signal placement improvements, and new pedestrian signal countdown heads.	EXEMPT (40 CFR 93.126) - Highway Safety Improvement Program implementation
Alameda	VAR170002	Oakland	H8-04-017	Oakland: Intersections in Downtown Oakland in the area bounded by Broadway, 9th Street, Harrison Street, and 7th Street, and the intersection of 10th Street and Harrison Street.: Construct safety improvements at 13 intersections, including signal mast arms, vehicle/bicycle detection, accessible pedestrian signal upgrade, and other improvements.	Oakland: Intersections in Downtown Oakland in the area bounded by Broadway, 9th Street, Harrison Street, and 7th Street, and the intersection of 10th Street and Harrison Street.: Construct safety improvements at 13 intersections, including signal mast arms, vehicle/bicycle detection, accessible pedestrian signal upgrade, and other improvements.	EXEMPT (40 CFR 93.126) - Highway Safety Improvement Program implementation
Alameda	VAR170002	Oakland	H8-04-013	Oakland: On Bancroft Avenue in the City of Oakland between Havenscourt Boulevard and 98th Street: Install HAWKs and RRFBs at eleven locations along the corridor; install signal mast arms at three locations; and install a landscape at the northeast corner of Bancroft and 67th Street.	Oakland: On Bancroft Avenue in the City of Oakland between Havenscourt Boulevard and 98th Street: Install HAWKs and RRFBs at eleven locations along the corridor; install signal mast arms at three locations; and install a landscape at the northeast corner of Bancroft and 67th Street.	EXEMPT (40 CFR 93.126) - Highway Safety Improvement Program implementation
Alameda	VAR170002	Oakland	H8-04-018	Oakland: Twenty-seven (27) existing guardrails on roadways in the Oakland hills.: Upgrade existing guardrails.	Oakland: Twenty-seven (27) existing guardrails on roadways in the Oakland hills.: Upgrade existing guardrails.	EXEMPT (40 CFR 93.126) - Highway Safety Improvement Program implementation
Santa Clara	VAR170002	Palo Alto	H8-04-019	Palo Alto: Page Mill Road between the City Limits (Mile Marker 0.0 to Mile Marker 4.5):. Improve curve superelevations and install new guardrails along several turns.	Palo Alto: Page Mill Road between the City Limits (Mile Marker 0.0 to Mile Marker 4.5):. Improve curve superelevations and install new guardrails along several turns.	EXEMPT (40 CFR 93.126) - Highway Safety Improvement Program implementation
Contra Costa	VAR170002	Pittsburg	H8-04-020	Pittsburg: Three intersections of Stoneman Avenue (at Meadowbrook Avenue, Meadowbrook Circle and Blaircliff):. Install pedestrian HAWK Signals, intersection striping/signage improvements, and two variable speed signs (at approaches to Stoneman Ave/Meadowbrook Ave).	Pittsburg: Three intersections of Stoneman Avenue (at Meadowbrook Avenue, Meadowbrook Circle and Blaircliff):. Install pedestrian HAWK Signals, intersection striping/signage improvements, and two variable speed signs (at approaches to Stoneman Ave/Meadowbrook Ave).	EXEMPT (40 CFR 93.126) - Highway Safety Improvement Program implementation
Santa Clara	VAR170002	San Jose	H8-04-021	San Jose: Senter Road between Story Road/Keyes Street and Singleton Road.: Install buffered bike lanes, a raised median island, fill in missing sidewalk, and general improvements to enhance safety, visibility, and calm vehicle speeds along the corridor.	San Jose: Senter Road between Story Road/Keyes Street and Singleton Road.: Install buffered bike lanes, a raised median island, fill in missing sidewalk, and general improvements to enhance safety, visibility, and calm vehicle speeds along the corridor.	EXEMPT (40 CFR 93.126) - Highway Safety Improvement Program implementation

