



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105  
415.778.6700  
[www.mtc.ca.gov](http://www.mtc.ca.gov)

**Air Quality Conformity Task Force**  
Metropolitan Transportation Commission  
Bay Area Metro Center  
**Mount Hamilton Conference Room**

375 Beale Street, Suite 800

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

Conference Call Number: Dial - **(415) 655-0002 (Access Code: [926 683 510](tel:926683510))**

Participant ID is # **button**.

**Thursday, March 22, 2018**  
**9:30 a.m. –11:00 a.m.**

**AGENDA**

1. Welcome and Introductions
2. PM<sub>2.5</sub> Project Conformity Interagency Consultations
  - a. Consultation to Determine Project of Air Quality Concern Status
    - i. Central Avenue Safety Improvements Project
  - b. Projects Under 40 CFR 93.128 – Project-level Conformity Determination Needed
    - i. AC Transit: San Pablo and Telegraph Ave Rapid Bus Upgrades Project
  - c. Confirm Projects Are Exempt from PM<sub>2.5</sub> 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
4. Streamlined Project-Level Conformity Consultation Process Approach for Ramp-Metering Corridor Projects (Discussion)
5. South Coast Court Ruling - Vacates 1997 revocation (Info)
6. Consent Calendar
  - a. February 22, 2018 Air Quality Conformity Task Force Meeting Summary
7. Other Items

Next Meeting: April 26, 2018

MTC Staff Liaison: Harold Brazil [hbrazil@bayareametro.gov](mailto:hbrazil@bayareametro.gov)



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## *Memorandum*

TO: Air Quality Conformity Task Force

DATE: March 8, 2018

FR: Harold Brazil

W. I.

RE: PM<sub>2.5</sub> Project Conformity Interagency Consultation

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

No.	Project Sponsor	Project Title
1	City of Alameda	Central Avenue Safety Improvements Project

**2ai\_Central\_Ave\_Safety\_Improvements\_Project\_Assessment\_Form.pdf** (for the Central Avenue Safety Improvements project)

MTC also requests the review and concurrence from the Task Force on projects that project sponsors have identified as exempt and likely not to be a POAQC.

**2b\_Exempt\_Under\_40\_CFR\_93.128.pdf** identifies AC Transit: San Pablo and Telegraph Ave Rapid Bus Upgrades project as exempt under 40 CFR 93.128 and **2b\_Exempt List 03082018.pdf** lists exempt projects under 40 CFR 93.126

## **Project Assessment Form for PM<sub>2.5</sub> Interagency Consultation**

**Project Title: Central Avenue Safety Improvements**

**Project Summary for Air Quality Conformity Task Force Meeting: March 22, 2018**

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### **Description**

State Route 61 is in the east part of the corridor for 0.7 miles.

In the study area, there are 12 schools with over 5,000 students enrolled.

The corridor is a truck route, and truck volumes represent one to four percent of all motorist volumes.

Project will implement a "road diet" and "complete street" concepts on Central Avenue in the City of Alameda for 1.7 miles, which includes a reduction from four to three lanes, a center turn lane and bike lanes.

The San Francisco Bay Trail is in the west part of the corridor for 0.6 miles, and the concept includes a protected bikeway for part of the bay trail section and adjacent to two schools.

The concept recommends two traffic signals, and improves safety by realigning an intersection that increases travel lanes from two to three for 700 feet.

Other improvements include curb extensions at 14 intersections, 3 pedestrian refuge islands, rectangular rapid fire beacons at 5 locations, 9 new crosswalks, street trees and rain gardens.

### **Background**

Working with Caltrans on a Project Initiation Document (PID), which is expected to be completed in spring 2019.

No comments received on air quality thus far.

### **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?*

Truck volumes represent only one to four percent of all motorist volumes, and no change in truck percentages is expected.

Lane reduction project and not a new or expanded highway project except for 700 feet at west end, which corrects a safety issue and aligns the intersection at Main Street/Pacific Avenue/Central Avenue.

No change in traffic volume or truck percentages is expected from this project, especially since a mode shift to bicycling is expected due to the inclusion of bikeways and the presence of 5,000 students and 1,000 ferry riders.

A Bicyclist Level of Traffic Stress (LTS) analysis was completed to evaluate the impacts of the project on bicyclist circulation, and shows an overall increased comfort, which is expected to cause a mode shift from driving to bicycling.

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

This project does not change land uses that would affect diesel traffic percentage.

During off peak times, no additional travel time is expected. During peak congestion, the end to end travel time of the 1.7 mile corridor is expected to increase up to 1.2 minutes today and up to 1.6 minutes in 2035 assuming that all the new citywide development including Alameda Point is built as planned.

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

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

*(v) Affects areas identified in PM<sub>10</sub> or PM<sub>2.5</sub> implementation plan as site of violation?*

- The Bay Area Air Quality Management District adopted the 2017 Bay Area Clean Air Plan on April 19, 2017.

- On January 9, 2013, U.S. EPA issued a final rule confirming that monitoring data shows that the Bay Area currently meets the 24-hour PM<sub>2.5</sub> national standard.

- Therefore, the project does not affect areas identified in plan as areas of potential violation.

<b>RTIP ID#</b> <i>(required)</i> 17-01-0004														
<b>TIP ID#</b> <i>(required)</i> ALA170049														
<b>Air Quality Conformity Task Force Consideration Date - Exact date in 2018 is to be determined.</b>														
<b>Project Description</b> <i>(clearly describe project)</i>														
<p>On Central Ave from Main St to Sherman St: Implement multimodal street improvements including reduction from 4 to 3 lanes, a center turn lane, bike lanes, a 2-way separated bikeway, 2 traffic signals, and a realigned intersection that increases travel lanes from 2 to 3 for one block totaling 700 feet. The City Council approved this concept in February 2016 except for the Webster Street intersection, and the City is working with Caltrans on the Project Initiation Document (PID) since the corridor is partially on State Route 61. The PID completion is expected to be completed in spring 2019.</p> <p>Concepts are on the project web page at the bottom of the "Town Hall" tab:  <a href="http://www.alamedaca.gov/public-works/central-avenue-complete-street">http://www.alamedaca.gov/public-works/central-avenue-complete-street</a></p>														
<b>Type of Project:</b> Complete Street														
<b>County</b> Narrative Location/Route & Postmiles State Route 61														
Alameda Caltrans Projects – EA#														
<b>Lead Agency:</b> City of Alameda														
<table border="0"> <tr> <td><i>Contact Person</i></td> <td><i>Phone#</i></td> <td><i>Fax#</i></td> <td colspan="2"><i>Email</i></td> </tr> <tr> <td>Gail Payne</td> <td>510-747-6892</td> <td></td> <td colspan="2">gpayne@alamedaca.gov</td> </tr> </table>					<i>Contact Person</i>	<i>Phone#</i>	<i>Fax#</i>	<i>Email</i>		Gail Payne	510-747-6892		gpayne@alamedaca.gov	
<i>Contact Person</i>	<i>Phone#</i>	<i>Fax#</i>	<i>Email</i>											
Gail Payne	510-747-6892		gpayne@alamedaca.gov											
<b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>														
<i>Categorical Exclusion (NEPA)</i>	<b>EA or Draft EIS</b>	<b>FONSI or Final EIS</b>	<b>PS&amp;E or Construction</b>	<i>Other</i>										
<b>Scheduled Date of Federal Action:</b> 2018 (exact date to be determined)														
<b>NEPA Delegation – Project Type</b> <i>(check appropriate box)</i>														
<i>Exempt</i>	<b>Section 326 – Categorical Exclusion</b>	<b>Section 327 – Non-Categorical Exclusion</b>												
<b>Current Programming Dates</b> <i>(as appropriate)</i>														
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>										
<b>Start</b>	2019	2020		2021										
<b>End</b>	2019	2020		2021										

**Project Purpose and Need (Summary):** *(please be brief)* The Central Avenue complete street project will connect the community to 12 nearby schools with a combined enrollment of over 5,000 students, the San Francisco Bay Trail, existing and proposed ferry terminals and the NAS Alameda PDA, which is one of the last remaining large infill redevelopment opportunities in the region. Furthermore, this complete street project will connect a Community of Concern to transit, schools and active recreational opportunities, including residents living in two adjacent affordable housing developments - Esperanza (120 units) and Sherman Street at Central (9 family units).

**\*Closes Gap in Cross Town Bikeway\*** The project will close a 1.5 mile missing link in a cross town bikeway, which will span a total length of over five miles once this gap is closed. This cross town bikeway will be one of two proposed ways for bicyclists to travel the length of the island with this one providing the southern cross town corridor and the other one - the Cross Alameda Trail - providing the northern cross town corridor. The bikeway also will provide direct access to the two main high schools, and will close the San Francisco Bay Trail gap to help achieve this 500-mile regional trail network.

**\*Provides Safety Improvements\*** One of the top goals of this project is to improve safety, which this project will achieve by lane reductions from four to three lanes and a center turn lane for 7,000 feet, curb extensions at 14 intersections, bike lanes for 8,500 feet, a 2-way physically separated bikeway adjacent to three schools for over 3,000 feet, 3 pedestrian refuge islands, rectangular rapid fire beacons at 5 locations, 9 new marked crosswalks, narrowed driveways at the high school and a realigned intersection at Pacific Avenue/Main Street. According to FHWA, "road diet" projects are expected to reduce collisions by at least 19 percent and reduce speeds by at least 3 miles per hour.

**\*Included in the concept recommendations regarding the potential implementation of a road diet along Central Avenue include:**

- Add a traffic signal at the Central Avenue/Third Street/Taylor Avenue intersection.
- Evaluate the long-term need for a traffic signal at the Central Avenue/Fifth Street intersection.

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

The corridor is divided into three segments:

- 1) West: includes three schools on corridor, several charter/magnet schools in the west end, residential area, the Bay Trail and the former Naval Air Station that is being redeveloped.
- 2) Central: The land uses includes residential with intermittent commercial, a magnet school and a city park.
- 3) East: The land uses includes residential with intermittent commercial.

The traffic volumes total almost 9,000 vehicles per day with a maximum of 16,000 vehicles per day expected as a maximum future build-out scenario. Central Avenue is designated as State Highway 61 between Webster Street and Sherman Street, and is a designated truck route with truck volumes representing one to four percent of all motorist volumes.

**Brief summary of assumptions and methodology used for conducting analysis**

The staff/consultant team used community input, existing City policies and FHWA and other best practice documents to determine the recommended safety improvements for the Central Avenue study area. The Central Avenue study area is under the 20,000 vehicle per day threshold that FHWA uses as an upper limit for feasible motor vehicle travel lane reduction projects even when considering buildout of the City and Alameda Point at a maximum of 16,000 vehicles per day.

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

The implementation of the preliminary recommendation is not projected to result in substantial increases in automobile travel time along the corridor, which is due in large part to maintaining four vehicle lanes at the Central Avenue/Webster Street and Central Avenue / Eighth Street intersections. During off peak times, no additional travel time is expected. During peak congestion, the end to end travel time of the 1.7 mile corridor is expected to increase up to 1.2 minutes today. There are currently almost 9,000 vehicles per day. Truck volumes represent one to four percent of all motorist volumes.

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

The implementation of the preliminary recommendation is not projected to result in substantial increases in automobile travel time along the corridor, which is due in large part to maintaining four vehicle lanes at the Central Avenue/Webster Street and Central Avenue / Eighth Street intersections (Table 1).

During off peak times, no additional travel time is expected. During peak congestion, the end to end travel time of the 1.7 mile corridor is expected to increase up to 1.6 minutes in 2035 assuming that all the new citywide development including Alameda Point is built as planned.

There are currently almost 9,000 vehicles per day. When considering buildout of the City and Alameda Point, the City estimates a maximum of 16,000 vehicles per day with the existing truck percent of one to four percent of all motorist volumes. The future average is estimated to be 12,000 vehicles per day. Truck volumes represent one to four percent of all motorist volumes.

**Table 1: Year 2035 End-to-End Travel Time Comparison**

<b>Time Period/ Direction</b>	<b>Existing Lane Configuration</b>	<b>3-Lane Road Diet</b>	<b>Preliminary Recommendation</b>
<b>Weekday AM Peak (7 – 9 AM)</b>			
Eastbound	8.4 min	9.4 min	8.7 min.
Westbound	8.9 min	22.4 min	10.5 min.
<b>Weekday PM Peak (4 – 6 PM)</b>			
Eastbound	9.1 min	20.0 min	9.7 min.
Westbound	10.7 min	14.5 min	10.7 min.

Kittelson & Associates, Inc.

**Bicycle and Pedestrian Level of Service**

A Bicyclist Level of Traffic Stress (LTS) analysis was completed to evaluate the impacts of the project on bicyclist circulation, and shows an overall increased comfort, which is expected to cause a mode shift from driving to bicycling, especially for the 5,000 students in the west end and the 1,000 ferry riders. The LTS analysis shows increased comfort for bicyclists for the segment between Pacific/Main and Paden Elementary, where a two-way cycle track is proposed. The analysis also shows increased comfort for bicyclists for the segment from east of Webster Street to Sherman/Encinal; this segment is predominantly residential and would have a Class II bike lane. For the segment from Sixth Street to approximately 200’ east of Webster Street, the analysis shows no change in LTS, which is due to the use of Class III sharrows around the Webster intersection, as well as the potential for double-parked vehicles associated with commercial land uses.

The LTS addresses the level of comfort bicyclists feel when traveling and consists of four classifications:

- LTS 1 – conditions where most children can tolerate bicycling
- LTS 2 – conditions where the mainstream adult population can tolerate bicycling



- LTS 3 – conditions for “enthused and confident” bicyclists who still prefer to have their own dedicated space for riding
- LTS 4 – conditions for “strong and fearless” bicyclists”

The LTS analysis accounts for traffic characteristics such as road width, traffic speed, the presence of parking, and the potential for double-parked vehicles in commercial areas; the analysis also accounts for whether bicyclists are in mixed traffic, in bike lanes or on segregated paths.

Table 2 summarizes the LTS analysis for Central Avenue under existing conditions and with implementation of the preliminary recommendation.

**Table 2: Bicycle Level of Traffic Stress (LTS) Analysis**

Segment	Existing Configuration	Preliminary Recommendation
Pacific/Main to Paden Elementary	LTS 3	LTS 1
Paden Elementary to Sixth Street	LTS 3	LTS 3
Sixth Street to 200' east of Webster Street	LTS 3	LTS 3
200' east of Webster Street to Sherman/ Encinal	LTS 3	LTS 2

Kittelson & Associates, Inc.

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

The implementation of the preliminary recommendation is not projected to result in substantial increases in automobile travel time along the corridor, which is due in large part to maintaining four vehicle lanes at the Central Avenue/Webster Street and Central Avenue / Eighth Street intersections. During off peak times, no additional travel time is expected. During peak congestion, the end to end travel time of the 1.7 mile corridor is expected to increase up to 1.2 minutes today. There are currently almost 9,000 vehicles per day. Truck volumes represent one to four percent of all motorist volumes.

**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**

During off peak times, no additional travel time is expected. During peak congestion, the end to end travel time for the study area is expected to increase up to 1.6 minutes in 2035 assuming that all the new citywide development including Alameda Point is built as planned. Truck volumes represent one to four percent of all motorist volumes.

