



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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

## Air Quality Conformity Task Force Meeting

Metropolitan Transportation Commission

Join Zoom Meeting @  
<https://bayareametro.zoom.us/j/94597099460>

**Meeting ID: 945 9709 9460**

(Additional Zoom Meeting Call-In Info on Next Page)

**June 25, 2020**  
**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. ~~Interstate 80/Ashby Avenue Interchange Improvement Project~~
    - ii. I-880 Interchange Improvements (Winton Avenue/A Street) Project
  - 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
3. Projects with Regional Air Quality Conformity Concerns
  - a. Review of the Regional Conformity Status for New and Revised Projects  
[3\\_Regional\\_AQ\\_Conformity\\_Review\\_062520.pdf](#)  
[3a\\_Attachment-A\\_List\\_of\\_Proposed\\_New\\_Projects\\_062520.pdf](#)
4. Plan Bay Area 2050 Development Discussion (Information)
5. Consent Calendar
  - a. May 28, 2020 Air Quality Conformity Task Force Meeting Summary
6. Other Items

Next Meeting: July 23, 2020

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

Harold Brazil is inviting you to a scheduled Zoom meeting.

Join Zoom Meeting

<https://bayareametro.zoom.us/j/94597099460>

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213.19.144.110 (EMEA)

103.122.166.55 (Australia)

64.211.144.160 (Brazil)

69.174.57.160 (Canada)

207.226.132.110 (Japan)

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## *Memorandum*

TO: Air Quality Conformity Task Force

DATE: June 23, 2020

FR: Harold Brazil

W. I.

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

Two project sponsors are seeking interagency consultation from the Air Quality Conformity Task Force (AQCTF) at today's meeting and the projects are as follows:

No.	Project Sponsor	Project Title
<del>1</del>	<del>Alameda County Transportation Commission</del>	<del>Interstate 80/Ashby Avenue Interchange Improvement Project</del>
2	Alameda County Transportation Commission	I-880 Interchange Improvements (Winton Avenue/A Street) Project

~~**2ai Interstate 80 Ashby Ave Interchg Improve Project Assess Form.pdf** (for the Interstate 80/Ashby Avenue Interchange Improvement project)~~

**2aii I-880 Interchg Improve (Winton Ave-A St) Project Assess Form.pdf** (for the I-880 Interchange Improvements (Winton Avenue/A Street) project)

MTC also requests the review and concurrence from the Task Force on projects that project sponsors have identified as exempt and likely not to be a POAQC. **2b Exempt List 06112020.pdf** lists exempt projects under 40 CFR 93.126

**Application of Criteria for a Project of Air Quality Concern**  
**Project Title: I-880 Interchange Improvements (Winton Avenue/A Street)**  
**Project Summary for Air Quality Conformity Task Force Meeting: June 25, 2020**

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**Description**

- Project improve the existing Winton Avenue and A Street freeway interchanges on I-880.
- The improvements include the addition of I-880 auxiliary lanes between the I-880/A Street and I-880/Winton Avenue interchanges.
- The project would relieve congestion, improve operations, reduce weaving and local street back-up and enhance safety.
- The project also involves modifying signals and reconfiguring intersections to improve truck-turning maneuvers.
- The alternatives being evaluated are “Build Alternative 1”, “Build Alternative 2”, and the “No-Build Alternative”. The differences between the Build Alternatives are related to the proposed I-880/A Street Interchange configuration.
- Both Build Alternatives include I-880 auxiliary lanes between the I-880/A Street and I-880/Winton Avenue interchanges.

**Background**

- NEPA process for Initial Study/Environmental Assessment (IS/EA) currently being prepared
- Public review for IS/EA anticipated to occur January 2021
- Seeking air quality conformity determination on or before June 25, 2020

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

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

- Not a new or expanded highway project
- No capacity improvements
- LOS and delay would improve
- No change in traffic volume or truck percentages on I-880

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

- The project would improve operations and multimodal access and would reduce congestion and delay at the two interchanges within the project alignment.
- The project would not result in substantial redistribution of traffic or changes in the percentage of truck trips through the site.
- No project changes to land use that would affect diesel traffic percentage.

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

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

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

- The project is consistent with MTC RTP (IDs 04-ALA-880; 17-01-0041; and 17-01-0024) and is intended to meet the transportation needs in the area based on local land use plans.
- No change in traffic volume or truck percentages on I-880.
- The purpose of the project is to provide operational and multimodal improvements.
- The project does not include capacity improvements and therefore would not increase diesel truck volumes or AADT.



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

**RTIP ID#** 04-ALA-880; 17-01-0041 (Winton); 17-01-0024 (A Street)

**TIP ID#** ALA090021 (auxiliary lanes); ALA170004 (Winton); ALA170046 (A Street)

**Air Quality Conformity Task Force Consideration Date**

*April 23, 2020*

**Project Description** *(clearly describe project)*

*The California Department of Transportation (Caltrans) in conjunction with the Alameda County Transportation Commission (ACTC) and the City of Hayward proposes to improve two existing freeway interchanges on I-880 (refer to Attachment A, Location Map). The project purpose includes: relieving congestion, improving operations, reducing weaving and local street back-up and enhancing safety. It will also involve modifying signals and reconfiguring intersections to improve truck-turning maneuvers.*

*The alternatives being evaluated are "Build Alternative 1", "Build Alternative 2", and the "No-Build Alternative". The differences between the Build Alternatives are related to the proposed I-880/A Street Interchange configuration. Both Build Alternatives propose the same I-880/Winton Avenue Interchange improvements and I-880 auxiliary lanes between the I-880/A Street and I-880/Winton Avenue interchanges.*

**Build Alternatives:**

**COMMON TO BOTH BUILD ALTERNATIVES**

*Winton Avenue: Both Build Alternatives would convert the existing I-880/Winton Avenue Interchange from a clover leaf to a partial clover leaf configuration. Improvements to the I 880/Winton Avenue Interchange would include the addition of bicycle and pedestrian facilities*

*Mainline Improvements Mainline improvements would include the reconstruction and restriping of the existing outside shoulder of I-880 along the I-880 mainline between the I-880/A Street and I 880/Winton Avenue interchanges to provide one auxiliary lane in each direction. The new auxiliary lanes would be approximately 1,500 feet long, would not require ROW acquisitions to construct and do not extend beyond the two interchanges.*

**BUILD ALTERNATIVES - A STREET IMPROVEMENTS**

*Build Alternative 1  
Double Roundabout: Converts intersection control from traffic signals to two-lane double roundabouts at the I-880 ramp intersections and converts the outside bays of the existing undercrossing structure into a combined bicycle and pedestrian facility.*

*Build Alternative 2  
Six Lane Configuration: Includes minor changes to the interchange ramps but includes intersection control at the existing I-880/A Street Interchange on- and off-ramps, widening A Street to include additional turn lanes, and would improve pedestrian and bicycle access within proximity of the interchange.*

**Type of Project:**

*Reconfigure existing interchange, change to existing State highway*

**County**  
*Alameda*

**Narrative Location/ Route & Postmiles**

*The project is located in Alameda County at the I-880/Winton Avenue/ A Street interchange in the City of Hayward.*

		<b>Caltrans 04-ALA-880-PM 17.2/18.6</b> <b>EA 04-0Q290</b> <b>Project ID: 0418000068</b>		
<b>Lead Agency:</b> Alameda County Transportation Commission (Alameda CTC)				
<b>Contact Person</b> Scott Shepard	<b>Phone #</b> 510.208.7411	<b>Fax #</b>	<b>Email</b> sshepard@alamedactc.org	
<b>Federal Action for which Project-Level PM Conformity is Needed</b> (check appropriate box)				
<b>Categorical Exclusion (NEPA)</b>	<b>X</b>	<b>EA or Draft EIS</b>	<b>X</b>	<b>FONSI or Final EIS</b>
			<b>X</b>	<b>PS&amp;E or Construction</b>
				<b>Other</b>
<b>Schedules Date of Federal Action: September 2021</b>				
<b>NEPA Delegation – Project Type</b> (check appropriate box)				
	<b>Exempt</b>	<b>Section 326 – Categorical Exclusion</b>	<b>X</b>	<b>Section 327 – Non-Categorical Exclusion</b>
<b>Current Programming Dates</b> (as appropriate)				
	<b>PE/ Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	Fall 2019	Summer 2022	Summer 2022	Summer 2025
<b>End</b>	Summer 2021	Late 2024	Late 2024	Fall 2027
<b>Project Purpose and Need (Summary):</b> (please be brief)				
<b>Need</b>				
<p>The I-880/A Street Interchange lacks signal optimization at exiting ramp intersections and the I-880/Winton Avenue Interchange does not feature any traffic signals. Both interchanges also lack optimized intersection configurations to accommodate safe multimodal access and truck turning maneuvers. The two interchanges are located approximately 1,500 feet apart and deficiencies at the I-880/A Street and I-880/Winton Avenue interchanges also affect mainline movement due to back up at on- and off-ramps.</p> <p>The I-880 interchange at Winton Avenue and A Street currently have inadequate multimodal facilities and operates at over capacity with congestion and long queues.</p>				
<b>Purpose</b>				
<p>The purpose of the Project is to:</p> <ul style="list-style-type: none"> <li>• Improve merge/weave operations along segment of I-880 between the I-880/A Street and I-880/Winton Avenue interchanges Improve traffic operations, safety and accessibility to retail and commercial land uses at Winton Avenue</li> <li>• Improve traffic operations and safety at the I-880/A Street interchange</li> <li>• Prioritize multimodal transportation infrastructure at the I-880/A Street and I 880/Winton Avenue interchanges, including Complete Streets features such as bike lanes and pedestrian friendly design to enhance mobility and safety.</li> </ul>				

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

Within the area, I-880 serves activity areas in the cities of Hayward and San Lorenzo. The proposed project is surrounded by high-density and single-family residential, and commercial land uses. Diesel heavy truck traffic accounts for approximately 7 percent of the total traffic volumes along I-880 within the project limits.

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

Table 1 (Winton Avenue Near Term (2025) Level of Service (LOS) summarizes the near term (2025) LOS within the project area under No Build and Build conditions. As shown in Table 1, LOS would improve or remain unchanged.

**Table 1: Winton Avenue Near Term (2025) Level of Service**

Intersection	Control	Peak Hour	Near Term (2025) No Build		Near Term (2025) Build	
			Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>
Hesperian Boulevard/Winton Avenue	Signal	AM	113.6	F	113.6	F
		PM	71.8	E	71.8	E
Winton Avenue/Southland Place – Stonewall Avenue	Signal	AM	23.2	C	23.9	C
		PM	43.7	D	44.0	D
Winton Avenue/Southland Drive	Signal	AM	24.4	C	18.6	B
		PM	53.1	D	27.6	C
Winton Avenue/I-880 SB Off-Ramp <sup>3</sup>	Uncontrolled/Signal	AM	N/A		37.3	D
		PM	N/A		27.5	C
Winton Avenue/I-880 NB Off-Ramp <sup>3</sup>	Uncontrolled/Signal	AM	N/A		15.6	B
		PM	N/A		21.7	C
Winton Avenue/Santa Clara Street	Signal	AM	122.8	F	122.9	F
		PM	46.0	D	46.0	D

Traffic data provided by TJKM, November 2019

<sup>1</sup> Delay – Whole intersection weighted average control delay expressed in seconds per vehicle for signalized and all-way stop controlled intersections. Total control delay for the worst movement is presented for side-street stop controlled intersections.

<sup>2</sup> LOS – Level of Service

<sup>3</sup> The Winton Avenue/ I-880 interchange is bordered by the Winton Avenue/ Southland Drive and Winton Avenue/Santa Clara Street intersections which were evaluated as the ramp intersections for the Existing Conditions Report prepared by TJKM, November 2019.

As shown in Table 2, LOS would remain unchanged or improve at A Street for the no build and two alternatives. For instance, A Street/I-880 SB and NB ramps would improve from a LOS F to LOS B or A for the Double Roundabout (Alternative 1) and LOS C for the Six Lane Configuration (Alternative 2). The delay would improve from the near term no build delay of 203 seconds for SB ramp in the AM to 11.5 seconds under Alternative 1 and 24.3 seconds under Alternative 2. In the PM, the delay would improve from 137 seconds to 14.8 seconds for Alternative 1 and 27.3 seconds under Alternative 2.

**Table 2: A Street Avenue Near Term (2025) No Build and Build LOS**

Intersection	Control	Peak Hour	Near Term (2025) No Build		Near Term (2025) Double Roundabout (Alternative 1)		Near Term (2025) Six Lane Configuration (Alternative 2)	
			Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>
Hesperian Boulevard/A Street	Signal	AM	33.9	C	N/A		33.9	C
		PM	42.0	D			42.0	D
A Street/Royal Avenue	Signal	AM	25.5	C			25.5	C
		PM	19.2	B			19.2	B
A Street/Victory Drive	Signal	AM	8.4	A			8.4	A
		PM	9.7	A			9.7	A
A Street/Garden Avenue	Two-Way Stop	AM	10.7	B			10.2	B
		PM	11.4	B			10.6	B
A Street/S Garden Avenue	Two-Way Stop	AM	12.4	B			12.4	B
		PM	10.5	B			10.5	B
A Street/1-880 SB Ramps	Signal/Roundabout*	AM	203.1	F	11.5	B	24.3	C
		PM	137.0	F	14.8	B	27.3	C
A Street/1-880 NB Ramps	Signal/Roundabout*	AM	102.4	F	7.0	A	25.4	C
		PM	127.5	F	7.2	A	26.6	C
A Street/Arbor Avenue	One-Way Stop	AM	13.0	B	N/A		N/A	N/A
		PM	11.4	B			N/A	N/A
A Street/Happyland Driveway	Two-Way Stop	AM	16.6	C			18.3	C
		PM	19.4	C			14.3	B
A Street/Fuller Avenue	One-Way Stop	AM	10.4	B			10.2	B
		PM	10.0	B			9.3	A
A Street/Santa Clara Street- Hathaway Avenue	Signal	AM	39.4	D			39.8	D
		PM	48.5	D			48.3	D

Traffic data provided by TJKM, November 2019

<sup>1</sup> Delay – Whole intersection weighted average control delay expressed in seconds per vehicle for signalized and all-way stop controlled intersections. Total control delay for the worst movement is presented for side-street stop controlled intersections.

<sup>2</sup> LOS – Level of Service

Trucks account for seven percent of the total daily traffic volumes throughout the study area.