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County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
Santa Clara	VAR170002	San Jose	H8-04-022	San Jose: White Road between Penitencia Creek Road and Rose Avenue.: Install buffered bike lanes, enhanced crosswalks, flashing beacons, additional streetlights, and general improvements to enhance safety, visibility, and calm vehicle speeds along the corridor.	San Jose: White Road between Penitencia Creek Road and Rose Avenue.: Install buffered bike lanes, enhanced crosswalks, flashing beacons, additional streetlights, and general improvements to enhance safety, visibility, and calm vehicle speeds along the corridor.	EXEMPT (40 CFR 93.126) - Highway Safety Improvement Program implementation
Alameda	VAR170002	San Leandro	H8-04-024	San Leandro: The intersection of East 14th Street (SR 185) and 144th Avenue.: Install pedestrian activated or HAWK signal with Accessible Pedestrian Signal Equipment; improve street lighting and signing & striping for crosswalks; and upgrade disabled curb ramps.	San Leandro: The intersection of East 14th Street (SR 185) and 144th Avenue.: Install pedestrian activated or HAWK signal with Accessible Pedestrian Signal Equipment; improve street lighting and signing & striping for crosswalks; and upgrade disabled curb ramps.	EXEMPT (40 CFR 93.126) - Highway Safety Improvement Program implementation
Alameda	VAR170002	San Leandro	H8-04-023	San Leandro: The intersection of East 14th Street (SR 185) and Joaquin Avenue.: Upgrade the existing aged traffic signal equipment, including adding a scramble pedestrian crosswalk with a dedicated pedestrian signal phase, adding accessible pedestrian signals, and improving signing, striping, and curb ramps.	San Leandro: The intersection of East 14th Street (SR 185) and Joaquin Avenue.: Upgrade the existing aged traffic signal equipment, including adding a scramble pedestrian crosswalk with a dedicated pedestrian signal phase, adding accessible pedestrian signals, and improving signing, striping, and curb ramps.	EXEMPT (40 CFR 93.126) - Highway Safety Improvement Program implementation
Marin	VAR170002	San Rafael	H8-04-025	San Rafael: The intersection of Third Street and Hetherton Street.: Traffic signal modification for the installation of signal mast arms; widening to accommodate an additional right turn lane, ADA compliant curb ramps, traffic phasing to include an exclusive pedestrian phase and striping improvements.	San Rafael: The intersection of Third Street and Hetherton Street.: Traffic signal modification for the installation of signal mast arms; widening to accommodate an additional right turn lane, ADA compliant curb ramps, traffic phasing to include an exclusive pedestrian phase and striping improvements.	EXEMPT (40 CFR 93.126) - Highway Safety Improvement Program implementation
Sonoma	VAR170002	Santa Rosa	H8-04-026	Santa Rosa: Thirty five (35) signalized intersections.: Retrofit and upgrade thirty five (35) Protected/Permissive signalized intersections with Flashing Yellow Left Turn Arrow displays to meet the current MUTCD/CAMUTCD Standards.	Santa Rosa: Thirty five (35) signalized intersections.: Retrofit and upgrade thirty five (35) Protected/Permissive signalized intersections with Flashing Yellow Left Turn Arrow displays to meet the current MUTCD/CAMUTCD Standards.	EXEMPT (40 CFR 93.126) - Highway Safety Improvement Program implementation
Solano	VAR170002	Solano County	H8-04-028	Solano County: Various locations.: Install new guardrail and upgrade existing guardrail.	Solano County: Various locations.: Install new guardrail and upgrade existing guardrail.	EXEMPT (40 CFR 93.127) - Intersection channelization projects
Solano	VAR170002	Solano County	H8-04-027	Solano County: Various locations.: Upgrade existing painted edge lines and centerlines to thermoplastic with raised pavement markers(RPMs) and thermoplastic markings for stop signs.	Solano County: Various locations.: Upgrade existing painted edge lines and centerlines to thermoplastic with raised pavement markers(RPMs) and thermoplastic markings for stop signs.	EXEMPT (40 CFR 93.126) - Highway Safety Improvement Program implementation
Sonoma	VAR170002	Sonoma County	H8-04-029	Sonoma County: Lakeville Road between State Route 116 and State Route 37.: Install new longitudinal center line and edge line rumble strips; and upgrade existing striping for enhanced wet night visibility.	Sonoma County: Lakeville Road between State Route 116 and State Route 37.: Install new longitudinal center line and edge line rumble strips; and upgrade existing striping for enhanced wet night visibility.	EXEMPT (40 CFR 93.126) - Highway Safety Improvement Program implementation

