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Air Quality Conformity Task Force

Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
Claremont Conference Room – 2nd Floor
101 Eighth Street, Oakland

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

**** Please Note Meeting Time Change ****

Thursday, February 25, 2016
11:00 a.m. –12:30 p.m.

AGENDA

1. Welcome and Introductions
2. PM_{2.5} Project Conformity Interagency Consultations
 - a. Consultation to Determine Project of Air Quality Concern Status
 - i. Richmond-San Rafael Bridge Access Improvement Project
 - b. Confirm Projects Are Exempt from PM_{2.5} Conformity
 - i. Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern
3. Projects with Regional Air Quality Conformity Concerns
 - a. Review of the Regional Conformity Status for New and Revised Projects us
3a_Regional_AQ_Conformity_Review.pdf
3a_Attachment-A_List_of_Proposed_New_Projects_2-25-16.pdf
4. Consent Calendar
 - a. January 28, 2016 Air Quality Conformity Task Force Meeting
5. Other Items

Next Meeting: March 24, 2016

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



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Memorandum

TO: Air Quality Conformity Task Force

DATE: February 11, 2016

FR: Harold Brazil

W. I.

RE: PM_{2.5} Project Conformity Interagency Consultation

A project sponsors representing a project, seek 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	Bay Area Toll Authority (BATA)	Richmond-San Rafael Bridge Access Improvement Project

2ai_Richmond_San_Rafael_Bridge_Access_Improvement_Project.pdf (for Richmond-San Rafael Bridge Access Improvement 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 021116.pdf** lists exempt projects under 40 CFR 93.126.

PM_{2.5} Project Assessment Form for Interagency Consultation

RTIP ID# 240758

TIP ID# MRN-15009

Air Quality Conformity Task Force Consideration Date
February 25, 2016

Project Description

The total length of the project is approximately 6 miles [Contra Costa County post mile (PM) R4.98 to Marin County PM 3.16]. Within the project limits there are six existing structures; San Quentin Undercrossing (Main Street) (Br. No. 27-0070), the RSR Bridge (Br. No. 28-0100), Western Drive Undercrossing (Stenmark Drive) (Br. No. 28-0141R), Scofield Avenue Undercrossing (Br. No. 28-0140 L/R), Marine Street Undercrossing (Br. No. 28-0139), and the Castro Street Undercrossing (Br. No. 28-0290 L/R/S). All proposed improvements are anticipated to be within existing highway and local street rights-of-way, except as noted below in Project Element 3.

The project consists of three major components that are interrelated:

- Project Element 1: EB I-580 travel lane between Marin County and Contra Costa County
- Project Element 2: Bicycle/Pedestrian Path in Contra Costa County
- Project Element 3: Bicycle/Pedestrian Path on the RSR Bridge and connections to the RSR Bridge
-

Project Element 1 – Eastbound I-580 Third Lane (including RSR Bridge Pilot Project)

Project Element 1 of the proposed project would construct a new third travel lane by converting the existing shoulder of the eastbound lower deck of the RSR Bridge to a travel lane. The new lane will begin immediately downstream from the Main Street EB off-ramp in Marin County and terminate on the Contra Costa County side of the RSR Bridge, slightly downstream of the Marine Street/East Standard Avenue EB off-ramp in Richmond. The Bridge portion of the third lane on the lower deck will operate during peak hours only (as part of the pilot project). The exact hours of operation of the lane will be outlined in the Project Report. The off-Bridge portion of the third lane will operate 24 hours a day, 7 days per week. Electronic and static signs will be used to operate and manage the lane during the hours of operations and are included in the project description below. The third travel lane on the RSR Bridge is part of a pilot project with Project Element 3, which will run for the duration of four years and is intended to test and evaluate the performance and use of the third travel lane. After four years, the third lane on the RSR Bridge will be evaluated to determine if it is to remain a peak period use lane (PPUL), be converted to a full-time use lane, or return to function as a shoulder. All other constructed components of Project Element 1 would be permanent.

Project Element 2 – Bicycle/Pedestrian Path in Contra Costa County

The proposed Class I bi-directional bicycle and pedestrian path in Contra Costa County would be constructed along the north side of westbound (WB) I-580 from the Marine Street interchange in Contra Costa County to Stenmark Drive (formerly Western Drive) and the Toll Plaza where it would then connect to Project Element 3. The Class I bi-directional bicycle and pedestrian path would be implemented along the existing WB I-580 and Stenmark Drive shoulders and would replace the existing one-way Class III bicycle lanes on both EB and WB I-580 between Marine Street and the Toll Plaza. The proposed bi-directional bicycle and pedestrian path would be separated from vehicle traffic by a continuous concrete barrier.

Project Element 3 – Bicycle/Pedestrian Path on RSR Bridge and Related Connections to RSR Bridge (Pilot Project)

Project Element 3 includes the continuation of the proposed Class I bi-directional bicycle and pedestrian path from the Stenmark Drive off-ramp to East Francisco Boulevard. The portion of the bi-directional bicycle and pedestrian path from Stenmark Drive to the Main Street off-ramp would be part of the pilot project that would run for four years, intended to evaluate the performance and use of a bicycle and pedestrian path on the RSR Bridge. After four years, the bi-directional bicycle and pedestrian path on the RSR Bridge may be made permanent, or may return to functioning as a shoulder. All other portions of the bike path would be permanent. Bicycle and pedestrian access improvements are also included in this project element to improve multimodal circulation and connections to the RSR Bridge.

Project Assessment Form for PM_{2.5} Interagency Consultation

Type of Project: Bridge Expansion					
County Contra Costa and Marin		Narrative Location/Route & Post miles Contra Costa PM 4.98/7.79; Marin PM 0.0/3.16			
Caltrans Projects – EA# 04-2J6800					
Lead Agency: Bay Area Toll Authority (BATA)					
Contact Person Chris Lillie		Phone# (510) 817-5737	Fax# (510) 817-5848	Email CLillie@mtc.ca.gov	
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>					
X	Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action: 04/20/2016					
NEPA Delegation – Project Type <i>(check appropriate box)</i>					
Exempt	x	Section 6004 –Categorical Exemption	Section 6005 – Non-Categorical Exemption		
Current Programming Dates					
	PE/Environmental	ENG	ROW	CON	
Start	05/2014	05/2015	05/2014	10/2016	
End	08/2016	09/2016	06/2017	10/2017	
Project Purpose and Need (Summary):					
Purpose:					
<ul style="list-style-type: none"> ▪ Reduce congestion and travel time on eastbound (EB) Interstate 580 (I-580)/Richmond-San Rafael (RSR) Bridge; ▪ Provide pedestrian and bicycle travel along the I-580/RSR Bridge corridor. 					
Need:					
<p><u>Congestion and Delay</u> – Regional growth and local development in Marin County has resulted in significant traffic increases on eastbound I-580 and the RSR Bridge approach during evening peak commute periods. During evening peak periods, this results in significant traffic delays along eastbound Sir Francis Drake Boulevard, and US 101 northbound (NB) south of Sir Francis Drake exit, with unacceptable level of service conditions occurring at the intersections of Bellam Boulevard/I-580 eastbound ramps, US 101 northbound ramps/Sir Francis Drake Boulevard, Larkspur Landing Circle (west)/Sir Francis Drake Boulevard, Larkspur Landing Circle (east)/Sir Francis Drake Boulevard, San Quentin Gates/Sir Francis Drake Boulevard, Anderson Drive/Sir Francis Drake Boulevard, and Main Street/I-580 EB ramps. Because substantial growth is projected to occur in this region, there is a need to improve and expand eastbound bridge capacity to reduce and avoid additional traffic congestion and delay during peak commute hours.</p> <p><u>Accessibility for Bicyclists and Pedestrians</u> – The current lack of bicycle and pedestrian facilities across the RSR Bridge represents a major gap in the planned 500-mile Bay Trail, with sections of the Bay Trail adjoining the bridge on both sides. Overall, an estimated 37.9 million annual trips were made on the existing Bay Trail in 2005, making it one of the most heavily used recreational and non-motorized transportation corridors in the region; however, there is currently no access available over the RSR Bridge.</p>					