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

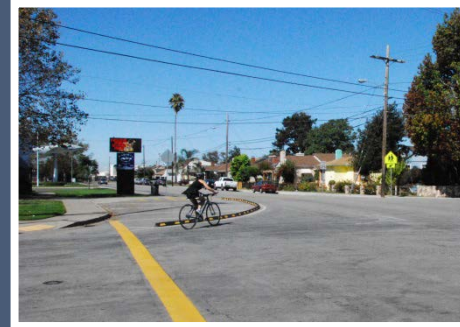
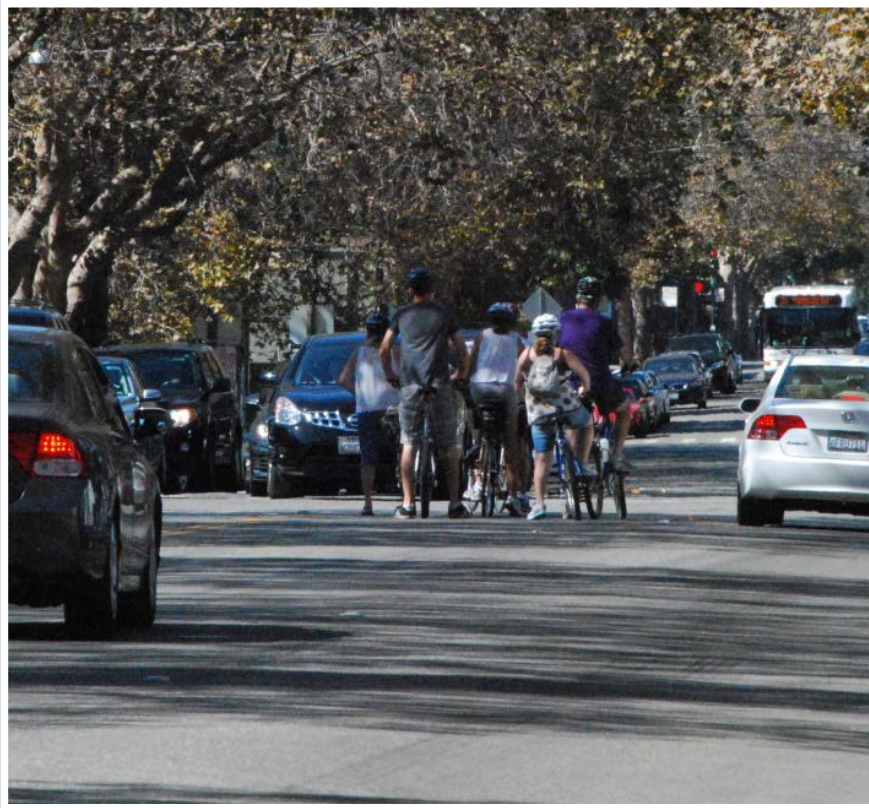
Not applicable.

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

Not applicable.

**Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)** This recommendation would have minimal impacts on motor vehicle travel time, and preserves the heaviest motor vehicle movements, which are morning westbound towards the tubes and afternoon eastbound return trips to Alameda. This recommendation is expected to cause mode shift to bicycling, especially for the 5,000 students in the west end and the 1,000 ferry riders. During off peak times, no additional travel time is expected. During peak congestion, the end to end travel time for the study area is expected to increase up to 1.2 minutes today and up to 1.6 minutes in 2035 assuming that all the new citywide development including Alameda Point is built as planned.

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



# Central Avenue Safety Improvements

Air Quality Conformity Task Force | March 22, 2018

# Issues to Balance

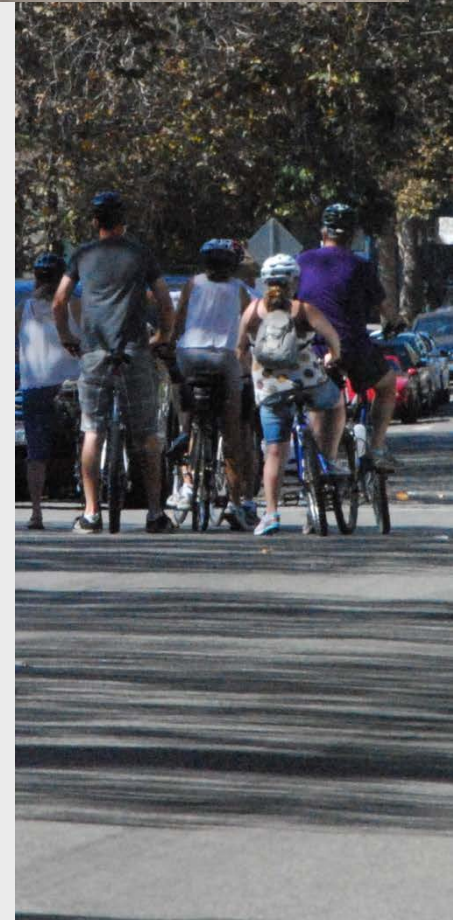
- 1.7 mile study area / residential area
- AC Transit, truck, commercial, jobs and ferry access
- Partial SF Bay Trail / Partial Caltrans facility – SR 61
- Multiple schools (over 5,000 students/12 schools)



Central Avenue Proposed Street Concept

# Safety

- Roadway Safety
  - Actual Speeds: 30-33 mph
  - 89 injuries from collisions past 10 years
    - 18 walking = 20% (16% citywide)
    - 22 bicycling = 25% (16% citywide)
  - Bicycling/walking injuries = 45% (32% citywide)
  - Study Area mileage = 1.4% of citywide streets
  - Study Area injuries = 4.1% (compared to citywide injuries)



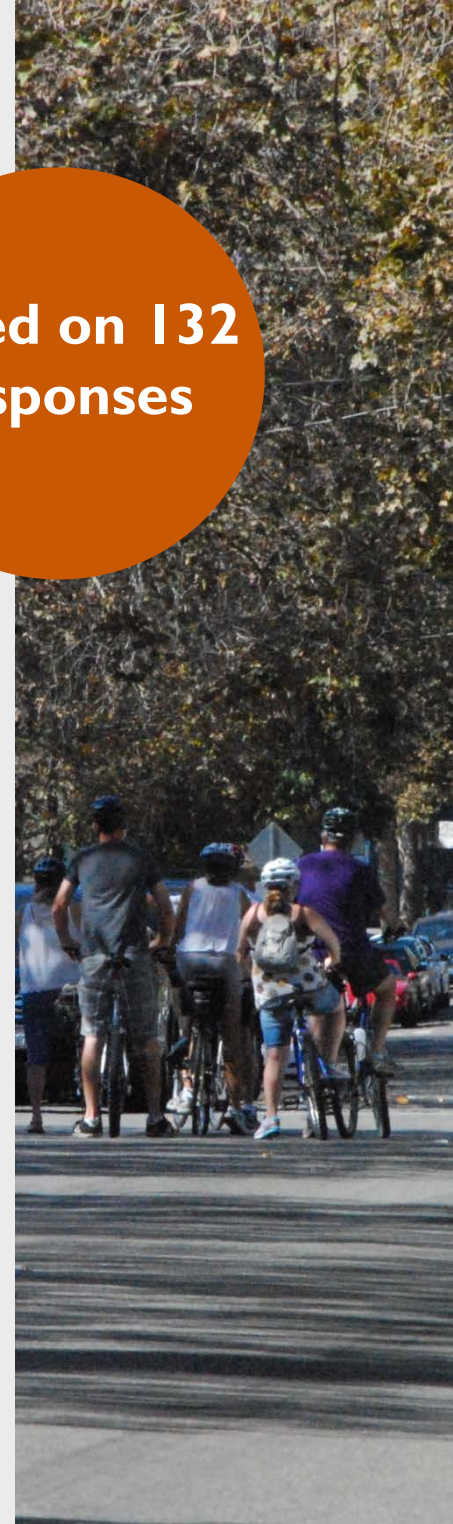


# Concept: Goals

1. **Encourage bicycling and walking**
2. **Improve safety**
3. **Improve the streetscape**
4. **Traffic calming**
5. **Encourage transit use**
6. **Revitalize West Alameda**
7. **Improve public access to the SF Bay**
8. **Minimize disruption to motorists**
9. **Improve truck access**



**Based on 132  
responses**



# Alternatives Considered

- Do nothing different – leave as is – status quo
- Santa Clara Avenue
- Sharrows
- East End Section:
  - Buffered Bike Lanes
  - Separated Bikeways
- Education/Enforcement
- Washington Park Bike Lane



# Recommended Concept

- East End Section
  - Three Lane Street with Bike Lanes
- West End Section
  - Two-way Separated Bikeway
  - Westbound Bike Lane



Central Avenue Proposed Street Concept



# Concept: Bikeway (Sherman-Paden School)

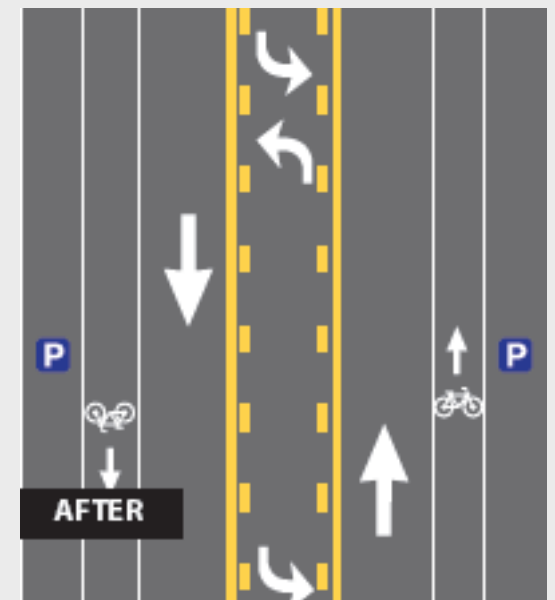
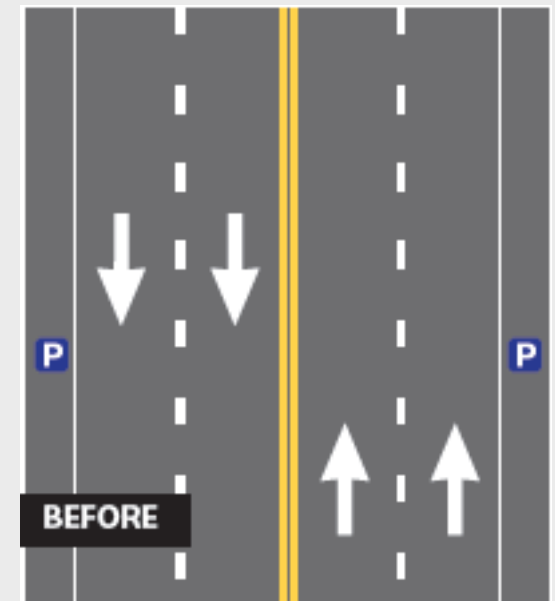
- Do nothing different
- Sharrows markings
- Bike lanes + center turn lane
- Two-way separated bikeway
- One-way separated bikeway
- Buffered bike lanes



# Concept: Benefits

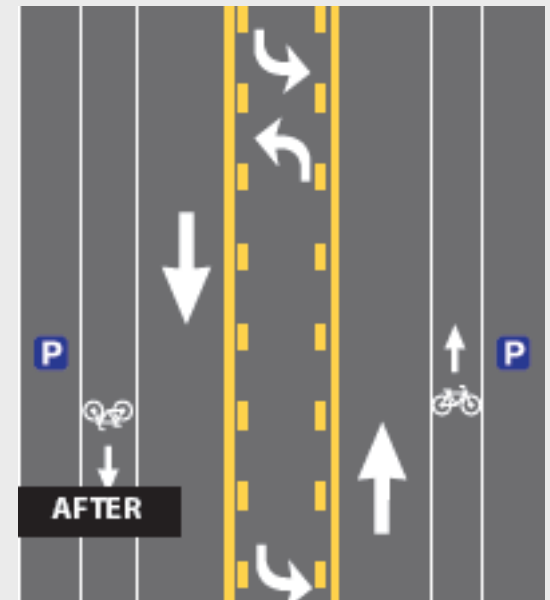
According to FHWA:

- Reduces collisions by at least 19%
- Reduces speeds by at least 3 mph
- Less severe collisions
- Fewer vehicle lanes to cross
- Better visibility of pedestrians
- Space for bicyclists
- Smoother travel flow



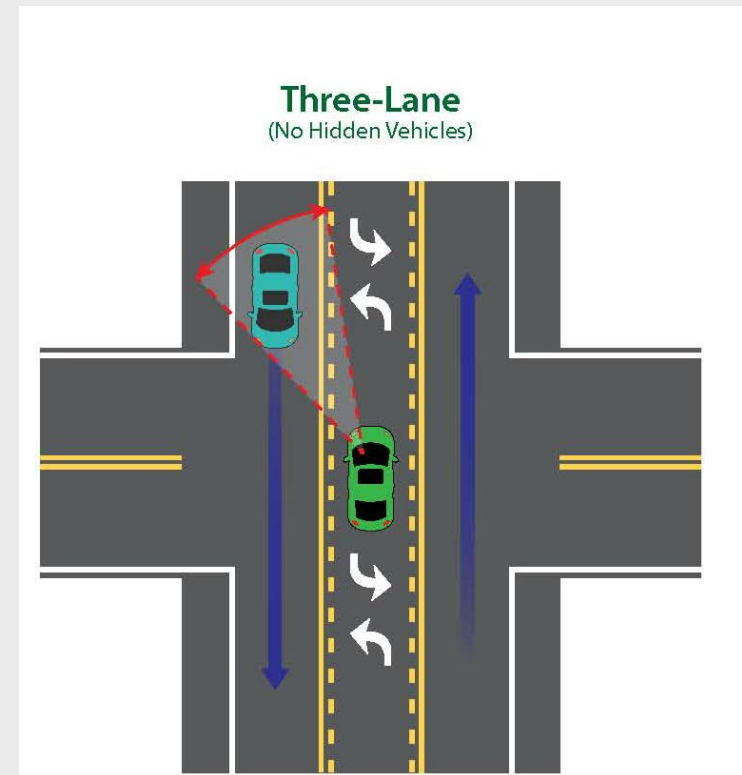
# Concept: Pedestrian and Bicyclist Safety

- Fewer motor vehicle travel lanes to cross
- More visibility for pedestrians and bicyclists
- Space for bicyclists
- Slower vehicle speeds lead to fewer and less severe crashes
- Shorter pedestrian crossing distances



# Concept: Motorist Safety

- Simpler crossings for side street motorists
- Fewer conflict points for sideswipe and rear-end collisions
- More visibility for left turning vehicles

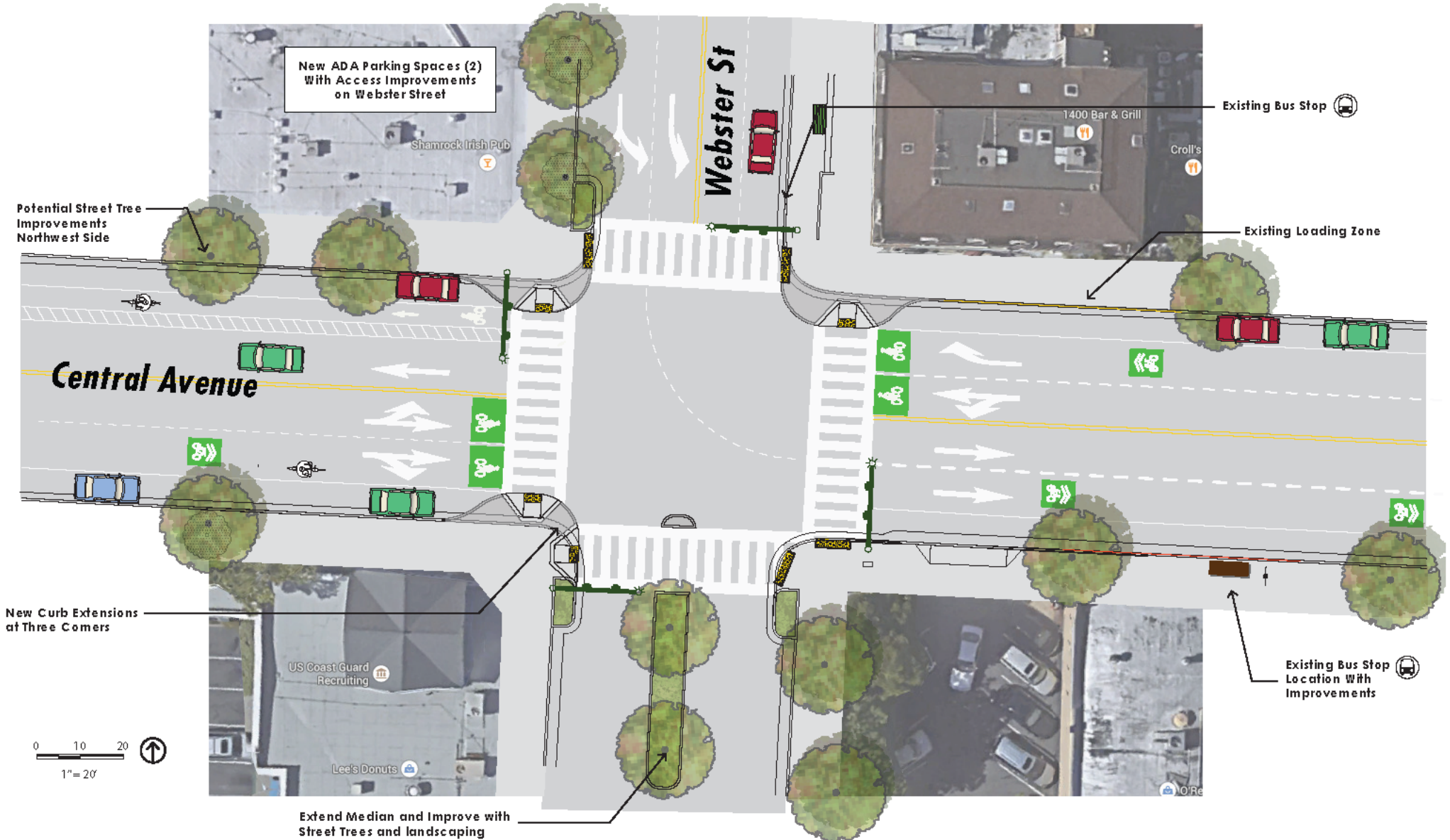


# Concept: Improves Safety

Federal Highway Administration (FHWA) identifies streets below 20,000 motorists/day as feasible for lane reduction.