*The Project includes operational and multi-modal improvement, and not capacity improvements. Therefore, the No Build and Build Average Daily Traffic (ADT) and LOS are the same.*

*Table 3, Opening Year (2025) below highlights three segments (Winton Avenue, A Street and Mainline between interchanges) in either the northbound/eastbound or southbound/westbound direction based on orientation of the roadway. On I-880 in either direction, trucks are approximately 7 percent of total Annual Average Daily Traffic (AADT) or 10,498 trucks in the northbound direction and 10,617 trucks in the southbound direction. Winton Avenue eastbound would have approximately 9.2 percent of trucks in 2025 or approximately 1,973 trucks while westbound would have approximately 901 trucks or 4.2 percent of total AADT for the segment. A Street in both directions would have approximately 3 percent of AADT as trucks or approximately 576 trucks in the eastbound and 526 trucks westbound direction. The project does not include capacity improvements and therefore would not increase diesel truck volumes or AADT. The purpose of the project is to provide operational and multimodal improvements. Therefore, traffic volumes would not change between the no build and build scenarios.*

**Table 3: Opening Year (2025) AADT**

Segment	Total AADT <sup>1</sup>	Truck AADT	Truck
<b>Northbound/ Eastbound</b>			
I-880 Mainline	149,976	10,498	7.0%
Winton Avenue	21,450	1,973	9.2%
A Street	19,201	576	3.0%
<b>Southbound/ Westbound</b>			
I-880 Mainline	151,674	10,617	7.0%
Winton Avenue	21,446	901	4.2%
A Street	17,542	526	3.0%

<sup>1</sup>Traffic data provided by TJKM, February 2020

**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**

*Table 4: Winton Avenue Future (2045) Level of Service, and Table 5: A Street Future (2045) No Build and Build Level of Service, summarize the future (2045) LOS within the project area under No Build and Build conditions (including Winton Avenue and the two alternatives for A Street). As shown in Table 4, LOS would worsen in the PM for Winton Avenue/Santa Clara Street and improve in the PM for Winton Avenue/Southland Drive. The delay at the Santa Clara Street intersection would increase from 69.6 seconds to 87 seconds. For Southland Drive, the delay would improve from 73.2 seconds to 51.8 seconds in alternative 1, 39.2 seconds for alternative 2 and 61.3 seconds for alternative 3.*

**Table 4: Winton Avenue Future (2045) Level of Service**

Intersection	Control	Peak Hour	Future (2045) No Build		Future (2045) Build	
			Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>
Hesperian Boulevard/ Winton Avenue	Signal	AM	<b>166.5</b>	<b>F</b>	<b>127.7</b>	<b>F</b>
		PM	<b>99.0</b>	<b>F</b>	<b>88.7</b>	<b>F</b>
Winton Avenue/Southland Place – Stonewall Avenue	Signal	AM	25.8	C	22.9	C
		PM	50.8	D	47.3	D
Winton Avenue/Southland Drive	Signal	AM	25.3	C	15.2	B
		PM	<b>73.2</b>	<b>E</b>	<b>61.3</b>	<b>E</b>
Winton Avenue/I-880 SB Off-Ramp <sup>3</sup>	Uncontrolled/ Signal	AM	N/A		44.7	D
		PM	N/A		49.7	D
Winton Avenue/I-880 NB Off-Ramp <sup>3</sup>	Uncontrolled/ Signal	AM	N/A		21.6	C
		PM	N/A		34.6	C
Winton Avenue/Santa Clara Street	Signal	AM	<b>135.2</b>	<b>F</b>	<b>124.3</b>	<b>F</b>
		PM	<b>69.6</b>	<b>E</b>	<b>87.0</b>	<b>F</b>

Traffic data provided by TJKM, November 2019

<sup>1</sup> Delay – Whole intersection weighted average control delay expressed in seconds per vehicle for signalized and all-way stop controlled intersections. Total control delay for the worst movement is presented for side-street stop-controlled intersections.

<sup>2</sup> LOS – Level of Service

<sup>3</sup> The Winton Avenue/ I-880 interchange is bordered by the Winton Avenue/ Southland Drive and Winton Avenue/Santa Clara Street intersections which were evaluated as the ramp intersections for the Existing Conditions Report prepared by TJKM, November 2019.

As shown in Table 5, LOS for the Future No Build in 2045 exceeds LOS D in multiple intersections at A Street. Alternative 1 would improve LOS significantly from LOS F at A Street/I-880 ramps. Alternative 2 would improve delay at Hesperian Boulevard/A Street. A Street/Santa Clara Street- Hathaway Avenue would maintain the same LOS but have a slight increase in delay in the AM and a slight decrease in the PM.

**Table 5: A Street Future (2045) No Build and Build LOS**

Intersection	Control	Peak Hour	Future (2045) No Build		Future (2045) Double Roundabout (Alternative 1)		Future (2045) Six Lane Configuration (Alternative 2)	
			Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>
Hesperian Boulevard/A Street	Signal	AM	36.0	D	N/A		37.6	D
		PM	71.9	E			66.3	E
A Street/ Royal Avenue	Signal	AM	35.0	C			33.5	C
		PM	22.8	C			24.4	C
A Street/Victory Drive	Signal	AM	8.7	A			9.0	A
		PM	0.4	B			8.8	A
A Street/Garden Avenue	Two-Way Stop	AM	10.7	B			10.9	B
		PM	11.4	B			10.8	B
A Street/S Garden Avenue	Two-Way Stop	AM	11.9	B			13.3	B
		PM	11.4	B			11.8	B
A Street/I-880 SB Ramps	Signal/ Roundabout*	AM	285.3	F	48.9	E	52.6	D
		PM	190.4	F	69.4	F	44.6	D
A Street/I-880 NB Ramps	Signal/ Roundabout*	AM	154.3	F	11.4	B	29.5	C
		PM	191.8	F	10.2	B	70.4	E
A Street/Arbor Avenue	One-Way Stop	AM	15.3	C	N/A		N/A	N/A
		PM	12.1	B			N/A	N/A
A Street/Happyland Driveway	Two-Way Stop	AM	18.1	C			18.5	C
		PM	36.8	E			16.6	C
A Street/Fuller Avenue	One-Way Stop	AM	9.2	A			9.0	A
		PM	11.1	B			9.6	A
A Street/Santa Clara Street- Hathaway Avenue	Signal	AM	57.3	E			62.8	E
		PM	67.4	E			65.1	E

Traffic data provided by TJKM, November 2019

<sup>1</sup> Delay – Whole intersection weighted average control delay expressed in seconds per vehicle for signalized and all-way stop controlled intersections. Total control delay for the worst movement is presented for side-street stop-controlled intersections.

<sup>2</sup> LOS – Level of Service

Table 6, Future (2045) AADT below highlights three segments (Winton Avenue, A Street and Mainline between interchanges) in either the northbound/eastbound or southbound/westbound direction based on orientation of the roadway. On I-880 in either direction, trucks are approximately 7 percent of total AADT or 11,117 trucks in the northbound direction and 12,005 trucks in the southbound direction. Winton Avenue eastbound would have approximately 9.2 percent of trucks in 2045 or approximately 1,973 trucks while westbound is approximately 1,185 trucks or 4.2 percent of total AADT for the segment. A Street in both directions would have approximately 3 percent of AADT as trucks or approximately 638 trucks in the eastbound and 691 trucks westbound direction. The project does not include capacity improvements and therefore would not increase diesel truck volumes or AADT. The purpose of the project is to provide operational and multimodal improvements. Therefore, traffic volumes would not change between the no build and build scenarios.

**Table 6: Future (2045) AADT**

Segment	Total AADT <sup>1</sup>	Truck AADT	Truck
<b>Northbound/ Eastbound</b>			
I-880 Mainline	158,821	11,117	7.0%
Winton Avenue	21,450	1,973	9.2%
A Street	21,274	638	3.0%
<b>Southbound/ Westbound</b>			
I-880 Mainline	171,506	12,005	7.0%
Winton Avenue	28,204	1,185	4.2%
A Street	23,041	691	3.0%

<sup>1</sup> Traffic data provided by TJKM, February 2020

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

*The project would improve operations, relieve congestion, enhance safety, and provide needed capacity for all modes of transportation within the interchange area. It will also involve modifying signals and reconfiguring intersections to improve truck-turning maneuvers. The project does not include capacity improvements. Therefore, the No Build and Build ADT are the same.*

*See tables above for AADT, percent and number of trucks for No Build, Opening Year, and Future.*

**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**

*See tables above for AADT, percent and number of trucks for No Build, Opening Year, and Future.*

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

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

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

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

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

*The project is located within an urbanized area of the City of Hayward and its construction would not result in substantial traffic redistribution. The project is proposed to improve two interchanges that currently have inadequate multimodal facilities and operate at over capacity with congestion and long queues. The project would improve safety and level of service operation in the immediate project area. While the proposed addition of an auxiliary lane on I-880 and interchange improvements would improve traffic operations, the overall capacity of I-880 would not substantially change because the segments north and south of the project would remain unchanged. The project would not create any new connections to other roadways or areas, and the project would not open any new areas to development. Similarly, the overall capacity of Winton Avenue and A*

*Street would not substantially change because the project would not add any new through lanes to those roadways.*

*As described above under Opening Year, by 2025, if no roadway improvements are made, the operation of the Winton Avenue/I-880 interchange is projected to operate at LOS C and LOS F during the AM peak hour, and at LOS D during the PM peak hour (see Table 1 above). The A Street/I-880 SB Ramps and NB Ramps have LOS F for both AM and PM peak hours (see Table 2 above). The delay ranges from 102.4 seconds in the AM on the NB ramp to 203.1 seconds for the AM peak hour on the SB ramp. With the proposed interchange improvement to A Street/I-880 ramps, the LOS would improve to LOS A, LOS B or LOS C depending on the alternative selected. For Winton Avenue/I-880 delay would improve, but LOS would range from B-F.*

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

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

1. The project is not a new or expanded highway project that would have a significant number of or increase in the number of diesel vehicles (40 CFR Section 93.123 (b)(1)(i)).  
*The traffic report for this project shows that the percentage of trucks will remain the same with and without the project and the AADT will remain the same with and without the project. The project does not include capacity improvements, therefore AADT is assumed to remain unchanged. As discussed above, LOS and delay would improve to varying degrees for the two interchanges, depending on the alternative selected.*
2. The project is not likely to affect any intersections (40 CFR Section 93.123 (b)(1)(ii)).  
*As described above under "Describe potential traffic redistribution effects of congestion relief," the project would improve operations and multimodal access, and would reduce congestion and delay at the two interchanges within the project alignment. However, the project would not result in substantial redistribution of traffic or changes in the percentage of truck trips through the site.*
3. The project does not include the construction of a new bus or rail terminal with a significant number of diesel vehicles congregating at a single location (40 CFR Section 93.123 (b)(1)(iii)).  
*Not applicable - No bus or rail terminals are affected by the project.*
4. The project does not expand an existing bus or rail terminal with significant increases in the number of diesel vehicles congregating at a single location (40 CFR Section 93.123 (b)(1)(iv)).  
*Not applicable - No bus or rail terminals are affected by the project.*
5. The project is not in or affecting locations, areas or categories of sites that are identified in the PM<sub>2.5</sub> applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation (40 CFR Section 93.123 (b)(1)(v)).

*The proposed project is consistent with MTC RTP (IDs 04-ALA-880; 17-01-0041; and 17-01-0024) and is intended to meet the transportation needs in the area based on local land use plans. EPA's March 2006 guidance document, Transportation Guidance for Qualitative Hot-spot Analysis in PM<sub>2.5</sub> and PM<sub>10</sub> Nonattainment and Maintenance Areas, references two-step criteria to identify "a significant volume of diesel truck traffic." The first criterion is facilities with greater than 125,000 ADT volumes. If the first criterion is met, the second criterion is that 8 percent or more of said traffic volumes (i.e., 10,000 vehicles or more) are diesel truck traffic volumes. As*

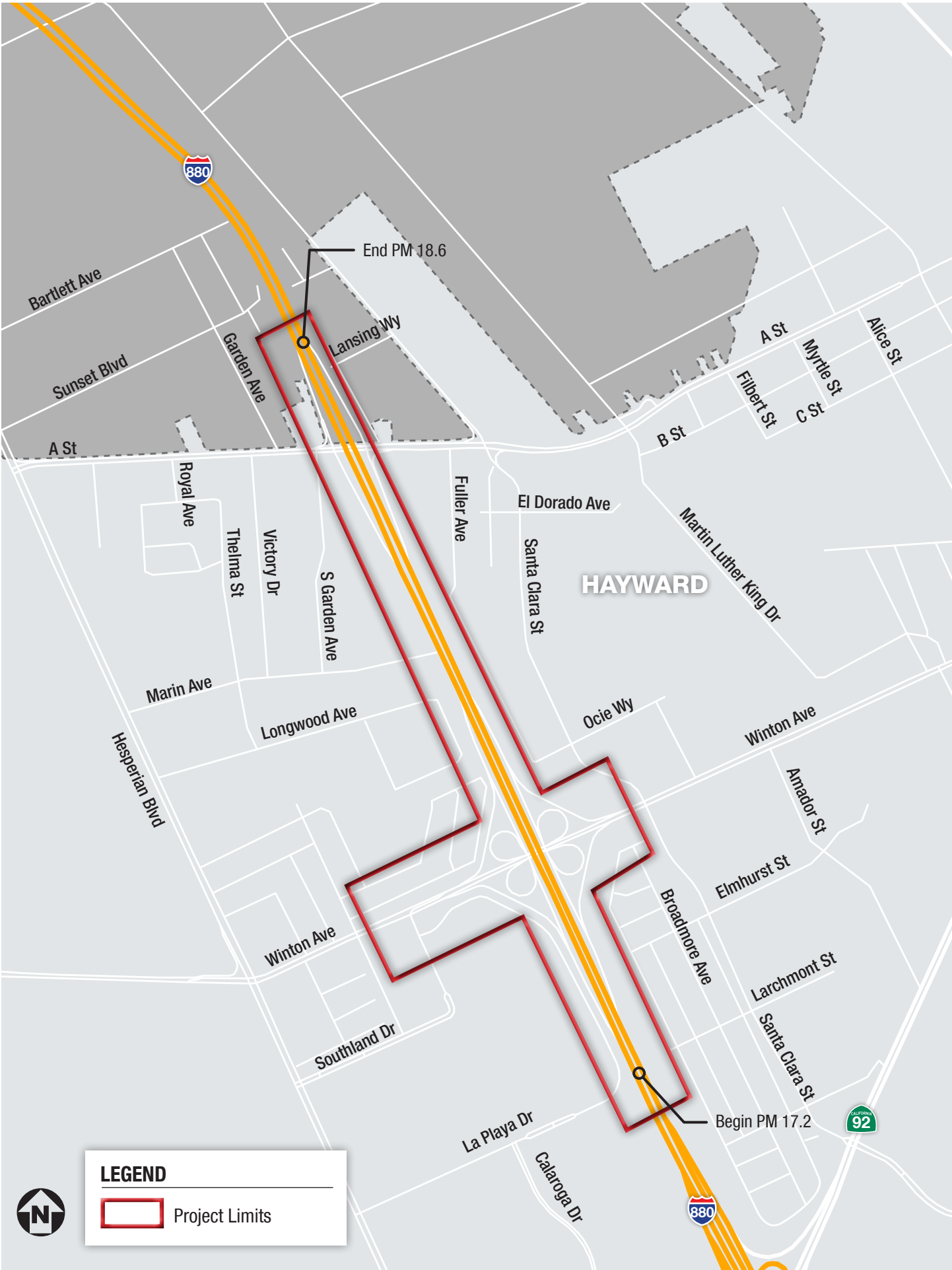


*discussed above, although truck volumes exceed 10,000 AADT on the freeway mainline, diesel truck volumes represent approximately 7 percent of the total vehicles on I-880. The purpose of the project is to provide operational and multimodal improvements. The project does not include capacity improvements and therefore would not increase diesel truck volumes or AADT.*

Based on the evaluation above, the project should not be considered a POAQC and does not require a quantitative hot-spot analysis to demonstrate that it will not cause or worsen an existing PM<sub>2.5</sub> violation.

