



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
415.778.6700
www.mtc.ca.gov

Air Quality Conformity Task Force

Metropolitan Transportation Commission
Bay Area Metro Center

Mount Hamilton Conference Room

375 Beale Street, Suite 800

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

Conference Call Number: Dial - (415) 655-0002 (Access Code: **922 984 605**)

Participant ID is # **button**.

April 25, 2019

9:30 a.m. –11:00 a.m.

AGENDA

1. Welcome and Introductions
2. PM_{2.5} Project Conformity Interagency Consultations
 - a. Consultation to Determine Project of Air Quality Concern Status
 - i. I-880 Interchange Improvements Project (Whipple Road-Industrial Pkwy) Project
 - b. Confirm Projects Are Exempt from PM_{2.5} Conformity
 - c. Arroyo de Laguna Bridge Scour Project; secondary Task Force review – per Caltrans request
3. Projects with Regional Air Quality Conformity Concerns
 - a. Review of the Regional Conformity Status for New and Revised Projects
 - 3a_Regional_AQ_Conformity_Review_042519.pdf
 - 3_Attachment-A_List_of_Proposed_New_Projects_042519.pdf
4. Transportation Air Quality Conformity Redetermination for the 2019 Transportation Improvement Program and Amended Plan Bay Area 2040 (Update)
5. Consent Calendar
 - a. March 28, 2019 Air Quality Conformity Task Force Meeting Summary
6. Other Items

Next Meeting: May 23, 2019

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



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

Memorandum

TO: Air Quality Conformity Task Force

DATE: April 12, 2019

FR: Harold Brazil

W. I.

RE: PM_{2.5} Project Conformity Interagency Consultation

The project sponsor representing the Alameda County Transportation Commission, seeks interagency consultation from the Air Quality Conformity Task Force (AQCTF) at today's meeting and the projects is as follows:

No.	Project Sponsor	Project Title
1	Alameda County Transportation Commission	I-880 Interchange Improvements Project (Whipple Road-Industrial Parkway Southwest and Industrial Parkway West) Project

2ai_I-880_Interchange_Improvements_Project_Whipple_Road-Industrial_Pkwy_Project_Assessment_Form.pdf (for the I-880 Interchange Improvements Project (Whipple Road-Industrial Parkway Southwest and Industrial Parkway West project)

MTC also requests the review and concurrence from the Task Force on projects which project sponsors have identified as exempt and likely not to be a POAQC. **2b_Exempt List 041219.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 Project (Whipple Road-Industrial Parkway Southwest and Industrial Parkway West)

Project Summary for Air Quality Conformity Task Force Meeting: Thursday, April 25, 2019

Description

- The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), in cooperation with the Alameda County Transportation Commission (Alameda CTC) and the cities of Hayward and Union City, propose to provide interchange and local road improvements along Interstate 880 (I-880) from 0.6 mile south of the I-880/Whipple Road-Industrial Parkway Southwest Interchange to 0.3 mile north of the I-880/Industrial Parkway West. The I-880 Interchange Improvements Project (project) would include interchange on- and off-ramp reconfigurations, modifications and/or replacement of bridge structures, local roadway realignments and restriping, and bicycle and pedestrian improvements in the cities of Hayward and Union City, in Alameda County. The alternatives are “Build Alternative 1”, “Build Alternative 2”, and the “No-Build Alternative”. The differences between the Build Alternatives are related to the proposed southbound on-ramp configurations at the I-880/Industrial Parkway West interchange. Build Alternative 1 would reconfigure the I-880/Industrial Parkway West interchange to a tight diamond (L-1) configuration. Build Alternative 2 would reconfigure the I-880/Industrial Parkway West interchange to a hybrid partial cloverleaf (parclo)/tight diamond configuration.
- The purpose of the project is to improve traffic operations and safety at the I-880/Whipple Road-Industrial Parkway Southwest and I-880/Industrial Parkway West interchanges by improving accessibility and enhancing mobility to the City of Hayward Industrial Technology and Innovation ITI Corridor. The project will also provide safe bicycle and pedestrian connections through the I-880/Whipple Road-Industrial Parkway Southwest and I-880/Industrial Parkway West interchanges.
- Improved traffic operations would alleviate congestion in the project area, which is expected to attract additional vehicles to I-880 that currently divert from the freeway to use the local street network. The additional traffic on I-880 would not deteriorate the Level of Service (LOS) or overall air quality.
- The Build Alternatives would not change regional travel demand compared to the No-Build Alternative.

Background

- Technical studies are being prepared to support the CEQA/NEPA environmental document Initial Study/Environmental Assessment (IS/EA).
- Public review is scheduled for January 2020.
- Seeking project-level air quality conformity determination by April 2019.

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?

- The Build Alternatives would alleviate local traffic congestion at the I-880 interchanges and increase AADT along the I-880 corridor. Trucks would comprise 5 to 7.3 percent of traffic with and without the Build Alternatives.
- The Build Alternatives would not add capacity for diesel vehicles on I-880.
- The Build Alternatives would reduce PM_{2.5} emissions from diesel vehicles by lowering the regional vehicle miles travelled and idling times at the I-880 interchanges compared to the No-Build Alternative.

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

- Overall, the Build Alternatives would improve or maintain the LOS at the I-880 interchanges at Tennyson Road, Industrial Parkway, Whipple Road, and Alvarado-Niles Road.

(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_{10} or $PM_{2.5}$ implementation plan as site of violation?

- No state implementation plan for $PM_{2.5}$

RTIP ID# (required) 17-01-0023 and 17-01-0021				
TIP ID# (required) ALA110002 and ALA170005				
Air Quality Conformity Task Force Consideration Date Thursday, April 25, 2019				
Project Description (clearly describe project) <p>The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), in cooperation with the Alameda County Transportation Commission (Alameda CTC) and the cities of Hayward and Union City, propose to provide interchange and local road improvements along Interstate 880 (I-880) from 0.6 mile south of the I-880/Whipple Road-Industrial Parkway Southwest Interchange to 0.3 mile north of the I-880/Industrial Parkway West. The I-880 Interchange Improvements Project (project) would include interchange on- and off-ramp reconfigurations, modifications and/or replacement of bridge structures, local roadway realignments and restriping, and bicycle and pedestrian improvements in the cities of Hayward and Union City, in Alameda County. The regional location of the project is depicted in Figure 1.</p> <p>The alternatives are "Build Alternative 1", "Build Alternative 2", and the "No-Build Alternative". The differences between the Build Alternatives are related to the proposed southbound on-ramp configurations at the I-880/Industrial Parkway West interchange. Build Alternative 1 would reconfigure the I-880/Industrial Parkway West interchange to a tight diamond (L-1) configuration. Build Alternative 2 would reconfigure the I-880/Industrial Parkway West interchange to a hybrid partial cloverleaf (parclo)/tight diamond configuration. Both Build Alternatives would propose the same improvements to the I-880/Whipple Road-Industrial Parkway Southwest interchange. Figure 2 and Figure 3 illustrate the general configurations of the proposed interchange improvements.</p>				
Type of Project: Interchange improvements				
County Alameda	<i>Narrative Location/Route & Postmiles.</i> Interchange and local road improvements along I-880 from 0.6 mile south of the I-880/Whipple Road-Industrial Parkway Southwest Interchange to 0.3 mile north of the I-880/Industrial Parkway West interchange. Caltrans District 04-ALA-880-PM 13.04/14.75 EA 04-0Q280 Project ID 04-1800-0067			
Lead Agency: Alameda County Transportation Commission				
<i>Contact Person</i> Gary Sidhu	<i>Phone#</i> 510-208-7414	<i>Fax#</i>	<i>Email</i> gsidhu@alamedactc.org	
Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)				
<i>Categorical Exclusion (NEPA)</i>	<input checked="" type="checkbox"/> EA or Draft EIS	<input type="checkbox"/> FONSI or Final EIS	<input type="checkbox"/> PS&E or Construction	<i>Other</i>
Scheduled Date of Federal Action: July 2020				
NEPA Delegation – Project Type (check appropriate box)				
<input type="checkbox"/> Not an exempt project	<input type="checkbox"/> Section 326 – Categorical Exclusion	<input checked="" type="checkbox"/>	Section 327 – Non-Categorical Exclusion	

Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	2018	2020	2020	2023
End	2020	2023	2023	2026
<p>Project Purpose and Need (Summary): <i>(please be brief)</i></p> <p>Regional growth and local development has resulted in significant traffic increases on I-880 and the local streets serving both of the project interchanges. The current interchange configurations create long traffic queues of vehicles waiting to enter or exit the freeway. Congestion and delay in the project vicinity also adversely affects efficient goods movement to and from the Hayward Industrial Technology and Innovation (ITI) Corridor.</p> <p>The purpose of the project is to:</p> <ul style="list-style-type: none"> ▪ Improve traffic operations and safety at the I-880/Whipple Road-Industrial Parkway Southwest and I-880/Industrial Parkway West interchanges by improving accessibility and enhancing mobility to the City of Hayward Industrial Technology and Innovation ITI Corridor. ▪ Provide safe bicycle and pedestrian connections through the I-880/Whipple Road-Industrial Parkway Southwest and I-880/Industrial Parkway West interchanges. 				
<p>Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i></p> <p>Existing land uses in the project vicinity include single-family residential, commercial, and light-industrial developments. No schools, parks, hospitals, and convalescent homes are located within 500 feet of the project. The residential single-family homes are located immediately northeast and northwest of the I-880/Industrial Parkway West interchange (Figure 2), and immediately west and southeast of the I-880/Whipple Road-Industrial Parkway Southwest interchange (Figure 3).</p> <p>The I-880/Whipple Road-Industrial Parkway Southwest and I-880/Industrial Parkway West interchanges provide freeway access to the City of Hayward ITI Corridor, which includes a variety of warehouse and distribution facilities, food manufacturing companies, bio-technology firms, and high technology businesses. Congestion and delay in the project vicinity adversely affects efficient goods movement via trucks to and from the Hayward Industrial Technology and Innovation Corridor.</p>				

Brief summary of assumptions and methodology used for conducting analysis

Methodology

Kittelson and Associates, Inc., conducted travel forecasting using the May 2018 version of the Alameda CTC Countywide Travel Demand Model with Association of Bay Area Governments (ABAG) Plan Bay Area Projections. Kittelson applied the model to develop traffic forecasts for existing year (2018), opening year (2025), and design year (2045). The regional study area considered in this analysis extended beyond the project limits to capture the effects of the proposed project on the surrounding transportation system as well as the effects of traffic in the surrounding area on the proposed project. As shown in the illustration below, the regional study area included the freeway mainline segments for the I-880 interchanges at Tennyson Road, Industrial Parkway, Whipple Road, and Alvarado-Niles Road; the ramp terminal intersections at the four interchanges; and 15 key intersections located on the major arterials connecting the four interchanges.

REGIONAL STUDY AREA



Kittelson developed traffic forecasts for annual average daily traffic (AADT) for six freeway mainline segments and related ramps. For the mainline segments, the AADT presented below represent both directions of I-880. For the ramps, AADT is presented for the direction of each ramp.

Assumptions

Trucks along the I-880 mainline represents approximately 7.3% of northbound traffic in the AM peak period and approximately 5.0% of southbound traffic in the PM peak period. These percentages were used to estimate truck AADT. The project would not result in changes to land use that would affect diesel truck traffic in the area. Therefore, the daily truck percentage is expected to be same with and without the project.

Source

Kittelson & Associates, Inc. (March 14, 2019). *Draft Traffic Operation Analysis Report; Interstate 880/Whipple Road-Industrial Parkway Southwest and Interstate 880/Industrial Parkway West Interchange Improvements..*

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

Table 1. Opening Year (2025) Levels of Service along I-880

I-880 Mainline Segment	Direction	Peak Period	2025 No Build		2025 Build Alternatives ¹	
			Speed (mph)	LOS	Speed (mph)	LOS
Alvarado-Niles Road to Whipple Road	NB	AM	68.1	C	68.0	C
		PM	19.3	F	18.0	F
Whipple Road to Industrial Parkway West	NB	AM	66.7	C	65.1	D
		PM	14.4	F	10.6	F
Industrial Parkway West to Tennyson Road	NB	AM	68.4	C	68.7	C
		PM	21.8	F	24.2	F
Tennyson Road to Industrial Parkway West	SB	AM	21.9	F	21.9	F
		PM	58.1	D	58.1	D
Industrial Parkway West to Whipple Road	SB	AM	21.6	F	22.0	F
		PM	58.2	D	58.2	D
Whipple Road to Alvarado-Niles Road	SB	AM	19.9	F	19.9	F
		PM	---	E	---	E

Source: Kittelson & Associates, Inc., 2019.

Notes: Alt = Alternative; Var = variation; LOS = level of service; NB = northbound; SB = southbound; mph = miles per hour; --- = not available

¹ Freeway mainline operations are the same for Build 1 and Build 2 Alternatives.

Table 2. Opening Year (2025) AADT and Truck AADT along I-880

I-880 Mainline Segment	2025 No Build AADT		2025 Build Alternatives AADT		Net Change in Truck AADT
	Total	Trucks ¹	Total	Trucks ¹	
South of Alvarado Niles Road	235,885	14,542	236,930	14,617	75
Alvarado Niles Road to Whipple Road-Industrial Parkway Southwest	244,415	15,101	246,275	15,236	135
Whipple Road-Industrial Parkway Southwest to Industrial Parkway West	243,082	14,917	249,107	15,361	444
North of Industrial Parkway West	245,729	15,299	253,476	15,570	271

Source: Kittelson & Associates, Inc., 2019.

¹ Trucks include 7.3% of northbound trips and 5.0% of southbound trips.

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 3. Horizon Year (2045) Levels of Service along I-880

I-880 Mainline Segment	Direction	Peak Period	2045 No Build		2045 Build Alternatives ¹	
			Speed (mph)	LOS	Speed (mph)	LOS
Alvarado-Niles Road to Whipple Road	NB	AM	67.1	C	67.0	C
		PM	15.5	F	14.6	F
Whipple Road to Industrial Parkway West	NB	AM	65.5	D	63.4	D
		PM	4.4	F	1.5	F
Industrial Parkway West to Tennyson Road	NB	AM	67.9	C	68.3	C
		PM	12.5	F	13.4	F
Tennyson Road to Industrial Parkway West	SB	AM	16.4	F	17.2	F
		PM	55.6	E	55.6	E
Industrial Parkway West to Whipple Road	SB	AM	15.3	F	15.7	F
		PM	56.9	D	56.5	D
Whipple Road to Alvarado-Niles Road	SB	AM	17.5	F	18.9	F
		PM	---	F	---	F

Source: Kittelson & Associates, Inc., 2019.

Notes: Alt = Alternative; Var = variation; LOS = level of service; NB = northbound; SB = southbound; mph = miles per hour; --- = not available

¹ Freeway mainline operations are the same for Build 1 and Build 2 Alternatives.

Table 4. Horizon Year (2045) AADT and Truck AADT along I-880

I-880 Mainline Segment	2045 No Build AADT		2045 Build Alternatives AADT		Net Change in Truck AADT
	Total	Trucks ¹	Total	Trucks ¹	
South of Alvarado Niles Road	256,040	15,817	257,035	15,900	82
Alvarado Niles Road to Whipple Road-Industrial Parkway Southwest	260,473	16,169	262,773	16,339	170
Whipple Road-Industrial Parkway Southwest to Industrial Parkway West	268,336	16,480	274,573	16,950	470
North of Industrial Parkway West	284,656	17,552	280,403	17,257	-295

Source: Kittelson & Associates, Inc., 2019.

¹ Trucks include 7.3% of northbound trips and 5.0% of southbound trips.