<b>Street Name</b>	<b>Veh/Day</b>
Atlantic Ave. (Buena Vista to Constitution)	10,709
Broadway (Santa Clara Ave to Otis Dr)	12,332
Fernside Blvd. (Otis Dr to Washington St)	17,950
<b>Central Avenue (max.)</b>	<b>8,400</b>
<b>Central Avenue: FUTURE (average)</b>	<b>12,000</b>
<b>Central Avenue: FUTURE (max.)</b>	<b>16,000</b>

# Webster Street/Central Avenue: Needs Outreach and Approvals (In Process)

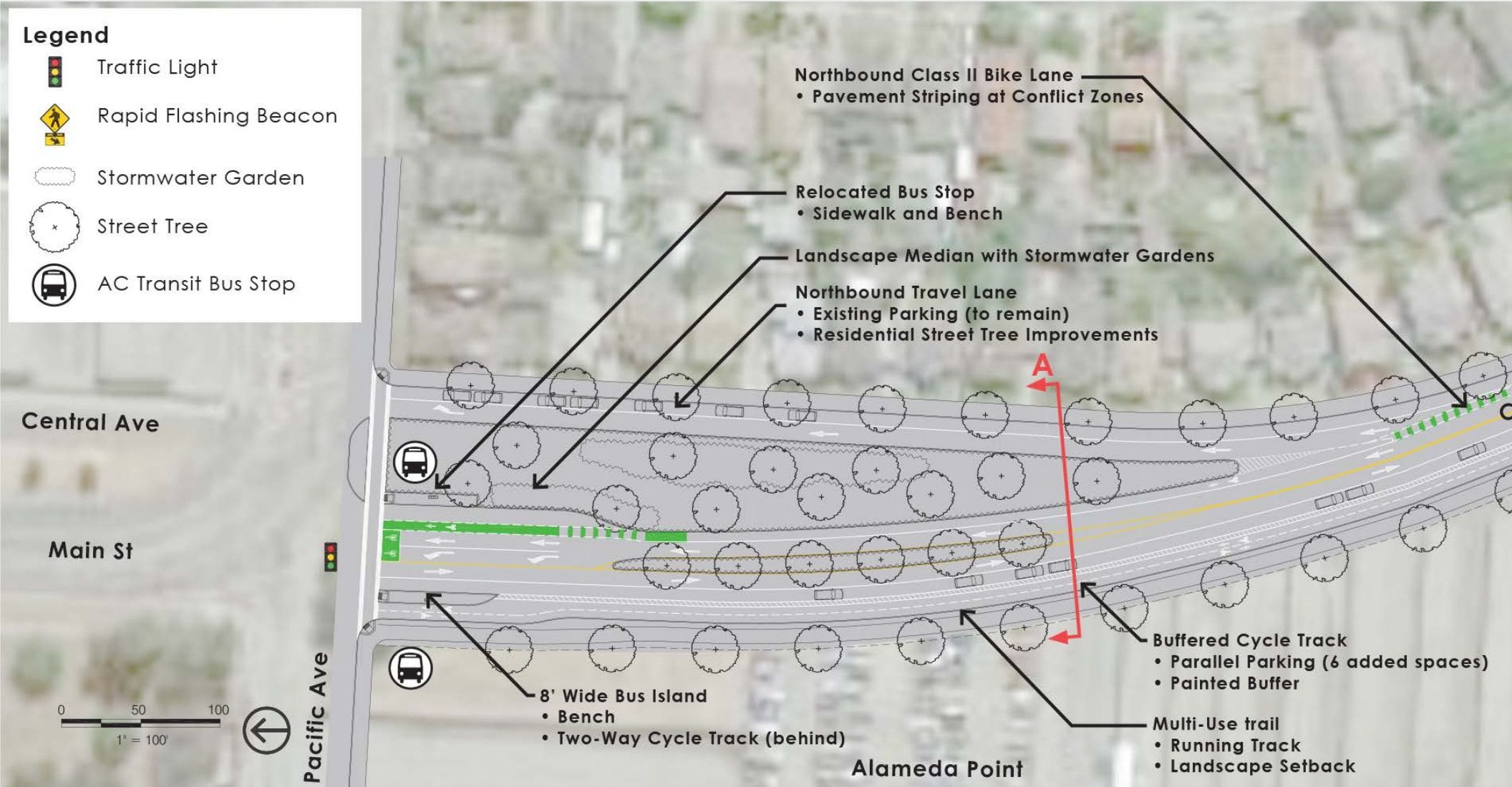


# Concept: Bikeway - West End

- Two-way separated bikeway:
  - Alameda Point
  - Paden, Encinal and Junior Jets Schools
  - SF Bay Trail
- Westbound bike lane



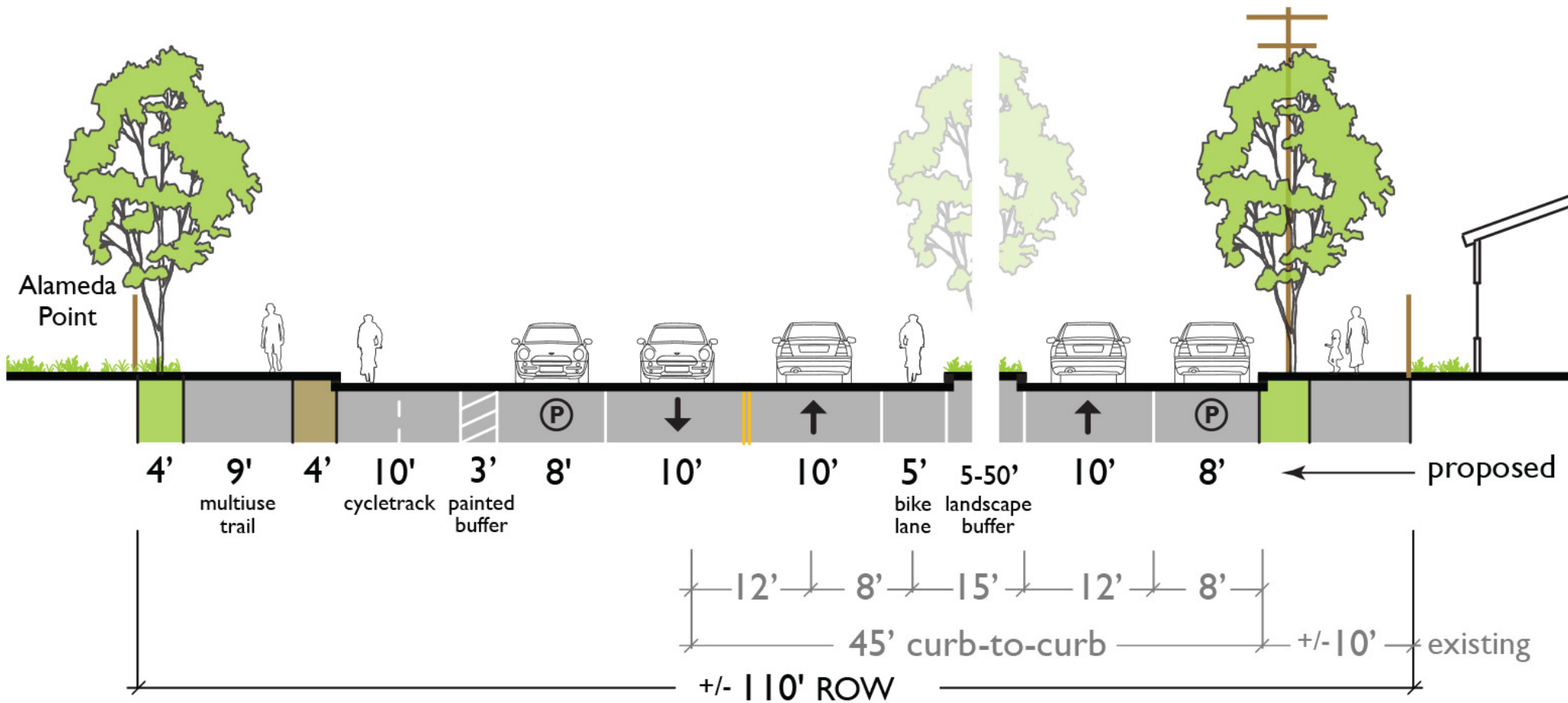
# Concept Design: Pacific/Main/Central



Central Avenue Proposed Street Concept



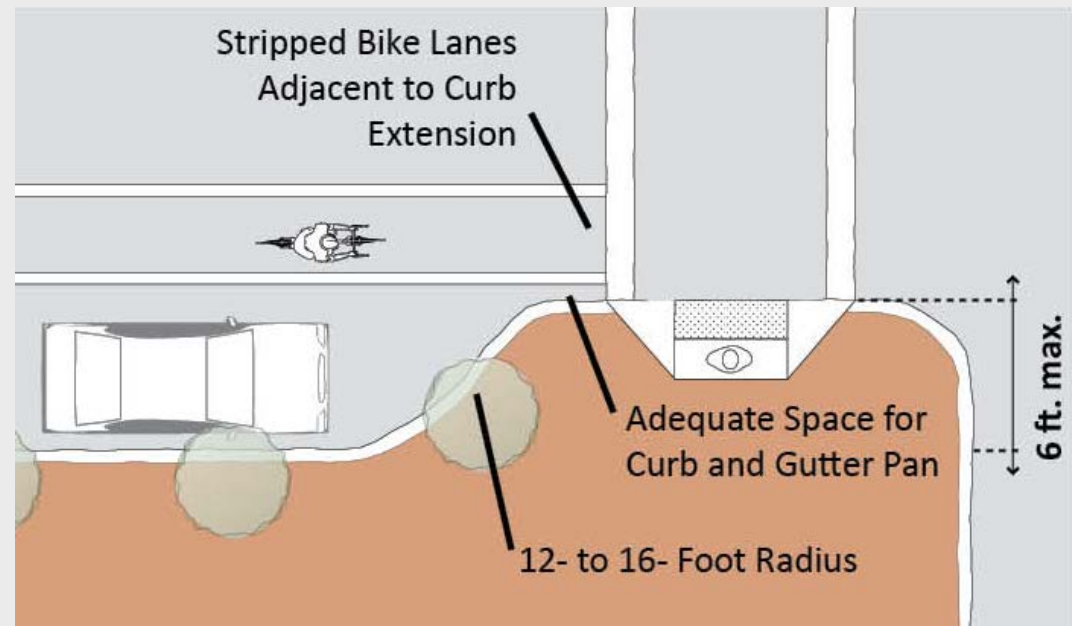
# Concept Design: Pacific/Main/Central



## Section A

# Concept: Achieves Key Goals

- Safer Street – Center Lane
- Bikeway
- Pedestrian Improvements
- Streetscape Improvements
  - gateway, trees, stormwater, landscape
- SF Bay Trail Access
- Minimizes Motorist Delay
- Net Gain of Parking



# Concept: Addresses Concerns

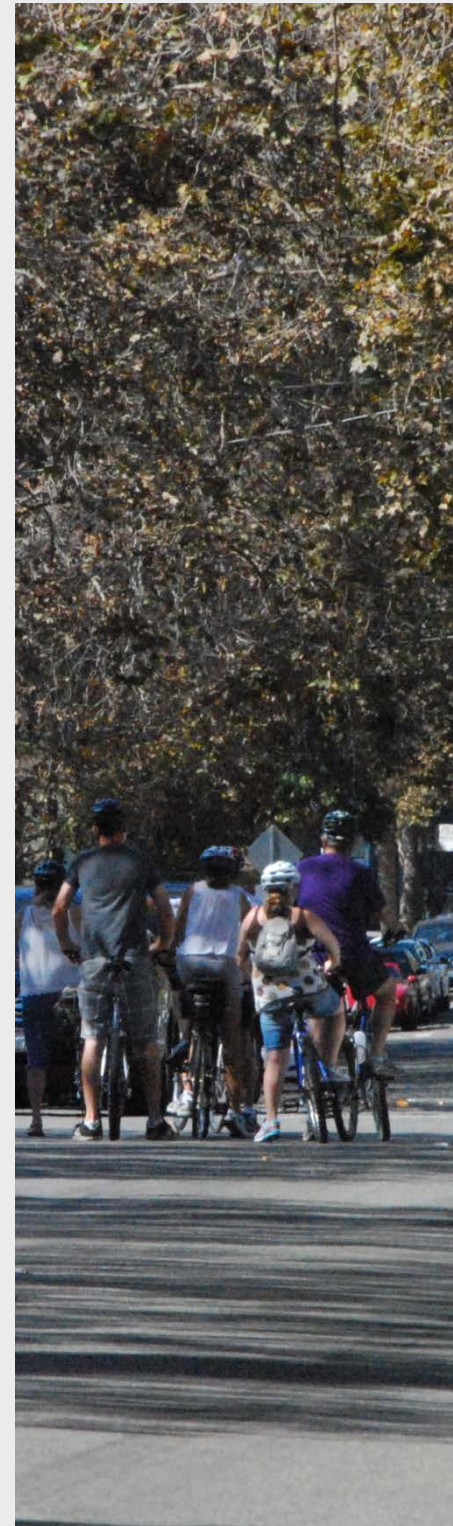
Year  
**2035**  
Conditions

- Accessible parking
- Bus/truck access
- WABA
- Minimal delay

	Existing	Three Lanes	Concept
<b>Weekday AM Peak (7-9 AM)</b>			
Eastbound	8.4 min.	9.4 min.	8.7 min.
★ Westbound	8.9 min.	22.4 min.	10.5 min.
<b>Weekday PM Peak (4-6 PM)</b>			
Eastbound	9.1 min.	20 min.	9.7 min.
Westbound	10.7 min.	14.5 min.	10.7 min.