# **Attachment A**

## **Location Map**



**LEGEND**

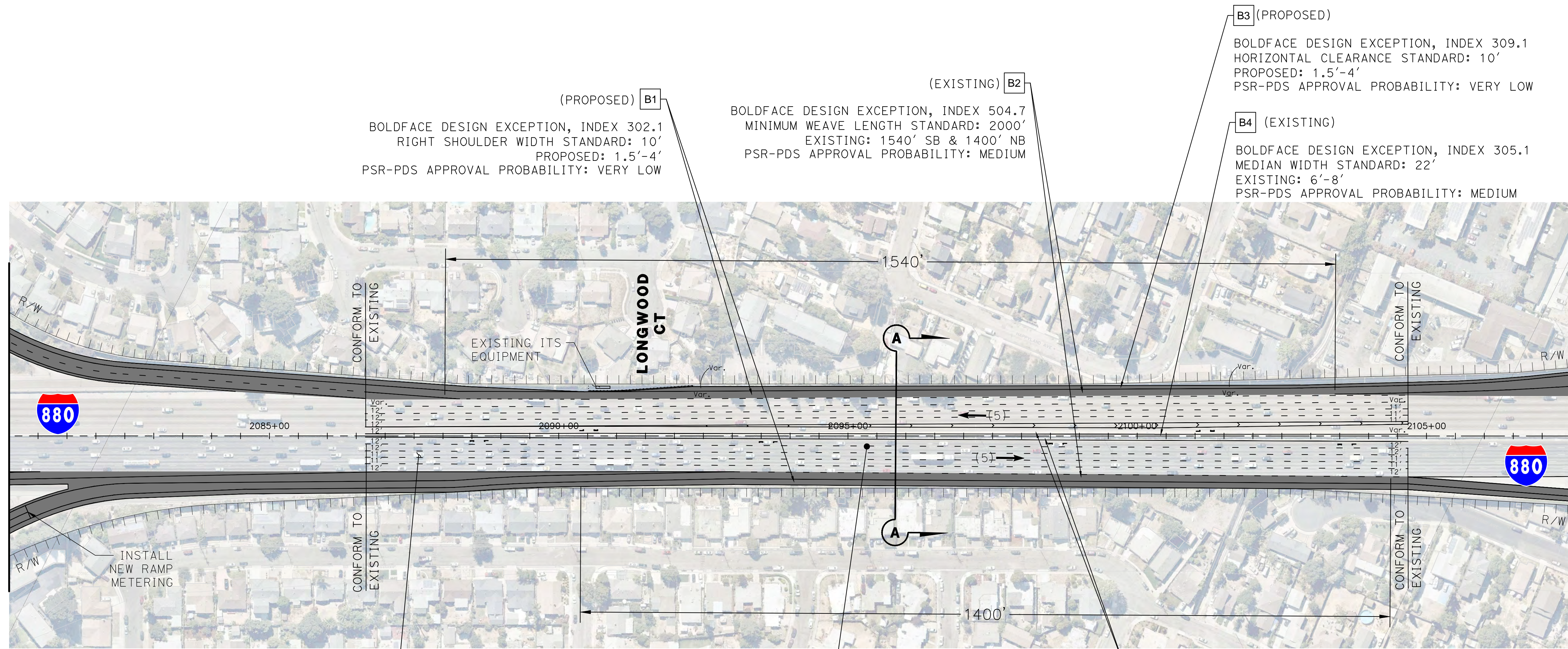
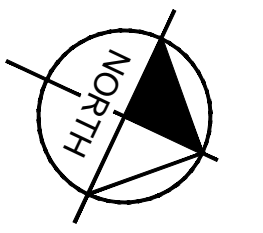
 Project Limits



## **Attachment B**

### **Preliminary Layouts**





(PROPOSED) **B1**  
 BOLDFACE DESIGN EXCEPTION, INDEX 302.1  
 RIGHT SHOULDER WIDTH STANDARD: 10'  
 PROPOSED: 1.5'-4'  
 PSR-PDS APPROVAL PROBABILITY: VERY LOW

(EXISTING) **B2**  
 BOLDFACE DESIGN EXCEPTION, INDEX 504.7  
 MINIMUM WEAVE LENGTH STANDARD: 2000'  
 EXISTING: 1540' SB & 1400' NB  
 PSR-PDS APPROVAL PROBABILITY: MEDIUM

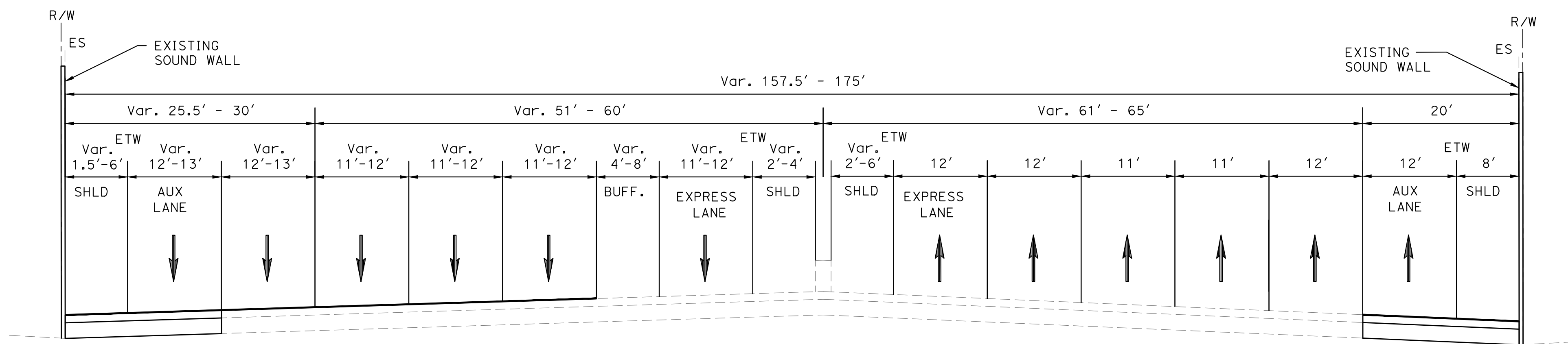
**B3** (PROPOSED)  
 BOLDFACE DESIGN EXCEPTION, INDEX 309.1  
 HORIZONTAL CLEARANCE STANDARD: 10'  
 PROPOSED: 1.5'-4'  
 PSR-PDS APPROVAL PROBABILITY: VERY LOW

**B4** (EXISTING)  
 BOLDFACE DESIGN EXCEPTION, INDEX 305.1  
 MEDIAN WIDTH STANDARD: 22'  
 EXISTING: 6'-8'  
 PSR-PDS APPROVAL PROBABILITY: MEDIUM

(EXISTING & PROPOSED) **B5**  
 BOLDFACE DESIGN EXCEPTION, INDEX 301.1  
 MINIMUM LANE WIDTH STANDARD: 12'  
 PROPOSED: 11'  
 PSR-PDS APPROVAL PROBABILITY: MEDIUM

(EXISTING) **B6**  
 BOLDFACE DESIGN EXCEPTION, INDEX 501.3  
 MINIMUM INTERCHANGE SPACING  
 STANDARD: 5280'  
 EXISTING: 4010'  
 PSR-PDS APPROVAL PROBABILITY: MEDIUM

(EXISTING) **B7**  
 BOLDFACE DESIGN EXCEPTION, INDEX 302.1  
 LEFT SHOULDER WIDTH STANDARD: 10'  
 EXISTING: 2'-6'  
 PSR-PDS APPROVAL PROBABILITY: HIGH

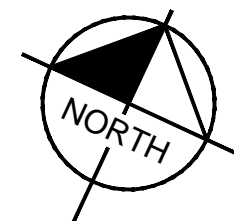


**SECTION A-A**

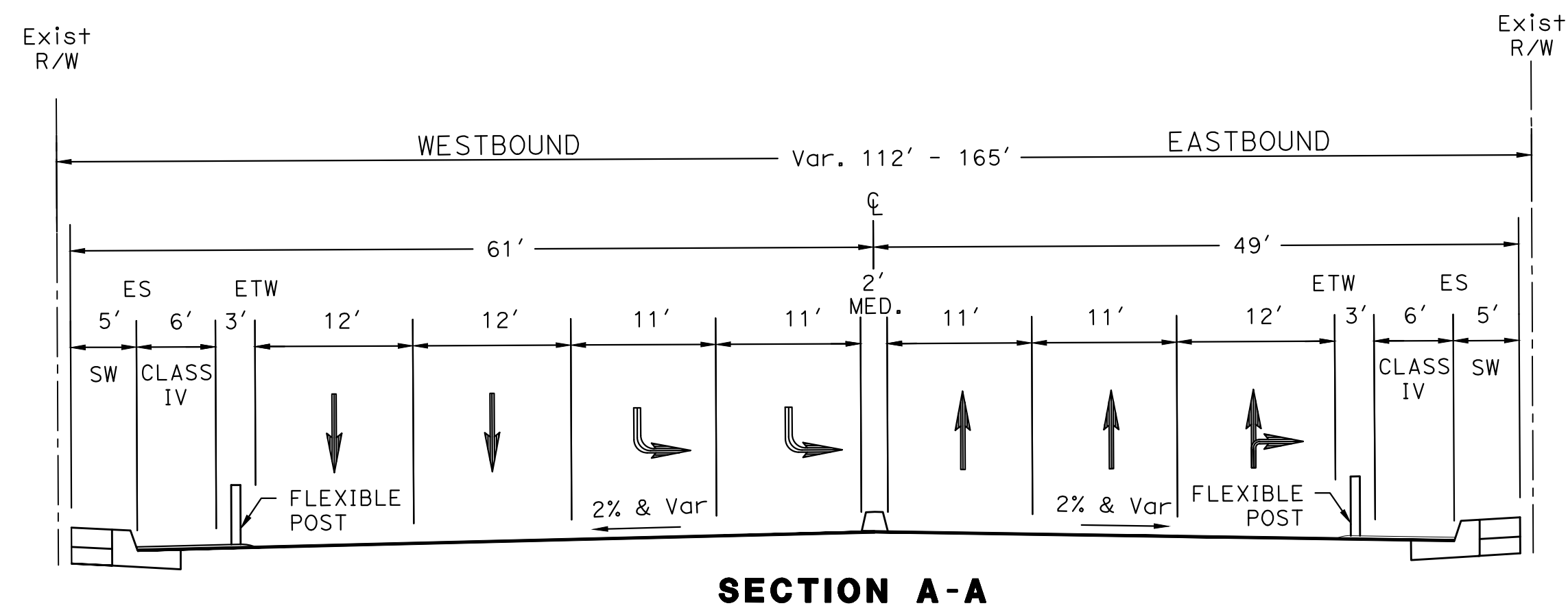
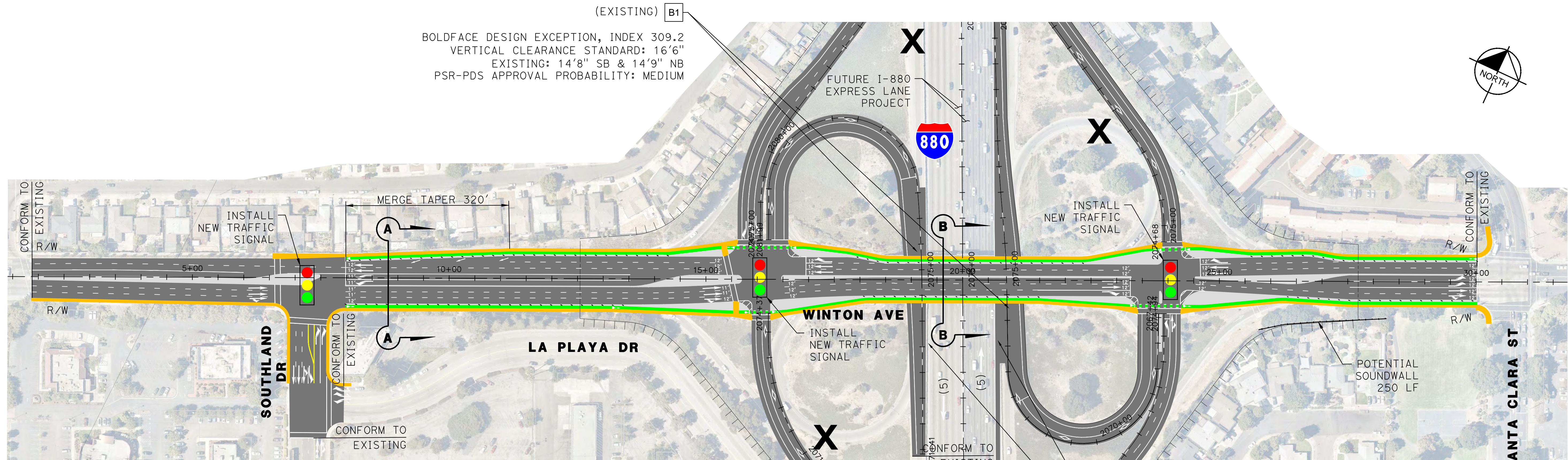
LEGEND	
	PAVEMENT OVERLAY/WIDENING
	EXISTING ACCESS CONTROL
	PROPOSED ACCESS CONTROL