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County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
San Mateo	VAR170002	South San Francisco	H8-04-030	South San Francisco: Intersection of Spruce Avenue at Commercial Avenue.: Install new traffic signal with pedestrian countdown timers and accompanying ADA curb ramps.	South San Francisco: Intersection of Spruce Avenue at Commercial Avenue.: Install new traffic signal with pedestrian countdown timers and accompanying ADA curb ramps.	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections
Santa Clara	VAR170002	Sunnyvale	H8-04-031	Sunnyvale: Various locations.: Provide advance dilemma zone detection.	Sunnyvale: Various locations.: Provide advance dilemma zone detection.	EXEMPT (40 CFR 93.126) - Highway Safety Improvement Program implementation
Alameda	VAR170002	Union City	H8-04-032	Union City: Two signalized intersections: Alvarado-Niles Road/Mann Ave/Union Square and Alvarado Blvd./Galaxy Drive.: Remove pedestal mounted signal heads, install new mast arms, install new street lights on the mast arm poles and related improvements.	Union City: Two signalized intersections: Alvarado-Niles Road/Mann Ave/Union Square and Alvarado Blvd./Galaxy Drive.: Remove pedestal mounted signal heads, install new mast arms, install new street lights on the mast arm poles and related improvements.	EXEMPT (40 CFR 93.126) - Highway Safety Improvement Program implementation

**Air Quality Conformity Task Force
Summary Meeting Notes
December 1, 2016**

Participants:

Linda DeBolt – City of Oakland
Si Lau – City of Oakland
Shirley Kwan – City of Oakland
Edmond Siu – City of Oakland
Jayson Imai – City of Newark
Rodney Tavitas – Caltrans
Tim Krause – Transystems
Jerome de Verrier – Transystems
Richard Abono – City of Pittsburg

Dominique Paukowits – FTA
Cecilia Crenshaw-Godfrey – FHWA
Joseph Vaughn – FHWA
Dick Fahey – Caltrans
Andrea Gordon – BAAQMD
Adam Crenshaw – MTC
Ross McKeown – 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. Consultation to Determine Project of Air Quality Concern Status

i. Enterprise Drive Complete Streets and Road Diet Project

Jayson Imai (City of Newark) began his presentation of the Enterprise Drive Complete Streets and Road Diet project by stating that the project will incorporate “complete street” and “road diet” concepts and strategies on a ¾ mile long section of Enterprise Drive between Filbert Street and a point 350 feet west of Wells Avenue, directly adjacent to the City of Newark’s Dumbarton Transit Oriented District. Mr. Imai went onto say that the project will improve bicycle and pedestrian facilities on Enterprise Drive by providing new Class II bike lanes in each direction and upgrading pedestrian curb ramps to meet current ADA accessibility standards in addition to performing pavement rehabilitation of the existing roadway surface. (the current PCI of Enterprise Drive is 55)

Mr. Imai also mentioned that the project’s benefits will include:

- Road Diet & Complete Streets
- Class II bike lanes
- ADA compliant curb ramps
- Multi-modal connection to Dumbarton Transit Oriented Development
- Preservation of on-street parking
- Pavement rehabilitation

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

ii. Pittsburg Multimodal Transit Station Access Improvements Project

Tim Krause (Transystems) began his description of the Pittsburg Multimodal Transit Station Access Improvements project by stating that BART is extending the Pittsburg/Bay Point line from Pittsburg/Bay Point to Antioch, with the new Pittsburg Center Station at Railroad Avenue between the eastbound and westbound lanes of State Route 4. In conjunction with this new Pittsburg BART Center Station, Mr. Krause went on to say that the City of Pittsburg would like to construct a Multimodal Transfer Facility at the northeast corner of Railroad Avenue and California Avenue, just north of the planned BART Pittsburg Center Station.

Mr. Krause mentioned that the proposed project will allow for temporary parking, passenger drop-off and pick-up, and bike racks and lockers, and will improve transfer to existing local bus and paratransit services and to the planned BART Pittsburg Station. Mr. Krause also said the project consists of off-site improvements such as two turn lanes (which will require minor traffic signal modifications to provide better access to the site), bus stop modifications on Railroad Avenue, and a paved Class I trail adjacent to the state right of way.