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

Table 5. Opening Year (2025) Levels of Service at Interchanges

Interchange Name	Control Type	Peak Period	2025 No Build		2025 Build Alt 1		2025 Build Alt 1 Var 1		2025 Build Alt 2	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
I-880 SB Ramps/Dyer Street & Whipple Road	Signalized	AM	68.7	E	35.0	D	33.0	C	---	---
		PM	51.2	D	51.4	D	47.7	D	---	---
I-880 NB Ramps & Whipple Road	Signalized	AM	52.6	D	46.0	D	45.1	D	---	---
		PM	66.3	E	42.8	D	43.4	D	---	---
I-880 SB Ramps & Industrial Parkway	Signalized	AM	41.7	D	27.2	C	---	---	17.3	B
		PM	36.3	D	22.8	C	---	---	10.7	B
I-880 NB Ramps & Industrial Parkway	TWSC Signalized ¹	AM	23.8	C	20.8	C	---	---	20.6	C
		PM	17.9	C	17.8	B	---	---	16.4	B

Source: Kittelson & Associates, Inc., 2019.

Notes: Alt = Alternative; Var = variation; LOS = level of service; s/veh = seconds per vehicle; --- = not available

¹ Two-Way Stop Controlled (TWSC) for No-Build Alternative and Signalized for Build Alternatives.

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

Table 6. Horizon Year (2045) Levels of Service at Interchanges

Interchange Name	Control Type	Peak Period	2045 No-Build		2045 Build Alt 1		2045 Build Alt 1 Var 1		2045 Build Alt 2	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
I-880 SB Ramps/Dyer Street & Whipple Road	Signalized	AM	112.0	F	52.2	D	50.4	D	---	---
		PM	107.2	F	57.9	E	54.0	D	---	---
I-880 NB Ramps & Whipple Road	Signalized	AM	116.0	F	64.8	E	65.7	E	---	---
		PM	108.5	F	52.1	D	55.8	E	---	---
I-880 SB Ramps & Industrial Parkway	Signalized	AM	147.4	F	32.3	C	---	---	27.6	C
		PM	84.2	F	27.0	C	---	---	12.3	B
I-880 NB Ramps & Industrial Parkway	TWSC Signalized ¹	AM	141.0	F	35.3	D	---	---	20.7	C
		PM	25.7	D	16.4	B	---	---	14.3	B

Source: Kittelson & Associates, Inc., 2019.

Notes: Alt = Alternative; Var = variation; LOS = level of service; s/veh = seconds per vehicle; --- = not available

¹ Two-Way Stop Controlled (TWSC) for No-Build Alternative and Signalized for Build Alternatives.

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

Not applicable.

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

Not applicable.

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

The Build Alternatives would improve the Level of Service (LOS) at the four I-880 interchanges and alleviate congestion in the project area. The traffic analysis shows that vehicles would shift from local roadways in the study area to I-880. However, the LOS along the I-880 mainline segments would remain the same with or without implementation of the Build Alternatives. Although the project would result in localized changes to origin-destination patterns, it would not change regional travel demand compared to the No-Build Alternative. Adding capacity on I-880 is meant to attract traffic currently using local streets to the freeway, which would reduce regional vehicle miles travelled (VMT) and traffic redistribution impacts on other local facilities.

Comments/Explanation/Details (please be brief)

Under 40 CFR 93.123(b)(1), the following criteria are utilized to determine the potential for a proposed project to qualify as a Project of Air Quality Concern.

- (i) *New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles;*

The project would alleviate local traffic congestion at the I-880 interchanges and increase AADT along the I-880 corridor. Trucks would comprise 5 to 7.3 percent of the freeway traffic with and without the project. The increase in truck AADT along the I-880 would be the same for both Build Alternatives. The average increase in truck AADT on I-880 within the project area is about 231 in 2025 (Table 2) and 107 in 2045 (Table 4).

Although the project would increase truck AADT along I-880, the LOS along the freeway would remain the same and less truck traffic would divert onto the surrounding local street network to avoid congestion. As a result, the Build Alternatives would reduce the regional VMT. In addition, the LOS at the four I-880 interchanges in the project area would generally improve, resulting in less vehicle idling. The combination of lower regional VMT and idling time at interchanges will reduce the overall PM_{2.5} emissions from diesel vehicles compared to the No-Build Alternative.

Based on the project's decrease in PM_{2.5} emissions from diesel vehicles due to improved traffic flow, the project's increase in diesel vehicles would not be considered significant and the project would not be considered a Project of Air Quality Concern under this criterion.

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

Overall, the Build Alternatives would improve or maintain the LOS at the four I-880 interchanges in project area.

- For the 2025 No-Build Alternative, the following three interchanges would operate at LOS D, E, or F during the AM and/or PM peak periods (Table 5):
 - I-880 SB Ramps/Dyer Street & Whipple Road
 - I-880 NB Ramps & Whipple Road
 - I-880 SB Ramps & Industrial Parkway
- For the 2025 Build Alternatives, the following two interchanges would operate at LOS D, E, or F during the AM and/or PM peak periods (Table 5):
 - I-880 SB Ramps/Dyer Street & Whipple Road
 - I-880 NB Ramps & Whipple Road
- For the 2045 No-Build Alternative, the following four interchanges would operate at LOS D, E, or F during the AM and/or PM peak periods (Table 6):
 - I-880 SB Ramps/Dyer Street & Whipple Road
 - I-880 NB Ramps & Whipple Road
 - I-880 SB Ramps & Industrial Parkway
 - I-880 NB Ramps & Industrial Parkway
- For the 2045 Build Alternatives, the following three interchanges would operate at LOS D, E, or F during the AM and/or PM peak periods (Table 6):
 - I-880 SB Ramps/Dyer Street & Whipple Road
 - I-880 NB Ramps & Whipple Road
 - I-880 NB Ramps & Industrial Parkway

Therefore, the proposed project would not be considered a Project of Air Quality Concern under this criterion.

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

The proposed project would not implement a new bus or retail terminal or transfer point. Therefore, the proposed project would not be considered a Project of Air Quality Concern under this criterion.