PM_{2.5} Project Assessment Form for Interagency Consultation

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

I-580 is a 4-lane separated freeway. The Richmond-San Rafael Bridge is a combined bridge with a portion of the bridge a double deck design. The surrounding area is a mixture of open land, bay, residential, industrial and commercial land uses. At the east end of the project is the Chevron docks and refinery, at the west end of the project, there is a mixture of residential, commercial and open land. The primary traffic through the project area is commuters traveling to and from San Francisco.

Project Assessment Form for PM_{2.5} Interagency Consultation

Brief summary of assumptions and methodology used for conducting analysis

The Annual Growth calculations were derived from the Contra Costa Transportation Authority Travel Demand Model Volumes. The AADT and truck percentages are taken from the 2014 Caltrans Traffic Volumes Book.

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

2020: I-580 Richmond San Rafael Bridge			
Scenario	AADT	Truck AADT	LOS (Peak Period)
No Build	76,792	5,506 (6.9%)	LOS F
Build	76,792	5,506 (6.9%)	LOS C

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

2040: I-580 Richmond San Rafael Bridge			
Scenario	AADT	Truck AADT	LOS (Peak Period)
No Build	90,911	6,273 (6.9%)	LOS F
Build	90,911	6,273 (6.9%)	LOS D

ADT forecasts provide by Fehr & Peers and were based on the Contra Costa Transportation Authority Travel Demand Model Volumes.

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

N/A

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

N/A

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

Not Applicable; see above for highway facility

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

Not Applicable; see above for highway facility

Describe potential traffic redistribution effects of congestion relief

By converting the existing shoulders to a third lane that will be open during the peak period, traffic will be allowed to move through the project area with less delay.

PM_{2.5} Project Assessment Form for Interagency Consultation

Comments/Explanation/Details

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

The project does qualify as a POAQC for the following reasons:

1. The project would not have a significant number of or increase in the number of diesel vehicles (40 CFR Section 93.123(b)(1)).

- ❖ Transportation conformity guidance coauthored by the EPA and FHWA define a significant volume of diesel truck traffic as facilities within greater than 125,000 annual average daily traffic (AADT) and 8 percent or more of such AADT as diesel truck traffic or approximately 10,000 trucks. The latest truck counts for I-580 in the project vicinity show that truck traffic constitutes 6.9 percent of the total AADT, which is 76,000 AADT¹. The average daily number of trucks would be 5,244, well below the approximate 10,000 trucks stated above.
- ❖ The percentage of trucks will remain the same with the project as without the project. The traffic volumes will increase due growth in the area, but there will be no change in the truck percentages, and therefore, would not result in a significant increase in the number of diesel vehicles.

2. The maximum percentage of diesel vehicles in the project area is 5 percent and would not increase as a result of the project (40 CFR 93.123(b)(1)(ii)).

- ❖ As described above under “Describe potential traffic redistribution effects of congestion relief,” the project would improve operations during the peak periods and would reduce congestion and delay at on the bridge 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.¹

3. The project is not a new bus or rail terminal or transfer point (40 CFR Section 93.123(b)(1)(iii)).

4. The project is not an expansion of an existing bus or rail terminal or transfer point (40 CFR Section 93.123(b)(1)(iv)).

5. There is no state implementation plan for PM_{2.5}, and therefore, the project is not identified in an implementation plan as an area of potential violation (40 CFR Section 93.123(b)(1)(v)).

- ❖ On January 9, 2013, the U.S. EPA issued a final rule to determine that the San Francisco Bay Area has attained the 24-hour PM_{2.5} National Ambient Air Quality Standard (NAAQS). This action suspends the federal State Implementation Plan (SIP) provisions that apply to preparing an attainment plan to demonstrate how the Bay Area will attain the standard.

Therefore, the proposed project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hot spot analysis. The proposed project would not create a new, or worsen an existing, PM_{2.5} violation.

References Cited:

¹2014 annual Average Daily Truck Traffic on the California State Highway System and the 2014 Traffic Volumes on California State Highway, (<http://Traffic-counts.dot.ca.gov>)

**Cross-Section of
Richmond-San Rafael Bridge
(Looking West)
Showing Proposed Improvements**

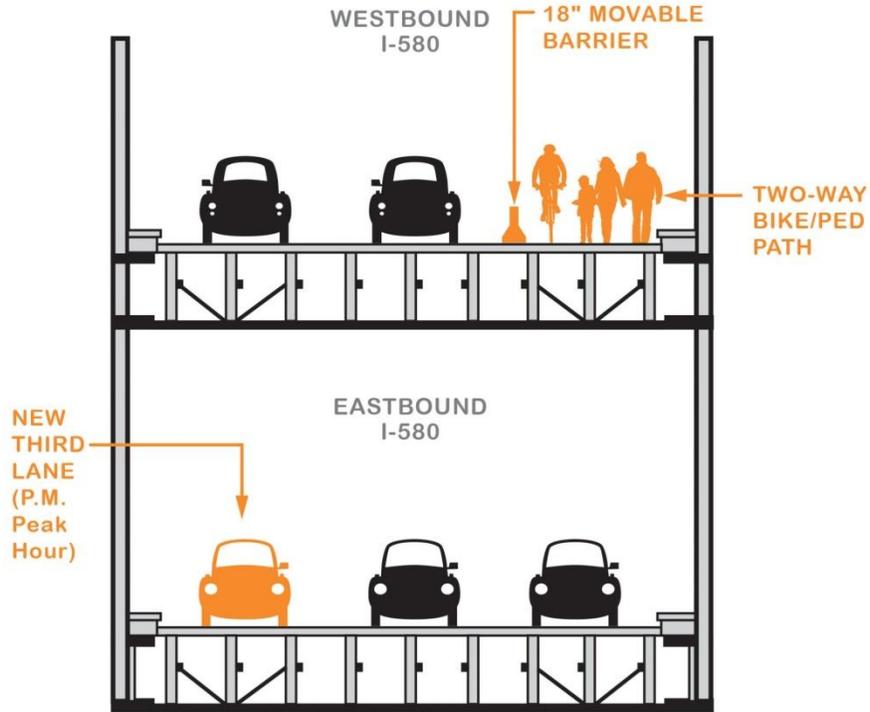


Figure 3: Richmond-San Rafael Bridge Cross Section after improvements, facing west.