# Outreach: Process

- Project Email List Serv: 500+ emails and growing
- Open Forum: <http://alamedaca.gov/public-works/open-forum> - attracted 531 visitors
- Advisory Committee: met three times and individually
- Community Workshops: April, June and September
- Engineer Reviews: five different teams
- Web Page: <http://alamedaca.gov/public-works/central-avenue-complete-street>
- Transportation Commission Meetings: May and Nov.
- Commission on Disability Issues: December
- City Council: Recommended Concept



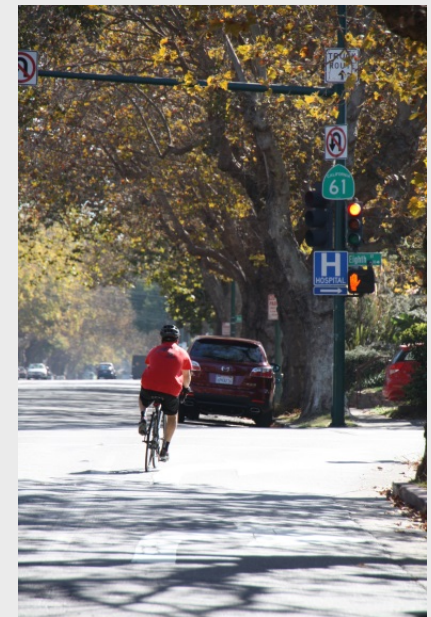
# Overview: Stakeholder Support

- Caltrans (owns Sherman-Webster)
- Paden School (315 students)
- Encinal High School / Junior Jets (1,330 students)
- AUSD Superintendent
- Alameda PTA Council
- San Francisco Bay Trail (proposed 500 mile trail)
- Bike Walk Alameda



# Next Steps

- **Project Initiation Document**
  - Consultant begins: April 2018
  - Expected completion date: April 2019
- **Next Phases**
  - Project Approval & Environmental Document (PA&ED)
  - Plans, Specifications and Estimates (PS&E)
  - Construction



VIEW PROJECT: **San Pablo and Telegraph Ave Rapid Bus Upgrades**

- [Project Search](#)
- [Project Detail](#)
- [Funding](#)
- [Air Quality](#)
- [Project Documents](#)
- [Contacts](#)
- [Delivery Milestones](#)
- [Location](#)
- [Screening Criteria](#)
- [Comments](#)
- [RTP Information](#)
- [Group Listing](#)

Alternate ID Information

<b>TIP ID</b>	ALA170059	<b>FMS ID</b>	6776.00
<b>CTIPS ID</b>	20600006302	<b>RTP ID</b>	17-10-0003
<b>Version</b>	1	<b>TIP Revision No</b>	2017-22
<b>Revision Type</b>	Amendment	<b>RTP Page No</b>	
<b>RTP Cycle</b>	PLANBAYAREA2040	<b>RTP Project Cost</b>	\$300
<b>RTP Title</b>	San Pablo Avenue BRT		
<b>Regional Approval Date</b>	11/15/2017	<b>State Approval Date</b>	01/11/2018
<b>Federal Approval Date</b>	02/08/2018	<b>Final Approval Date</b>	02/08/2018

Status Information

<b>Created</b>	09/07/2017	<b>Last updated</b>	10/24/2017	<b>Status</b>	ACTIVE
<b>Current version</b>	No	<b>Locked</b>	No	<b>Last updated by</b>	acrenshaw@bayareametro.gov
<b>Completed</b>	No	<b>Modified</b>		<b>Review Level</b>	PR

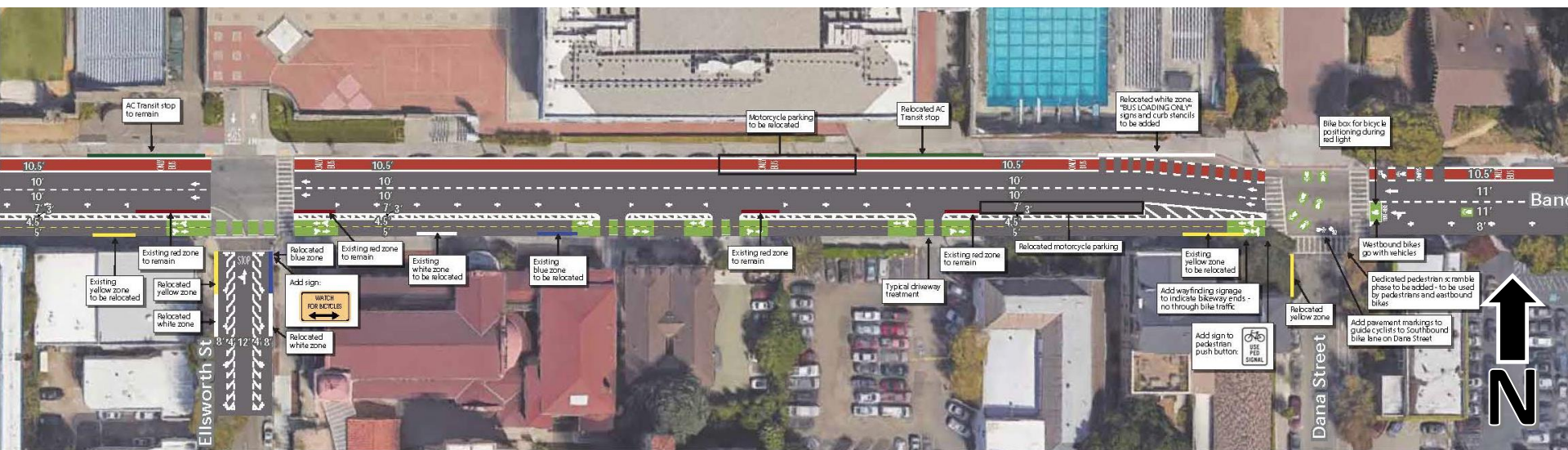
General Information

<b>Project Name</b>	San Pablo and Telegraph Ave Rapid Bus Upgrades		
<b>Sponsor</b>	AC Transit	<b>Implementing Agency</b>	AC Transit
<b>Project Type</b>	LOCAL BUS	<b>Purpose</b>	SYSTMGMT
<b>Mode</b>	BUS:100%		
<b>Submode</b>	BRT:100%		
<b>Primary Mode</b>	BUS:100%		
<b>Primary Submode</b>	BRT:100%		
<b>Transportation System</b>	TRANSIT		
<b>Description</b>	AC Transit: Various locations on the San Pablo and Telegraph Ave Corridors: Implement rapid bus improvements including TSP upgrades, signal coordination, the relocation of key bus stops; On Telegraph from Channing to Bancroft: implement transit only lane		
<b>Expanded Description</b>	AC Transit: Various locations on the San Pablo and Telegraph Ave Corridors: Implement rapid bus improvements including corridor-wide upgrades of Transit Signal Priority (TSP), signal coordination, the relocation of key bus stops from near side to far side, installation of TSP on buses, and convert a general purpose lane to transit lane on a short segment of Telegraph Avenue from Channing to Bancroft. The San Pablo and Telegraph Avenue corridors had TSP installed over 10 years ago utilizing infrared technology. AC Transit proposes to replace the existing TSP with a GPS-based TSP system. The project will upgrade TSP along 16 miles of Rapid Bus corridors with over 90 intersections.		
<b>Reason for Revision</b>	Amend a new non-exempt, not regionally significant project into the TIP with \$3.9M in CMAQ, \$1.1M in LCTOP, and \$5M in Sales Tax funds		
<b>Reason Type</b>	1		
<b>Description of Change</b>	Amend a new non-exempt, not regionally significant project into the TIP with \$3.9M in CMAQ, \$1.1M in LCTOP, and \$5M in Sales Tax funds		
<b>Transportation problem to be addressed</b>	Service Reliability		

Primary Location Information

<b>Location</b>			
<b>Area</b>			
<b>County</b>	Alameda		
<b>Urbanized Area</b>			
<b>State Hwy</b>			
<b>Post Mile</b>	<b>From</b>		<b>To</b>

# Southside Project Phase I



Bancroft Way between Dana and Ellsworth Streets



# Southside Project Phase I



Bancroft Way between Ellsworth and Fulton Streets

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	ALA170082	AC Transit	AC Transit: Purchase (59) 40ft Diesel Buses	AC Transit: Purchase (59) 40-ft Diesel Buses: Purchase buses to keep AC Transit's fleet in a state of good repair.	AC Transit: Purchase (59) 40-ft Diesel Buses: Purchase buses to keep AC Transit's fleet in a state of good repair.	Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
ALA	ALA170083	Alameda County	Arroyo Rd Bridge Replacmnt HBP project	Replace Bridge No 33C0448, Arroyo Rd at Dry Creek.	In Eastern Unincorporated Alameda County near Livermore City Limits, Arroyo Road, 1/2 mile south of Wetmore Rd at Dry Creek.	Safety - Safety improvement program
ALA	ALA170084	Piedmont	Piedmont - Oakland Avenue Improvements	Piedmont: Oakland Ave between Grand Ave and western city limits: Pavement rehabilitation and installation of bicycle and pedestrian safety improvements	Piedmont: Oakland Ave between Grand Ave and western city limits: Pavement rehabilitation and installation of bicycle and pedestrian safety improvements. Implement one of the high priority projects as identified in the Pedestrian-Bicycle Master Plan adopted by the City of Piedmont in 2014. That plan identified pedestrian and bicycle safety issues in several different areas of the City; however Oakland Avenue ranked as one of the highest concerns. Accordingly, this project includes installation of pedestrian safety improvements that include enhanced intersection pedestrian improvements at Oakland/Howard & Oakland/Sunnyside, including construction of bulb-outs, enhanced crosswalks & rectangular rapid flashing beacons. Additionally, the project will include installation of bicycle lanes and bike route signs, bicycle pavement markings (sharrows) to provide a connection between the City of Oakland and the newly installed bicycle lanes on Grand Avenue. The project will also include milling/filling the existing pavement between Grand Avenue and Sunnyside Avenue and slurry sealing between Sunnyside Avenue and the westerly city limits. The current PCI rating of Oakland Avenue includes a range from 22 to 52 (on the segment of Grand to sunnyside) and 78 between Sunnyside and the easterly city limits.	Safety - Pavement resurfacing or rehabilitation
ALA	ALA170085	ACTC	7th Street Grade Separation East	Oakland: 7th St and rail tracks between I880 and Maritime St in the Port of Oakland: Reconstruct the existing 7th St underpass on an adjacent alignment, rail tracks, and other rail infrastructure. No through lanes will be added; 7th St path: improve trail	Oakland: 7th St and rail tracks between I-880 and Maritime St in the Port of Oakland: Reconstruct the existing 7th St substandard underpass on an adjacent alignment, rail tracks, and other rail infrastructure at the Union Pacific Railroad (UPRR) tracks that maximizes the operation of the Port's overall roadway system to provide traffic management benefits. No through lanes will be added. The existing multi-use path along 7th Street (part of the Bay Area trail) will be improved and brought up to standard. (Other State funds are SB1-LPP)	Safety - Railroad/highway crossing
ALA	ALA170088	Albany	San Pablo Ave & Buchanan St Pedestrian Imps.	Albany: Various Locations on Buchanan St and San Pablo Ave: Streetscape improvements including medians, bulb outs, signal modifications, striping of high visibility crosswalks. Project is phased.	Albany: Buchanan St , San Pablo Ave: Installation of Rapid Flashing Pedestrian Beacons at the San Pablo/Portland intersection and installation of a Pedestrian Hybrid signal at the Taylor St./Buchanan Street intersection. In addition, it includes realignment of the Marin Avenue and Buchanan Street merge and the creation of a pocket park within the new realignment.	Safety - Adding medians
CC	CC-170054	Pinole	Replace San Pablo Avenue OH Bridge No 28C0062	In Pinole: on San Pablo Avenue over BNSF RR just west of Hercules City Limit; Replace structurally deficient 4 lane bridge with a new 4 lane bridge with additional width for Pedestrians and Bicycles.	In Pinole: on San Pablo Avenue over BNSF RR just west of Hercules City Limit; Replace structurally deficient 4 lane bridge with a new 4 lane bridge to include a class II bike lane in each direction and sidewalk for Pedestrian travel on the southern side on the structure. Limits are expected to extend through the intersection of San Pablo Avenue and John Street. There are several existing private property access points that will need to be replaced/restored. The project shall be completed in conformance with the City Green Infrastructure Plan currently in development.	Air Quality - Bicycle and pedestrian facilities
CC	CC-170055	Pleasant Hill	Bridge Preventative Maintenance Prog, Five Bridges	PM00141 Extend the surface life of five bridges by rehabilitating bridge decks.	At five bridges in Pleasant Hill, CA: clean, patch and seal bridge decks with methacrylate.	Safety - Pavement resurfacing or rehabilitation
CC	CC-170056	Richmond	Lincoln Elementary SRTS Pedestrian Enhancements	In Richmond: Along Chanslor, 5th St and 6th St near Lincoln School and at Chanslor Ave and 4th St: Pedestrian enhancements to improve the safety for school children by adding median refuges and curb extensions and a raised intersection	In Richmond: Along Chanslor, 5th St and 6th St near Lincoln School and at Chanslor Ave and 4th St: Pedestrian enhancements to improve the safety for school children by adding median refuges and curb extensions and a raised intersection. Specifically: -Yellow Brick Road Crosswalks: Colorized, stamped asphalt pattern of yellow bricks within all parallel crosswalks (raised and at-grade) on the route will be added to intersection -Yellow Brick Road Raised Intersections: Stamped asphalt with community designed painted intersections -Pedestrian and Bicycle Wayfinding Signs: Use WCCTAC design guidelines and sign types to indicate distance to activity centers along the route like schools, parks, and BART -Landscaping and stormwater planters -Pedestrian-scale lighting -Landscaping and stormwater planters 5th Street/Chanslor Avenue Intersection -Decorative crosswalks on all approaches -Median refuges for crosswalks across Chanslor Avenue 6th Street/Chanslor Avenue -Decorative crosswalks on all approaches -Curb extensions on all corners 4th Street/Chanslor Avenue and 4th Street/Ohio Avenue Intersections -Raised intersection with decorative paving	Air Quality - Bicycle and pedestrian facilities
CC	CC-170057	Richmond	Richmond: Citywide Pavement Rehab ADA Improvement	Richmond: Various locations: Pavement rehabilitation, and ADA, bicycle facility, pedestrian safety, and vehicular efficiency improvements	This project includes pavement rehabilitation, ADA improvements, bicycle facility improvements, pedestrian safety improvements, and vehicular efficiency improvements to six Arterial and Collector street segments, on 7th Street from Pennsylvania Avenue to 500 feet north of Lincoln Avenue, Central Avenue from the pavement change east of Highway I-580 to the City Limit west of San Mateo Street, Cutting Boulevard from South 49th Street to the City Limit east of Highway I-80, Castro Ranch Road from Olinda Drive to the City Limit 400 feet east of Country View Drive, Marina Way from Macdonald Avenue to Barrett Avenue, and South 55th Street from Carlson Boulevard to the City Limit 160 feet north of Creely Avenue, in the City of Richmond. The project work includes curb ramp installation and minor concrete repairs to eliminate ADA barriers; minor curb and gutter repairs to restore uninterrupted hydraulic flow and eliminate storm water ponding; localized asphalt repairs to eliminate localized asphalt base failures; asphalt milling and HMA or RHMA pavement overlay; installation of video detection systems or traffic loops to improve efficient vehicular flow through signalized intersections; installation of crosswalks and improvements to signalized pedestrian crossings to improve pedestrian safety; installation of traffic striping and pavement markings; and placement of bicycle striping and signage in conformance with the City's Bicycle Master Plan.	Air Quality - Bicycle and pedestrian facilities
CC	CC-170058	Danville	Camino Ramon Improvements	In Danville: On Camino Ramon between Kelley Lane and Fostoria Way: Rehabilitate roadway	In Danville: On Camino Ramon between Rehabilitate roadway between Kelley Lane and Fostoria Way. Rehabilitate roadway. Repairs include installing an AC overlay with ancillary work including pavement grinding, full depth asphalt repairs, adjusting frames and grates, replacing pavement markings and traffic signal detection devices and construction of new sidewalk at bus stop locations.	Safety - Pavement resurfacing or rehabilitation
CC	CC-170059	Martinez	Martinez Downtown Streets Rehabilitation	Martinez: Various streets in the Downtown Core Area (in or adjacent to the Downtown PDA): Pavement Rehabilitation	Martinez: In the downtown PDA including Escobar St (Berrellesa St to Pine St), Berrellesa St (Escobar St to Jones St), Susana St (Castro St to Court St): Rehabilitate pavement. Work will include base failure repair, crack seal and cape seal or micro seal or similar treatment. Approximately 135 ADA ramps will be brought up to current standards.	Safety - Pavement marking demonstration
MRN	MRN170027	Marin County	Hicks Valley/MarshallPetaluma/Wilson Hill Rd Rehab	Marin County: Hicks Valley Rd from Point Reyes-Petaluma Rd to Marshall-Petaluma Rd, Wilson Hill Rd from Marshall-Petaluma Rd to Chileno Valley Rd, Marshall-Petaluma Rd from Hicks Valley Rd (milepost 2.84) to milepost 3.87: Rehabilitate pavement	Marin County: the Entire 2.73 mile length of Hicks Valley Road from Point Reyes-Petaluma Road to Marshall-Petaluma Road, the entire 2.84 miles of Wilson Hill Road from Marshall-Petaluma Road to Chileno Valley Road and 1.03 miles of Marshall-Petaluma Road from Hicks Valley Road (milepost 2.84) to milepost 3.87 in West Marin: Rehabilitate pavement. The existing rural roadways have PCI ratings that range between 52 and 63 and were not originally designed to withstand the heavy loads used for agriculture trucks. Anticipated work will include a 4 inch cold in place recycling treatment to the existing deteriorated asphalt followed by a 2 inch asphalt overlay which will strengthen the roadway. The project will also include shoulder backing, striping, adjusting existing utilities, and improving roadside drainage. \$1.2M in STP funds allow for an exchange of equal amount of non-federal funds to Corte Madera's MRNXXXXX, which is an OBAG2 PCA project	Safety - Pavement resurfacing or rehabilitation