**I-880 MAINLINE IMPROVEMENTS**  
**NORTHBOUND AND SOUTHBOUND AUXILIARY LANES**  
 SCALE 1" = 100'



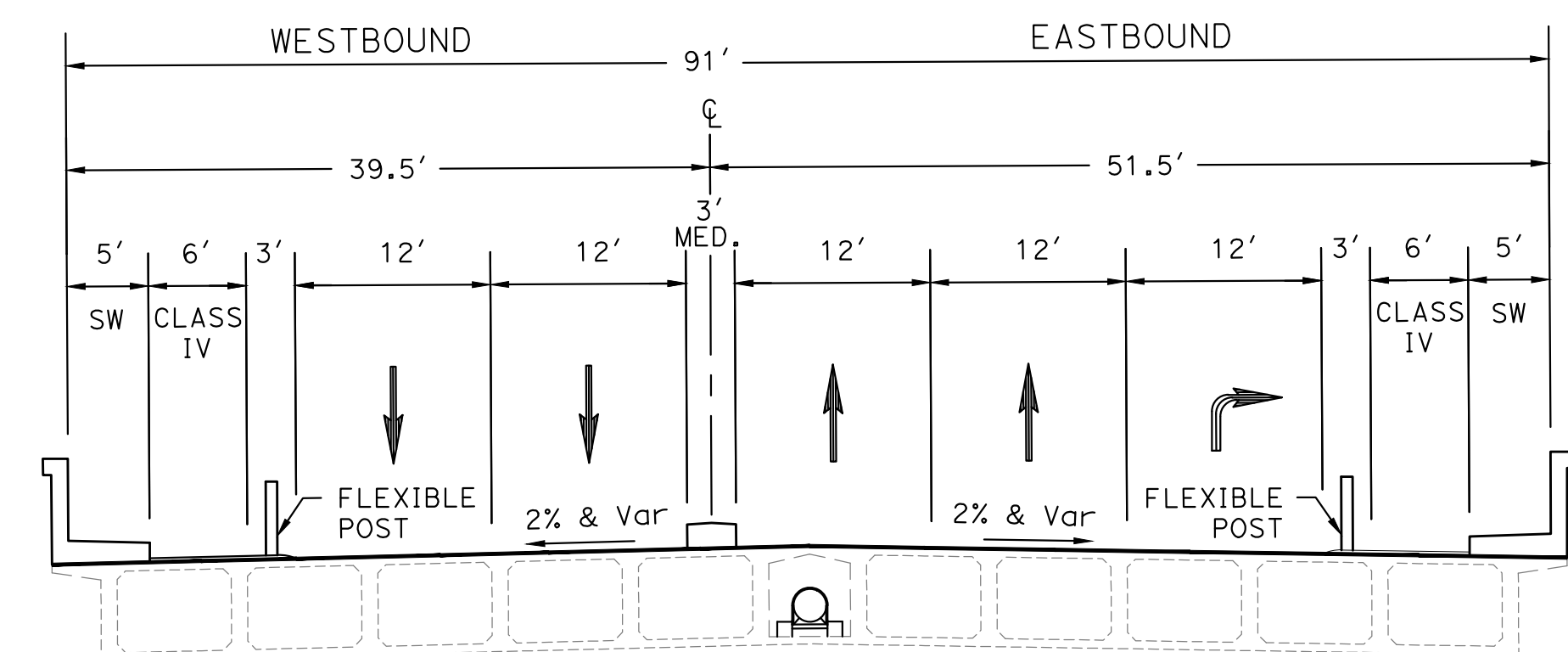


(EXISTING) B1  
 BOLDFACE DESIGN EXCEPTION, INDEX 309.2  
 VERTICAL CLEARANCE STANDARD: 16'6"  
 EXISTING: 14'8" SB & 14'9" NB  
 PSR-PDS APPROVAL PROBABILITY: MEDIUM



**SECTION A-A**

B2 (EXISTING)  
 BOLDFACE DESIGN EXCEPTION, INDEX 302.1  
 SHOULDER WIDTH STANDARD: 10'  
 EXISTING: 8'  
 PSR-PDS APPROVAL PROBABILITY: N/A



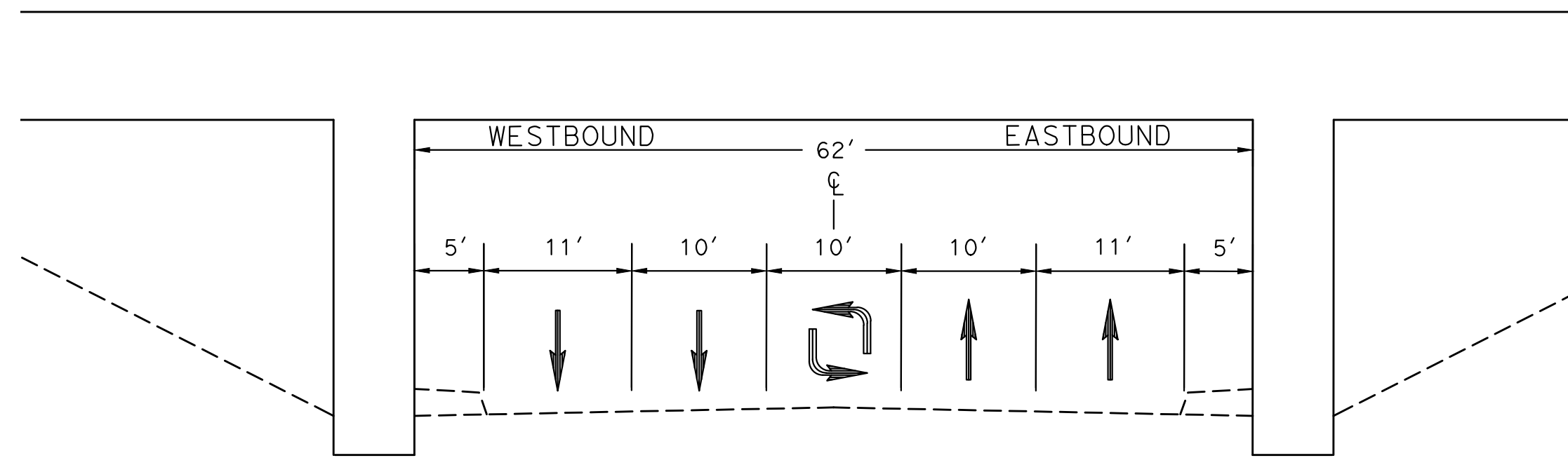
**SECTION B-B**

**LEGEND**

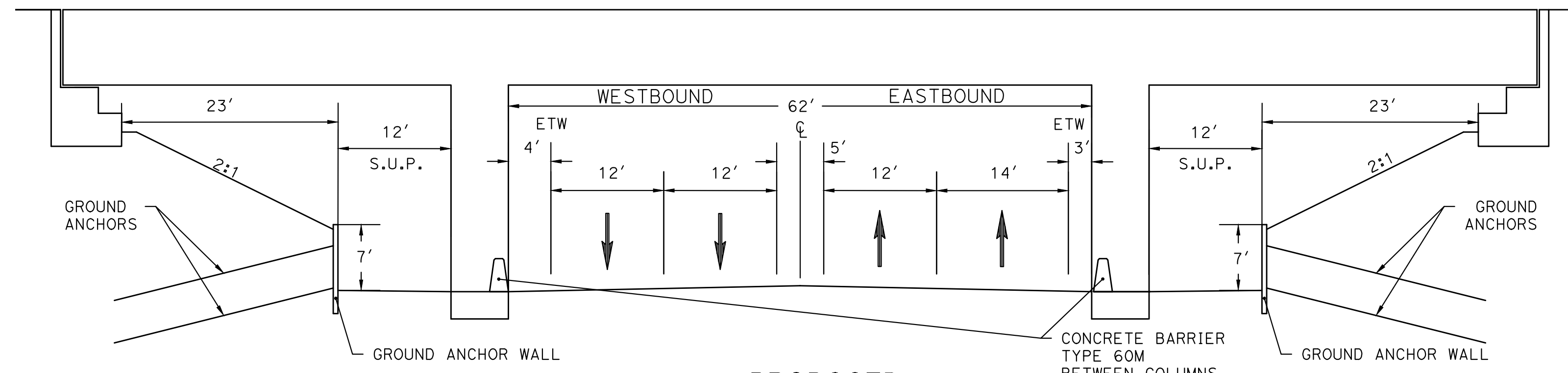
- SIDEWALK
- BIKE LANE
- NEW MEDIAN
- PAVEMENT OVERLAY/WIDENING
- SOUNDWALL
- RAMPS TO BE DEMOLISHED
- EXISTING ACCESS CONTROL
- PROPOSED ACCESS CONTROL

**I-880/WINTON AVENUE INTERCHANGE**  
**DOUBLE LEFT AT SOUTHLAND DRIVE**  
 SCALE 1" = 100'

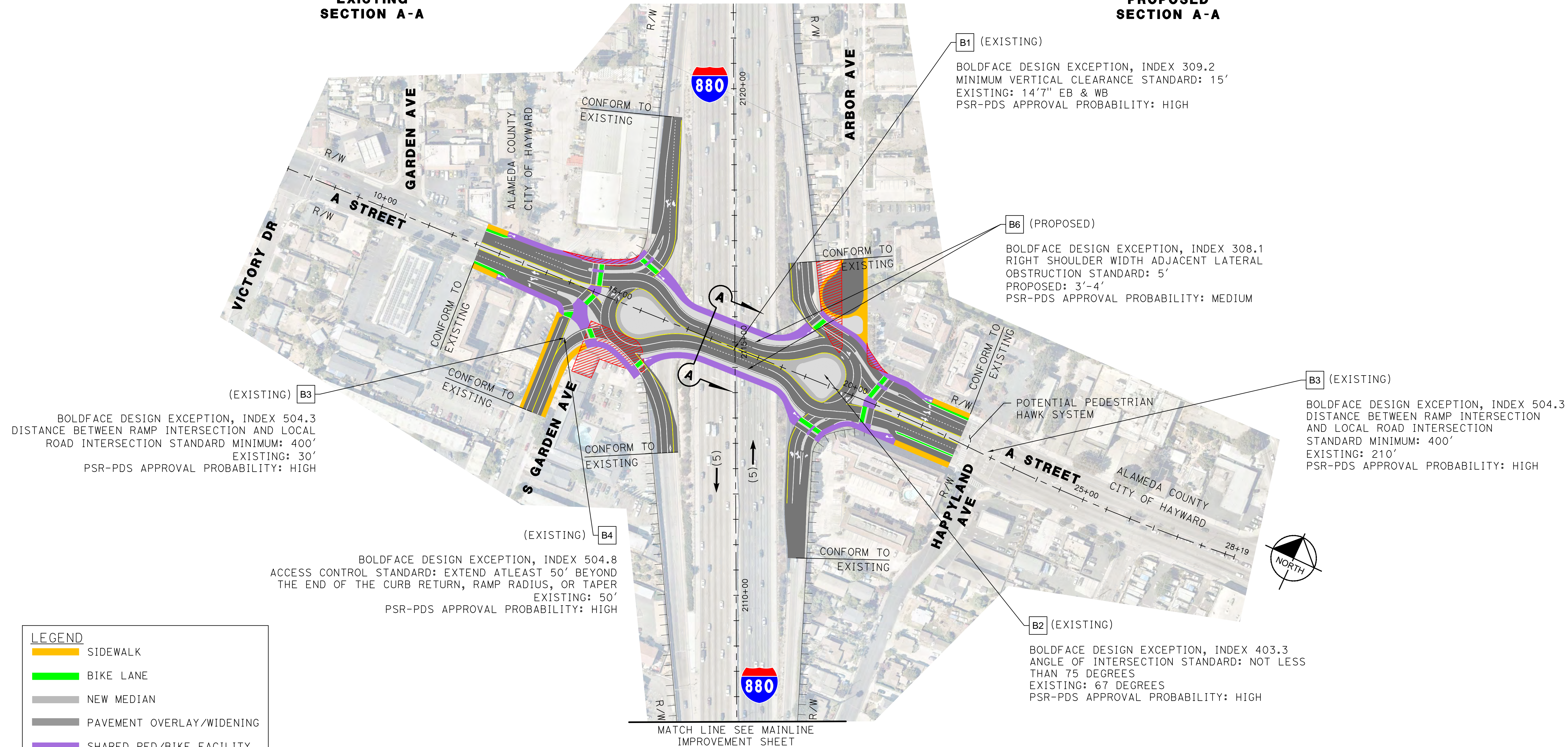




**EXISTING SECTION A-A**



**PROPOSED SECTION A-A**



(EXISTING) B3  
 BOLDFACE DESIGN EXCEPTION, INDEX 504.3  
 DISTANCE BETWEEN RAMP INTERSECTION AND LOCAL ROAD INTERSECTION STANDARD MINIMUM: 400'  
 EXISTING: 30'  
 PSR-PDS APPROVAL PROBABILITY: HIGH

(EXISTING) B4  
 BOLDFACE DESIGN EXCEPTION, INDEX 504.8  
 ACCESS CONTROL STANDARD: EXTEND ATLEAST 50' BEYOND THE END OF THE CURB RETURN, RAMP RADIUS, OR TAPER  
 EXISTING: 50'  
 PSR-PDS APPROVAL PROBABILITY: HIGH

B1 (EXISTING)  
 BOLDFACE DESIGN EXCEPTION, INDEX 309.2  
 MINIMUM VERTICAL CLEARANCE STANDARD: 15'  
 EXISTING: 14'7" EB & WB  
 PSR-PDS APPROVAL PROBABILITY: HIGH

B6 (PROPOSED)  
 BOLDFACE DESIGN EXCEPTION, INDEX 308.1  
 RIGHT SHOULDER WIDTH ADJACENT LATERAL OBSTRUCTION STANDARD: 5'  
 PROPOSED: 3'-4'  
 PSR-PDS APPROVAL PROBABILITY: MEDIUM

B3 (EXISTING)  
 BOLDFACE DESIGN EXCEPTION, INDEX 504.3  
 DISTANCE BETWEEN RAMP INTERSECTION AND LOCAL ROAD INTERSECTION STANDARD MINIMUM: 400'  
 EXISTING: 210'  
 PSR-PDS APPROVAL PROBABILITY: HIGH

B2 (EXISTING)  
 BOLDFACE DESIGN EXCEPTION, INDEX 403.3  
 ANGLE OF INTERSECTION STANDARD: NOT LESS THAN 75 DEGREES  
 EXISTING: 67 DEGREES  
 PSR-PDS APPROVAL PROBABILITY: HIGH