Mr. Krause described the intermodal transfer facility vehicles:

- Primarily gasoline-powered passenger vehicles will use kiss-n-ride
- Approximately 5-10 paratransit buses per day
 - Paratransit buses currently use gasoline, to be converted to propane
- No diesel buses operating within project site
- 3 current, and 4 future bus routes on Railroad Ave
 - These will occur under both Build and No build
- Bus pullout on Railroad Ave to be used by Tri Delta bus service
 - Tri Delta buses currently are diesel, with plans for 4-6 electrified buses

Mr. Krause and Jerome de Verrier (Transystems) provided the following conclusions for the Pittsburg Multimodal Transit Station Access Improvements project:

- By providing transit, pedestrian, and bicycle improvement, project plans to reduce auto travel.
- Localized hot spot analysis potentially required because located in area that is nonattainment/maintenance for PM_{2.5} and CO.
- Both signalized intersections will operate at LOS D or better – no CO modeling required.
- Vehicles entering project will be passenger vehicles and gasoline paratransit.
- Screens out at Level 7 of CO Protocol flow chart, and no further analysis of CO is required.
- Project will not increase the number of buses on Railroad Avenue.

Final Determination: With input from FTA, EPA (via email), Caltrans and FHWA (deferring their determination to Caltrans), the Task Force concluded that the Pittsburg Multimodal Transit Station Access Improvements project was not of air quality concern.

iii. 19th Street BART to Lake Merritt Urban Greenway Project

Edmond Siu (City of Oakland) began his description of the 19th Street BART to Lake Merritt Urban Greenway project by stating that the project will implement a road diet and reduce one travel lane in each direction and will install Class II bicycle lanes in both directions, raised medians, and sidewalk extensions. Mr. Siu added that the project will install Class II bicycle lanes in both directions, raised medians, and sidewalk extensions and includes curb, gutter, sidewalk, storm drain, and traffic signal modifications, upgrading to American Disability Act (ADA) compliant ramps, signage, and striping.

Mr. Siu also mentioned that the 19th Street BART to Lake Merritt Urban Greenway project:

- Fills a key gap from the regional transit system and Downtown Oakland to the regional parks/trails system via Lake Merritt
- Enhance bicycle and pedestrian features in the area
- Facilitates access for walking and biking and thereby encourage more people to use alternative methods of travel

Mr. Siu listed the specific design elements of the 19th Street BART to Lake Merritt Urban Greenway project as follows:

- Lane reduction (“road diet”) from Broadway to Harrison Street to provide bicycle lanes, medians, and left-turn pockets
- Sidewalk widening, raised curb extensions, median refuge islands, and improving all ADA curb ramps in project area
- Bus boarding islands in travel lane
- Signal modifications
- Striping and parking separated bicycle lanes
- Pavement repair and resurfacing

In conclusion, Mr. Siu stated the following about the 19th Street BART to Lake Merritt Urban Greenway project:

- Project will enhance the corridor by constructing bicycle and pedestrian facilities, and providing safety improvements for all modes of transportation.
- Project will promote alternative modes of non-vehicle travel with the installation of new facilities.
- Project will improve connection between Broadway/19th Street BART and Lake Merritt, and provide better access to businesses along the corridor which will have positive impact on the economy of the area.
- Project has no direct impact on motor vehicle traffic or truck traffic.

Rodney Tavitias (Caltrans) did feel the project was of air quality concern, but asked why the future traffic volumes were decreasing and Mr. Siu indicated that the traffic data came from the Alameda County traffic model and could follow-up on the question. Linda DeBolt (City of Oakland), who also familiar with the Alameda County traffic model, stated that the model results show a mode shift (from cars to bikes) specifically in this same part of Oakland because of the city’s promotion of higher bike usage.

Final Determination: With input from FTA, EPA (via email), Caltrans and FHWA (deferring their determination to Caltrans), the Task Force concluded that the 19th Street BART to Lake Merritt Urban Greenway project was not of air quality concern.

iv. Claremont Avenue/Shattuck Avenue (HSIP7, ALA150043) Project

Linda DeBolt (City of Oakland) began her description of the Claremont Avenue/Shattuck Avenue (HSIP7, ALA150043) project by stating that the project is a road diet reducing two travel lanes to one travel lane and bike lane in each direction, with two-way left turn lane. Between Clifton Street and Hudson Street, Ms. DeBolt said that the project will include southbound striped buffers to separate the bike lane from the travel lane and parking lane.