40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Expanded Description	Project Type under 40 CFR 93.126
MRN	MRN170028	Natl Park Svc	Fort Baker's Vista Point Trail	Golden Gate National Recreation Area: Between the Dana Bowers Vista Point Parking Area and both Fort Baker and Sausalito: Construct the Vista Point Trail, a new multi-use segment of the Bay Trail.	Golden Gate National Recreation Area: Between the Dana Bowers Vista Point Parking Area and both Fort Baker and Sausalito: Construct the Vista Point Trail, a new multi-use segment of the Bay Trail. The new route will reduce conflicts on Alexander Avenue and create a safer and more scenic trail. The project would convert a closed road segment to a multi-use trail reducing conflicts on the heavily trafficked Alexander Avenue. This portion of the Bay Trail is heavily used by tourists, recreationalists, and commuters traveling between San Francisco and Marin. The current alignment on Alexander Avenue is unsafe many tourists as well as the high volume of users. The trail follows the alignment of an old road that wraps around the Vista Point area and under the Golden Gate Bridge. This route has been closed to users for the last several years and is open only to maintenance vehicles. Alexander Avenue has bike lanes for about one half of its length and a narrow shoulder for the remainder. These are shared by pedestrians and cyclists, who are often forced out into the vehicle lanes on crowded days. The anticipated project converts the existing road to a pedestrian and bicycle multi-use trail connecting the Dana Bowers Vista Point at the north end of the Golden Gate Bridge with Fort Baker. The trail will include a designated downhill bicycle lane and a shared uphill pedestrian and bicycle lane with three rest areas at key scenic viewpoints.	Air Quality - Bicycle and pedestrian facilities
SCL	SCL170034	Los Altos	Los Altos: Miramonte Ave Bike Ped Access Imps	In Los Altos: Miramonte Ave from City Limit (Covington) to Berry: Install new sidewalk and buffered Class II bike lanes, along with improving crosswalks and rechannelize traffic. Project is phased.	In Los Altos: Miramonte Ave from City Limit (Covington) to Berry: Install new sidewalk and buffered Class II bike lanes, along with improving crosswalks and rechannelize traffic for an improved bicycle and pedestrian access to three schools and a public park within the project vicinity. Project is phased.	Air Quality - Bicycle and pedestrian facilities
SCL	SCL170052	Santa Clara	San Tomas Aquino Creek Trail Underpass	In Santa Clara: San Tomas Aquino Creek Trail between Tasman Dr and 1/4 mile south of Tasman Dr: Construct bike/ped underpass.	In Santa Clara: San Tomas Aquino Creek Trail between Tasman Dr and 1/4 mile south of Tasman Dr: Construct bike/ped underpass. The project will construct ¼ mile of a class I bicycle and pedestrian underpass facility along the west bank San Tomas Aquino Creek beginning at the existing Tasman Drive underpass and continuing under 3 pedestrian bridges adjacent to existing STACT and Levi's Stadium. The project will include a minimum 10' wide trail paved with asphalt and concrete with decorative retaining walls to match adjacent trail facility. The project will also include striping and signage.	Air Quality - Bicycle and pedestrian facilities
SCL	SCL170054	Saratoga	Saratoga Village Crosswalks and Sidewalk Rehab	In Saratoga: Along Big Basin Way between 6th street and Hwy 9: Install curb bulbouts and crosswalk and rehabilitate sidewalk.	In Saratoga: Along Big Basin Way between 6th street and Hwy 9: Install curb bulbouts and crosswalk and rehabilitate sidewalk. This project will install curb bulbouts and crosswalk at both 6th, 5th street and at midblock at the Saratoga Village Center crosswalks.	Safety - Safety improvement program
SM	SM-170039	San Mateo	Laurie Meadows Ped/Bike Safety Improvements	San Mateo: Various locations in the Laurie Meadows neighborhood: Implement bike/ped safety improvements; On Laurie Meadows Dr from near Pacific Blvd to Woodbridge Circle: Implement road diet	San Mateo: Various locations in the Laurie Meadows neighborhood: Implement bike/ped safety improvements including improving visibility, safety, lighting, and encouraging alternatives modes of transportation; On Laurie Meadows Dr from near Pacific Blvd to Woodbridge Circle: Implement road diet. The entire improvement project includes infrastructure upgrades to five (5) intersections in the Laurie Meadows neighborhood. These infrastructure upgrades include: new bulb-outs/curb extensions, bicycle detection, bike boxes, high visibility crosswalks, ADA curb ramps, advance stop bars, green infrastructure landscaping, and pedestrian scale lighting. Project will also include roadway rehabilitation to enable clean application of new bike lanes while reducing vehicular travel lanes, adding high visibility crosswalks, and stop bars.	Safety - Safety improvement program
SM	SM-170040	San Mateo	San Mateo Street Rehabilitation	San Mateo: Various streets and roads: Resurface and/or rehabilitate the roadway, implement bicycle elements and upgrade ADA ramps	San Mateo: Palm Ave from 16th Ave to 20th Ave, Bermuda Dr from Sullivan St to Fiesta Dr, Pacific Blvd from S Delaware St to Sterling View Ave, E Hillsdale Blvd from El Camino Real to Saratoga Ave: Resurface and/or rehabilitate the roadway, while secondary objectives will be to implement bicycle elements and upgrade ADA ramps	Safety - Pavement resurfacing or rehabilitation
SM	SM-170041	Brisbane	Crocker Trail Commuter Connectivity Upgrades	Brisbane: On Crocker Trail bounded by Bayshore Blvd, S Hill Dr, W Hill Dr and Mission Blue Dr: Resurface trail	Brisbane: On Crocker Trail is about 2.2 miles in length and is bounded by Bayshore Blvd., South Hill Dr., West Hill Dr. and Mission Blue Dr: Place stabilized decomposed granite over existing railroad ballast trail surfacing	Air Quality - Bicycle and pedestrian facilities
SM	SM-170042	Belmont	Ralston Avenue Corridor Segment 3	Belmont: Ralston Ave from South Rd to Alameda de las Pulgas: Implement bicycle and pedestrian improvements	Belmont: Ralston Ave from South Rd to Alameda de las Pulgas: Implement context sensitive transportation alternatives to improve conditions for pedestrians and bicyclist including linking gaps between existing sidewalks, widening sidewalks, installation of high visibility crosswalks and linking gaps in existing bicycle facilities	Air Quality - Bicycle and pedestrian facilities
SM	SM-170043	Belmont	Belmont Pavement Preservation	Belmont: Various streets and roads: Pavement preservation	Belmont: Chula Vista from Alameda de las Pulgas to Ralston Ave, 6th Ave from Ralston Ave to Hill St, Cypress Ave from Laurel to Middle Rd, Daleview from Hiller to Old County Rd, Elmer from Ralston to O'Neill, Notre Dame Ave from Arbor to Miller, Davey Glen Rd from El Camino Real to Middle Rd, Laurel from Hill to Cypress, Harbor Blvd from Molitar to El Camino Real, Molitar from Harbor Blvd to San Carlos City Limit: Pavement repair and rehabilitation, crack sealing, slurry sealing, thermoplastic striping and pavement markings, access ramps	Safety - Pavement resurfacing or rehabilitation
SM	SM-170044	Portola Valley	Portola Valley Street Preservation	Portola Valley: Various streets and roads: Pavement preservation	Portola Valley: Portola Rd from Farm Rd to Westridge Dr, Alpine Rd from 1580' S/O of Westridge Dr to Town limits with Ladera, Cervantes Rd from #240 Cervantes Rd to Westridge Dr and from Shawnee Pass to Westridge Dr: Pavement preservation including pavement grinding, base repair, slurry seal, thermoplastic traffic striping and pavement markings, and other misc work related to road resurfacing	Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
SM	SM-170045	Redwood City	US 101/Woodside Road Class 1 Bikeway	Redwood City: East of Union Pacific Railroad between the intersections of Chestnut St/Veterans Blvd and Blomquist St/Seaport Blvd: Construct approximately 1,800 linear feet of new Class 1 path	Redwood City: East of Union Pacific Railroad between the intersections of Chestnut St/Veterans Blvd and Blomquist St/Seaport Blvd: Construct approximately 1,800 linear feet of new Class 1 path as part of the US 101/SR 84 (Woodside Road) Interchange Improvements including clearing and grubbing, grading, construction of barriers between the path and the railroad and a new abutment, lighting, new path surface, modifications at intersections to curb lines and signals, adjusting utilities, and installing pavement markings	Air Quality - Bicycle and pedestrian facilities
SOL	SOL170012	Vacaville	Vacaville - Pavement Preservation	Vacaville: Various streets and roads: Overlay, perform curb ramp replacements and stripe	Vacaville: On Gibson Canyon from Ulatis Bridge to Fruitvale, Dobbins Street from EMV to Merchant, Mason Street from Davis to Cernon St, Hickory Street from I80 to Davis St, Arcadia Street from Ulatis to Woodstock, Lawrence Drive, Tulare Dr from Marshall to Brookdale, Beelard Dr from Tulare to Marshall, and California Drive from Alamo Lane to Los Robles Ct: Overlay, perform curb ramp replacements and stripe	Safety - Pavement resurfacing or rehabilitation
SOL	SOL170014	Suisun City	New Railroad Avenue Pavement Rehabilitation	In Suisun City: On the eastbound lanes on New Railroad Avenue from Village Drive to Sunset Avenue: Rehabilitate roadway including striping for Class 2 bikeway.	In Suisun City: On the eastbound lanes on New Railroad Avenue from Village Drive to Sunset Avenue: Rehabilitate roadway, including striping for Class 2 bikeway. Work scope will include AC overlay with ancillary work including pavement grinding, full depth asphalt repairs, adjusting frames and grates, replacing pavement markings/striping, upgrading curb ramps, and replacing damaged curbs adjacent to pavement to be rehabilitated.	Safety - Pavement resurfacing or rehabilitation
SOL	SOL170015	Solano County	Solano County Roadway Preservation	Solano County: On Midway Road from I80 to HWY 113: Apply Asphalt Rubber Chip Seal and Micro Surface treatment	Solano County: On Midway Road from I80 to HWY 113: Apply Asphalt Rubber Chip Seal and Micro Surface treatment	Safety - Pavement resurfacing or rehabilitation
SOL	SOL170016	Solano County	Solano County Farm to Market Phase 3	Solano County: Various locations in Suisun Valley: Construct a total of 4.6 miles of 6-foot class II bike lanes	Solano County: Abernathy Road from Rockville Road to Mankas Corners (1.6 miles), Suisun Valley Road from Ledgewood Road to the Fairfield City Limit (2.4 miles), Mankas Corners Road from Abernathy Road to the Fairfield City Limit (0.6 miles): Construct a total of 4.6 miles of 6-foot class II bike lanes and reduce automobile travel lane widths to 11'	Air Quality - Bicycle and pedestrian facilities

40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Expanded Description	Project Type under 40 CFR 93.126
SON	SON170021	Sebastopol	Bodega Avenue Bike Lanes and Pavement Rehab	Sebastopol: Bodega Ave from Pleasant Hill Ave to High St: Rehabilitate pavement, fill in sidewalk gaps, widen pavement, add bike lanes, and implement pedestrian safety improvements	Sebastopol: On Bodega Ave between Pleasant Hill Ave and Jewell Ave: Add approximately 0.7 miles of Class II bike lanes; On Bodega Ave between Pleasant Hill Ave and High St: Rehabilitate pavement. Included are new sidewalks to effect several sidewalk gap closures, plus a section of shoulder repair to ensure sufficient pavement width. There are also planned safety improvements to 5 intersections including crosswalk enhancements. The project is located on Bodega Avenue which provides east-west transportation connections through the City of Sebastopol. The State Route 12 - Bodega Avenue corridor is the primary route connecting the City of Sebastopol with Santa Rosa and eastern Sonoma county to the east and Bodega Bay and the coastal western Sonoma County to the west. Bodega Avenue is designated as an arterial. Within the City, Bodega Avenue is primarily a three-lane road or two lanes with parking. At its eastern end near South Main Street, the Bodega Avenue carries approximately 12,600 vehicles per day.	Air Quality - Bicycle and pedestrian facilities
SON	SON170022	Sonoma City	Fryer Creek Pedestrian and Bicycle Bridge	Sonoma: At Newcomb Street over Fryer Creek: Construct a new bicycle and pedestrian bridge and path as well as circulation and accessibility improvements to Newcomb Street and Fryer Creek Drive.	Sonoma: At Newcomb Street over Fryer Creek: Construct a new bicycle and pedestrian bridge and path as well as circulation and accessibility improvements. The bridge will connect the east and west sides of Sonoma over Fryer Creek at Newcomb St. on the east and the existing multi-use paths and Manor Dr. on the west, improving access to schools and promoting safety for pedestrians and bicyclists. The project will include the construction of a new 8-ft. wide, 60-ft. long paved bicycle and pedestrian path extending from the eastern bridge approach to the existing residential driveway on the north side of Newcomb St. A new sidewalk and associated curb and gutter will also be constructed along Newcomb St. and the sidewalk will range from approximately 8 ft. wide near the new pedestrian path and narrow to 4 ft. wide at the intersection. A new buried electrical line will be installed to provide electricity to a new street light for future lighting on the bridge and a tie-in will be required at the nearest streetlight up Fryer Creek Dr. In addition, an existing storm water inlet at the corner of Newcomb St. and Fryer Creek Dr. will be relocated and connected to the storm drain system. A new approximately 6-in. curb and Type C ADA compliant curb ramp will also be constructed on the northwestern corner of Newcomb St. and Fryer Creek Dr., and a new detectable warning surface and/or reconstruction of the existing curb ramp will be installed at the eastern corner. On Fryer Creek Dr., an existing stop sign will be relocated and new striping and crosswalk will be added. A new stop sign and accompanying striping will be installed heading east on Newcomb St. The project will also remove the existing barricade and fencing at the dead-end of Newcomb St. and replace it with a new City-standard barricade and gate. A new driveway with curb and gutter will likely be constructed for Sonoma County Water Agency access at the dead-end of Newcomb St.	Air Quality - Bicycle and pedestrian facilities
SON	SON170023	Santa Rosa	Santa Rosa Pavement Rehab of Various Streets	In Santa Rosa: Various locations: Pavement rehabilitation; Various locations: Restripe roadways to add Class II bike lanes	In Santa Rosa: Hearn Avenue between Stony Point Road, Dutton Avenue and Range Avenue between Guerneville Road and Jennings Avenue, and Range Avenue between Russell Avenue and Bicentennial Way: Rehabilitate pavement. Repairs include installing AC overlay with ancillary work including pavement grinding, adjusting utility frames and grates and replacing pavement markings and traffic signal detection devices; Range Avenue between Russell Avenue and Bicentennial Way and on Range Avenue between Coddington Mall transit center and Edwards Avenue: Restripe to include Class II bike lanes	Safety - Pavement resurfacing or rehabilitation
SON	SON170024	Healdsburg	Healdsburg Avenue Complete Streets Improvements	Healdsburg: On Healdsburg Ave from Powell Ave to Passalaqua Rd: Implement complete streets improvements for all modes of travel including reducing travel lanes from 5 to 3	Healdsburg: On Healdsburg Ave from Powell Ave to Passalaqua Rd: Construct complete streets improvements for all modes of travel including pedestrians, bicyclists, motorist, transit riders including reducing travel lanes from 5 to 3, adding bikes lanes, bus turn-outs, street parking, lighting, landscaping, LID, sidewalks, ped ramps, etc.	Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
SON	SON170025	Son Co Reg Park	Joe Rodota Trail Bridge Replacement	Sonoma County: On the Joe Rodota Trail near the City of Sebastopol: Remove and replace two deteriorating bicycle and pedestrian bridges	Sonoma County: On the Joe Rodota Trail near the City of Sebastopol: Remove and replace two deteriorating bicycle and pedestrian bridges. Work includes installing two temporary bridges before the removal and replacement of the existing bridges, drilling new concrete piers and constructing new bridge abutments and retaining walls, lifting and placing two prefabricated bridges, and paving asphalt to match the bridge approaches	Air Quality - Bicycle and pedestrian facilities



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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## *Memorandum*

TO: Air Quality Conformity Task Force

DATE: March 22, 2018

FR: Adam Crenshaw

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

Staff has prepared the following information in an effort to streamline the review of the regional air quality conformity implications of projects that staff proposes to revise or add into the 2017 TIP through current or future revisions. This item is for advisory purposes only. The inclusion of these projects and project changes in a proposed revision to the TIP is subject to Commission approval in the case of amendments and MTC's Executive Director or Deputy Executive Director in the case of administrative modifications. The final determination of the regional air quality conformity status of these projects will be made by the Federal Highway Administration, the Federal Transit Administration and the Environmental Protection Agency as part of their review of proposed final TIP amendments and by the Executive Director or Deputy Executive Director as part of their review for TIP administrative modifications.