Figure 4: Project Area Map



Figure 1: Richmond-San Rafael Bridge Concrete Trestle section, facing west.



Figure 2: Eastbound I-580 in Contra Costa County, facing west.

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	ALA110133	Oakland	HSIP7-04-015 Market Street	HSIP7-04-015 Oakland: Market from 4 to 7 Sts. and 18 to 19 Sts.: install uncontrolled crosswalk enhancements, such as RRFBs, ladder striping, raised bulb-outs, and raised median refuges at multiple locations.	HSIP7-04-015 Oakland: On Market, 3 of the 4 uncontrolled crosswalks on the corridor between 7th and 21st would be addressed. At San Pablo/Brockhurst, the southbound left-turn pocket is closed to provide a substantial median refuge. The project would include curb extensions, median refuges, striping (high-visibility ladder crosswalk and advanced yield markings), signing (R1-5 Yield Here to Pedestrians), and flashing beacons (rectangular rapid flashing beacons (RRFBs)). At the multilane Market/16th crossing, the existing narrow median would be widened to provide a full pedestrian refuge with nose. Provide protected left turn phase at Market/14th. Additionally, curb extensions/bus bulbs enhance safety in reducing crossing distances, speeds of turning autos, and pedestrian exposure to autos near the school and bus stops. Other Safety measures include bicycle lane gap closure, right-turn lane striping, and green skip-striping to improve bicycle safety. At northbound 5th, the project would convert the second outside travel lane to a right-turn lane, transitioning the bicycle lanes from curbside to between the through and right travel lane mid-block to remove the risk of right hook collisions. The faded bicycle lane striping under the freeway would be refreshed. Green skip-striping is proposed across active driveways underneath I-880 and through the conflict zone at the southbound right-turn pocket onto I-880 at 6th. A one-block gap in the Class II bicycle lane northbound between 18th and 19th Streets, where Market reduces to one lane in each direction, is closed by converting the second travel lane at the northbound Market at 18th to a right-turn lane and bring the bike lane between the through and right-turn lane. On the far side of 18th, a curb extension and Class II bike lane would be installed.	Air Quality - Bicycle and pedestrian facilities
ALA	ALA110134	Oakland	HSIP7-04-017 Downtown Intersection Improvements	HSIP7-04-017 Oakland: 10 high-priority intersections in Downtown Oakland: Upgrade existing deficient signals for pedestrian safety to include countdown signals and accessible pedestrian signals	HSIP7-04-017 Oakland: Upgrade existing deficient signals for pedestrian safety to include countdown signals accessible pedestrian signals at ten high priority intersections in Downtown Oakland. Locations include: 10th/Oak, 10th/Jackson, 10th/Harrison, 11th/Jackson, 11th/Harrison, 12th/Franklin, 12th Ped Signal, 13th/Franklin, 17th/Franklin, 19th/Franklin.	Air Quality - Bicycle and pedestrian facilities
CC	CC-110104	Lafayette	HSIP7-04-009 Taylor Blvd Safety Improvements	HSIP7-04-009 Lafayette: SB Taylor Blvd. and Geary Rd: Install guard rail/median barrier and high friction surface treatment.	In Lafayette on southbound Taylor Boulevard around Geary Road merge, install a combination of median barrier and road edge guard rail, and a high friction surface pavement treatment on the horizontal curve	Safety - Hazard elimination program
CC	CC-110108	CC County	Byron Highway Traffic Safety Improvements	Project ID: HSIP7-04-006 Byron Highway between Byron Hot Springs Rd and Contra Costa/Alameda County Line. Stripe double yellow centerline and add centerline rumble strips. Upgrade signs to meet retro-reflectivity standards.	Project ID: HSIP7-04-006 Byron Highway between Byron Hot Springs Rd and Contra Costa/Alameda County Line. Stripe double yellow centerline and add centerline rumble strips. Upgrade signs to meet retroreflectivity standards.	Safety - Safety improvement program
CC	CC-110109	CC County	Bay Point Sign Upgrade Project HSIP7-04-004	Project ID: HSIP7-04-004 In Bay Point: Warning and regulatory signs will be replaced with signs that have improved diamond grade retroreflectivity sheeting.	Project ID: HSIP7-04-004 The project will improve safety by replacing all regulatory and warning signs within unincorporated Bay Point with new fluorescent sheeting.	Safety - Traffic control devices and operating assistance other than signal projects
CC	CC-110110	CC County	San Pablo Dam Road Sidewalk Gap HSIP7-04-005	Project ID: HSIP7-04-005 In El Sobrante: On San Pablo Dam Road between Appian Way and Clark Road, construct sidewalk in four locations to fill gaps as a means of improving connectivity and safety.	Project ID: HSIP7-04-005 In El Sobrante: On San Pablo Dam Road between Appian Way and Clark Road, construct sidewalk in four locations to fill gaps as a means of improving connectivity and safety. Construction includes removing or relocating roadside obstacles and constructing curb, gutter, driveways, and sidewalk.	Air Quality - Bicycle and pedestrian facilities
MRN	MRN110052	Marin County	HSIP7-04-010 Lucas Valley Road PM 5.08	HSIP7-04-010 Marin County: Lucas Valley Rd. post mile 5.08: improve the roadway curve alignment	Project will widen roadway shoulder through the installation of earth retaining structures and associated drainage to lessen vertical and horizontal curve alignments for safe passage of longer vehicles. Project will include road shoulder widening, installation of a four-foot bike lane and associated asphalt resurfacing of the uphill lane, striping, and signage.	Safety - Safety improvement program
MRN	MRN110053	Marin County	HSIP7-04-011 Arterials & Collector Sign Upgrades	HSIP7-04-011 Marin County: Local arterials and rural collector roadways: Improve safety signage and delineation	Project will conduct sign inventory, roadway safety sign audit, and install/upgrade signs with new fluorescent sheeting, install chevron signs on horizontal curves, install curve advance warning signs.	Safety - Safety improvement program
MRN	MRN110054	Marin County	HSIP7-04-012 Panoramic Hwy PM 6.7 to 8.8	HSIP7-04-012 Marin County: Panoramic Hwy. from post mile 6.7 to 8.8: install guardrail and safety signage	Project will install guardrail at steep embankments, install/upgrade signs with new fluorescent sheeting, install chevron signs on horizontal curves, install curve advance warning signs, minor asphalt repair work, and minor shoulder grading and shoulder backing.	Safety - Safety improvement program
MRN	MRN110055	Marin County	HSIP7-04-013 Sir Francis Drake Blvd PM 8.6 to 9.53	HSIP7-04-013 Marin County: On Sir Francis Drake Blvd from post mile 8.60 to 9.53: Install warning signs and skid resistant pavement	Project will install dynamic variable speed warning signs for downhill traffic, install curve warning signs, install metal beam guardrail, install asphalt berms, install striping, perform minor drainage modifications, asphalt pavement restoration and resurfacing, install high friction surface pavement resurfacing, minor shoulder grading and shoulder backing widen unpaved shoulder for bicycle safety.	Safety - Safety improvement program
MRN	MRN110056	Marin County	HSIP4-04-009 Seminary Off Ramp Intersection Impvts	HSIP4-04-009 Project is located at the intersection of the Highway 101 Seminary northbound off-ramp and the Redwood Highway Frontage road and the DeSilva Island Drive to improve signal phasing and channelization.	Project constructs a new protected left-turn phase to both north and southbound Redwood Highway Frontage Road at the Highway 101/Seminary Drive off-ramp; new roadway lighting on existing poles, two new traffic signal poles, upgrading pedestrian push buttons and countdown indicators on existing poles, replacing five existing curb ramps with accessible curb ramps, restriping existing crosswalks, resurfacing the intersection with asphalt concrete, replacing and upgrading traffic signal detection loops and reconstructing two existing drainage inlets. All work will be performed in the existing County or State right-of-way, in compliance with applicable encroachment permits.	Safety - Safety improvement program
SCL	SCL110111	Sunnyvale	Bridge No. 37C0254 Mtn. View Alviso Rd Over Calaba	BRIDGE NO. 37C0254, MTN VIEW-ALVISO RD, OVER CALABAZAS CREEK, NEAR HWY 237. Replace 2 lane bridge with 2 lane bridge.	BRIDGE NO. 37C0254, MTN VIEW-ALVISO RD, OVER CALABAZAS CREEK, NEAR HWY 237. Replace 2 lane bridge with 2 lane bridge.	Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
SCL	SCL110141	San Jose	HSIP7-04-022 McLaughlin Ave Project	HSIP7-04-022: San Jose: On McLaughlin Ave between Interstate 280 and Capitol Expressway: implement safety elements.	HSIP7-04-022: In San Jose: On McLaughlin Ave between Interstate 280 and Capitol Expressway; Make improvements such as flashing beacons, bulb-outs, enhanced crosswalks, median islands, streetlights and/or other safety improvements.	Safety - Safety improvement program