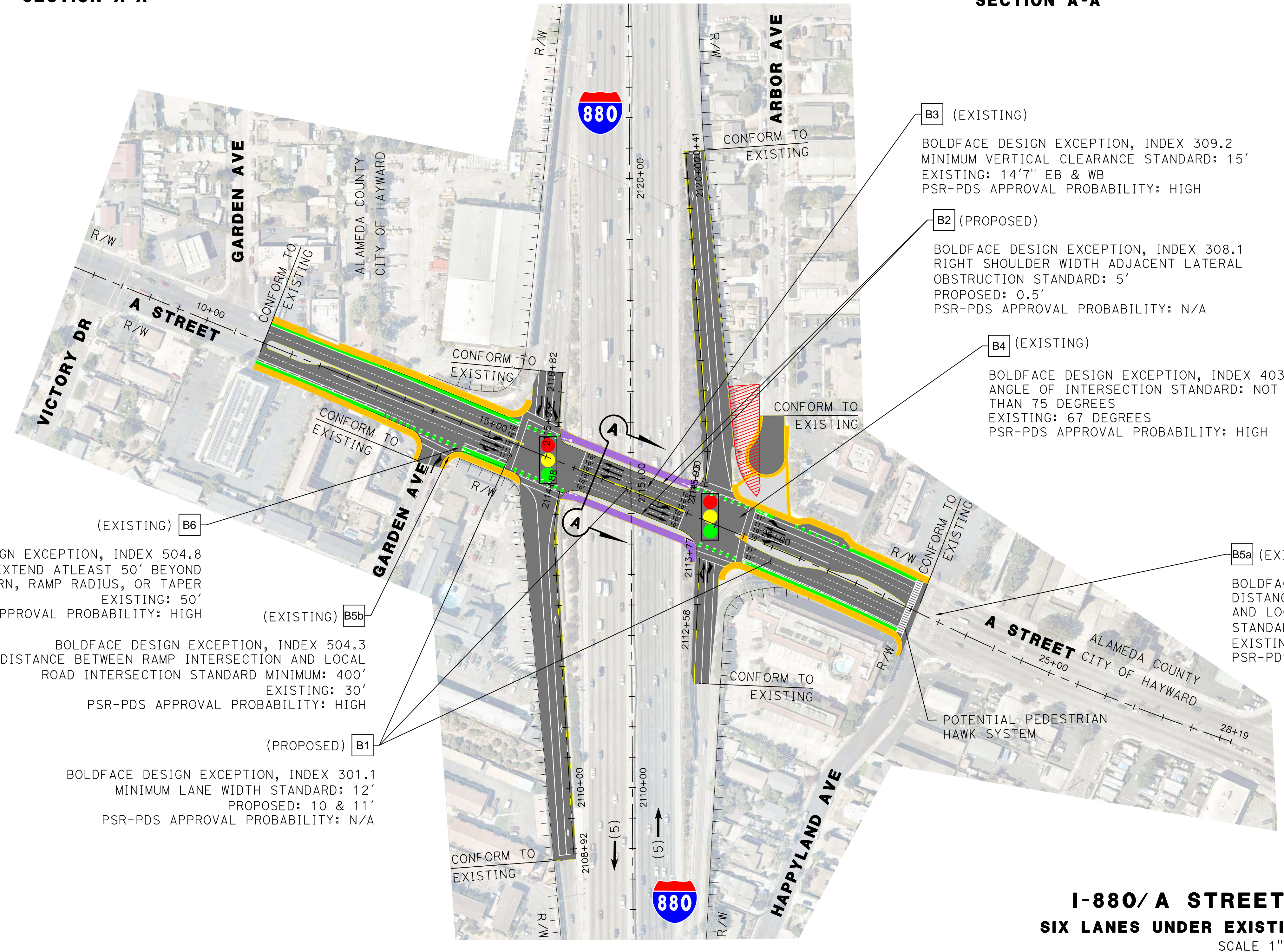
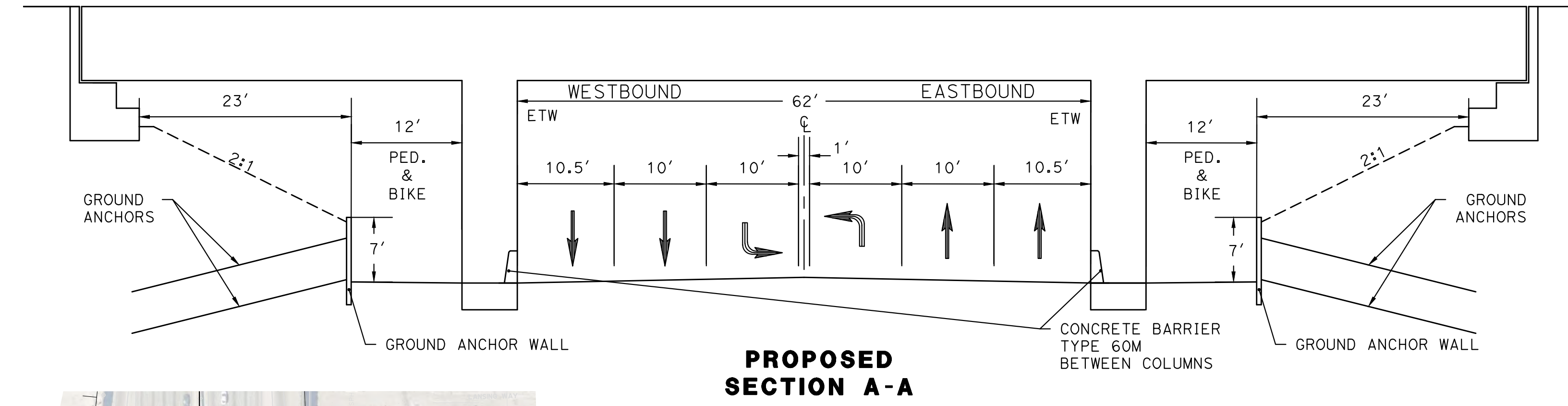
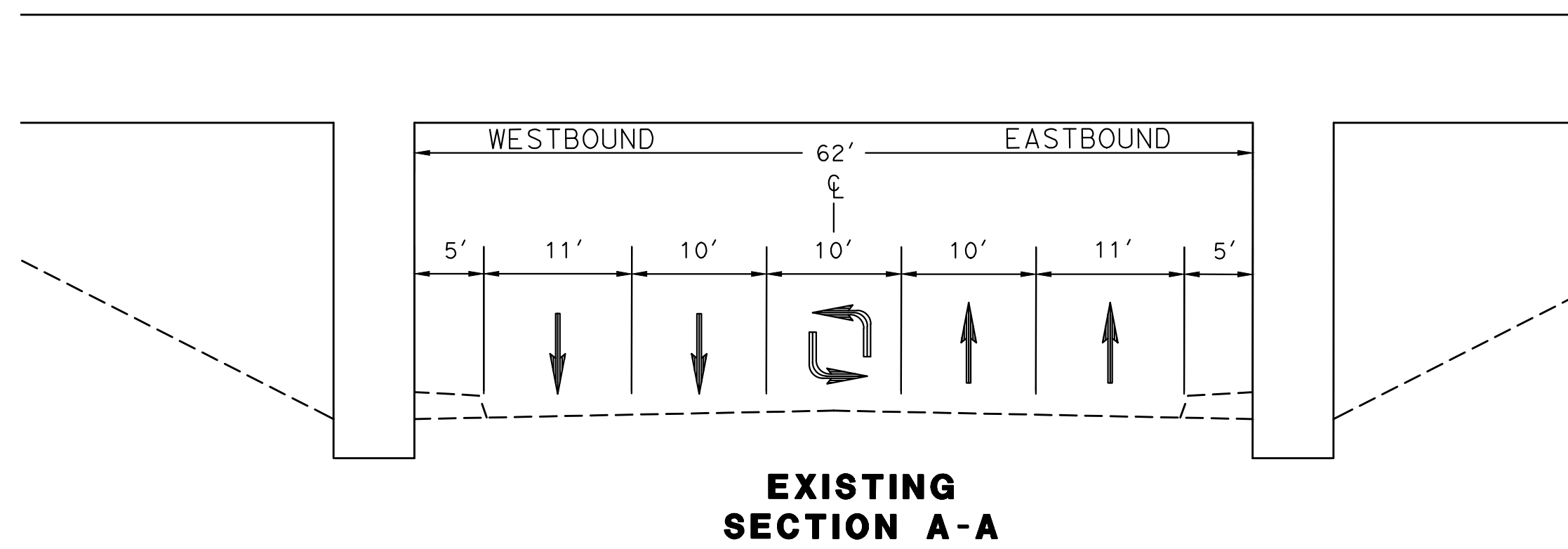
**LEGEND**

	SIDEWALK
	BIKE LANE
	NEW MEDIAN
	PAVEMENT OVERLAY/WIDENING
	SHARED PED/BIKE FACILITY
	ROW IMPACTS
	EXISTING ACCESS CONTROL
	PROPOSED ACCESS CONTROL

HAWK: HIGH INTENSITY ACTIVATED CROSSWALK

**I-880/ A STREET INTERCHANGE**  
**ROUNDBOUT**  
 SCALE 1" = 100'





(EXISTING) B6  
 BOLDFACE DESIGN EXCEPTION, INDEX 504.8  
 ACCESS CONTROL STANDARD: EXTEND AT LEAST 50' BEYOND THE END OF THE CURB RETURN, RAMP RADIUS, OR TAPER  
 EXISTING: 50'  
 PSR-PDS APPROVAL PROBABILITY: HIGH

(EXISTING) B5b  
 BOLDFACE DESIGN EXCEPTION, INDEX 504.3  
 DISTANCE BETWEEN RAMP INTERSECTION AND LOCAL ROAD INTERSECTION STANDARD MINIMUM: 400'  
 EXISTING: 30'  
 PSR-PDS APPROVAL PROBABILITY: HIGH

(PROPOSED) B1  
 BOLDFACE DESIGN EXCEPTION, INDEX 301.1  
 MINIMUM LANE WIDTH STANDARD: 12'  
 PROPOSED: 10 & 11'  
 PSR-PDS APPROVAL PROBABILITY: N/A

B3 (EXISTING)  
 BOLDFACE DESIGN EXCEPTION, INDEX 309.2  
 MINIMUM VERTICAL CLEARANCE STANDARD: 15'  
 EXISTING: 14'7" EB & WB  
 PSR-PDS APPROVAL PROBABILITY: HIGH

B2 (PROPOSED)  
 BOLDFACE DESIGN EXCEPTION, INDEX 308.1  
 RIGHT SHOULDER WIDTH ADJACENT LATERAL OBSTRUCTION STANDARD: 5'  
 PROPOSED: 0.5'  
 PSR-PDS APPROVAL PROBABILITY: N/A

B4 (EXISTING)  
 BOLDFACE DESIGN EXCEPTION, INDEX 403.3  
 ANGLE OF INTERSECTION STANDARD: NOT LESS THAN 75 DEGREES  
 EXISTING: 67 DEGREES  
 PSR-PDS APPROVAL PROBABILITY: HIGH

B5a (EXISTING)  
 BOLDFACE DESIGN EXCEPTION, INDEX 504.3  
 DISTANCE BETWEEN RAMP INTERSECTION AND LOCAL ROAD INTERSECTION STANDARD MINIMUM: 400'  
 EXISTING: 210'  
 PSR-PDS APPROVAL PROBABILITY: HIGH

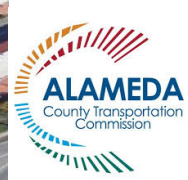
**LEGEND**

- SIDEWALK
- BIKE LANE
- NEW MEDIAN
- PAVEMENT OVERLAY/WIDENING
- ROW IMPACTS
- SHARED PED/BIKE FACILITY
- X RAMPS TO BE DEMOLISHED
- EXISTING ACCESS CONTROL
- PROPOSED ACCESS CONTROL

HAWK: HIGH INTENSITY ACTIVATED CROSSWALK

**I-880/ A STREET INTERCHANGE**  
**SIX LANES UNDER EXISTING BRIDGE STRUCTURE**  
 SCALE 1" = 100'





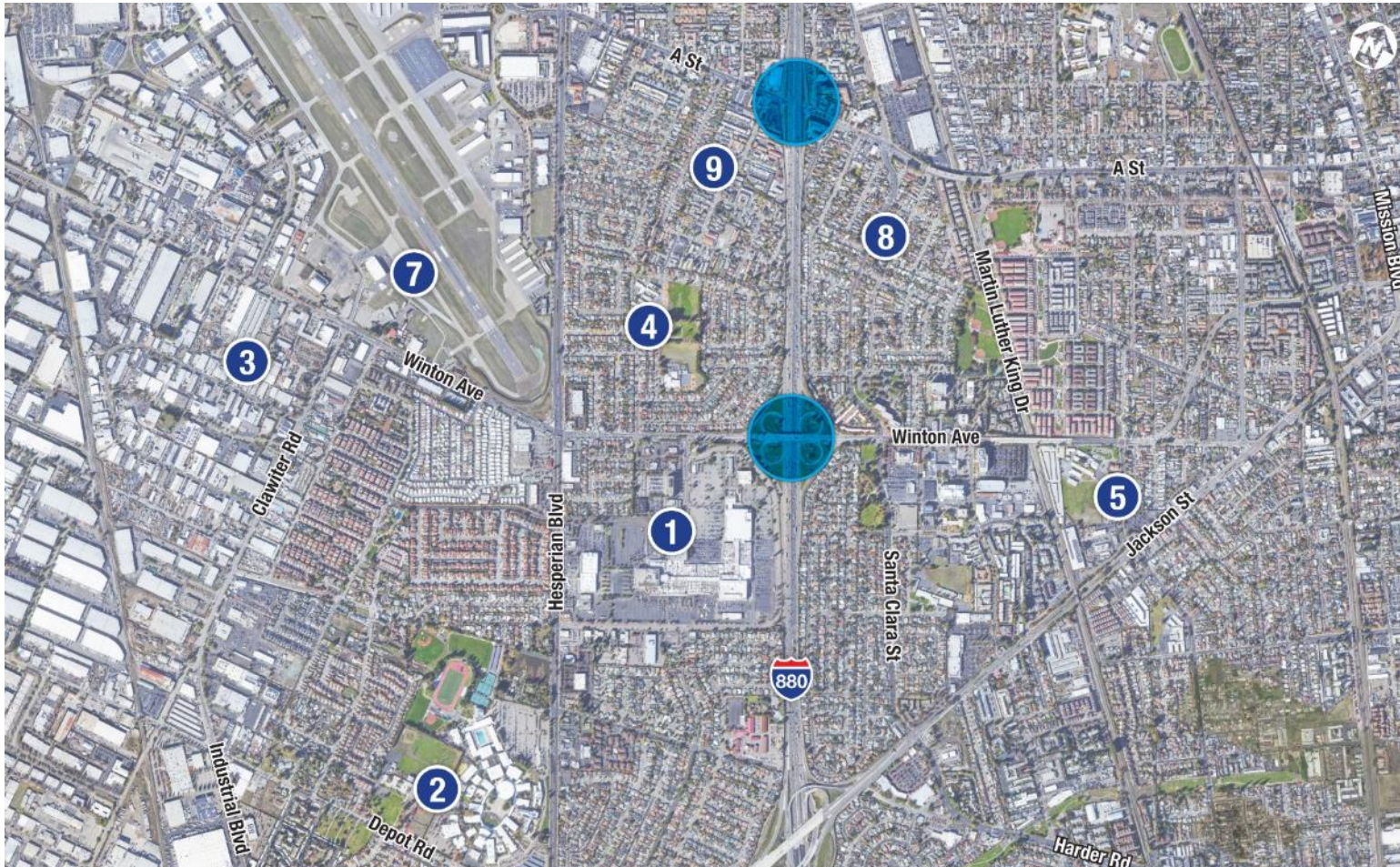
Kimley»Horn

# I-880 Interchange Improvements at Winton Avenue and A Street

Air Quality Conformity  
Task Force Presentation  
June 2020



# Project Location



1. Southland Mall
2. Chabot College
3. Industrial Technology and Innovation Corridor
4. Winton Grove Neighborhood
5. Winton Middle School
6. California State University, East Bay (not shown)
7. Hayward Executive Airport
8. Commercial Business / Hotels
9. High Density Residential