Ms. DeBolt went on to say that other related work on Claremont Avenue includes: elimination of the slip right-turn at Telegraph Avenue by constructing sidewalk and bulb-out at the northeast corner (new curb, gutter, sidewalk, ADA compliant ramp, modifications to existing drainage facilities, and new traffic signal poles), high-visibility ladder striping, raised median refuges at unsignalized crossings, and raised curb extensions.

On Shattuck Avenue, Ms. DeBolt said that the project consists of constructing corner and mid-block bulb-outs (curb, gutter, sidewalk, ADA-compliant ramps, and drainage facilities modifications) at several uncontrolled crosswalks between 49th and 61st Streets. Ms. DeBolt mentioned that other work at these locations also includes new signal poles for flashing beacons and high-visibility ladder-type crosswalks.

Ms. DeBolt described the traffic information for the Claremont Avenue/Shattuck Avenue (HSIP7, ALA150043) project as follows:

- Traffic data has been assessed for opening and horizon years, for both build and no-build conditions.
- Traffic analysis shows that the project will not result in an increased traffic based on the opening or horizon year models.
- The Annual Average Daily Traffic (AADT) on Claremont Avenue is expected to be 7,000 in Year 2020, and 9,500 in Year 2040.
- The truck volume is 3% of the peak hour traffic and is expected to be unchanged in the opening year and in the horizon year. (The average daily truck volume is 1.3%). Claremont Avenue is not a truck route; the only appreciable reason for truck traffic is for retail deliveries.
- The existing intersection LOS is between B and C and it is expected to be in the same range with project conditions.

Ms. DeBolt did not feel the Claremont Avenue/Shattuck Avenue (HSIP7, ALA150043) project was of air quality concern for the following reasons:

- Project will enhance the corridor by constructing bicycle and pedestrian facilities, and providing safety improvements for all modes of transportation.

- Project will improve connection between Temescal neighborhoods and Claremont business district, and provide better access to businesses along the corridor which will have positive impact on the economy of the area.
- Project has no direct impact on motor vehicle traffic or truck traffic.

Dick Fahey (Caltrans) and Dominique Paukowits (FTA) both asked about traffic redistribution impacts caused by the Claremont Avenue/Shattuck Avenue (HSIP7, ALA150043) project. Si Lau (City of Oakland) responded to Mr. Fahey and Ms. Paukowits' question by indicating that the traffic volumes on Claremont Avenue were low and (therefore) City of Oakland staff felt the redistribution impacts on the side streets would be minimal. Ms. DeBolt also added that Telegraph and College Avenues are predicted to take traffic from Claremont Avenue. (Claremont Avenue connects with both Telegraph and College Avenues)

Final Determination: With input from FTA, EPA (via email), Caltrans and FHWA (deferring their determination to Caltrans), the Task Force concluded that the Claremont Avenue/Shattuck Avenue (HSIP7, ALA150043) project was not of air quality concern.

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

i. Confirmation of the list of exempt projects from PM_{2.5} conformity (2b_Exempt List 120116.pdf)

Harold Brazil (MTC) heard no comments from the Task Force on the **2b_Exempt List 120116.pdf** list of projects.

Final Determination: With email input from FTA, EPA, Caltrans and MTC, the Task Force agreed the projects on the exempt list (**2b_Exempt List 120116.pdf**) were exempt from PM_{2.5} project level analysis.

3. Projects with Regional Air Quality Conformity Concerns

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

Projects Staff Proposing to Include in the 2015 TIP

Adam Crenshaw (MTC) stated that MTC staff a received request from Marin County Transit to revise the scope of their *Relocate Transit Maintenance Facility* project. Mr. Crenshaw stated that this project was originally included in the 2015 TIP as a project non-exempt from regional air quality conformity under 40 CFR 93.126 or 40 CFR 93.127 as we did not have enough information on the location of the project to determine whether or not it would qualify for a Categorical Exclusion (CE) under 23 CFR 771. Mr. Crenshaw went onto say that, after further discussions with the project sponsor and FTA regarding the potential location of the project, staff is confident that the project will qualify for a CE and thus be exempt from regional air quality conformity analysis under 40 CFR 93.126.

Mr. Crenshaw also stated that staff has received requests from sponsors to add four new individually listed projects and 27 new group listed projects to the 2017 TIP and Attachment A includes a list of these proposed new projects along with the regional air quality category that staff believes best describes the projects

4. Consent Calendar

a. October 27, 2016 Air Quality Conformity Task Force Meeting Summary

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