40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Expanded Description	Project Type under 40 CFR 93.126
SF	SF-110057	SFMTA	HSIP7-04-021 NOMA SOMA Signal Retiming	HSIP7-04-021 - San Francisco: Northeast Quadrant: Retime traffic signals	HSIP7-04-021 - Project will retime up to 345 traffic signals in the northeast quadrant of San Francisco.	Safety - Safety improvement program
SM	SM-150009	San Carlos	US 101 Holly Pedestrian/Bicycle Overcrossing	San Carlos: At the US-101/Holly St Interchange: Construct a grade-separated multipurpose path that will connect pedestrian and bicyclist on the west side of Highway 101 to the east side of Highway 101	To eliminate conflicts between pedestrian and bicyclists and vehicles at the new interchange, the new overcrossing will be constructed as a separate structure from the interchange.	Air Quality - Bicycle and pedestrian facilities
SOL	SOL110057	Suisun City	HSIP7-04-024 SR12 Advance Warning Devices	HSIP7-04-024: Suisun City: EB SR 12 from Pennsylvania Ave. to Marina Blvd: install advance warning system and vehicle detection devices.	HSIP7-04-024: On eastbound State Route 12 between Pennsylvania Avenue and Marina Boulevard, install advance warning system and vehicle detection devices.	Safety - Traffic control devices and operating assistance other than signal projects
SON	SON130012	Windsor	Conde Ln/Johnson St Pedestrian Improvements	In Town of Windsor: At the intersection of Conde Lane and Johnson Street: Signalize the all-way stop-controlled intersection and close the gap in the sidewalk.	In the Town of Windsor at the intersection of Conde Lane and Johnson Street; signalize the all-way stop-controlled intersection and closing the gap in the sidewalk, installing pedestrian and bicycle signal equipment and curb extensions where none exist.	Safety - Traffic control devices and operating assistance other than signal projects



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Memorandum

TO: Air Quality Conformity Task Force

DATE: February 25, 2016

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 2015 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. Staff is not requesting a review of the project-level air quality conformity implications of these projects through this item.

Projects Staff is Proposing to Include in the 2015 TIP

Staff has received requests from sponsors to add 30 new individually listed projects to the 2015 TIP. Two of the proposed new individually listed projects include elements that may not be treated as exempt from regional-level conformity under 40 CFR 93.126 or 40 CFR 93.127. However, staff believes that the projects are not regionally significant. The projects are as follows:

1. Oakland: Telegraph Ave Complete Streets

FMS ID: 6276.00

Sponsor: City of Oakland

Description: In Oakland: On Telegraph Avenue between 20th St and 41st St: Implement complete street improvements including road diet, buffered bike lanes, ped crossing improvements, bulbouts, bus boarding islands, traffic signal improvements, and pavement repair.

Expanded Description: In Oakland, on Telegraph Avenue between 20th St and 41st St, implement complete street project incorporating road diet from four lanes to two lanes with left turn pockets, signing and striping of buffered bike lanes, pedestrian crossing improvements incorporating pedestrian refuges, bulbouts (mixture of raised curb and paint/planter), bus boarding islands with concrete bus pads, traffic signal improvements, and pavement repair.

Conformity Issue: This project includes a road diet in the project area and cannot be considered exempt from regional air quality conformity analysis. However, the project location has an estimated AADT of approximately 17,000 vehicles and, as such, staff believes that the project should be considered Non-Exempt, Not Regionally Significant.

Please note that this project overlaps, and may be combined, with Oakland’s Telegraph Ave Bike/Ped Improvements and Road Diet project (TIP ID ALA150042) discussed at the January, 2016, Task Force meeting.

2. Peery Park Rides

FMS ID: 6274.00

Sponsor: VTA

Description: In Sunnyvale: Peery Park area: Implement flexible transit service as part of a trip reduction strategy

Expanded Description: Implement flexible transit service as part of a trip reduction strategy for Sunnyvale's Peery Park area. Project will combine flexible transit with aggressive trip reduction targets to induce demand for alternative trips for commute and non-commute trips.

Conformity Issue: This project involves the establishment of a new, demand-responsive transit service and, as such, cannot be considered exempt from regional air quality conformity analysis. However, since the service does not have a fixed route and schedule, the addition of this service would not be captured by the model MTC uses as part of the Air Quality Conformity Analysis. Because of this staff believes that the project should be considered Non-Exempt, Not Regionally Significant.