# Project Purpose

## **The purpose of the project is to:**

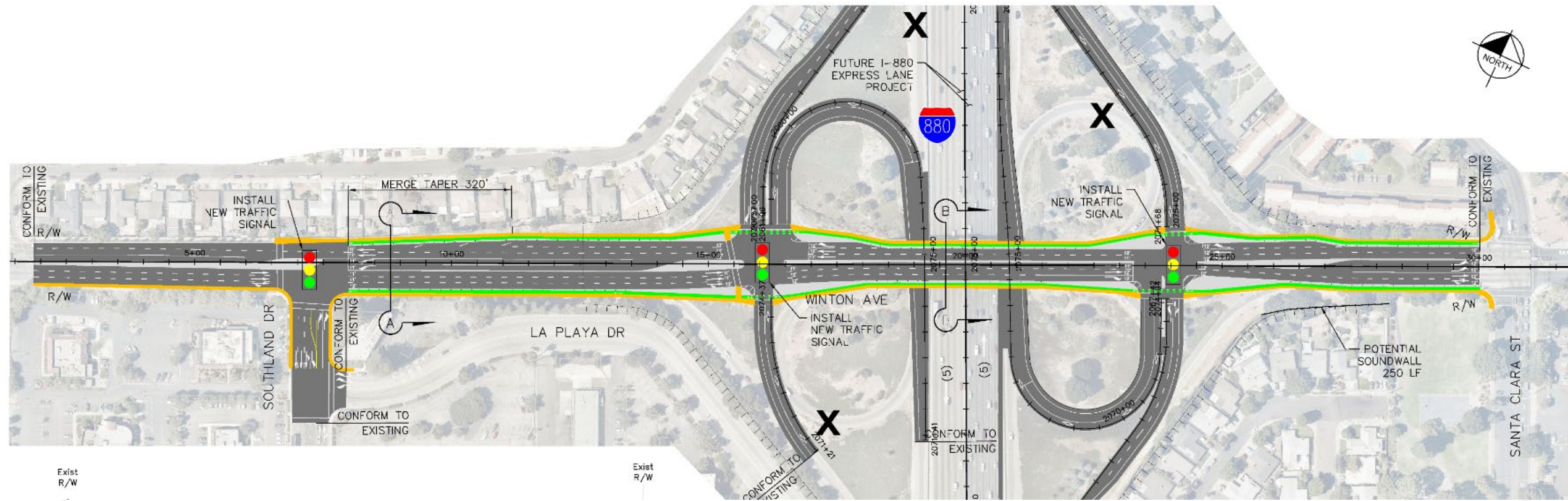
- Prioritize multimodal transportation infrastructure at the I-880/A Street and I-880/Winton Avenue interchanges, including Complete Streets features such as bike lanes and pedestrian friendly design to enhance mobility and safety.
- Improve traffic operations and accessibility to retail and other uses at Winton Avenue
- Improve traffic operations at the I-880/A Street interchange
- Improve merge/weave operations along segment of I-880 between the I-880/A Street and I-880/Winton Avenue interchanges

# Project Need

## **The project is needed to address:**

- Inadequate multi-modal facilities at both Interchanges
- Winton Ave Interchange operates at over capacity
- Constrained access to Southland Mall at Winton Ave Interchange
- Congestion and long queues at A Street Interchange





## Project Description – *Winton Avenue*

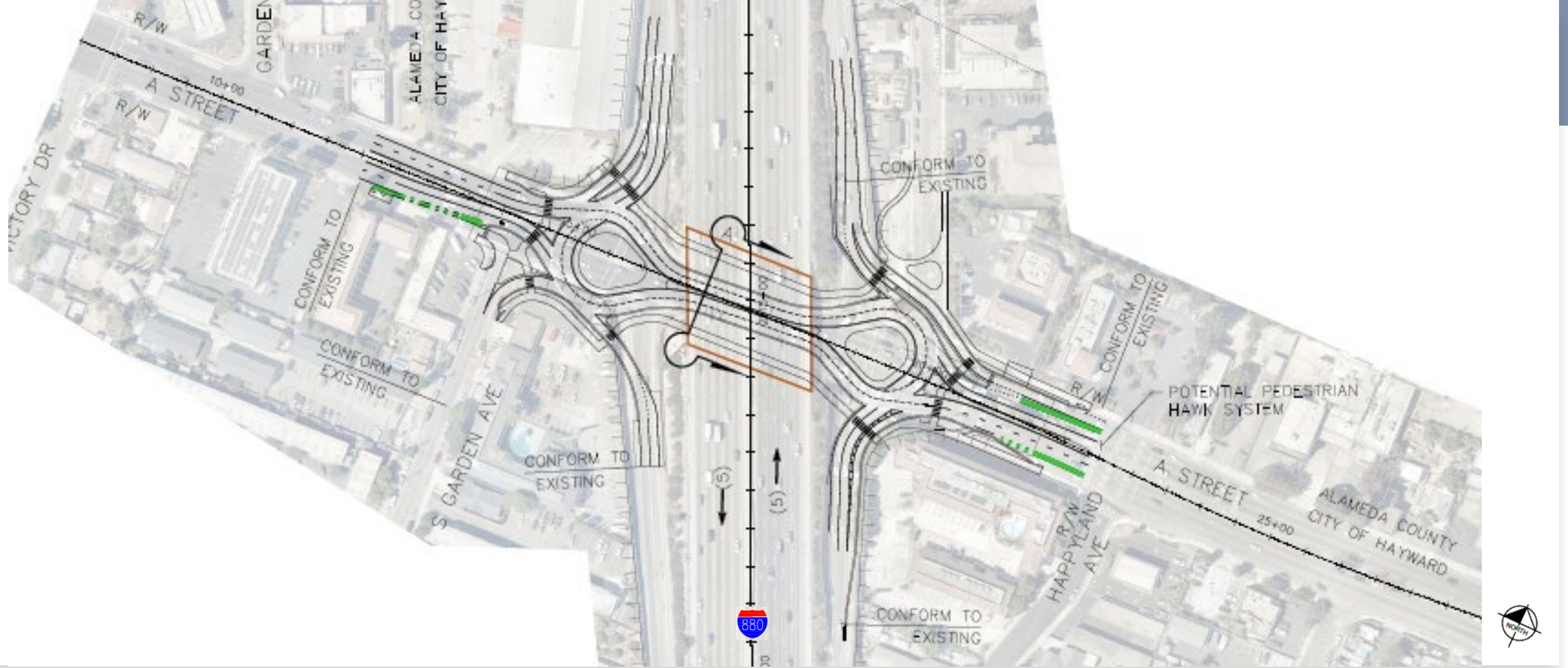
The project would convert the existing I-880/Winton Avenue Interchange from a clover leaf to a partial clover leaf configuration. Improvements to the I 880/Winton Avenue Interchange would include longer left turn lanes at Southland Drive, addition of class IV bikeway within project limits and improved pedestrian access.





## Project Description – *Mainline Improvements*

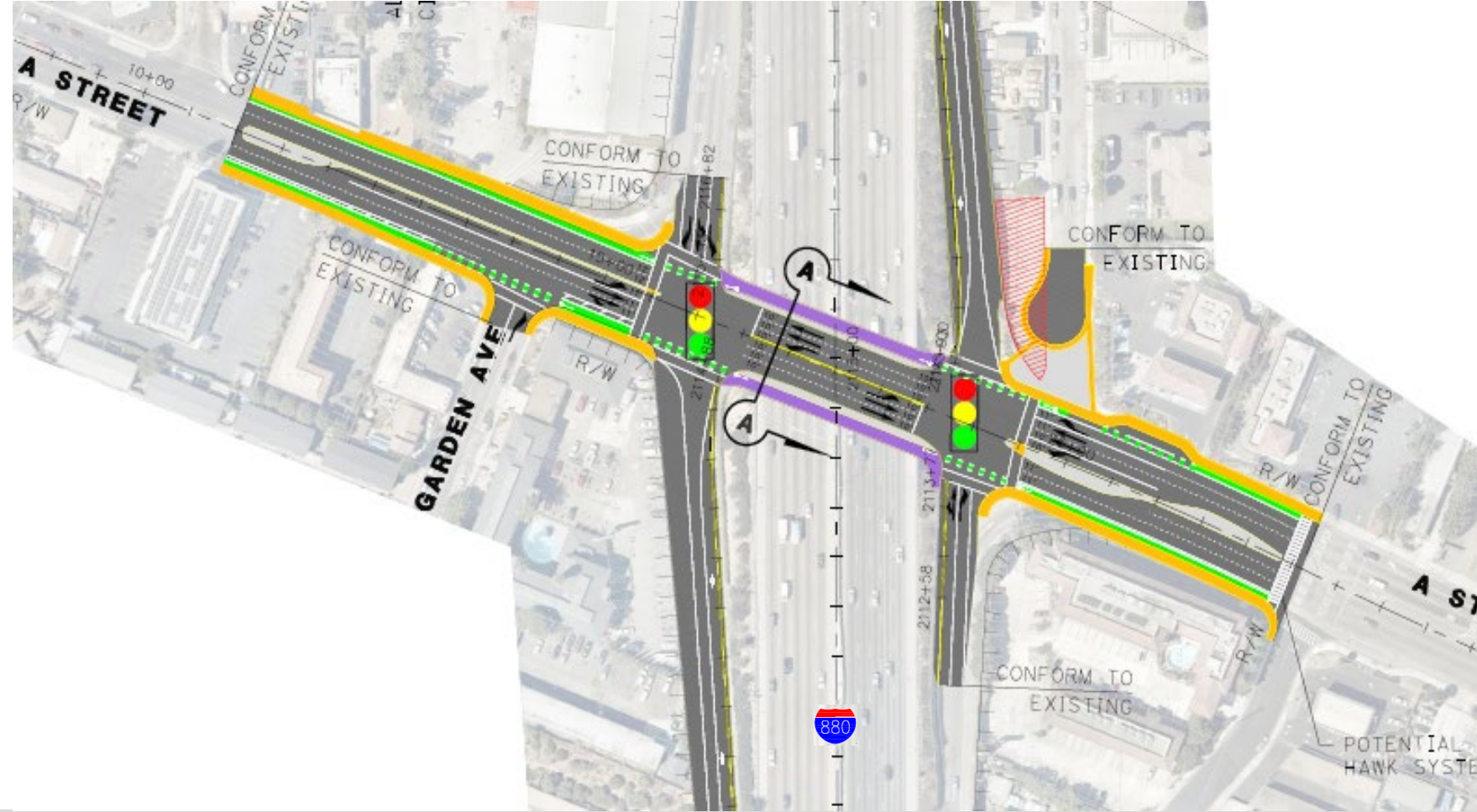
Mainline improvements would include the reconstruction and restriping of the existing outside shoulder of I-880 along the I-880 mainline between the I-880/A Street and I 880/Winton Avenue interchanges to provide one auxiliary lane in each direction. The new auxiliary lanes would be approximately 1,500 feet long, would not require ROW acquisitions to construct and do not extend beyond the two interchanges.



## Project Description – *Build Alternative 1*

Converts intersection control from traffic signals to two-lane double roundabouts at the I-880 ramp intersections and converts the outside bays of the existing undercrossing structure into a combined bicycle and pedestrian facility.





## Project Description – *Build Alternative 2*

Includes minor changes to the interchange ramps but includes intersection control at the existing I-880/A Street Interchange on- and off-ramps, widening A Street to include additional turn lanes, and would improve pedestrian and bicycle access within proximity of the interchange



# Traffic Data

## Winton Avenue Near Term (2025) Level of Service

Intersection	Control	Peak Hour	Near Term (2025) No Build		Near Term (2025) Build	
			Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>
Hesperian Boulevard/Winton Avenue	Signal	AM	113.6	F	113.6	F
		PM	71.8	E	71.8	E
Winton Avenue/Southland Place – Stonewall Avenue	Signal	AM	23.2	C	23.9	C
		PM	43.7	D	44.0	D
Winton Avenue/Southland Drive	Signal	AM	24.4	C	18.6	B
		PM	53.1	D	27.6	C
Winton Avenue/I-880 SB Off-Ramp <sup>3</sup>	Uncontrolled/Signal	AM	N/A		37.3	D
		PM			27.5	C
Winton Avenue/I-880 NB Off-Ramp <sup>3</sup>	Uncontrolled/Signal	AM	N/A		15.6	B
		PM			21.7	C
Winton Avenue/Santa Clara Street	Signal	AM	122.8	F	122.9	F
		PM	46.0	D	46.0	D

### Notes

<sup>1</sup> Delay – Whole intersection weighted average control delay expressed in seconds per vehicle for signalized and all-way stop controlled intersections. Total control delay for the worst movement is presented for side-street stop controlled intersections.

<sup>2</sup> LOS – Level of Service

<sup>3</sup> The Winton Avenue/ I-880 interchange is bordered by the Winton Avenue/ Southland Drive and Winton Avenue/Santa Clara Street intersections which were evaluated as the ramp intersections for the Existing Conditions Report prepared by TJKM, November 2019

## A Street Avenue Near Term (2025) Level of Service

Intersection	Control	Peak Hour	Near Term (2025) No Build		Near Term (2025) Double Roundabout (Alternative 1)		Near Term (2025) Six Lane Configuration (Alternative 2)	
			Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>
Hesperian Boulevard/A Street	Signal	AM	33.9	C	N/A		33.9	C
		PM	42.0	D			42.0	D
A Street/Royal Avenue	Signal	AM	25.5	C			25.5	C
		PM	19.2	B			19.2	B
A Street/Victory Drive	Signal	AM	8.4	A			8.4	A
		PM	9.7	A			9.7	A
A Street/Garden Avenue	Two-Way Stop	AM	10.7	B			10.2	B
		PM	11.4	B			10.6	B
A Street/S Garden Avenue	Two-Way Stop	AM	12.4	B			12.4	B
		PM	10.5	B			10.5	B
A Street/1-880 SB Ramps	Signal/Roundabout*	AM	203.1	F	11.5	B	24.3	C
		PM	137.0	F	14.8	B	27.3	C
A Street/1-880 NB Ramps	Signal/Roundabout*	AM	102.4	F	7.0	A	25.4	C
		PM	127.5	F	7.2	A	26.6	C
A Street/Arbor Avenue	One-Way Stop	AM	13.0	B	N/A		N/A	N/A
		PM	11.4	B			N/A	N/A
A Street/Happyland Driveway	Two-Way Stop	AM	16.6	C			18.3	C
		PM	19.4	C			14.3	B
A Street/Fuller Avenue	One-Way Stop	AM	10.4	B			10.2	B
		PM	10.0	B			9.3	A
A Street/Santa Clara Street- Hathaway Avenue	Signal	AM	39.4	D			39.8	D
		PM	48.5	D			48.3	D

# Traffic Data

## Winton Avenue Future (2045) Level of Service

Intersection	Control	Peak Hour	Future (2045) No Build		Future (2045) Build	
			Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>
Hesperian Boulevard/ Winton Avenue	Signal	AM	166.5	F	127.7	F
		PM	99.0	F	88.7	F
Winton Avenue/Southland Place – Stonewall Avenue	Signal	AM	25.8	C	22.9	C
		PM	50.8	D	47.3	D
Winton Avenue/Southland Drive	Signal	AM	25.3	C	15.2	B
		PM	73.2	E	61.3	E
Winton Avenue/I-880 SB Off-Ramp <sup>3</sup>	Uncontrolled/Signal	AM	N/A		44.7	D
		PM	N/A		49.7	D
Winton Avenue/I-880 NB Off-Ramp <sup>3</sup>	Uncontrolled/Signal	AM	N/A		21.6	C
		PM	N/A		34.6	C
Winton Avenue/Santa Clara Street	Signal	AM	135.2	F	124.3	F
		PM	69.6	E	87.0	F

### Notes

<sup>1</sup> Delay – Whole intersection weighted average control delay expressed in seconds per vehicle for signalized and all-way stop controlled intersections. Total control delay for the worst movement is presented for side-street stop controlled intersections.