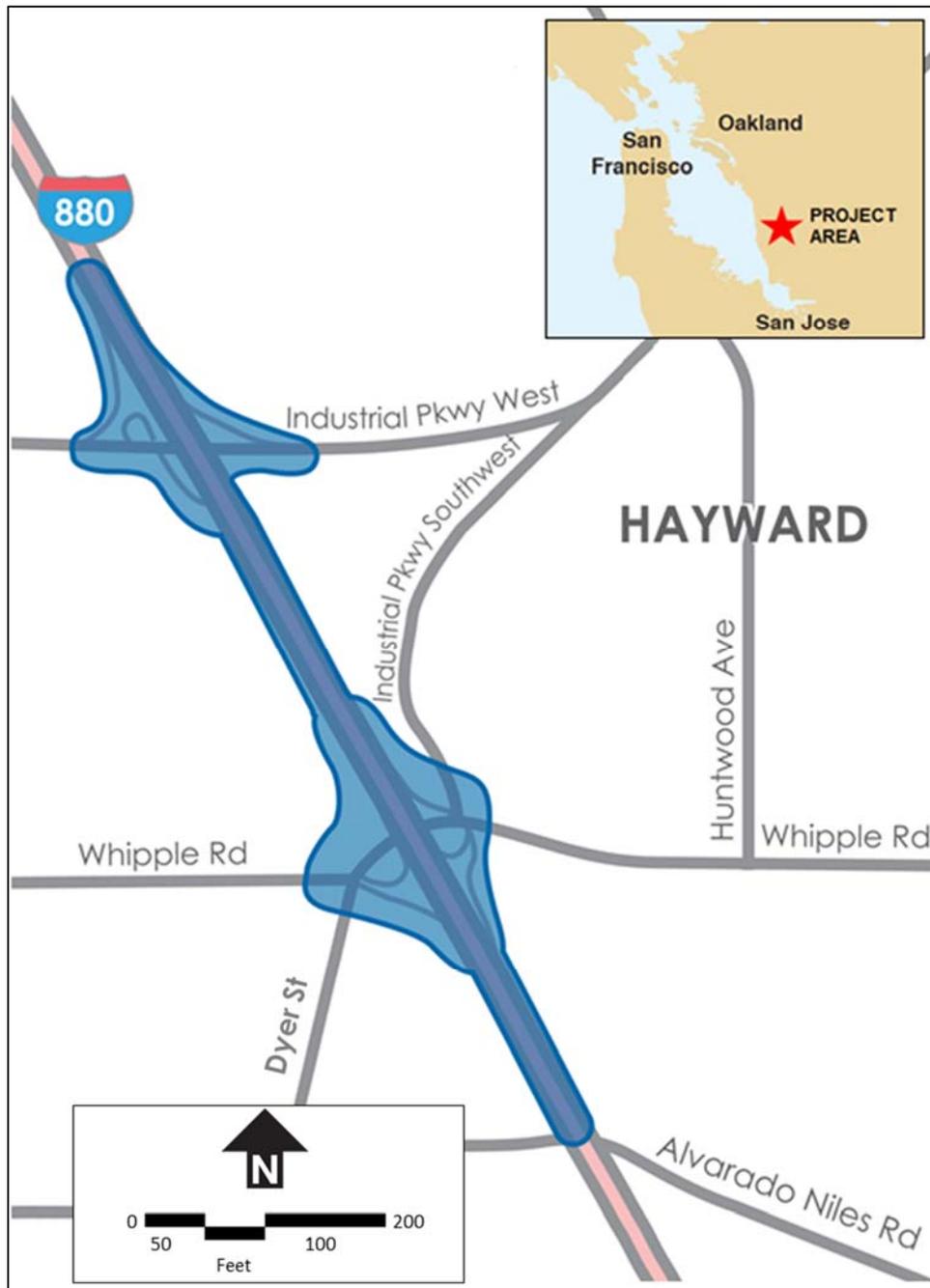
- (iv) *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*

The proposed project does not involve expansion of a bus or rail terminal or transfer point. Therefore, the proposed project would not be considered a Project of Air Quality Concern under this criterion.

- (v) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*

There is no state implementation plan for PM_{2.5}, and the proposed project is not in or affecting a site of a PM₁₀ or PM_{2.5} air quality standard violation. Therefore, the proposed project would not be considered a Project of Air Quality Concern under this criterion.

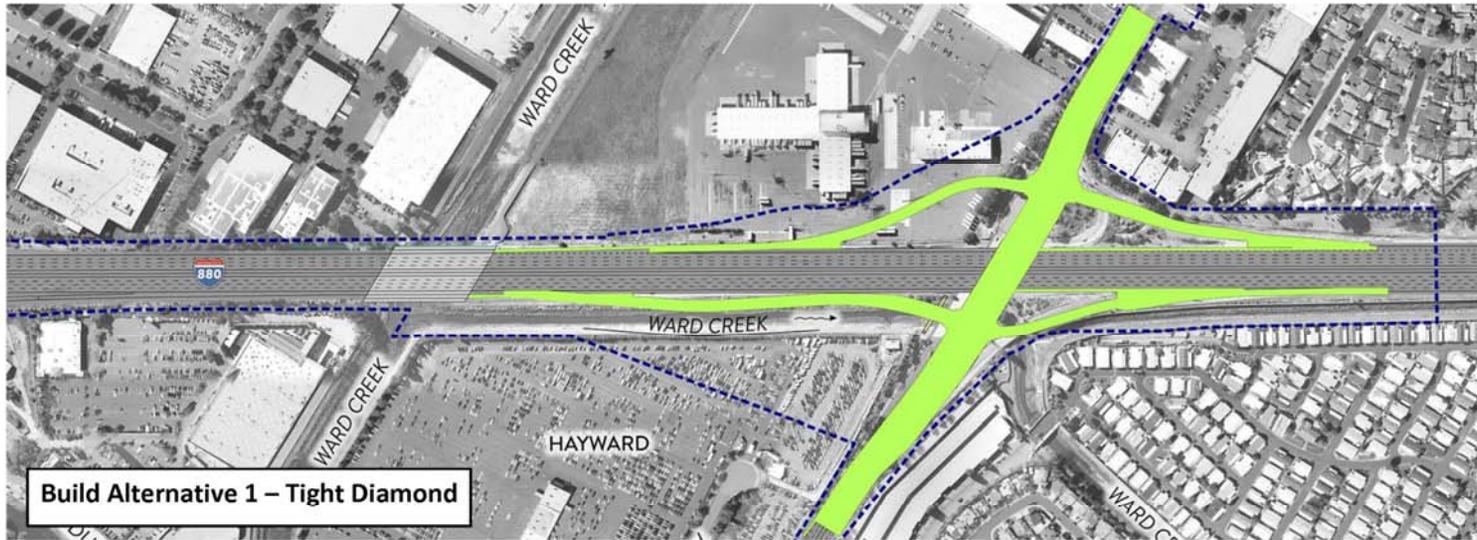
Figure 1. Regional Location and Project Area