MTC staff requests the Air Quality Conformity Task Force’s concurrence that the projects above may be deemed Non-Exempt, Not Regionally Significant for regional conformity purposes and that the addition of these projects to the 2015 TIP would not require an update to the Air Quality Conformity Analysis as they would not affect the regional transportation model used in analyzing regional air quality conformity. MTC staff is not seeking a determination on the status of these projects for project-level conformity purposes with this item.

Attachment A includes a list of the remaining 28 projects along with the regional air quality category that staff believes best describes the projects.

Item 3a - Attachment A

County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
Proposed New Individually Listed Projects for Regional Air Quality Conformity Status Review						
Alameda	ALA050035	Alameda County	Cherryland/Ashland/Castro Valley/Fairview Sidwalk Imp	Cherryland, Ashland, Castro Valley, Fairview, San Lorenzo and other Unincorporated Areas of Alameda County: Sidewalk improvements in the vicinity of Schools within unincorporated Alameda County area.	Improvements will include sidewalk installation along various local roadways within unincorporated Alameda County. Cycle 2 ATP projects: Install Sidewalks along Anita Av (Castro Valley School), Stanton Av (Stanton Elementary), Center St (Creekside Middle School. Cycle 1 ATP project: Install Sidewalks along 162nd Avenue, Ashland near Hillside Elementary School.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
Contra Costa	CC-130001	CC County	Bailey Road-State Route 4 Interchange	In Bay Point: At the Bailey Road-State Route 4 interchange; modify ramps and Bailey Road to improve bicycle and pedestrian circulation.	In Bay Point: At the Bailey Road-State Route 4 interchange; modify ramps and Bailey Road from BART Station Access Road to Canal Road to improve bicycle and pedestrian circulation. The project will remove the westbound loop off-ramp, pedestrian tunnel, bridge structure and footing. With removal of the loop off-ramp, Bailey Road will be widened to provide a third southbound lane through the interchange. The westbound diagonal off-ramp will be widened to two lanes requiring a retaining wall along the north side of the ramp and a new traffic signal will be installed at the intersection. The eastbound off-ramps will be reconfigured and signals modified to remove free right-turn movements. The project also includes improvements along Bailey Road, such as sidewalk installation, median modification, surface treatment, and restriping to provide Class 2 bike lanes. Replacement of planting/landscaping and necessary stormwater treatment may be included in the project.	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects
Contra Costa	CC-150010	CC County	Contra Costa - Rio Vista Pedestrian Connection	CC County: On Pacifica Avenue between Mariners Cove Drive and Wharf Drive: Provide a 5 foot wide sidewalk and bike lanes. Install flashing beacons and speed feedback sign on Pacifica Avenue near Rio Vista Elementary School.	In Bay Point: On Pacifica Avenue between Mariners Cove Drive and Wharf Drive. Install 5 foot wide sidewalk and bike lanes from Mariners Cove Drive to 525 feet west. Install Rectangular Rapid Flashing Beacons at the crosswalk in front of Rio Vista Elementary School. Install a speed feedback sign for eastbound vehicles approximately 60 feet west of Wharf Drive. This project also includes pavement repair and widening along Pacifica Avenue as well as construction of a retaining wall and drainage improvements on the north side of Pacifica Avenue to accommodate the new sidewalk and Class 2 bike lanes.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
San Mateo	6093	CCAG	Safe Routes to School for Health and Wellness	San Mateo County: Countywide: Implement a non-infrastructure educational program to increase the number of children who bike and walk to school with a focus on long term sustainability	The merger of Safe Routes to School with education standards, the Coordinated School Health Model, and Local Control Accountability Plans will enable comprehensive Safe Routes to School safety and health education to be embedded into school curriculum, into school cultures, and into community cultures for systematic and lasting change. Alignment with existing priorities ensures that the development and implementation of sustainable Safe Routes to School programs is embraced and becomes part of the school and community culture. Under the guidance of a Program Coordinator, the result of program efforts will include development and implementation of a Health and Physical Education Kit, a Safe and Supportive School Travel Kit, and a Community Empowerment Kit that can be used in other regions as well.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
San Francisco	6209	SFMTA	SFMTA: Replacement of 40' Trolley Coaches	SFMTA: Replace approximately 21 40' ETI electric trolley buses originally in service in 2002 with 21 40' electric trolley buses.	Replacement of approximately 21 40' ETI electric trolley buses originally in service in 2002 with 21 40' electric trolley buses. Manufacturer is New Flyer of America, Inc. Included in RTP and agency Transit Fleet Management Plan; has reasonable cost estimates. Procurement by exercising option in King County-Seattle Metro Transit contract.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet

Item 3a - Attachment A						
County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
San Francisco	6211	SFMTA	SFMTA 30-Foot Motor Coach Mid-Life Overhaul	SFMTA: Approximately 86 hybrid coaches: Perform midlife overhauls	Perform the midlife overhaul on approximately 86 hybrid coaches that were manufactured by Orion. The coaches were purchased in 2006 and 2007 and have reached half of their useful life. In order for the coaches to continue to operate reliably a midlife overhaul of the major components of the coaches is needed. The scope of work will include replacement or overhaul of the propulsion system, cooling system, suspension system, brake system, door system, fuel system, heating and ventilating system, wheelchair ramps, body and understructure, paint scheme, electronic equipment and piping.	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles
Alameda	ALA150039	AC Transit	AC Transit: PM Swap - 10 40ft Fuel Cell ZEB	AC Transit: Preventive maintenance program, including maintenance of buses and facilities. Project is in exchange for local funds to replace 10 (of 102 in sub-fleet) 40ft urban diesel buses with Zero-emission fuel cell buses.	AC Transit: Preventive maintenance program, including maintenance of buses and facilities. Project is in exchange for local funds to replace 10 (of 102 in sub-fleet) 40ft urban diesel buses with Zero-emission fuel cell buses. Bus purchase is not part of this project.	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles
San Mateo	6242	Daly City	Daly City Central Corridor Bicycle/Ped Safety Improvements	In Daly City: On Junipero Serra Blvd and Eastmoor Ave/San Pedro Rd/E Market St/Guad Cyn Pkwy: Install bicycle and pedestrian improvements; In Daly City/Uninc San Mateo County: On west side of Mission St/El Camino Real (State Route 82): install new sidewalk	In Daly City, install bicycle routes and/or lanes consisting of pavement markings and signs on Junipero Serra Blvd from City limit to City limit, Eastmoor Ave, San Pedro Rd, E Market St, Guadalupe Canyon Parkway. Additionally along these streets, install upgraded curb ramps, bulb-outs, upgraded or new pedestrian push buttons, pedestrian countdown signals, and traffic speed feedback devices at select locations. Install new sidewalk on the west side of Mission Street and El Camino Real starting near the intersection of Mission Street and San Pedro Rd in Daly City and ending at the intersection of El Camino Real and A Street in Unincorporated San Mateo County. The sidewalk work will include elements of the Grand Boulevard Initiative within Daly City, including brick banding, lighting, landscaping, irrigation, benches, and trash/recycling receptacles.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
San Mateo	6247	SSF	SSF Linden/Spruce Ave Traffic Calming Improvements	In South San Francisco: On Linden Avenue, California Avenue and Miller Avenue: Install pedestrian/bicycling safety improvements including a class 3 bikeway.	The project will install bulb-outs, crosswalks, advanced stop bars, high-visibility ladder crosswalks, median pedestrian refuge islands, advanced yield lines; mark edgelines, class 3 bikeway, and ADA compliant curb ramps.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
San Mateo	6258	San Mateo	San Mateo Downtown Parking Technology Implementation	In San Mateo: Various Locations Downtown: Replace existing parking meters, and pay stations and install parking availability signs at City facilities.	In San Mateo. Various locations; Replace old meters with smart meters utilizing existing bases, poles and conduit. Install parking availability signs at City facilities using existing conduit.	EXEMPT (40 CFR 93.126) - Directional and informational signs
Solano	6270	STA	STA SR2S Infrastructure & Non-infrastructure	Solano County: At 7 schools: Implement pedestrian infrastructure improvements; At 26 schools throughout the Cities of Benicia, Rio Vista & Vallejo: Providing education outreach	This combined infrastructure and non-infrastructure Safe Routes to Schools project, provides for infrastructure improvements at 7 schools, while providing education outreach to 26 schools throughout the Cities of Benicia, Rio Vista & Vallejo. Three project sites in Vallejo and five project sites in Benicia.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities

Item 3a - Attachment A

County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
San Mateo	6273	San Mateo Co	RWC 2020 Sustainable Transportation Encouragement	San Mateo County: In and around Redwood City: Safe Routes to School walk and bike audits, encouragement and education programs and community-wide transportation mode share change evaluation.	The Redwood City 2020 Sustainable Transportation Encouragement Project (STEP) is a noninfrastructure encouragement and education pilot project that changes transportation behavior, shifting more of residents' daily short trips to walking and bicycling. STEP will conduct walking audits and coordinate Safe Routes to School education and encouragement at local schools. Further, STEP implements a comprehensive Community-wide Transportation Demand Management approach (modeled on Portland, Oregon's Smart Trips) to shift residents' trips to active modes throughout the North Fair Oaks and south Redwood City project area. The STEP approach will reduce drive alone trips by at least 8% and increase active trips by 25%, delivering statistically-valid mode shift data and commensurate reductions in traffic volume and delay. STEP will achieve this objective through a five-part community-wide Transportation Demand Management approach.	EXEMPT (40 CFR 93.126) - Grants for training and research programs
Alameda	6275	Berkeley	goBerkeley Residential Shared Parking Pilot	In Berkeley: In residential areas adjacent to Southside/Telegraph and Elmwood goBerkeley program areas: Implement parking pricing pilot; In pilot areas: Implement TDM strategies and outreach focused on businesses and residents	In Berkeley: Non-infrastructure project. Implement parking pricing pilot programs in Residential Preferential Permit (RPP) areas adjacent to existing Southside/Telegraph and Elmwood goBerkeley areas, including comprehensive data collection using existing Automated License Plate Recognition system, extensive public outreach, introduction of a pay-by-phone payment system, and upgrades to existing parking signage. Implement targeted TDM strategies in pilot areas, including education/outreach and transit and biking incentives, focused on employees and residents in and around pilot areas.	EXEMPT (40 CFR 93.126) - Grants for training and research programs
Alameda	6277	Oakland	19th St BART to Lake Merritt Urban Greenway	In Oakland: Between Broadway and Harrison Street: Improvements include sidewalk widening and bulbouts, ped crossing improvements, bikelanes, new traffic signals and signal mods, street/ped lighting, signage, and landscape improvements.	In Oakland, between Broadway and Harrison Street, design and construction of improvements to pedestrian, bicyclist and transit rider environment. Project includes sidewalk widening and bulbouts, pedestrian crossing improvements, buffered class 2 bikelanes, new traffic signals and signal modifications, street/ped lighting, signage, and minor landscape improvements.	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections
Contra Costa	6278	Richmond	The Yellow Brick Road in Richmond's Iron Triangle	Implement pedestrian and bicycle improvements as outlined in the "Yellow Brick Road Walkable Neighborhood Plan"	Richmond: On Pennsylvania Ave at 2nd and Harbour Way; 7th St at Pennsylvania St and Ripley St; Elm St at 7th and 8th; 8th St between Lincoln St and Ohio Ave; and the crossings at the Richmond Greenway at 2nd, 4th, 6th, 8th, Harbour Way and 22nd St: Implement bike/ped improvements per the Yellow Brick Road Plan	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
Napa	6281	NCTPA	Napa Valley Vine Trail Calistoga-St. Helena Seg.	In Napa County: From Calistoga to St. Helena: Construct multi-use trail	In Napa County: Design and construction of the Calistoga-St. Helena Napa Valley Vine Trail Segment, multi-use trail from Calistoga to St. Helena.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
San Francisco	6282	SFDPH	SF Safe Routes to School 2017-2019 Non-Infrastruct	San Francisco: Citywide: Implement a pilot proposal that includes innovative educational, encouragement, and evaluation activities and deliverables to increase safe walking and biking by schoolchildren and their families for school years 2017-2019.	San Francisco: Citywide: SFDPH will provide leadership on behalf of a SF Safe Routes to School Partnership to implement a pilot project over two years that includes education, encouragement, and evaluation. The overall purpose of the SF Safe Routes to School (SF SRTS) program is to increase safe walking and biking by schoolchildren and their families to and from school. The purpose of the new project is to implement new pilot projects, including SRTS neighborhood task forces, neighborhood skills building and outreach events, Safe Passage corner captains program, City Streets Investigators curricula, bike physical education in middle and high schools, and staff at SFUSD to implement SRTS districtwide.	EXEMPT (40 CFR 93.126) - Grants for training and research programs