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

Staff has received requests from sponsors to add one new individually listed project and 77 new grouped listed projects to the 2017 TIP. Attachment A includes a list of the 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
<b>Proposed New Individually Listed Projects for Regional Air Quality Conformity Status Review</b>						
Regional	REG170025	MTC	Community-Based Transportation Planning	SF Bay Area: Regionwide: Develop and/or update locally-led plans to address the mobility needs of low-income household's in the region's 35 Communities of Concern	SF Bay Area: Regionwide: Develop and/or update locally-led plans to address the mobility needs of low-income household's in the region's 35 Communities of Concern	EXEMPT (40 CFR 93.126) - Planning and technical studies
<b>Proposed New Group Listed Projects for Regional Air Quality Conformity Status Review</b>						
Alameda	VAR170005	Caltrans	GL: SHOPP Mobility	In Hayward, at 500 feet north of Industrial Parkway West. Install weigh-in-motion system in both directions.	In Hayward, at 500 feet north of Industrial Parkway West. Install weigh-in-motion system in both directions.	EXEMPT (40 CFR 93.127) - Truck size and weight inspection stations.
Santa Clara	VAR170005	Caltrans	GL: SHOPP Mobility	In San Jose, in the westbound direction from Zanker Road to North First Street. Construct auxiliary lane.	In San Jose, in the westbound direction from Zanker Road to North First Street. Construct auxiliary lane.	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects.
Santa Clara	VAR170005	Caltrans	GL: SHOPP Mobility	In San Jose, in the eastbound direction from North First Street to Zanker Road. Construct auxiliary lane.	In San Jose, in the eastbound direction from North First Street to Zanker Road. Construct auxiliary lane.	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects.
San Mateo	VAR170005	Caltrans	GL: SHOPP Mobility	In and near the cities of Half Moon Bay, Pacifica and Daly City, from south of Miramontes Point Road to Clarinada Avenue Undercrossing, at various locations. Install Bluetooth Detection Systems and Variable Message Signs (VMS), enable two existing Changeable Message Signs (CMS), modify Advanced Transportation Management System (ATMS), and construct Maintenance Vehicle Pullouts (MVP) to improve the system performance.	In and near the cities of Half Moon Bay, Pacifica and Daly City, from south of Miramontes Point Road to Clarinada Avenue Undercrossing, at various locations. Install Bluetooth Detection Systems and Variable Message Signs (VMS), enable two existing Changeable Message Signs (CMS), modify Advanced Transportation Management System (ATMS), and construct Maintenance Vehicle Pullouts (MVP) to improve the system performance.	EXEMPT (40 CFR 93.126) - Directional and informational signs.
Alameda	VAR170005	Caltrans	GL: SHOPP Mobility	In Oakland, at the District 4 Transportation Management Center (TMC). Upgrade or replace legacy TMC hardware components and related software by service contract to improve reliability and functionality.	In Oakland, at the District 4 Transportation Management Center (TMC). Upgrade or replace legacy TMC hardware components and related software by service contract to improve reliability and functionality.	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization projects.
Alameda	VAR170005	Caltrans	GL: SHOPP Mobility	In various counties, on various routes at various locations. Restore non-operational Transportation Management System (TMS) field elements by use of on-call Task Order service contracts.	In various counties, on various routes at various locations. Restore non-operational Transportation Management System (TMS) field elements by use of on-call Task Order service contracts.	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization projects.
Alameda	VAR170006	Caltrans	GL: SHOPP Mobility Roadway	In Fremont, from Route 880 (PM 6.922) to Route 238. Rehabilitate pavement and upgrade curb ramps to make ADA compliant.	In Fremont, from Route 880 (PM 6.922) to Route 238. Rehabilitate pavement and upgrade curb ramps to make ADA compliant.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation.
Alameda	VAR170006	Caltrans	GL: SHOPP Mobility Roadway	In and near Hayward and San Leandro, from A Street to Davis Street. Rehabilitate pavement and upgrade curb ramps to ADA standards.	In and near Hayward and San Leandro, from A Street to Davis Street. Rehabilitate pavement and upgrade curb ramps to ADA standards.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation.
Alameda	VAR170006	Caltrans	GL: SHOPP Mobility Roadway	In Fremont, from Santa Clara County line to north of Fremont Boulevard Overcrossing. Cold plane pavement, overlay with Rubberized Hot Mix Asphalt (RHMA-G) and Open Graded Friction Course (OGFC), upgrade ADA curb ramps, upgrade metal beam guardrail, and replace loop detectors.	In Fremont, from Santa Clara County line to north of Fremont Boulevard Overcrossing. Cold plane pavement, overlay with Rubberized Hot Mix Asphalt (RHMA-G) and Open Graded Friction Course (OGFC), upgrade ADA curb ramps, upgrade metal beam guardrail, and replace loop detectors.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation.

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County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
Contra Costa	VAR170006	Caltrans	GL: SHOPP Mobility Roadway	In and near Hercules, Rodeo, and Crocket, from Route 4 to the Carquinez Bridge. Roadway Rehabilitation. (G13 Contingency Project)	In and near Hercules, Rodeo, and Crocket, from Route 4 to the Carquinez Bridge. Roadway Rehabilitation. (G13 Contingency Project)	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation.
Contra Costa	VAR170006	Caltrans	GL: SHOPP Mobility Roadway	In and near Concord and Pittsburg, from Route 242 to Loveridge Road. Rehabilitate pavement, upgrade curb ramps to make ADA compliant, and upgrade guardrail to make standard.	In and near Concord and Pittsburg, from Route 242 to Loveridge Road. Rehabilitate pavement, upgrade curb ramps to make ADA compliant, and upgrade guardrail to make standard.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation.
Santa Clara	VAR170006	Caltrans	GL: SHOPP Mobility Roadway	In Mountain View, Los Altos, and Palo Alto, from 0.05 mile north of Route 237 to Sand Hill Road. Pavement rehabilitation.	In Mountain View, Los Altos, and Palo Alto, from 0.05 mile north of Route 237 to Sand Hill Road. Pavement rehabilitation.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation.
San Mateo	VAR170006	Caltrans	GL: SHOPP Mobility Roadway	In and near Woodside and Redwood City, from Route 280 to Route 101. Rehabilitate pavement, make curb ramps and sidewalks ADA compliant, and upgrade guardrails to make standard.	In and near Woodside and Redwood City, from Route 280 to Route 101. Rehabilitate pavement, make curb ramps and sidewalks ADA compliant, and upgrade guardrails to make standard.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation.
San Mateo	VAR170006	Caltrans	GL: SHOPP Mobility Roadway	Near Redwood City, San Carlos and Belmont, from Edgewood Road to Route 92 and near Hillsborough at PM R12.7; also, in Santa Clara County in and near Mountain View and Palo Alto, at various spot locations (PM 11.6, 12.8, 12.9, 18.8). Replace failing culverts and restore damaged slopes, pavement, and bridge approaches at 6 locations.	Near Redwood City, San Carlos and Belmont, from Edgewood Road to Route 92 and near Hillsborough at PM R12.7; also, in Santa Clara County in and near Mountain View and Palo Alto, at various spot locations (PM 11.6, 12.8, 12.9, 18.8). Replace failing culverts and restore damaged slopes, pavement, and bridge approaches at 6 locations.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation.
San Mateo	VAR170006	Caltrans	GL: SHOPP Mobility Roadway	In and near Santa Rosa, from Llano Road to Farmers Lane. Rehabilitate pavement, upgrade guardrail to make standard, and upgrade curb ramps to make ADA compliant.	In and near Santa Rosa, from Llano Road to Farmers Lane. Rehabilitate pavement, upgrade guardrail to make standard, and upgrade curb ramps to make ADA compliant.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation.
Alameda	VAR170006	Caltrans	GL: SHOPP Mobility Roadway	In and near Pleasanton and Dublin, from north of Route 84 to Alcosta Boulevard. Roadway rehabilitation. (G13 Contingency Project)	In and near Pleasanton and Dublin, from north of Route 84 to Alcosta Boulevard. Roadway rehabilitation. (G13 Contingency Project)	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation.
San Mateo	VAR170006	Caltrans	GL: SHOPP Mobility Roadway	In the cities of San Mateo and Burlingame, from East Santa Inez Avenue to Murchison Drive. Rehabilitate roadway, improve drainage, and upgrade existing curb ramps and sidewalks to ADA standards.	In the cities of San Mateo and Burlingame, from East Santa Inez Avenue to Murchison Drive. Rehabilitate roadway, improve drainage, and upgrade existing curb ramps and sidewalks to ADA standards.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation.
Santa Clara	VAR170006	Caltrans	GL: SHOPP Mobility Roadway	In and near Los Gatos, Campbell and San Jose, from Hebard Way to Route 280. Pavement rehabilitation.	In and near Los Gatos, Campbell and San Jose, from Hebard Way to Route 280. Pavement rehabilitation.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation.
Solano	VAR170006	Caltrans	GL: SHOPP Mobility Roadway	In and near Rio Vista, from Currie Road to Sacramento County line. Roadway rehabilitation. (G13 Contingency Project)	In and near Rio Vista, from Currie Road to Sacramento County line. Roadway rehabilitation. (G13 Contingency Project)	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation.
Contra Costa	VAR170007	Caltrans	GL: SHOPP Collision	In and near Concord, from Route 680 to Route 242. Install safety lighting, high reflective striping and markings.	In and near Concord, from Route 680 to Route 242. Install safety lighting, high reflective striping and markings.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature.

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County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
Alameda	VAR170007	Caltrans	GL: SHOPP Collision	In Alameda County, on Routes 580 and 680 at various locations; also in Contra Costa County on Routes 160 and 680 at various locations. Install concrete barrier to shield structure column from errant vehicles, and upgrade existing guardrails to current standards.	In Alameda County, on Routes 580 and 680 at various locations; also in Contra Costa County on Routes 160 and 680 at various locations. Install concrete barrier to shield structure column from errant vehicles, and upgrade existing guardrails to current standards.	EXEMPT (40 CFR 93.126) - Guardrails, median barriers, crash cushions.
Alameda	VAR170007	Caltrans	GL: SHOPP Collision	In Alameda County on Routes 80, 84, and 880 at various locations; also, in Contra Costa County on Routes 24 and 680 at various locations. Install High Friction Surface Treatment (HFST) at spot locations to enhance wet pavement conditions.	In Alameda County on Routes 80, 84, and 880 at various locations; also, in Contra Costa County on Routes 24 and 680 at various locations. Install High Friction Surface Treatment (HFST) at spot locations to enhance wet pavement conditions.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature.
Oakland	VAR170007	Caltrans	GL: SHOPP Collision	In Oakland, from south of 5th Avenue to north of 7th Street. Pave narrow strips and miscellaneous areas, construct MVPs, and upgrade crash cushions to reduce maintenance work and enhance highway worker safety.	In Oakland, from south of 5th Avenue to north of 7th Street. Pave narrow strips and miscellaneous areas, construct MVPs, and upgrade crash cushions to reduce maintenance work and enhance highway worker safety.	EXEMPT (40 CFR 93.126) - Guardrails, median barriers, crash cushions.
Alameda	VAR170007	Caltrans	GL: SHOPP Collision	In Alameda County, on Routes 13, 24, 580, 680, and 880 at various locations; also in Contra Costa County on Routes 4, 24, 80, 160, and 680 at various locations. Install Rectangular Rapid Flashing Beacons (RRFBs) to enhance pedestrian safety at ramp termini and uncontrolled pedestrian crossings.	In Alameda County, on Routes 13, 24, 580, 680, and 880 at various locations; also in Contra Costa County on Routes 4, 24, 80, 160, and 680 at various locations. Install Rectangular Rapid Flashing Beacons (RRFBs) to enhance pedestrian safety at ramp termini and uncontrolled pedestrian crossings.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature.
Alameda	VAR170007	Caltrans	GL: SHOPP Collision	In various cities, on Routes 580, 680, 880, and 980 at various locations. Enhance pedestrian safety by installing Accessible Pedestrian Signal (APS) systems and countdown timers and upgrading crosswalk markings.	In various cities, on Routes 580, 680, 880, and 980 at various locations. Enhance pedestrian safety by installing Accessible Pedestrian Signal (APS) systems and countdown timers and upgrading crosswalk markings.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature.
Alameda	VAR170007	Caltrans	GL: SHOPP Collision	In Alameda and Contra Costa Counties, on various routes, at various locations. Upgrade advance warning signs to make standard.	In Alameda and Contra Costa Counties, on various routes, at various locations. Upgrade advance warning signs to make standard.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature.
Alameda	VAR170007	Caltrans	GL: SHOPP Collision	In and near Livermore, from San Joaquin county line to 0.7 mile west of Greenville Road. Highway worker safety improvements.	In and near Livermore, from San Joaquin county line to 0.7 mile west of Greenville Road. Highway worker safety improvements.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature.
Contra Costa	VAR170007	Caltrans	GL: SHOPP Collision	In and near Hercules, Martinez, and Concord, at various locations from Route 80 to 0.3 mile east of Bailey Road. Upgrade guardrail to make standard.	In and near Hercules, Martinez, and Concord, at various locations from Route 80 to 0.3 mile east of Bailey Road. Upgrade guardrail to make standard.	EXEMPT (40 CFR 93.126) - Guardrails, median barriers, crash cushions.
Contra Costa	VAR170007	Caltrans	GL: SHOPP Collision	In Contra Costa County, on Routes 4, 24, 80, 123, 242, 580, and 680 at various locations. Install Accessible Pedestrian Signal (APS) systems and pedestrian countdown timers, and refresh crosswalk markings with high-visibility striping to enhance pedestrian safety.	In Contra Costa County, on Routes 4, 24, 80, 123, 242, 580, and 680 at various locations. Install Accessible Pedestrian Signal (APS) systems and pedestrian countdown timers, and refresh crosswalk markings with high-visibility striping to enhance pedestrian safety.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature.