Legend

 Project Area

Figure 2. Build Alternatives at the I-880/Industrial Parkway West Interchange

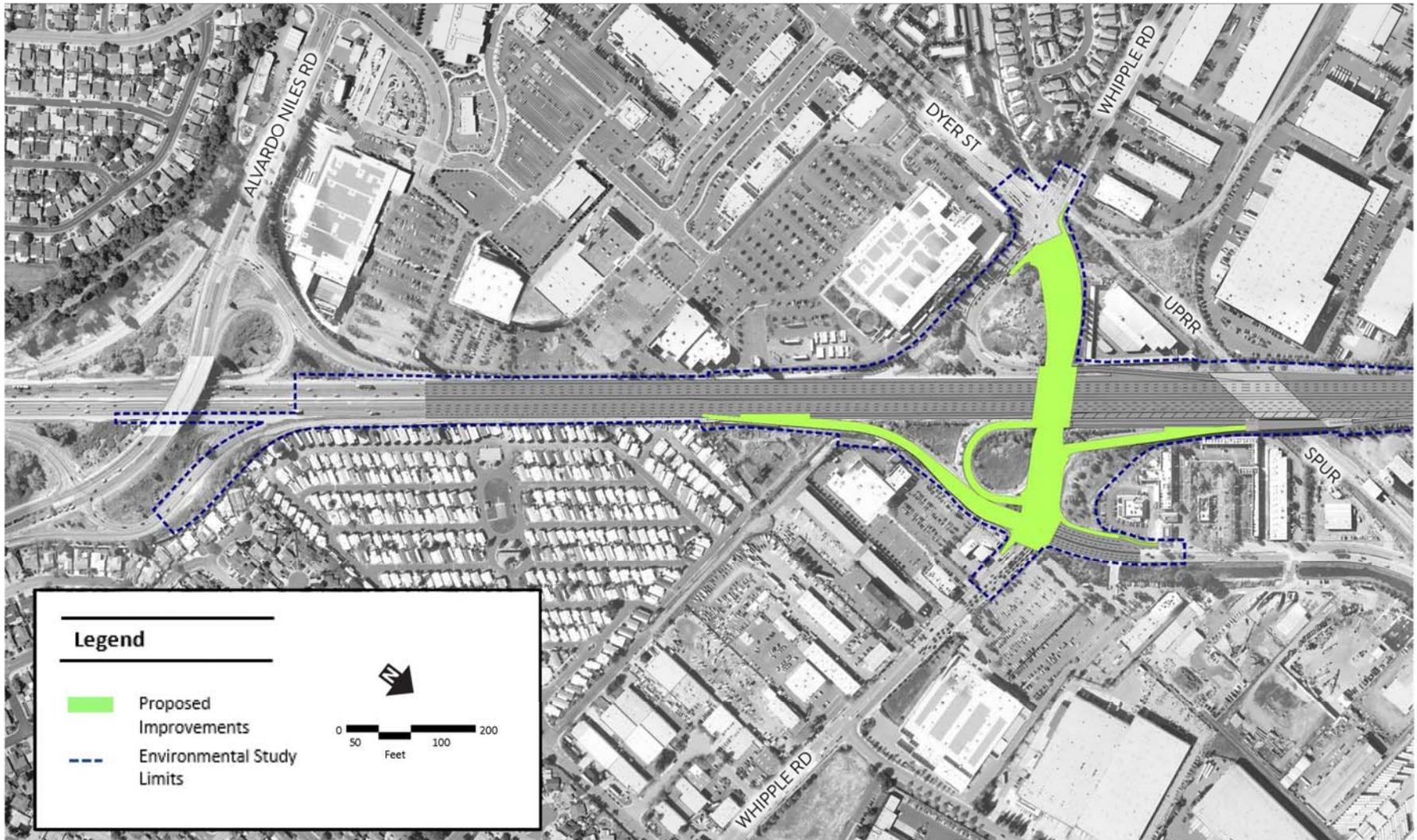


Legend

- Proposed Improvements
- Environmental Study Limits

0 50 100 200
Feet

Figure 3. Build Alternatives at the I-880/Whipple Road-Industrial Parkway Southwest Interchange



I-880 INTERCHANGE IMPROVEMENTS PROJECT

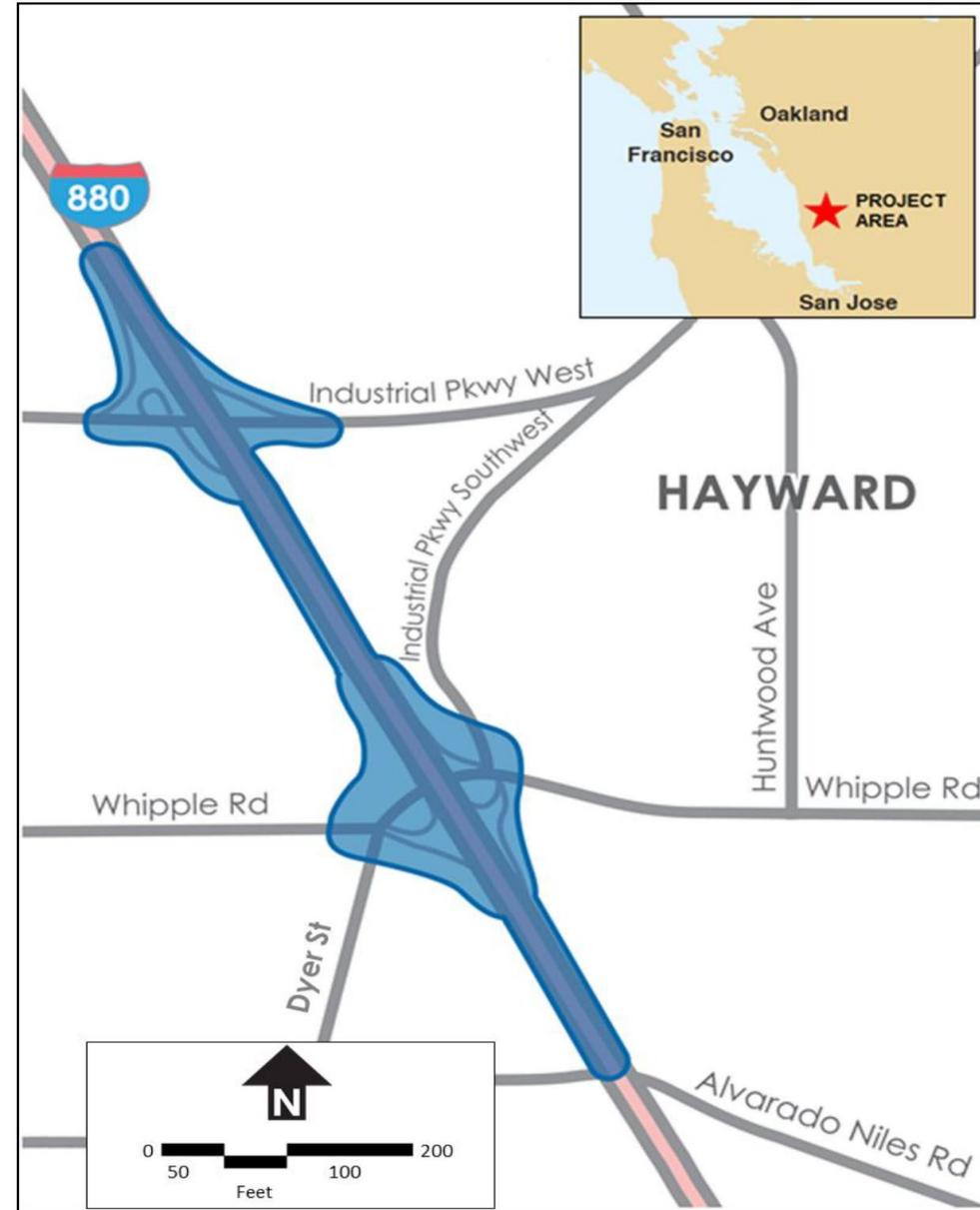
(Whipple Road/Industrial Parkway Southwest
Interchange and Industrial Parkway West Interchange)