Item 3a - Attachment A						
County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
Santa Clara	6283	Mountain View	Mountain View El Camino Real Streetscape Study	In Mountain View: On El Camino Real within the City Limits; Develop detailed designs for sidewalks, crosswalks, lighting, landscaping, bicycle facilities and bus stops. Project will not lead directly to construction.	In Mountain View: On El Camino Real within the City Limits; The El Camino Real Streetscape Plan will provide location-specific design for public infrastructure, including but not limited to curbs, sidewalks, bicycle lanes, street furniture, landscaping, crosswalks, medians, lighting, and way-finding signage. The plan will provide detailed direction for the City and private developers to implement the long-term vision of El Camino Real as a walkable, transit-rich and bicycle-friendly area.	EXEMPT (40 CFR 93.126) - Planning and technical studies
Contra Costa	6284	Walnut Creek	Walnut Creek-Parking Guidance System Pilot	Walnut Creek: Downtown core area: Implement Parking Guidance System connected to all public parking in downtown core area.	A dynamic way finding parking guidance system based on real time supply. Includes parking sensors, field computing devices, routers and network hardware to transmit data.	EXEMPT (40 CFR 93.126) - Directional and informational signs
Alameda	6286	Hayward	Hayward: Comprehensive Parking Mngmt Plan Implmt	Hayward: Downtown Area: Implement Comprehensive Parking Management Plan	Implement parking management strategies in downtown area, including on-street metering, off-street permitting, enforcement and wayfinding	EXEMPT (40 CFR 93.126) - Grants for training and research programs
Alameda	6287	Berkeley	9th St Bicycle Blvd Extension Pathway Ph II	In Berkeley: Between the 9th Street Bicycle Boulevard (south of Heinz Avenue) and Murray Street: Install a shared-use path	Installation of a shared-use path to connect existing bicycle boulevard to existing trail. This project is located between the 9th Street Bicycle Boulevard (south of Heinz Avenue) and Murray Street in Berkeley. It would use the existing City ROW between the Orchard Supply Hardware and the back of the mixed-use buildings along 9th Street.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
Santa Clara	6288	San Jose	Berryessa BART Urban Village Plan	In San Jose: Around the Berryessa BART Station create new plans that will facilitate higher density uses and incentivize a mix of uses around the BART Station currently under construction.	In San Jose: create a new land use plan, develop urban design, open space and public are, way finding, streetscape and circulation, implementation guidelines and policies.	EXEMPT (40 CFR 93.126) - Planning and technical studies
Santa Clara	6289	San Jose	North 1st Street Urban Village Plan	In the City of San Jose: North 1st Street Urban Village area: Create a land use plan, Implementation guidelines and policies.	In San Jose create a new land use plan as well as develop urban design, open space and public are, wayfinding, streetscape and circulation guidelines and polices to facilitate higher density residential uses, commercial/office uses of greater intensity, and incentivize a mix of uses along the existing Alum Rock-Santa Teresa VTA light rail line.	EXEMPT (40 CFR 93.126) - Planning and technical studies
Santa Clara	6290	VTA	VTA: Radio System Upgrade	VTA Communications: VTA will upgrade portions of its land mobile radio system with voice/data enhancements.	VTA Communications: VTA will upgrade portions of its land mobile radio system with voice/data enhancements that are essential to bus, light rail and Protective Services operations.	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)
Sonoma	6291	SantaRosa Bus	SRCityBus Non-Revenue Vehicle and Capital Equipmnt	Santa Rosa City Bus: At Transit Mall: Implement transit enhancements and purchase a replacement non-revenue vehicle	Santa Rosa City Bus: At Transit Mall: Implement transit enhancements and purchase a replacement non-revenue vehicle	EXEMPT (40 CFR 93.126) - Purchase of support vehicles
Sonoma	6293	SantaRosa Bus	Garage Hoist for bus repairs	Santa Rosa City Bus: Purchase a garage hoist for repairs of the buses	Santa Rosa City Bus: Purchase a garage hoist for repairs of the buses	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities
Alameda	6294	Union C Transit	Rehabilitation of Two (2) Transit Buses	Union City Transit: Rehabilitate two (2) compressed natural gas (CNG) buses from 2008 that are now at their mid-life service expectancy. The vehicles have the potential to serve the transit agency longer with some rehabilitation to the vehicles.	Union City Transit: Rehabilitate two (2) compressed natural gas (CNG) buses from 2008 that are now at their mid-life service expectancy. The vehicles have the potential to serve the transit agency longer with some rehabilitation to the vehicles.	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles

Item 3a - Attachment A

County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
Alameda	6295	Oakland	Oakland Parking and Mobility Management Project	Oakland: In Montclair and Downtown neighborhoods: Implement demand-responsive parking management and transportation demand management initiatives	In Oakland, demand-responsive parking: implement demand-based pricing programs in multiple districts to achieve approximately 85% occupancy per block; work to identify all available parking supply, including residential and privately operated, to develop potential partnerships to share parking resources; install new signage and wayfinding to communicate parking policies, time limits, and price; establish Parking Benefit Districts to reinvest a portion of net parking revenues in communities; create a system for monitoring, enforcement, and evaluation of new and revised parking policies to ensure they remain effective and accurate; and test and refine data collection and analysis system developed by Berkeley for 'plug and play' capability for Oakland and other cities. Transportation demand management: use City funds to provide transit passes to targeted groups of employees in each PTDM district to increase the convenience of use and reduce the price of transit; promote transportation alternatives such as transit, bicycling, walking, and carpooling/vanpooling; provide information to employers regarding the California state law-mandated Parking Cash-Out programs for employees; and monitor and report changes in usage by district across parking cash-out, bus pass, bikeshare and carshare programs. Bus pass program in not federally participating.	EXEMPT (40 CFR 93.126) - Grants for training and research programs

**Air Quality Conformity Task Force
Summary Meeting Notes
January 28, 2016**

Participants:

Christopher Barney – STA

Janet Adams – STA

Ginger Vagenas – EPA

Rodney Tavitias – Caltrans

Heidi Ouren – HQE

Alejandro Perez – Town of Windsor

Janet Adams – STA

Aaron Sage – City of Berkeley

Ken Wheeler – Town of Windsor/Wheeler
Consulting

Matt Jones – Yolo/Solano Air Quality
Management District

Kevin Nguyendo – Caltrans

Dick Fahey – Caltrans

Harold Brazil – MTC

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

2. PM_{2.5} Project Conformity Interagency Consultations

a. Consultation to Determine Project of Air Quality Concern Status

**i. Bell Road/Market Street/Windsor River Road Pedestrian Improvement
Project**

Alejandro Perez (Town of Windsor) began his description of the Bell Road/Market Street/Windsor River Road Pedestrian Improvement project by stating that the project will would improve operations at the intersection and the improvements would include:

- Traffic signal installation
- Pedestrian and bicycle signal equipment and facilities
- Curb bulb-outs
- Streetscape enhancements

Mr. Perez also indicated that the project is located near a Priority Development Area (PDA) in the downtown Windsor and a Sonoma-Marin Area Rail Transit (SMART) station. Mr. Perez also noted that two 350 unit residential buildings are located to the north and south of the project area.

Mr. Perez said the project status and schedule is as follows:

- Project currently out to bid for design
- Final plans PSE to Town in September 2016
- E-76CON submitted to Caltrans October 2016
- E-76CON approved by Caltrans December 2016
- Construction anticipated in Spring of 2017

Ginger Vagenas (EPA) did not feel that the Bell Road/Market Street/Windsor River Road Pedestrian Improvement project was a project of air quality concern, but asked if there were any comments from the other members of the Task Force on this project. After follow-up with Task Force members who were not in attendance at the meeting, there were no other comments on this project.