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<b>County</b>	<b>TIP ID/FMS ID</b>	<b>Sponsor</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Project Expanded Description</b>	<b>Project Type</b>
Contra Costa	VAR170007	Caltrans	GL: SHOPP Collision	In and near Antioch and Brentwood, from 0.6 mile east of Route 160 to Old River Bridge. Construct and modify MVPs to improve highway worker safety.	In and near Antioch and Brentwood, from 0.6 mile east of Route 160 to Old River Bridge. Construct and modify MVPs to improve highway worker safety.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature.
Marin	VAR170007	Caltrans	GL: SHOPP Collision	In San Rafael, at Route 580; and in Sonoma County in Santa Rosa from PM 19.7 to PM 20.7; in Solano County on Route 37 in Vallejo from PM R9.4 to PM R10.4 and on Route 80 in and near Vallejo and Fairfield from PM 6.5 to 17.5; also, in Napa County on Route 29 in and near the cities of Napa and Yountville from PM 11.0 to 21.0. Upgrade fencing to reduce maintenance worker exposure.	In San Rafael, at Route 580; and in Sonoma County in Santa Rosa from PM 19.7 to PM 20.7; in Solano County on Route 37 in Vallejo from PM R9.4 to PM R10.4 and on Route 80 in and near Vallejo and Fairfield from PM 6.5 to 17.5; also, in Napa County on Route 29 in and near the cities of Napa and Yountville from PM 11.0 to 21.0. Upgrade fencing to reduce maintenance worker exposure.	EXEMPT (40 CFR 93.126) - Fencing.
Napa	VAR170007	Caltrans	GL: SHOPP Collision	Near Napa, at Huichica Creek (PM 0.75). Mitigation planting, monitoring, and reporting for EA 4G210.	Near Napa, at Huichica Creek (PM 0.75). Mitigation planting, monitoring, and reporting for EA 4G210.	EXEMPT (40 CFR 93.126) - Plantings, landscaping, etc.
Santa Clara	VAR170007	Caltrans	GL: SHOPP Collision	In Santa Clara County, on Routes 9, 17, 85, 87, 101, 152, 237, 280, 680, and 880 at various locations. Relocate or shield existing electrical controller cabinets, and install 28 new maintenance vehicle pullouts.	In Santa Clara County, on Routes 9, 17, 85, 87, 101, 152, 237, 280, 680, and 880 at various locations. Relocate or shield existing electrical controller cabinets, and install 28 new maintenance vehicle pullouts.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature.
Santa Clara	VAR170007	Caltrans	GL: SHOPP Collision	On various routes, in various cities, at various locations. Replace pedestrian push-buttons and signal heads with Accessible Pedestrian Signals (APS) and countdown timers and refresh crosswalk markings to enhance pedestrian safety.	On various routes, in various cities, at various locations. Replace pedestrian push-buttons and signal heads with Accessible Pedestrian Signals (APS) and countdown timers and refresh crosswalk markings to enhance pedestrian safety.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature.
Santa Clara	VAR170007	Caltrans	GL: SHOPP Collision	Near Gilroy, from Llagas Creek Bridge to the Merced County line. Construct maintenance vehicle pull-outs and vegetation control under existing guardrail to improve highway worker safety.	Near Gilroy, from Llagas Creek Bridge to the Merced County line. Construct maintenance vehicle pull-outs and vegetation control under existing guardrail to improve highway worker safety.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature.
Santa Clara	VAR170007	Caltrans	GL: SHOPP Collision	In and near San Jose, from Route 101 to Route 17/880 Separation. Pave extended gore areas and narrow strips to improve highway worker safety.	In and near San Jose, from Route 101 to Route 17/880 Separation. Pave extended gore areas and narrow strips to improve highway worker safety.	EXEMPT (40 CFR 93.126) - Shoulder improvements.
San Francisco	VAR170007	Caltrans	GL: SHOPP Collision	In the city and county of San Francisco, from Bayshore Boulevard Overcrossing (OC) to South Van Ness Avenue; also, on Route 280 from Monterey Boulevard onramp OC to King Street onramp (PM R2.8 to T7.2). Install vandalism-resistant security fence and gates to reduce maintenance repairs and enhance highway worker safety.	In the city and county of San Francisco, from Bayshore Boulevard Overcrossing (OC) to South Van Ness Avenue; also, on Route 280 from Monterey Boulevard onramp OC to King Street onramp (PM R2.8 to T7.2). Install vandalism-resistant security fence and gates to reduce maintenance repairs and enhance highway worker safety.	EXEMPT (40 CFR 93.126) - Fencing.
San Mateo	VAR170007	Caltrans	GL: SHOPP Collision	In and near various cities, on Routes 1, 35, 82, 84, 92, 101, 109, 114, 280, and 380 at various locations. Enhance pedestrian safety by upgrading signals with Accessible Pedestrian Signal (APS) audible indicators, pushbuttons, and countdown timers, and upgrading crosswalk markings.	In and near various cities, on Routes 1, 35, 82, 84, 92, 101, 109, 114, 280, and 380 at various locations. Enhance pedestrian safety by upgrading signals with Accessible Pedestrian Signal (APS) audible indicators, pushbuttons, and countdown timers, and upgrading crosswalk markings.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature.

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<b>County</b>	<b>TIP ID/FMS ID</b>	<b>Sponsor</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Project Expanded Description</b>	<b>Project Type</b>
Sonoma	VAR170007	Caltrans	GL: SHOPP Collision	In Sonoma County, on Routes 12 and 116 at various locations; also, in Marin County on Routes 1 and 131 at various locations; and in Napa County on Routes 29 and 121 at various locations. Install hybrid beacons, stop and yield lines, crosswalks and bulbouts, and upgrade curb ramps to enhance pedestrian safety.	In Sonoma County, on Routes 12 and 116 at various locations; also, in Marin County on Routes 1 and 131 at various locations; and in Napa County on Routes 29 and 121 at various locations. Install hybrid beacons, stop and yield lines, crosswalks and bulbouts, and upgrade curb ramps to enhance pedestrian safety.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature.
Marin	VAR170008	Caltrans	GL: SHOPP ER	Near Stinson Beach, at Lone Tree Creek. Remove and reconstruct fifty-four inch CSP culvert and repair sinkhole.	Near Stinson Beach, at Lone Tree Creek. Remove and reconstruct fifty-four inch CSP culvert and repair sinkhole.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation.
Various	VAR170008	Caltrans	GL: SHOPP ER	In Napa, Sonoma, and Lake Counties, at various locations. Repair fire damaged facilities.	In Napa, Sonoma, and Lake Counties, at various locations. Repair fire damaged facilities.	EXEMPT (40 CFR 93.126) - Emergency relief.
Sonoma	VAR170008	Caltrans	GL: SHOPP ER	In Sonoma County, on various routes at various locations. In Santa Rosa, on Route 101, from College Avenue to 0.3 mile south of Airport Boulevard (PM 20.7 to PM 26.0); also near Kellogg, on Route 128, from 0.1 west of Franz Valley Road to 0.7 mile east of Foss Hill Road (PM 21.8 to PM 24.7); also in Napa County, on Route 128 from Sonoma County line to Petrified Forest Road (PM 0.0 to PM 3.6); also near Kenwood, on Route 12, from Hoff Road to Madrone Road (PM 25.7 to PM 32.9); also near Sears Point, on Route 37, from 0.1 mile west of Reclamation Road to Sears Point Road (PM 21.8 to PM 24.7). Reconstruct guardrail, replace roadside elements, and repair roadway.	In Sonoma County, on various routes at various locations. In Santa Rosa, on Route 101, from College Avenue to 0.3 mile south of Airport Boulevard (PM 20.7 to PM 26.0); also near Kellogg, on Route 128, from 0.1 west of Franz Valley Road to 0.7 mile east of Foss Hill Road (PM 21.8 to PM 24.7); also in Napa County, on Route 128 from Sonoma County line to Petrified Forest Road (PM 0.0 to PM 3.6); also near Kenwood, on Route 12, from Hoff Road to Madrone Road (PM 25.7 to PM 32.9); also near Sears Point, on Route 37, from 0.1 mile west of Reclamation Road to Sears Point Road (PM 21.8 to PM 24.7). Reconstruct guardrail, replace roadside elements, and repair roadway.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation.
Santa Clara	VAR170008	Caltrans	GL: SHOPP ER	Near Gilroy, at Sargent Bridge and Overhead No. 39-0006L. Permanent restoration of roadway settlement and southern abutment wingwall movement.	Near Gilroy, at Sargent Bridge and Overhead No. 39-0006L. Permanent restoration of roadway settlement and southern abutment wingwall movement.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation.
Sonoma	VAR170008	Caltrans	GL: SHOPP ER	Near Jenner, from 0.3 to 0.4 mile north of Myers Grade Road. Permanent restoration of roadway slip-outs.	Near Jenner, from 0.3 to 0.4 mile north of Myers Grade Road. Permanent restoration of roadway slip-outs.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation.
San Mateo	VAR170008	Caltrans	GL: SHOPP ER	Near Half Moon Bay, at 1.1 miles north of Santa Cruz county line. Repair slope washout by constructing a soldier pile wall and upgrading the drainage system.	Near Half Moon Bay, at 1.1 miles north of Santa Cruz county line. Repair slope washout by constructing a soldier pile wall and upgrading the drainage system.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature.
San Mateo	VAR170008	Caltrans	GL: SHOPP ER	In San Bruno, from Jenevein Avenue to 0.1 mile south of San Bruno Avenue. Reconstruct failed concrete ditch and place Rock Slope Protection (RSP) at slope washouts as storm damage permanent restoration.	In San Bruno, from Jenevein Avenue to 0.1 mile south of San Bruno Avenue. Reconstruct failed concrete ditch and place Rock Slope Protection (RSP) at slope washouts as storm damage permanent restoration.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature.
Alameda	VAR170009	Caltrans	GL: SHOPP Mandates	In Oakland and Berkeley, from Hiller Drive to Claremont Avenue at various locations. Upgrade ADA facilities.	In Oakland and Berkeley, from Hiller Drive to Claremont Avenue at various locations. Upgrade ADA facilities.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature.

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County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
Alameda	VAR170009	Caltrans	GL: SHOPP Mandates	In Oakland, Union City, and Fremont, and on Route 80 in Berkeley (PM 4.7) at various locations; also in Santa Clara County in Milpitas at PM 8.9. Construct permanent Best Management Practices (BMPs) to achieve Statewide NPDES permit compliance units (CUs) for trash capture.	In Oakland, Union City, and Fremont, and on Route 80 in Berkeley (PM 4.7) at various locations; also in Santa Clara County in Milpitas at PM 8.9. Construct permanent Best Management Practices (BMPs) to achieve Statewide NPDES permit compliance units (CUs) for trash capture.	EXEMPT (40 CFR 93.126) - Plantings, landscaping, etc.
Alameda	VAR170009	Caltrans	GL: SHOPP Mandates	In Hayward, from A Street to Rose Street (PM 0.39 to 0.90); also, in Oakland, from 55th Avenue to 50th Avenue (PM 9.75 to 10.09). Upgrade curb ramps, driveways, and sidewalks to make compliant with ADA standards.	In Hayward, from A Street to Rose Street (PM 0.39 to 0.90); also, in Oakland, from 55th Avenue to 50th Avenue (PM 9.75 to 10.09). Upgrade curb ramps, driveways, and sidewalks to make compliant with ADA standards.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature.
Marin	VAR170009	Caltrans	GL: SHOPP Mandates	In San Rafael, at Manuel T Freitas Parkway. Upgrade curb ramps, sidewalk, and other facilities to make compliant with ADA standards.	In San Rafael, at Manuel T Freitas Parkway. Upgrade curb ramps, sidewalk, and other facilities to make compliant with ADA standards.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature.
Napa	VAR170009	Caltrans	GL: SHOPP Mandates	Near Calistoga, at 0.3 mile south of Bothe-Napa Valley State Park entrance at Ritchie Creek Bridge No. 21-0057. Replace bridge and provide financial contributions to improve fish passage barriers at the site and within the adjacent State Park for compliance unit credits towards Statewide NPDES permit mandate goals.	Near Calistoga, at 0.3 mile south of Bothe-Napa Valley State Park entrance at Ritchie Creek Bridge No. 21-0057. Replace bridge and provide financial contributions to improve fish passage barriers at the site and within the adjacent State Park for compliance unit credits towards Statewide NPDES permit mandate goals.	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes).
Napa	VAR170009	Caltrans	GL: SHOPP Mandates	In and near the cities of American Canyon and Napa, from Kimberly Drive to Salvador Avenue. Upgrade curb ramps and pedestrian push buttons, and install new sidewalk to make facilities compliant with ADA requirements.	In and near the cities of American Canyon and Napa, from Kimberly Drive to Salvador Avenue. Upgrade curb ramps and pedestrian push buttons, and install new sidewalk to make facilities compliant with ADA requirements.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature.
Santa Clara	VAR170009	Caltrans	GL: SHOPP Mandates	In Sunnyvale, Mountain View, Los Altos, and Palo Alto, from Knickerbocker Drive to San Mateo County line. Upgrade pedestrian facilities to make compliant with the ADA standards.	In Sunnyvale, Mountain View, Los Altos, and Palo Alto, from Knickerbocker Drive to San Mateo County line. Upgrade pedestrian facilities to make compliant with the ADA standards.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature.
Sonoma	VAR170009	Caltrans	GL: SHOPP Mandates	Near Guerneville, from Brookside Lane to River Road. Upgrade curb ramps and sidewalk, and install Accessible Pedestrian Signal (APS) pushbuttons to make facilities compliant with the ADA standards.	Near Guerneville, from Brookside Lane to River Road. Upgrade curb ramps and sidewalk, and install Accessible Pedestrian Signal (APS) pushbuttons to make facilities compliant with the ADA standards.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature.
Marin	VAR170009	Caltrans	GL: SHOPP Mandates	In and near Tiburon, at Blackfield Drive/Greenwood Cove Drive. Intersection improvements to make compliant with the ADA including removal of traffic islands, upgrading curb ramps and sidewalk, installing new (replacement) traffic signals, and installing Accessible Pedestrian Signal (APS) pushbuttons and countdown timers.	In and near Tiburon, at Blackfield Drive/Greenwood Cove Drive. Intersection improvements to make compliant with the ADA including removal of traffic islands, upgrading curb ramps and sidewalk, installing new (replacement) traffic signals, and installing Accessible Pedestrian Signal (APS) pushbuttons and countdown timers.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature.
Alameda	VAR170010	Caltrans	GL: SHOPP Bridge Preservation	In Fremont, at Alameda Creek Bridge No. 33-36. Replace bridge.	In Fremont, at Alameda Creek Bridge No. 33-36. Replace bridge.	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes).

**Item 3a - Attachment A**

County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
Alameda	VAR170010	Caltrans	GL: SHOPP Bridge Preservation	In Hayward, San Leandro, and Oakland, at Tennyson Road Overcrossing (OC) No. 33-0236 (PM 15.65), Washington Avenue OC No. 33-0166 (PM 20.82), and Damon Slough Southbound onramp No. 33-0142K (PM 26.53); also, on Route 77 in Oakland at San Leandro OC No. 33-0284 (PM 0.29). Upgrade bridge rails, replace joint seals.	In Hayward, San Leandro, and Oakland, at Tennyson Road Overcrossing (OC) No. 33-0236 (PM 15.65), Washington Avenue OC No. 33-0166 (PM 20.82), and Damon Slough Southbound onramp No. 33-0142K (PM 26.53); also, on Route 77 in Oakland at San Leandro OC No. 33-0284 (PM 0.29). Upgrade bridge rails, replace joint seals.	EXEMPT (40 CFR 93.126) - Guardrails, median barriers, crash cushions.
Contra Costa	VAR170010	Caltrans	GL: SHOPP Bridge Preservation	Near Martinez, at Grayson Creek Bridge No. 28-0066 R/L. Replace bridges by Financial Contribution Only (FCO) to Contra Costa Transportation Authority.	Near Martinez, at Grayson Creek Bridge No. 28-0066 R/L. Replace bridges by Financial Contribution Only (FCO) to Contra Costa Transportation Authority.	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes).
Contra Costa	VAR170010	Caltrans	GL: SHOPP Bridge Preservation	Near Martinez, at Grayson Creek Bridge No. 28-0066 R/L. Replace bridges by Financial Contribution Only to Contra Costa Transportation Authority.	Near Martinez, at Grayson Creek Bridge No. 28-0066 R/L. Replace bridges by Financial Contribution Only to Contra Costa Transportation Authority.	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes).
Contra Costa	VAR170010	Caltrans	GL: SHOPP Bridge Preservation	In Orinda, at St. Stephens Drive Overcrossing No. 28-0111. Seismic retrofit.	In Orinda, at St. Stephens Drive Overcrossing No. 28-0111. Seismic retrofit.	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes).
Marin	VAR170010	Caltrans	GL: SHOPP Bridge Preservation	Near Point Reyes Station, at Lagunitas Creek Bridge No. 27-0023. Replace bridge.	Near Point Reyes Station, at Lagunitas Creek Bridge No. 27-0023. Replace bridge.	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes).
Napa	VAR170010	Caltrans	GL: SHOPP Bridge Preservation	Near Rutherford, at Hopper Slough Bridge No. 20-0019. Replace bridge.	Near Rutherford, at Hopper Slough Bridge No. 20-0019. Replace bridge.	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes).
Napa	VAR170010	Caltrans	GL: SHOPP Bridge Preservation	In and near the cities of Napa and Yountville, at Craig Creek Bridge No. 21-0048 (PM 14.11), Dry Creek Bridge No. 21-0014 (PM 16.48), Perfume Creek Bridge No. 21-0051 (PM 17.81), and California Drive Undercrossing No. 21-0047 (PM 19.04). Upgrade bridge rails and widen shoulders to make standard.	In and near the cities of Napa and Yountville, at Craig Creek Bridge No. 21-0048 (PM 14.11), Dry Creek Bridge No. 21-0014 (PM 16.48), Perfume Creek Bridge No. 21-0051 (PM 17.81), and California Drive Undercrossing No. 21-0047 (PM 19.04). Upgrade bridge rails and widen shoulders to make standard.	EXEMPT (40 CFR 93.126) - Guardrails, median barriers, crash cushions.
Napa	VAR170010	Caltrans	GL: SHOPP Bridge Preservation	In St. Helena, at Sulphur Creek Bridge No. 21-0016 and York Creek Bridge No. 21-0017. Upgrade bridge rails. LONG LEAD	In St. Helena, at Sulphur Creek Bridge No. 21-0016 and York Creek Bridge No. 21-0017. Upgrade bridge rails. LONG LEAD	EXEMPT (40 CFR 93.126) - Guardrails, median barriers, crash cushions.
San Francisco	VAR170010	Caltrans	GL: SHOPP Bridge Preservation	In the city and county of San Francisco, at Alemany Circle Undercrossing (UC) No. 34-0064K, Alemany Circle UC No. 34-0063S, and Bayshore Boulevard UC No. 34-0047S; also, in San Mateo County in Pacifica, at Paloma Avenue Overcrossing No. 35-0187 (PM R44.21). Upgrade bridge rails.	In the city and county of San Francisco, at Alemany Circle Undercrossing (UC) No. 34-0064K, Alemany Circle UC No. 34-0063S, and Bayshore Boulevard UC No. 34-0047S; also, in San Mateo County in Pacifica, at Paloma Avenue Overcrossing No. 35-0187 (PM R44.21). Upgrade bridge rails.	EXEMPT (40 CFR 93.126) - Guardrails, median barriers, crash cushions.
San Francisco	VAR170010	Caltrans	GL: SHOPP Bridge Preservation	Near San Francisco, at Alemany Circle Undercrossing No. 34-0033. Rehabilitate bridge.	Near San Francisco, at Alemany Circle Undercrossing No. 34-0033. Rehabilitate bridge.	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes).
San Mateo	VAR170010	Caltrans	GL: SHOPP Bridge Preservation	Near Pescadero, at Pescadero Creek Bridge No. 35-0028. Upgrade bridge rails and repair approach slabs.	Near Pescadero, at Pescadero Creek Bridge No. 35-0028. Upgrade bridge rails and repair approach slabs.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation.
San Mateo	VAR170010	Caltrans	GL: SHOPP Bridge Preservation	In Redwood City, at Cordilleras Creek Bridge No. 35-0019. Replace bridge to restore structural integrity.	In Redwood City, at Cordilleras Creek Bridge No. 35-0019. Replace bridge to restore structural integrity.	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes).