**Prepared for the Bay Area Air Quality
Conformity Task Force**

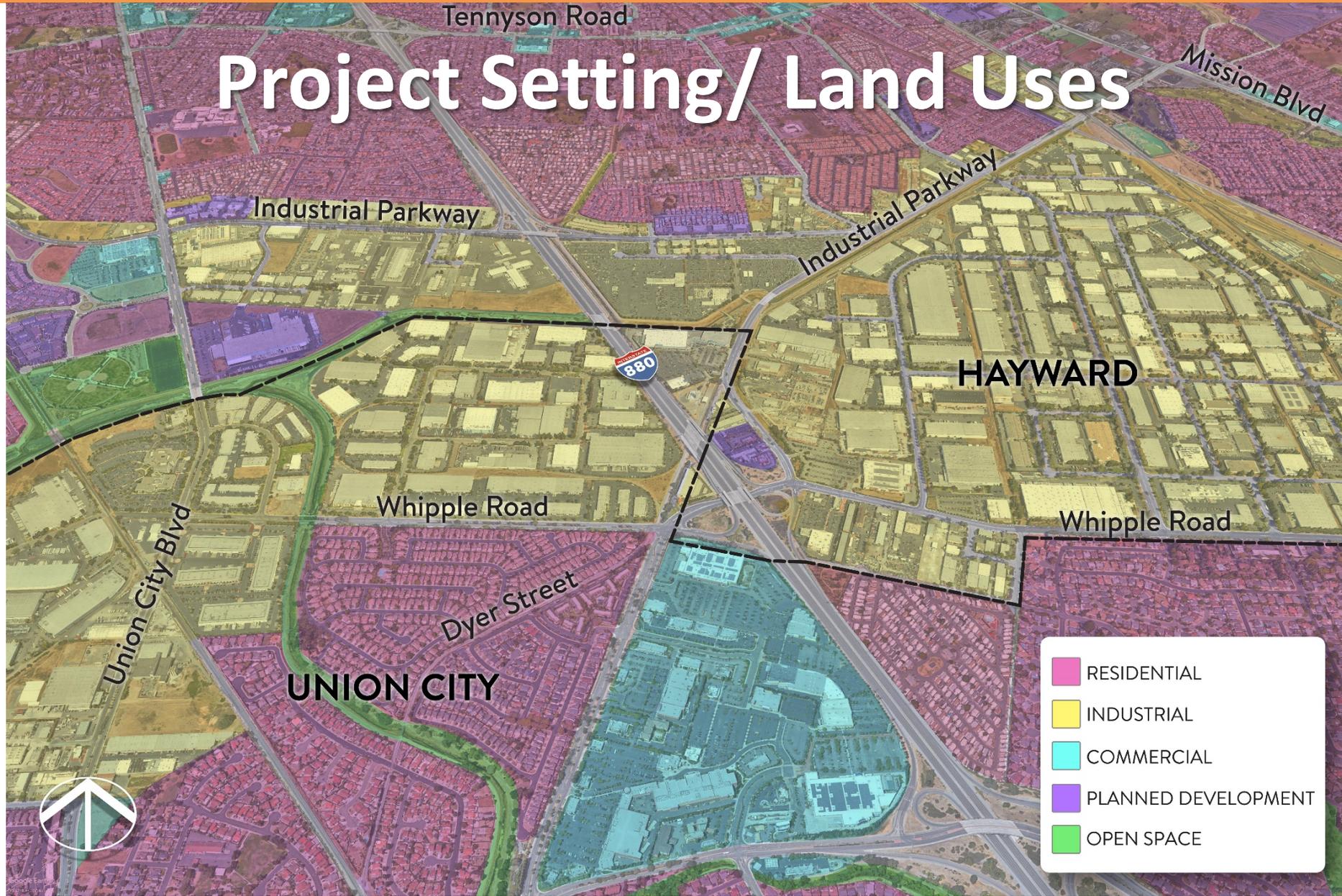
Presented by

Sasha Dansky, PE/ Mark Thomas

Project Location



I-880 INTERCHANGE IMPROVEMENTS (WHIPPLE ROAD AND INDUSTRIAL PARKWAY)



Project Purpose

- Improve traffic operations and safety by improving accessibility and enhancing mobility to the Industrial Technology and Innovation (ITI) Corridor.
- Provide safe bicycle and pedestrian connections through the interchanges.

Project Description

- Construct interchange and local road improvements along Interstate 880 (I-880) from 0.6 miles south of the I-880/Whipple Road-Industrial Parkway Southwest Interchange to 0.3 miles north of I-880/Industrial Parkway West.
- Project would
 - Reconfigure interchange on- and off-ramps
 - Construct, modify and/or replace bridge structures
 - Realign local roadways and restriping
 - Improve bicycle and pedestrian facilities
 - Realign a drainage canal

Opening Year (2025) AADT and Truck AADT along I-880

I-880 Mainline Segment	2025 No Build AADT		2025 Build Alternatives AADT		Net Change in Truck AADT
	Total	Trucks ¹	Total	Trucks ¹	
South of Alvarado Niles Road	235,885	14,542	236,930	14,617	75
Alvarado Niles Road to Whipple Road-Industrial Parkway Southwest	244,415	15,101	246,275	15,236	135
Whipple Road-Industrial Parkway Southwest to Industrial Parkway West	243,082	14,917	249,107	15,361	444
North of Industrial Parkway West	245,729	15,299	253,476	15,570	271

Source: Kittelson & Associates, Inc., 2019.

¹Trucks include 7.3% of northbound trips and 5.0% of southbound trips.

Opening Year (2025) Levels of Service along I-880

I-880 Mainline Segment	Direction	Peak Period	2025 No Build		2025 Build Alternatives ¹	
			Speed (mph)	LOS	Speed (mph)	LOS
Alvarado-Niles Road to Whipple Road	NB	AM	68.1	C	68.0	C
		PM	19.3	F	18.0	F
Whipple Road to Industrial Parkway West	NB	AM	66.7	C	65.1	D
		PM	14.4	F	10.6	F
Industrial Parkway West to Tennyson Road	NB	AM	68.4	C	68.7	C
		PM	21.8	F	24.2	F
Tennyson Road to Industrial Parkway West	SB	AM	21.9	F	21.9	F
		PM	58.1	D	58.1	D
Industrial Parkway West to Whipple Road	SB	AM	21.6	F	22.0	F
		PM	58.2	D	58.2	D
Whipple Road to Alvarado- Niles Road	SB	AM	19.9	F	19.9	F
		PM	---	E	---	E

Source: Kittelson & Associates, Inc., 2019.

Notes: Alt = Alternative; Var = variation; LOS = level of service; NB = northbound; SB = southbound; mph = miles per hour; --- = not available

¹ Freeway mainline operations are the same for Build 1 and Build 2 Alternatives

Horizon Year (2045) AADT and Truck AADT along I-880

I-880 Mainline Segment	2045 No Build AADT		2045 Build Alternatives AADT		Net Change in Truck AADT
	Total	Trucks ¹	Total	Trucks ¹	
South of Alvarado Niles Road	256,040	15,817	257,035	15,900	82
Alvarado Niles Road to Whipple Road-Industrial Parkway Southwest	260,473	16,169	262,773	16,339	170
Whipple Road-Industrial Parkway Southwest to Industrial Parkway West	268,336	16,480	274,573	16,950	470
North of Industrial Parkway West	284,656	17,552	280,403	17,257	-295

Source: Kittelson & Associates, Inc., 2019.

¹ Trucks include 7.3% of northbound trips and 5.0% of southbound trips.

Horizon Year (2045) Levels of Service along I-880

I-880 Mainline Segment	Direction	Peak Period	2045 No Build		2045 Build Alternatives ¹	
			Speed (mph)	LOS	Speed (mph)	LOS
Alvarado-Niles Road to Whipple Road	NB	AM	67.1	C	67.0	C
		PM	15.5	F	14.6	F
Whipple Road to Industrial Parkway West	NB	AM	65.5	D	63.4	D
		PM	4.4	F	1.5	F
Industrial Parkway West to Tennyson Road	NB	AM	67.9	C	68.3	C
		PM	12.5	F	13.4	F
Tennyson Road to Industrial Parkway West	SB	AM	16.4	F	17.2	F
		PM	55.6	E	55.6	E
Industrial Parkway West to Whipple Road	SB	AM	15.3	F	15.7	F
		PM	56.9	D	56.5	D
Whipple Road to Alvarado- Niles Road	SB	AM	17.5	F	18.9	F
		PM	---	F	---	F

Source: Kittelson & Associates, Inc., 2019.

Notes: Alt = Alternative; Var = variation; LOS = level of service; NB = northbound; SB = southbound; mph = miles per hour; --- = not available

¹ Freeway mainline operations are the same for Build 1 and Build 2 Alternatives.

Opening Year (2025) Levels of Service at Interchanges

Interchange Name	Control Type	Peak Period	2025 No Build		2025 Build Alt 1		2025 Build Alt 1 Var 1		2025 Build Alt 2	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
I-880 SB Ramps/Dyer Street & Whipple Road	Signalized	AM	68.7	E	35.0	D	33.0	C	---	---
		PM	51.2	D	51.4	D	47.7	D	---	---
I-880 NB Ramps & Whipple Road	Signalized	AM	52.6	D	46.0	D	45.1	D	---	---
		PM	66.3	E	42.8	D	43.4	D	---	---
I-880 SB Ramps & Industrial Parkway	Signalized	AM	41.7	D	27.2	C	---	---	17.3	B
		PM	36.3	D	22.8	C	---	---	10.7	B
I-880 NB Ramps & Industrial Parkway	TWSC Signalized ¹	AM	23.8	C	20.8	C	---	---	20.6	C
		PM	17.9	C	17.8	B	---	---	16.4	B

Source: Kittelson & Associates, Inc., 2019.

Notes: Alt = Alternative; Var = variation; LOS = level of service; s/veh = seconds per vehicle; --- = not available

¹Two-Way Stop Controlled (TWSC) for No-Build Alternative and Signalized for Build Alternatives.