<sup>2</sup> LOS – Level of Service

<sup>3</sup> The Winton Avenue/ I-880 interchange is bordered by the Winton Avenue/ Southland Drive and Winton Avenue/Santa Clara Street intersections which were evaluated as the ramp intersections for the Existing Conditions Report prepared by TJKM, November 2019

## A Street Future (2045) No Build and Build LOS

Intersection	Control	Peak Hour	Future (2045) No Build		Future (2045) Double Roundabout (Alternative 1)		Future (2045) Six Lane Configuration (Alternative 2)	
			Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>
Hesperian Boulevard/A Street	Signal	AM	36.0	D	N/A		37.6	D
		PM	71.9	E			66.3	E
A Street/ Royal Avenue	Signal	AM	35.0	C			33.5	C
		PM	22.8	C			24.4	C
A Street/Victory Drive	Signal	AM	8.7	A			9.0	A
		PM	0.4	B			8.8	A
A Street/Garden Avenue	Two-Way Stop	AM	10.7	B			10.9	B
		PM	11.4	B			10.8	B
A Street/S Garden Avenue	Two-Way Stop	AM	11.9	B			13.3	B
		PM	11.4	B			11.8	B
A Street/I-880 SB Ramps	Signal/Roundabout*	AM	285.3	F	48.9	E	52.6	D
		PM	190.4	F	69.4	F	44.6	D
A Street/I-880 NB Ramps	Signal/Roundabout*	AM	154.3	F	11.4	B	29.5	C
		PM	191.8	F	10.2	B	70.4	E
A Street/Arbor Avenue	One-Way Stop	AM	15.3	C	N/A		N/A	N/A
		PM	12.1	B			N/A	N/A
A Street/Happyland Driveway	Two-Way Stop	AM	18.1	C			18.5	C
		PM	36.8	E			16.6	C
A Street/Fuller Avenue	One-Way Stop	AM	9.2	A			9.0	A
		PM	11.1	B			9.6	A
A Street/Santa Clara Street-Hathaway Avenue	Signal	AM	57.3	E			62.8	E
		PM	67.4	E			65.1	E

# Traffic Data

## Opening Year (2025) AADT

Segment	Total AADT	Truck AADT	% Trucks
Northbound/ Eastbound			
I-880 Mainline	149,976	10,498	7.0%
Winton Avenue	21,450	1,973	9.2%
A Street	19,201	576	3.0%
Southbound/ Westbound			
I-880 Mainline	151,674	10,617	7.0%
Winton Avenue	21,446	901	4.2%
A Street	17,542	526	3.0%

## Future (2045) AADT

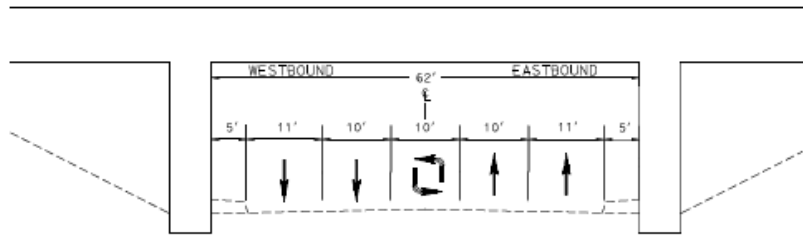
Segment	Total AADT	Truck AADT	% Trucks
Northbound/ Eastbound			
I-880 Mainline	158,821	11,117	7.0%
Winton Avenue	21,450	1,973	9.2%
A Street	21,274	638	3.0%
Southbound/ Westbound			
I-880 Mainline	171,506	12,005	7.0%
Winton Avenue	28,204	1,185	4.2%
A Street	23,041	691	3.0%

# Summary

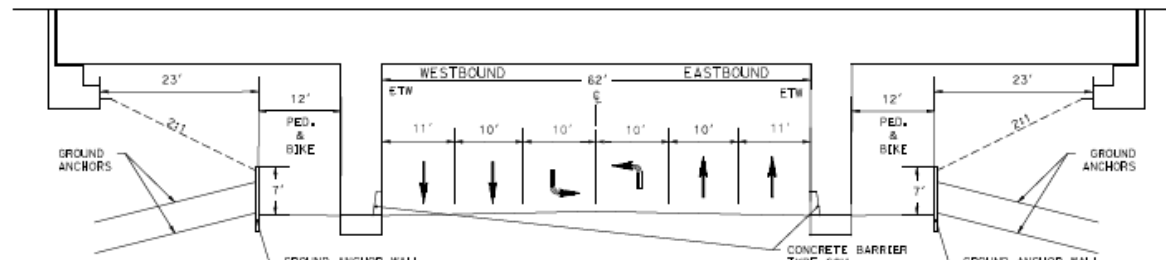
## **Why the I-880 Interchange Improvements at Winton Avenue and A Street Project is not of Air Quality Concern –**

- Not a new or expanded highway project
- LOS and delay would improve
- No change in traffic volume or truck percentages on I-880
- The Project does not include capacity improvements and therefore would not increase diesel truck volumes or AADT
- No project changes to land use that would affect diesel traffic percentage

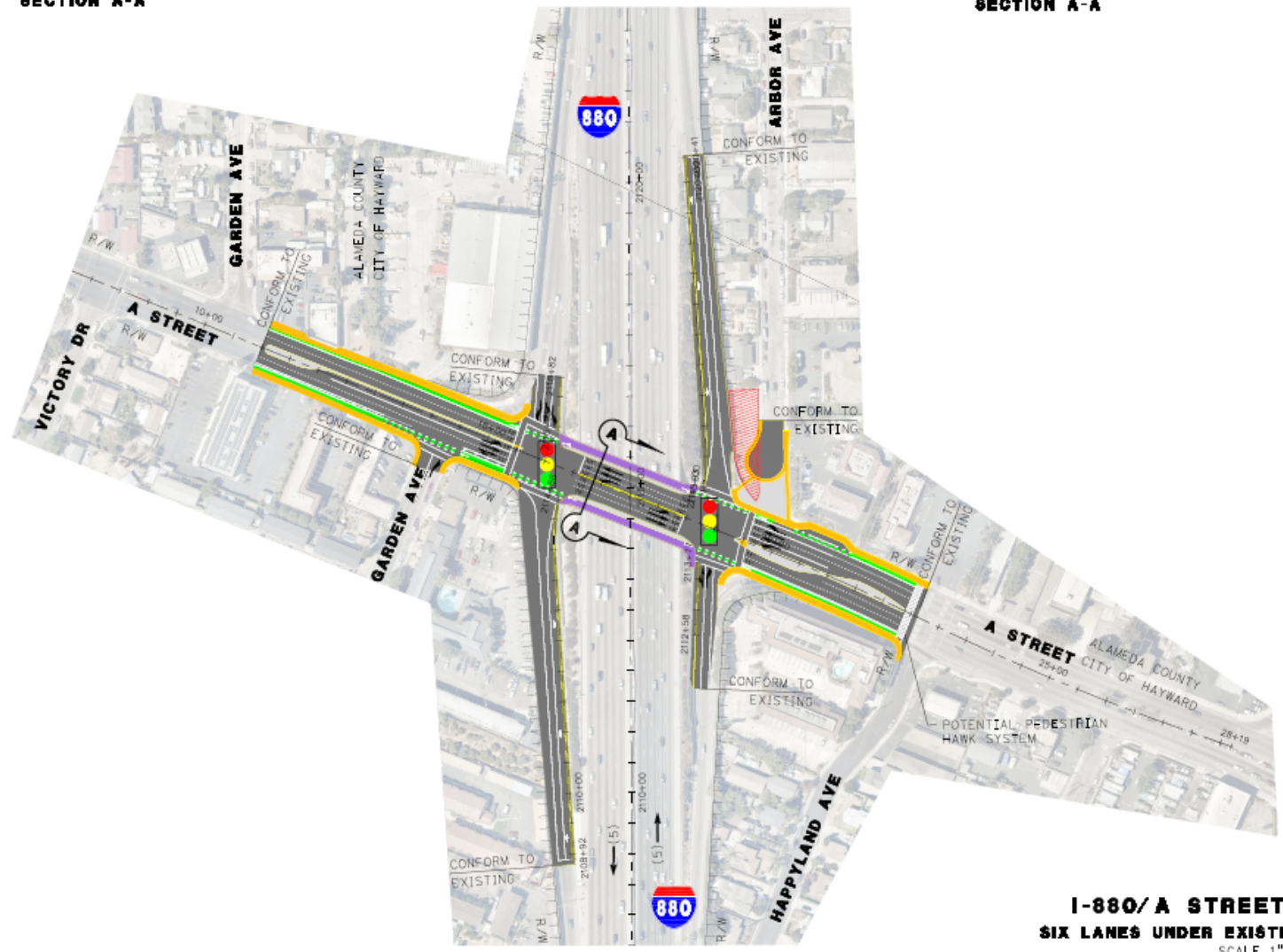




**EXISTING SECTION A-A**



**PROPOSED SECTION A-A**

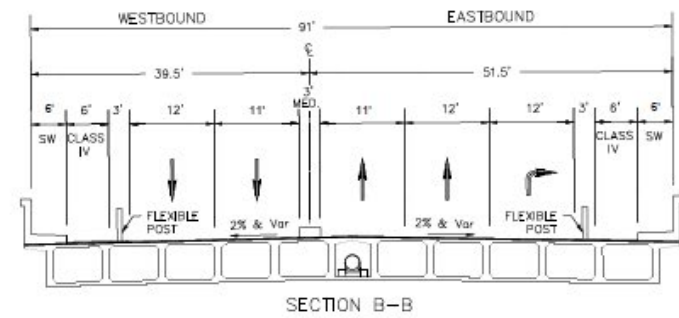
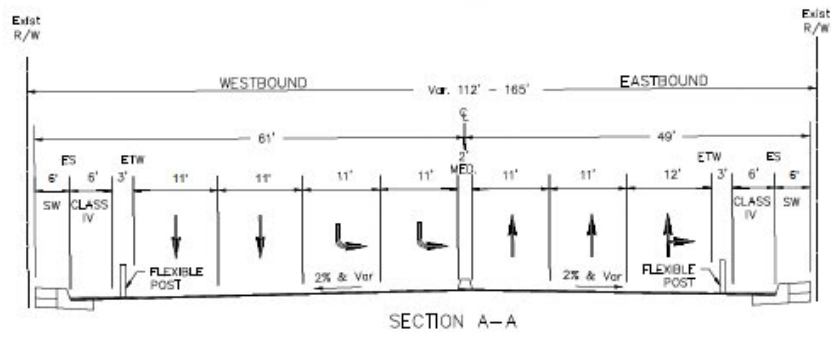
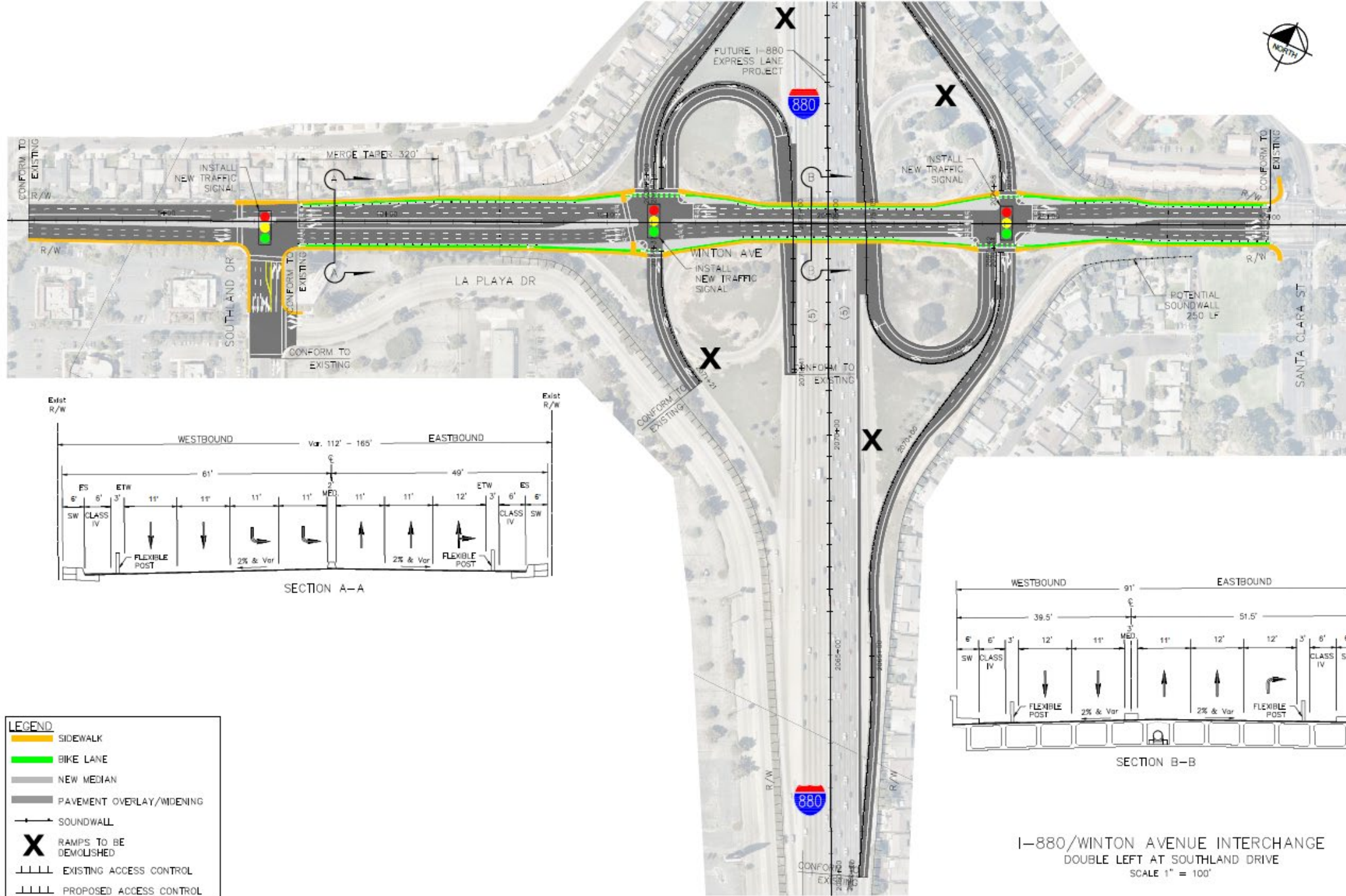


LEGEND	
	SIDEWALK
	BIKE LANE
	NEW MEDIAN
	PAVEMENT OVERLAY/WIDENING
	ROW IMPACTS
	SHARED PED/BIKE FACILITY
	RAMP TO BE DEMOLISHED
	EXISTING ACCESS CONTROL
	PROPOSED ACCESS CONTROL

HAWK: HIGH INTENSITY ACTIVATED CROSSWALK

**I-880/A STREET INTERCHANGE**  
**SIX LANES UNDER EXISTING BRIDGE STRUCTURE**  
 SCALE 1" = 100'





- LEGEND**
- SIDEWALK
  - BIKE LANE
  - NEW MEDIAN
  - PAVEMENT OVERLAY/WIDENING
  - SOUNDWALL
  - X** RAMPS TO BE DEMOLISHED
  - EXISTING ACCESS CONTROL
  - PROPOSED ACCESS CONTROL

I-880/WINTON AVENUE INTERCHANGE  
 DOUBLE LEFT AT SOUTHLAND DRIVE  
 SCALE 1" = 100'

40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Expanded Description	Project Type under 40 CFR 93.126
SCL	SCL190042	Campbell	Harriet Avenue Sidewalk Improvements	Campbell: On Harriet Avenue between Westmont Avenue and Van Dusen Lane: install sidewalk, curb, gutter, ADA compliant curb ramps, and bicycle shared lane markings (sharrows)	Campbell: On Harriet Avenue between Westmont Avenue and Van Dusen Lane: install sidewalk, curb, gutter, ADA compliant curb ramps, and bicycle shared lane markings (sharrows); associated grading	Air Quality - Bicycle and pedestrian facilities





METROPOLITAN  
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## *Memorandum*

TO: Air Quality Conformity Task Force

DATE: June 25, 2020

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 add into the 2019 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.