Final Determination: With input from FTA (via email), EPA, Caltrans and FHWA (via email), the Task Force concluded that the Bell Road/Market Street/Windsor River Road Pedestrian Improvement project was not of air quality concern.

ii. Shattuck Complete Streets and De-couplet Project

Aaron Sage (City of Berkeley) began his description of the Shattuck Complete Streets and De-couplet project by stating that the project will –

1. Improve Public Safety By:
 - a. Simplify traffic patterns
 - b. Eliminate dog-leg turns
 - c. Eliminate double right turn at University (west) to Shattuck (north)
 - d. Improve pedestrian crossings
 - e. Add back-in angled parking for better bicyclist visibility
2. Improve Transit Facilities By:
 - a. Relocate bus stops to enhance access and improve performance
 - b. Increase accessibility for pedestrians and bicyclists
 - c. Reorganize the public space to better accommodate transit users
3. Improve Open Space by providing enhanced public space for social, cultural and community activities

Mr. Sage indicated that there is a strong need to improve pedestrian safety in the project area and he stated that:

- All 6 intersections in the Project Area have high collision rates
- University/Shattuck (W) is ranked as the #2 Highest Priority project in the City's Pedestrian Master Plan; Current configuration contributes to high auto/pedestrian collision rates

Mr. Sage also stated that the Shattuck Complete Streets and De-couplet project provides new transportation infrastructure and streetscape amenities to support transit oriented development and he mentioned the following:

- Over 1,300 housing units created in downtown Berkeley PDA since 1999
- Over 1,400 additional units are currently in pipeline
- The BART Plaza renovation project begins June 2016

Ginger Vagenas (EPA) said that she liked the Shattuck Complete Streets and De-couplet project and did not think that the project was of air quality concern. Dick Fahey (Caltrans) agreed with Ms. Vagenas.

Final Determination: With input from FTA (via email), EPA, Caltrans and FHWA (via email), the Task Force concluded that the Shattuck Complete Streets and De-couplet project was not of air quality concern.

iii. SR12/Church Rd Intersection Improvements Project

Heidi Ouren (HQE) began his presentation of the SR12/Church Rd Intersection Improvements project by stating that the project is located on the western side of Rio Vista surrounded by agricultural lands. Ms. Ouren went on to say that SR12 is a major east/west connector for the San Joaquin Valley and Solano, Napa and Sonoma counties.

Ms. Ouren also indicated that the purpose of the SR12/Church Rd Intersection Improvements project is to reduce accidents on State Route 12 (SR12) at Church/Amerada Road, minimize accident severity involving fixed objects, and provide a clear recovery zone off the traveled way. Ms. Ouren noted that in order to improve operations and in turn enhance safety, acceleration/deceleration lanes will be provided at the Church Road intersection for right turns, along with separate left turn pockets.

Kevin Nguyendo (Caltrans) asked if the project was 23 USC 327- intersection channelization NEPA delegation type and Harold Brazil (MTC) replied by indicating that FHWA had deferred to Caltrans, meaning the project is a 23 USC 327 NEPA delegation type. (previously Section 6004 – Categorical Exemption)

Ginger Vagenas (EPA) stated that she appreciated the photos of the project area included in the project assessment form and presentation which helps her visualize the project and Dick Fahey (Caltrans) agreed.

Matt Jones (Yolo/Solano Air Quality Management District) provided additional background information about the air quality jurisdictional issues associated with this project and noted that the project is located in the Yolo/Solano Air Quality Management District air basin. Mr. Jones did not feel that the SR12/Church Rd Intersection Improvements project was of air quality concern based on truck traffic data included in assessment form.

Final Determination: With input from FTA (via email), EPA, Caltrans and FHWA (via email), the Task Force concluded that the SR12/Church Rd Intersection Improvements project was not of air quality concern.

b. Projects Under 40 CFR 93.128 – Project-level Conformity Determination Needed

i. AC Transit: South County Corridors Improvement Project

Harold Brazil (MTC) opened the discussion on the AC Transit: South County Corridors project by stating the project would provide travel time improvements by using Adaptive Traffic Control Systems, corridor-wide Transit Signal Priority, signal coordination and relocation of key bus stops from near side to far side. Mr. Brazil provided information indicating that the project is part of MTC's Program for Arterial System Synchronization (PASS) which works to make the Bay Area's major city streets and county roads both safer and more efficient. Ginger Vagenas (EPA) clarified that since the AC Transit: South County Corridors Improvement project involves traffic signal

synchronization exclusively, then it is not to be a project of air quality concern and not subject to the PM2.5 project level conformity requirement (as per 40 CFR 93.128).

Final Determination: With input from FTA (via email), EPA, Caltrans and FHWA (via email), the Task Force concluded that the AC Transit: South County Corridors Improvement project was not of air quality concern.

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

i. Confirmation of the list of exempt projects from PM_{2.5} conformity (2c_Exempt List 011516.pdf)

Ginger Vagenas (EPA), Dick Fahey (Caltrans) and Kevin Nguyendo (Caltrans) all stated that TIP ID number **ALA150043** the Oakland: Shattuck and Claremont Bike/Pedestrian Improvements project needed to be removed from the 2c_Exempt List 011516.pdf list of exempt projects due to the road diet component of the project.

Final Determination: With input from FHWA (via email), FTA (via email), EPA, Caltrans and MTC, the Task Force agreed, with the exclusion of projects **ALA150043**, that the rest of the projects on the exempt list (**2c_Exempt List 011516.pdf**) were exempt from PM_{2.5} project level analysis.

3. Projects with Regional Air Quality Conformity Concerns

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

Projects Staff Proposing to Include in the 2015 TIP

Harold Brazil (MTC) stated that MTC staff has received requests from sponsors to add 34 new individually listed projects and 34 new group listed projects to the 2015 TIP and that two of the proposed new individually listed projects include road diets as part of the project scope and may not be treated as exempt from regional-level conformity under 40 CFR 93.126 or 40 CFR 93.127. Mr. Brazil went on to indicate that the project areas have traffic volumes under 20,000 ADT and are not regionally significant and that these road diets would not be modeled for conformity at the regional level. The projects are as follows:

- 1. Oakland: Telegraph Ave Bicycle/Pedestrian Improvements and Road Diet (TIP ID: ALA150042)**
- 2. Oakland: Shattuck and Claremont Bicycle/Pedestrian Improvements (TIP ID: ALA150043)**

Mr. Brazil requested Task Force's concurrence that the projects above may be deemed Non-Exempt, Not Regionally Significant for regional conformity purposes as they would not affect the regional transportation model used in analyzing regional air quality conformity. Mr. Brazil received no questions or comments and (via email follow-up) the Task Force concurred on this agenda item.

4. Consent Calendar

a. December 3, 2015 Air Quality Conformity Task Force Meeting Summary

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

5. Other Items

Dick Fahey (Caltrans), Kevin Nguyendo (Caltrans) and Harold Brazil (MTC), discussed updating the project assessment form (used for project consultation) to reflect the updated NEPA delegation codes. This group will produce a draft revised version of the form and (then) present it to the entire Task Force for review and comment.