Horizon Year (2045) Levels of Service at Interchanges

Interchange Name	Control Type	Peak Period	2045 No-Build		2045 Build Alt 1		2045 Build Alt 1 Var 1		2045 Build Alt 2	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
I-880 SB Ramps/Dyer Street & Whipple Road	Signalized	AM	112.0	F	52.2	D	50.4	D	---	---
		PM	107.2	F	57.9	E	54.0	D	---	---
I-880 NB Ramps & Whipple Road	Signalized	AM	116.0	F	64.8	E	65.7	E	---	---
		PM	108.5	F	52.1	D	55.8	E	---	---
I-880 SB Ramps & Industrial Parkway	Signalized	AM	147.4	F	32.3	C	---	---	27.6	C
		PM	84.2	F	27.0	C	---	---	12.3	B
I-880 NB Ramps & Industrial Parkway	TWSC Signalized ¹	AM	141.0	F	35.3	D	---	---	20.7	C
		PM	25.7	D	16.4	B	---	---	14.3	B

Source: Kittelson & Associates, Inc., 2019.

Notes: Alt = Alternative; Var = variation; LOS = level of service; s/veh = seconds per vehicle; --- = not available

¹Two-Way Stop Controlled (TWSC) for No-Build Alternative and Signalized for Build Alternatives.

I-880 INTERCHANGE IMPROVEMENTS
(WHIPPLE ROAD AND INDUSTRIAL PARKWAY)

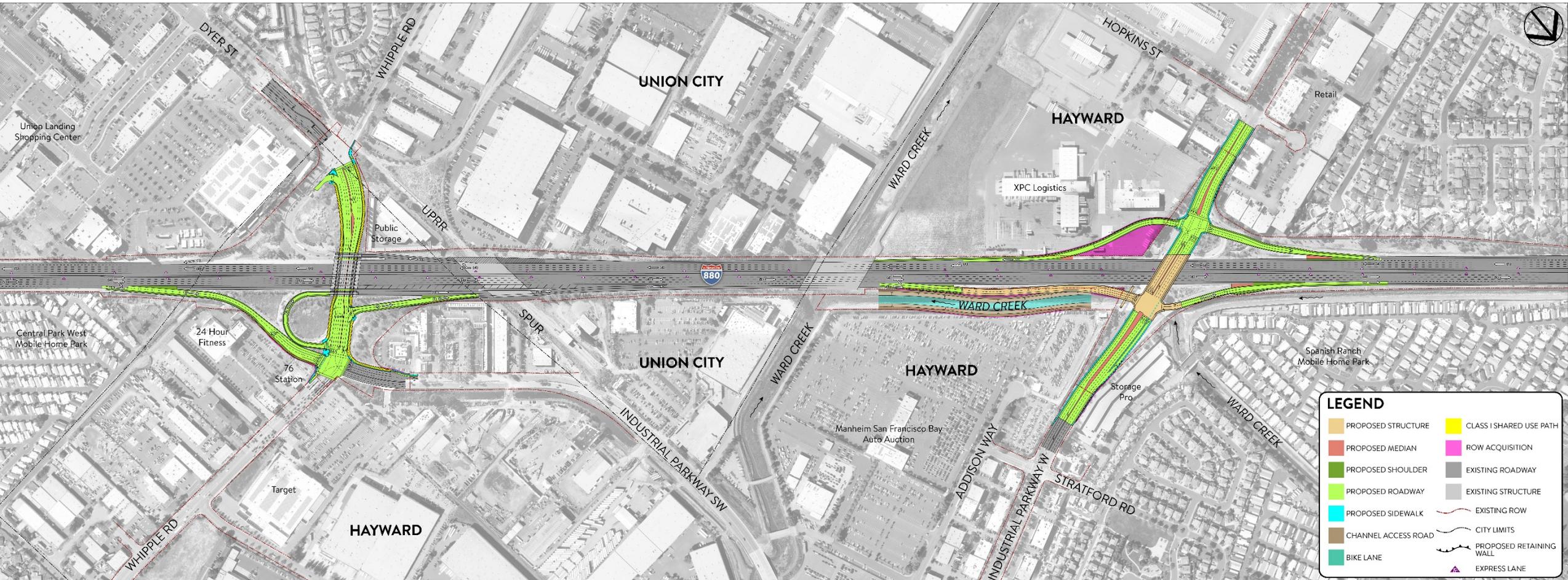


Questions?



Conceptual Project Alternatives

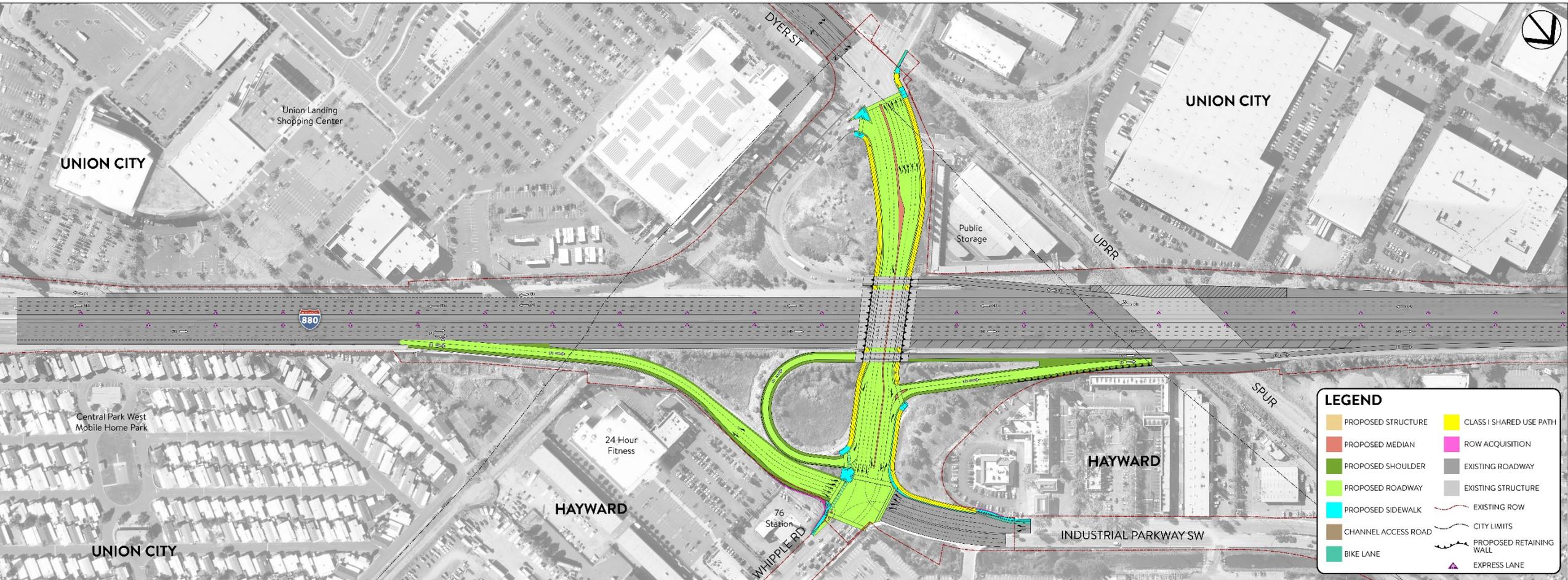
I-880 Whipple Road and Industrial Parkway Interchange Improvements



I-880 INTERCHANGE IMPROVEMENTS (WHIPPLE ROAD AND INDUSTRIAL PARKWAY)