### Changes Staff is Proposing to Include in the 2019 TIP

Staff is proposing to add 15 individually listed projects to the 2019 TIP. The description of the new projects along with the regional air quality category that staff believes best describes the projects are included on Attachment A.

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

Review of the Regional Conformity Status for New and Revised Projects - 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>						
1	San Francisco	WETA		WETA: Fleetwide: Support the purchase/construction of all-electric vessels and related charging infrastructure.	WETA: Fleetwide: Support the purchase/construction of all-electric vessels and related charging infrastructure. This project supports new ferry service between the Downtown San Francisco Ferry Terminal and the Mission Bay Ferry Landing using all-electric battery powered vessels. This project supports TIP ID SF-170001, RTP ID #17-05-0019 and ID #17-05-0010.	Non-Exempt, Not regionally significant
	SF-190008		WETA: Electric Vessels and Related Infrastructure			
2	Santa Clara	SCL190042	Campbell	Harriet Avenue Sidewalk Improvements	Campbell: On Harriet Avenue between Westmont Avenue and Van Dusen Lane: Install sidewalk, curb, gutter, ADA compliant curb ramps, and bicycle shared lane markings (sharrows)	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
3	Santa Clara	SCL190043	VTA	Replace/Upgrade Fire Alarm at Guadalupe & Chaboya	VTA: At Guadalupe and Chaboya divisions: Replace/Upgrade Fire Alarm	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities
4	Santa Clara	SCL190044	VTA	VTA: Network & Gigabit Fiber Upgrade	VTA: Systemwide: Upgrade network and gigabit fiber	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems
					VTA: Systemwide: Upgrade network and gigabit fiber including 1) Provide a highly reliable, load balanced internet connection to support VTA's use of cloud services and internet communication. 2) Upgrade the depth and capability of the network security system. 3) Provide optic fiber installation as well as equipment and materials in helping augment the VTA's existing fiber wide area network infrastructure. Half of the funds will be invested in either new or upgraded fiber optic cable and half for live equipment to enhance security, reliability and capacity.	
5	Santa Clara	SCL190045	VTA	VTA: Cameras for VTA ACCESS Paratransit Vehicles	VTA: Access Paratransit vehicle fleet: Install and deploy real-time security cameras	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)
					VTA: Access Paratransit vehicle fleet: Install and deploy real-time security cameras on 200 vehicles. It includes the purchase of the base software license, annual software maintenance and support, and hardware for recorders, cameras, microphones, storage and GPS, on-board diagnostics, 10" tablets, and passenger Wi-Fi.	
6	Santa Clara	7134	VTA	VTA: Rehab of LR System Elevators and Escalators	VTA: At various locations along the light rail system: Repair and rehabilitate elevators and escalators	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)
					VTA: At various locations along the light rail system: Repair and rehabilitate elevators and escalators according to an assessment study. Locations are along the entire line, including Great Mall, Hamilton and Southline stations.	
7	Santa Clara	7135	VTA	VTA: Downtown San Jose Speed Improvements	VTA: In and around the Downtown San Jose Transit Mall: Implement safety enhancements to deter pedestrian, bicycle, scooter, and vehicle intrusion into the light rail trackway.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature
					VTA: In and around the Downtown San Jose Transit Mall (1st and 2nd Street from St. James to San Carlos): Implement safety enhancements to deter pedestrian, bicycle, scooter, and vehicle intrusion into the light rail trackway.	
8	Santa Clara	7136	VTA	VTA: Light Rail Station Rehabilitation	VTA: At various light rail stations: Provide rehabilitation and repair of maintenance issues outlined in the condition assessment	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)
					VTA: At various light rail stations: Provide rehabilitation and repair of maintenance issues outlined in the condition assessment including but not limited to repainting, crack sealing, light pole replacement, replace tree grate, replace tactile warning band, replace fence, concrete repair, replace faded signs, replace shelter panels, and replace joint caulking.	
9	Santa Clara	7137	VTA	VTA: Public Address System Upgrade	VTA: At various light rail stations: Replace existing equipment on older public address system and upgrade PA maintenance telephones	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems.
					VTA: At various light rail stations: Replace existing equipment on older public address system, including power line, amplifiers, and preamp-mixers, and upgrade PA maintenance telephones	

Review of the Regional Conformity Status for New and Revised Projects - Attachment A						
County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
10 Santa Clara	7138	VTA	VTA: LR Platform CCTV System Replacement	VTA: Systemwide: Replace obsolete CCTV where video is of very low quality with updated equipment to ensure that useful video continues to be available at the older and often more incident active platforms	VTA: Systemwide: Replace obsolete CCTV where video is of very low quality with updated equipment to ensure that useful video continues to be available at the older and often more incident active platforms	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature.
11 Santa Clara	7139	VTA	VTA: Pedestrian Backgates - Non-Vasona	VTA: Various locations along light rail corridors: Install pedestrian gates at crossings	VTA: Various locations along the Guadalupe and Tasman West light rail corridors: Install pedestrian gates at crossings including the installation of automatic pedestrian gates, swing gates and railings, minor civil improvements and related signal modifications as necessary.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature.
12 Santa Clara	7140	VTA	VTA: Guadalupe Roll Up Doors	VTA: At Guadalupe Division: Replace obsolete roll-up doors with a newer model with updated safety features.	VTA: At Guadalupe Division: Replace obsolete roll-up doors with a newer model with updated safety features.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature.
13 Santa Clara	7144	VTA	VTA: Guadalupe Steam Rack Improv & Liner Replace	VTA: At Guadalupe Division: Replace existing steam rack (light rail) track with a new liner system and overhead roof structure.	VTA: At Guadalupe Division: Replace existing steam rack (light rail) track with a new liner system and overhead roof structure. The liner system will feature more efficient collection of steam water and the roof structure will be long and wide enough to reduce the unnecessary collection and treatment of rain water.	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)
14 Santa Clara	7145	VTA	VTA: Guadalupe Entrance Security Improvement	VTA: At Guadalupe Division: Implement security improvements at division entrance	VTA: At Guadalupe Division: Implement security improvements at division entrance including relocating security guard house outside the fenced secure area and installing additional equipment such as CCTV cameras, LED security lighting, electric card readers and crossing gate arms.	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)
20 Solano	7141	STA	Solano Regional Transit Improvements - TIRCP 2020	STA: Throughout Solano County and Solano Express Bus stops at various stations: Network integration planning and implementation of various transit and access improvements	STA: Systemwide: Network Integration Planning (Real-time Transit Coordination Equipment and SolanoExpress Bus Rapid Transit Implementation and Electrification Plan); At Fairfield Transportation Center, Sacramento Valley Station, Suisun-Fairfield Amtrak Station, Walnut Creek BART Station, Vallejo Transit Center: In-Line Charging Infrastructure; At the Vacaville Transit Center: Bike/ped connection and access improvements, transit signal prioritization improvements, ticketing improvements for SolanoExpress; At the Fairfield-Vacaville Hannigan Train Station: Train station parking lot improvements, bike/ped connection and access improvements; and At the Fairfield Transportation Center: West Texas St pedestrian connection, new SolanoExpress stop at westbound I-80 and West Texas St	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)

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# Plan Bay Area 2050 Development

**Harold Brazil, Adam Noelting, Adam Crenshaw**  
Metropolitan Transportation Commission

**Air Quality Conformity Task Force**

June 25, 2020



# Developing the PBA 2050 Project List

## ➤ Approach:

- Request project proposals from CTAs, major transit operators and Caltrans
- Assess project proposals to determine Regional AQ status
- Assess project proposals to determine system classification (e.g., principal arterial, minor arterial, collector)
- Classifies projects as:
  - Exempt
  - Not-Exempt, Not Regionally-Significant
  - Not-Exempt, Regionally-Significant



## Developing the PBA 2050 Project List

- Spring 2019, MTC staff requested that CTAs, Caltrans, and major transit operators submit proposals for “non-exempt, regionally significant” projects
- Fall 2019, MTC staff assessed the impacts of each of the costliest regionally significant project proposals through a project performance assessment
- Winter 2020, MTC staff requested that CTAs, Caltrans, and major transit operators prioritize their list of project proposals due to limited financial resources and to also identify proposals of exempt project types
- Summer 2020, MTC staff fiscally-constrains proposed project list

# Developing the PBA 2050 Project List

## ➤ Exempt

- Typically combined into programmatic categories—by county and/or system—with a lump-sum cost

## ➤ Non-exempt, not regionally significant project

- May be combined into programmatic categories with a lump-sum cost or may be individually listed with specific costs, scopes, and schedules

## ➤ Non-exempt, regionally significant projects

- Will be individually listed with specific costs, scopes, and schedules

# Developing the PBA 2050 Project List

Project Type	Listing Type	Modeling Status	Examples
Exempt	Group listing	Not modeled	preservation/rehab; minor roadway/transit projects; bike/ped projects; etc.
Non-exempt, not regionally significant project	Individual and/or Group listing	Near term projects modeled*	local street expansion; interchange mods. that do not anticipate new access or capacity; etc.
Non-exempt, regionally significant project	Individual	Modeled	new/enhanced fixed guideway transit service; lane modifications; interchange mods. with new access; pricing projects





# Reconciling the 2021 TIP with PBA 2050

## ➤ **MTC will develop an amendment to reconcile the 2021 TIP with PBA 2050**

- Review new and existing projects in the TIP to identify RTP projects to maintain consistency
- Approval timeline will be consistent with the other elements of PBA 2050

## ➤ **Future TIP amendments**

- As projects are moved into implementation phases, we will refine their representation in the conformity analysis as needed
- Amendments will be consistent with the region's Transportation Air Quality Conformity Protocol and Public Participation Plan



- **Questions**
- **Comments**
- **Suggestions**

**Air Quality Conformity Task Force  
Summary Meeting Notes  
May 28, 2020**

Participants:

Panah Stauffer – EPA

Dominique Kraft – FTA

Rodney Tavitias – Caltrans

Andrea Gordon – BAAQMD

Dick Fahey – Caltrans

Lucas Sanchez – Caltrans

Adam Noelting – MTC

Adam Crenshaw – MTC

Harold Brazil – MTC

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

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

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

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

Task Force members had no comments.

***Final Determination;*** With input from FTA, FHWA (via email), EPA, Caltrans and MTC, the Task Force agreed that the project on the **2a\_Exempt List 05142020.pdf** list was 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 2019 TIP

Adam Crenshaw (MTC) stated MTC is proposing to add 29 individually listed projects to the 2019 TIP. Mr. Crenshaw went on to say most of the projects on the list use CARES Act emergency relief funding and (currently) do not need to be programmed into the 2019 TIP, but are being included for tracking purposes. If later these projects meet the requirements to be programmed into the 2019 TIP, Mr. Crenshaw indicated a project listing update will occur. Panah Stauffer (EPA) asked if the BART project on the regional conformity list (**ALA190025**) had the proper “project type” shown and Mr. Crenshaw responded by saying the BART project listing will be updated to “EXEMPT (40 CFR 93.126) - Emergency relief”. The Task Force had no additional comments on this item.

**4. Consent Calendar**

**a. April 23, 2020 Air Quality Conformity Task Force Meeting Summary**

Prior to the meeting, Harold Brazil (MTC) received from Panah Stauffer (EPA) and Karina O'Connor (EPA) the following minor revisions to the April 2020 Task Force meeting summary:

- Ms. O'Connor felt federal approval on the conformity analysis could occur before June 30<sup>th</sup>.
- Ms. O'Connor said that EPA assumes if ARB does do the adjustment factors, EPA would act on them quickly (corresponding to what happened before when the first set of EMFAC adjustment factors were approved for Part 1 of the SAFE Rule).
- Ms. O'Connor stated no off-model adjustment factors will be produced by EPA for the rest of the country in MOVES<sup>2014b</sup>. The next version of MOVES will (potentially) contain effects from SAFE Rule Parts 1 and 2.

**Final Determination;** The Task Force had no additional questions or comments on the summary from the April 23, 2020 Task Force meeting and the consent calendar was approved.

## 5. Other Items -

SAFE Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (follow-up): Harold Brazil (MTC) said Joseph Vaughn (FHWA) had communicated that EPA and CARB had no concerns with Part 2 of the SAFE Rule with respect to the adjustment factors and the current EMFAC model. Rodney Tavitas (Caltrans) stated that for Part 2 SAFE Rule guidance purposes, Caltrans is referring other MPO's to SCAG's Transportation Conformity Working Group (TCWG) meeting on April 28<sup>th</sup>, 2020 where CARB staff indicated there would be no need for additional adjustment factors for criteria pollutants in Part 2 of the SAFE Rule and EPA Region 9 and FHWA concurred and also confirmed a verbal agreement was sufficient for transportation conformity purposes.

Adam Crenshaw (MTC) had an administrative question about SAFE Rule Part 2, asking if CARB will need to submit an official letter to EPA and would FHWA (sub sequentially) require a letter from EPA approving the use of EMFAC in a regional conformity analysis. Mr. Tavitas responded by saying, based on the SCAG April 2020 meeting notes, the impacts on EMFAC from both parts 1 and 2 of the SAFE were addressed with the adjustment factors - which went above and beyond what was required in the regulation.

Dick Fahey (Caltrans) asked about the potential implications of the 23 states, 4 cities and the District of Columbia lawsuit filed on May 27<sup>th</sup>, 2020 against the SAFE Rule and whether the lawsuit suspends the Rule. Mr. Tavitas responded by saying (possibly) the situation could be similar to the 2014 situation when the 1997 and 2008 ozone standards were being revoked and felt that it would take multiple years until the conformity process (in California) would be fully impacted.

Mr. Brazil added:

- MTC approved the conformity analysis for the amended PBA2040 and the 2019 at their meeting on May 27<sup>th</sup>, 2020 and has been sent on to Caltrans and FHWA.

- The conformity SIP revision has approval from all three regional agencies (MTC, the Air District and ABAG) and is now being sent on to CARB – confirmed by Andrea Gordon (BAAQMD)
- The June 2020 Task Force meeting will use the Zoom meeting.