**Item 3a - Attachment A**

County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
San Mateo	VAR170010	Caltrans	GL: SHOPP Bridge Preservation	In East Palo Alto, Redwood City, Belmont, Burlingame, Millbrae, South San Francisco, and Brisbane, from University Avenue Overcrossing to Sierra Point offramp Separation. Upgrade bridge rails at 8 structures.	In East Palo Alto, Redwood City, Belmont, Burlingame, Millbrae, South San Francisco, and Brisbane, from University Avenue Overcrossing to Sierra Point offramp Separation. Upgrade bridge rails at 8 structures.	EXEMPT (40 CFR 93.126) - Guardrails, median barriers, crash cushions.
San Mateo	VAR170010	Caltrans	GL: SHOPP Bridge Preservation	In Half Moon Bay, at the Pilarcitos Creek Bridge No. 35-0139L/R; also, on Route 84 at San Gregorio Creek Bridge No. 35-0166 (PM 7.55). Retrofit scour critical bridges to preserve the structural integrity of the bridges by reinforcing with Rock Slope Protection (RSP).	In Half Moon Bay, at the Pilarcitos Creek Bridge No. 35-0139L/R; also, on Route 84 at San Gregorio Creek Bridge No. 35-0166 (PM 7.55). Retrofit scour critical bridges to preserve the structural integrity of the bridges by reinforcing with Rock Slope Protection (RSP).	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature.
Solano	VAR170010	Caltrans	GL: SHOPP Bridge Preservation	Near Rio Vista, at the Cache Slough Ferry Crossing. Upgrade the existing fender systems, concrete ramps, and swing gate systems, modify the ferry boat deck surface, and install traffic counter and Vehicle Detection Systems (VDS).	Near Rio Vista, at the Cache Slough Ferry Crossing. Upgrade the existing fender systems, concrete ramps, and swing gate systems, modify the ferry boat deck surface, and install traffic counter and Vehicle Detection Systems (VDS).	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature.
Sonoma	VAR170010	Caltrans	GL: SHOPP Bridge Preservation	In and near Santa Rosa, at Todd Road Overcrossing (OC) No. 20-0172 (PM 16.54) and Baker Avenue OC No. 20-0173 (PM 19.00); also, in Marin County near Navato, at Miller Creek Road OC No. 27-0082 (PM 15.57). Upgrade bridge rails.	In and near Santa Rosa, at Todd Road Overcrossing (OC) No. 20-0172 (PM 16.54) and Baker Avenue OC No. 20-0173 (PM 19.00); also, in Marin County near Navato, at Miller Creek Road OC No. 27-0082 (PM 15.57). Upgrade bridge rails.	EXEMPT (40 CFR 93.126) - Guardrails, median barriers, crash cushions.
Alameda	VAR170010	Caltrans	GL: SHOPP Bridge Preservation	In Fremont, from 0.5 mile south to 0.5 mile north of Patterson Slough Bridge No. 33-0250 (PM 11.8). Bridge rehabilitation.	In Fremont, from 0.5 mile south to 0.5 mile north of Patterson Slough Bridge No. 33-0250 (PM 11.8). Bridge rehabilitation.	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes).
Santa Clara	VAR170010	Caltrans	GL: SHOPP Bridge Preservation	In various cities, on Routes 101 and 237 at various locations. Bridge rail upgrade at 8 locations.	In various cities, on Routes 101 and 237 at various locations. Bridge rail upgrade at 8 locations.	EXEMPT (40 CFR 93.126) - Guardrails, median barriers, crash cushions.
Solano	VAR170010	Caltrans	GL: SHOPP Bridge Preservation	Near Rio Vista, at Miner Slough Bridge No. 23-0035. Replace bridge.	Near Rio Vista, at Miner Slough Bridge No. 23-0035. Replace bridge.	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes).
Alameda	VAR130001	Caltrans	GL: SHOPP Roadside Preservation	In Oakland, from north of Redwood Road to north of La Salle Avenue; also, on Route 238 in San Leandro, from Hesperian Boulevard to Route 880 (PM 16.3/16.7); and in Solano County on Route 80 in Vallejo, at Redwood Parkway (PM 4.0 to PM 4.5). Highway planting and irrigation system rehabilitation.	In Oakland, from north of Redwood Road to north of La Salle Avenue; also, on Route 238 in San Leandro, from Hesperian Boulevard to Route 880 (PM 16.3/16.7); and in Solano County on Route 80 in Vallejo, at Redwood Parkway (PM 4.0 to PM 4.5). Highway planting and irrigation system rehabilitation.	EXEMPT (40 CFR 93.126) - Plantings, landscaping, etc.
Santa Clara	VAR130001	Caltrans	GL: SHOPP Roadside Preservation	In the cities of San Jose, Santa Clara, and Sunnyvale, from Route 85 to Route 237; also, on Route 85 (PM 0.0 to 1.1), and Route 237 (PM 2.2 to R4.9). Repair and modernized roadside irrigation facilities.	In the cities of San Jose, Santa Clara, and Sunnyvale, from Route 85 to Route 237; also, on Route 85 (PM 0.0 to 1.1), and Route 237 (PM 2.2 to R4.9). Repair and modernized roadside irrigation facilities.	EXEMPT (40 CFR 93.126) - Plantings, landscaping, etc.

**Air Quality Conformity Task Force  
Summary Meeting Notes  
February 22, 2018**

Participants:

Rodney Tavitas – Caltrans  
Lucas Sanchez – Caltrans  
Ginger Vagenas – EPA  
Dick Fahey – Caltrans  
Shalanda Christian – Caltrans  
Michael Brady – ICF

Chwen Siripocanont – Alameda CTC  
Andrea Gordon – BAAQMD  
Adam Noelting – MTC  
Adam Crenshaw – MTC  
Harold Brazil – MTC

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

**2. PM<sub>2.5</sub> Project Conformity Interagency Consultations**

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

**i. 7<sup>th</sup> Street Grade Separation East and West Projects**

Michael Brady (ICF) began the presentation 7<sup>th</sup> Street Grade Separation East and West projects by identifying the purpose and need:

- Alameda CTC proposes to design and construct the 7<sup>th</sup> Street Grade Separation projects to optimize the mobility of Port users through the 7<sup>th</sup> Street corridor by providing structural upgrades to meet current roadway and railway design standards.
- Projects will have independent utility and logical termini
  - The 7<sup>th</sup> Street Grade Separation East (7SGSE) will reconstruct an existing, deficient grade separation with one that meets current structural, roadway, and multi-use path standards.
  - The 7<sup>th</sup> Street Grade Separation West (7SGSW) will improve rail access to the Joint Intermodal Terminal, reduce traffic congestion in the vicinity of 7<sup>th</sup> Street and Maritime Street with road realignments and a grade separation, and improve a multi-use path (part of the Bay Trail) to meet current standards.

Mr. Brady listed the 7SGSE project characteristics:

- Replaces existing 4-lane grade separation under the Union Pacific Railroad (UP) railroad tracks at entrance to UP's intermodal yard
  - Existing structure is substandard structurally and has narrow lanes
- Project does not add through lanes
- Project does not modify existing channelization or signals at each end
- Includes separated multi-use path
  - Part of San Francisco Bay Trail
  - Replaces existing pedestrian path, brings up to current standards

Mr. Brady then went on to discuss 7SGSE's project-level conformity considerations by mentioning:

- The new 7SGSE Project replaces an existing grade separation with one that meets current standards for roadway, structure, and multi-use path
- No added lanes, matches existing road each end
- Existing left turn lane at Bay Street is realigned to match new alignment; no other intersection changes
- Old separation to be demolished or filled in after the new one opens
- Recommend that 7SGSE Project is fully exempt (40 CFR 93.126) as a Rail/Highway Crossing (exempt grade separation) Project

Ginger Vagenas (EPA) asked why the 7<sup>th</sup> Street Grade Separation project is split into an east and a west component and Mr. Brady responded by indicating the two parts of the project differ in funding scheduling and how the two separate parts of the project differ in function. Adam Crenshaw (MTC) added that the 7<sup>th</sup> Street Grade Separation project was originally listed as one project in the 2017 TIP, but an upcoming amendment will split the project into two parts. Rodney Tavitias (Caltrans) also asked if each part of the project is going through the NEPA process separately and Mr. Brady confirmed that there will be a separate NEPA action on each (east and west) project. Chwen Siripocanont (Alameda CTC) added that the program of independent projects included in the 7<sup>th</sup> Street Grade Separation and Port Arterial Improvements Project (GoPort) package represents a cost of \$515 M (for the entire program), but all the individual projects are still coordinated and work together.

Andrea Gordon (BAAQMD) asked if there will be any mitigation of construction emissions included with the 7<sup>th</sup> Street Grade Separation East and West projects and Mr. Brady responded by indicating that the project has been developed under standard protocols and the construction emissions will be looked at in a separate environmental analysis.

Mr. Brady listed the 7SGSW project characteristics:

- Adds new rail connection between JIT and Outer Harbor Intermodal railroad yards under new grade separation
- New grade separation and grade changes between existing Maritime Street (south) and realigned Maritime Street (north) connection
- New local traffic connections for properties affected by reconfiguration of local streets
- Reduces truck idling due to trains blocking grade crossing on Maritime Street just south of 7<sup>th</sup> Street

Mr. Brady discussed 7SGSW changes affect traffic in the project area by noting the following points:

- No added through lanes
  - 7<sup>th</sup> Street & Maritime Street 4 lanes now; will remain 4 lanes
- Existing Maritime St. north of 7<sup>th</sup> Street removed
  - Allows construction of new rail connection
  - Becomes local access to several properties
- Navy Road removed
- 7<sup>th</sup> Street alignment modified along with bridge

- Maritime Street (north) realigned to allow standard “T” intersection with 7<sup>th</sup> Street and continue as 7th Street toward Middle Harbor Road
- Channelization & new signal at new intersection

Mr. Brady provided a summary of the Level of Service (LOS) analyzed at the 7SGSW Intersection by stating:

- Five (5) intersections in & near the 7SGSW Project were analyzed in the overall GoPort traffic study
- “Baseline” conditions used rather than No Project due to effect of other work around the Port area that will be completed before these projects
- Analysis years 2022 (Opening) and 2040 (RTP Horizon) for the five (5) intersections in/near the projects, worst of 2 peak periods (AM, mid-day, PM):
  - None at LOS A, B, or C in baseline conditions
  - Three (3) at LOS D at baseline and remain the same
  - One (1) at LOS E at baseline and improves to LOS C
  - One (1) new intersection will operate at LOS B
  - None decline to LOS D or worse from baseline

Mr. Brady also discussed the commercial vehicle activity in the 7SGSW project area by stating:

- All 7SGSW Project intersections have high truck %
  - All intersections are located within the Port
  - Includes both Port access and intra-Port traffic
- Some intersections exceed 10,000 truck AADT
  - Several in opening year
  - Most in horizon year
- However, total AADT at all intersections is well below 125,000 in both opening and horizon years
- No through lanes added
- The 7SGSW and 7SGSE Projects would support modal shift to bicycle, pedestrian, and freight rail modes

Dick Fahey (Caltrans) asked for an explanation for the truck ADTs going down between the Build and Baseline scenarios in 7SGSW and Mr. Brady stated that the traffic is being sent to the new intersections (which are not in the Baseline scenario). Ms. Vagenas asked about the growth in commercial vehicle activity in the project area and Mr. Brady responded by stating that the Port of Oakland has underutilized capacity and plans to grow by 60% by increasing rail access – as opposed increasing commercial vehicle access to accommodate this economic growth. Ms. Vagenas acknowledged the economic growth at the Port of Oakland and felt that the 7<sup>th</sup> Street Grade Separation East and West projects will be a net air quality benefit. Mr. Fahey agreed with Ms. Vagenas and said the project will facilitate freight movement and will reduce diesel truck idling.

**Final Determination:** With input from FHWA, EPA, Caltrans and FTA, the Task Force concluded that the 7<sup>th</sup> Street Grade Separation East and West project was not of air quality concern.



**b. Confirm Projects Are Exempt from PM<sub>2.5</sub> Conformity**

**i. Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern**

Harold Brazil (MTC) heard the following comments from the Task Force on the **2b\_Exempt List 020918.pdf** list of projects.

Rodney Tavitias (Caltrans) commented on the Southern Heights Bridge Replacement-27C0148 (**TIP ID # MRN170025**) being a one lane bridge replacement and asked for follow-up before making a determination. After this meeting, MTC staff communicated with the City of San Rafael (the project sponsor for the Southern Heights Bridge Replacement project) and confirmed that the project was exempt.

Ginger Vagenas (EPA) asked about the consistency of wording used in the AC Transit: Purchase (59) 40ft Diesel Buses project (**TIP ID # ALA170082**) and indicated that EPA would do some internal follow-up to clarify the wording used.

**Final Determination:** With input from FTA, EPA, Caltrans and FHWA, the Task Force agreed the projects on the exempt list (**2b\_Exempt List 020918.pdf**), except for the AC Transit: Purchase (59) 40ft Diesel Buses project (ALA170082), were exempt from PM<sub>2.5</sub> 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 2017 TIP

Adam Crenshaw (MTC) stated that MTC staff had received requests from sponsors to add six new individually listed projects and six new grouped listed projects to the 2017 TIP. The Task Force members had no comments on this agenda item and concurred with Mr. Crenshaw's recommendations.

**4. Release of Draft Transportation Conformity Analysis for the Amended Plan Bay Area 2040 and the Amended 2017 Transportation Improvement Program – (Update)**

Adam Noelting (MTC) updated the Task Force on the comments received on the Draft Transportation Conformity Analysis for the Amended Plan Bay Area 2040 and the Amended 2017 Transportation Improvement Program. Mr. Noelting mentioned comments received from the Sierra Club which asked about GHG emission impacts generated from the amended U.S. Highway 101 Managed Lanes (in San Mateo County) project and how these impacts differed from the separate project analysis done.

**5. Consent Calendar**

**b. January 25, 2018 Air Quality Conformity Task Force Meeting Summary**

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