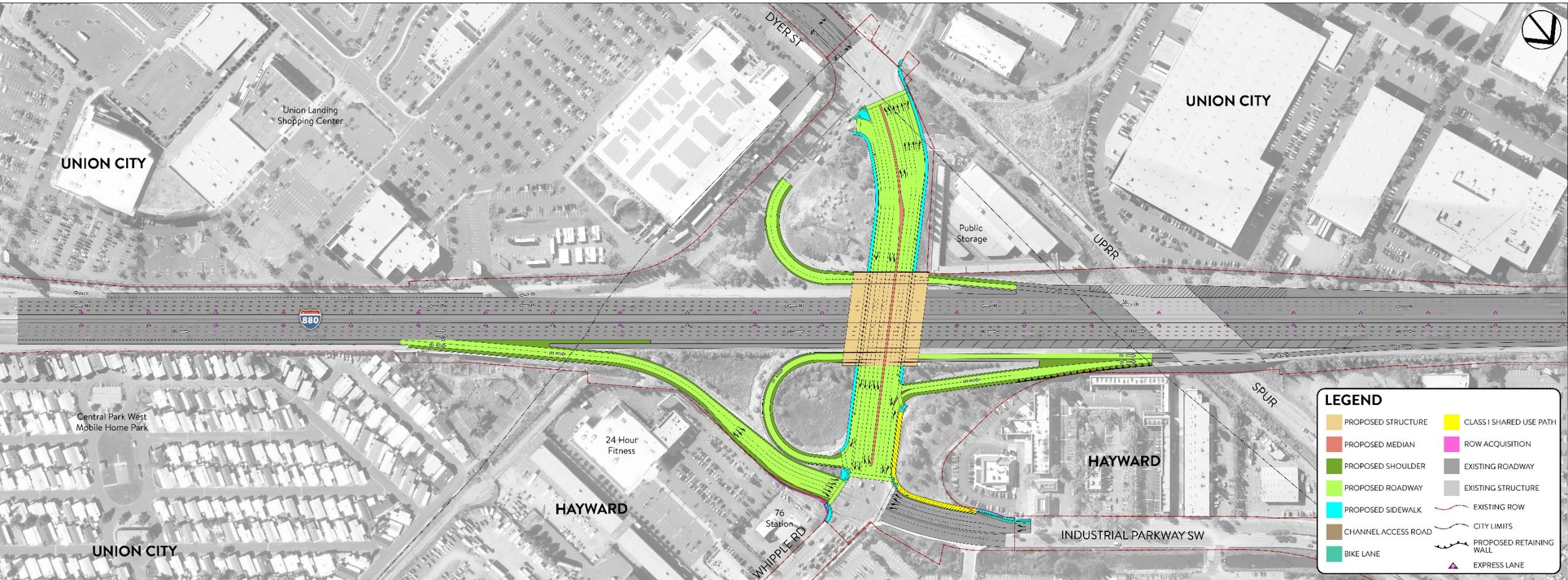


Whipple Road Interchange

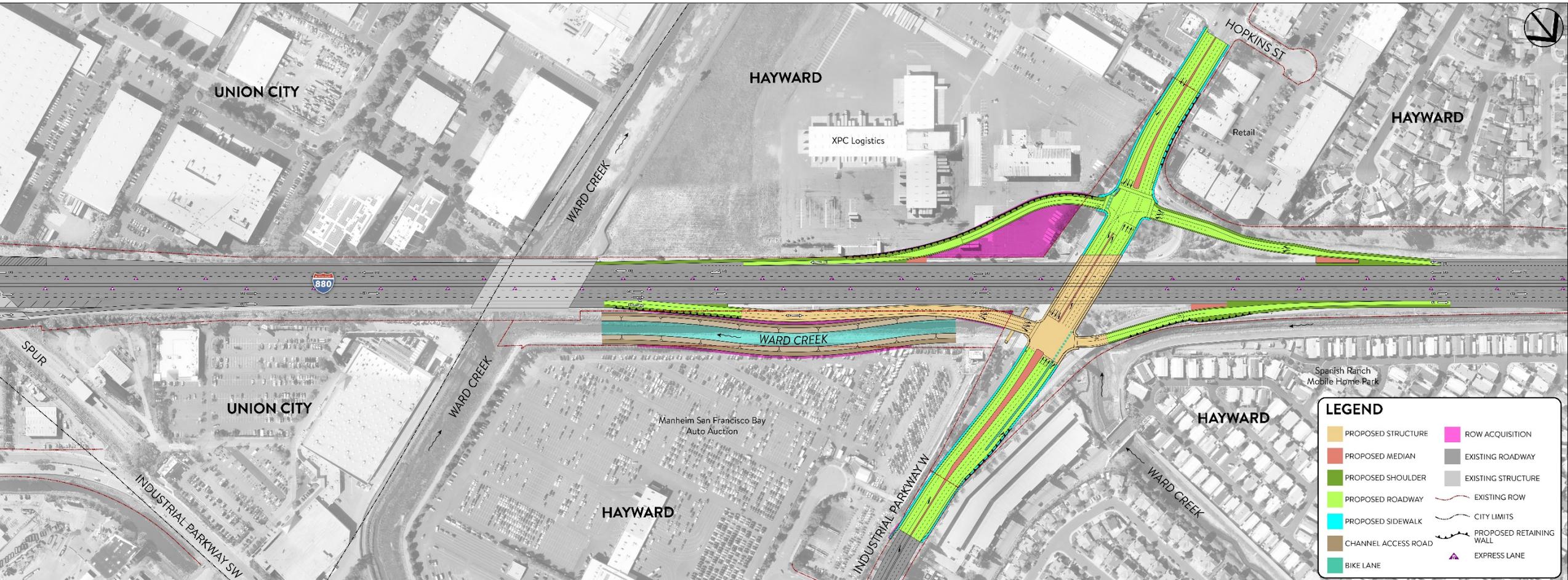


Whipple Road Interchange

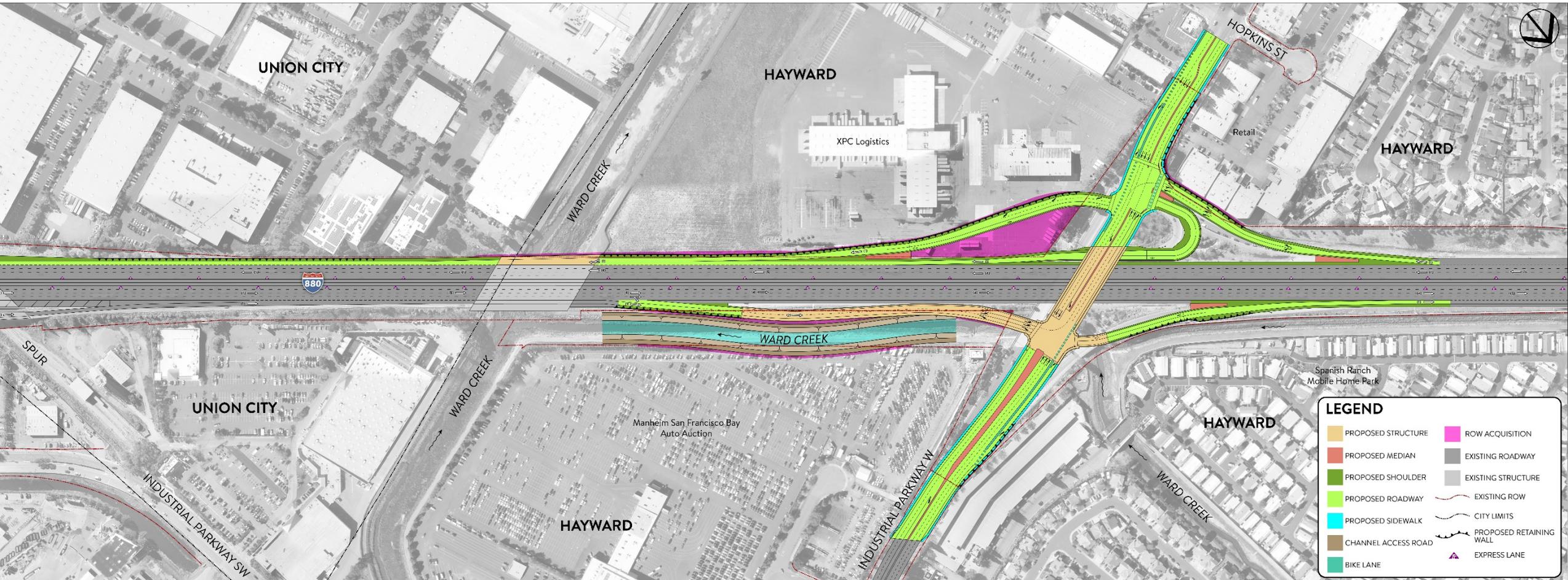
Design Variation - Replace I-880 Structures



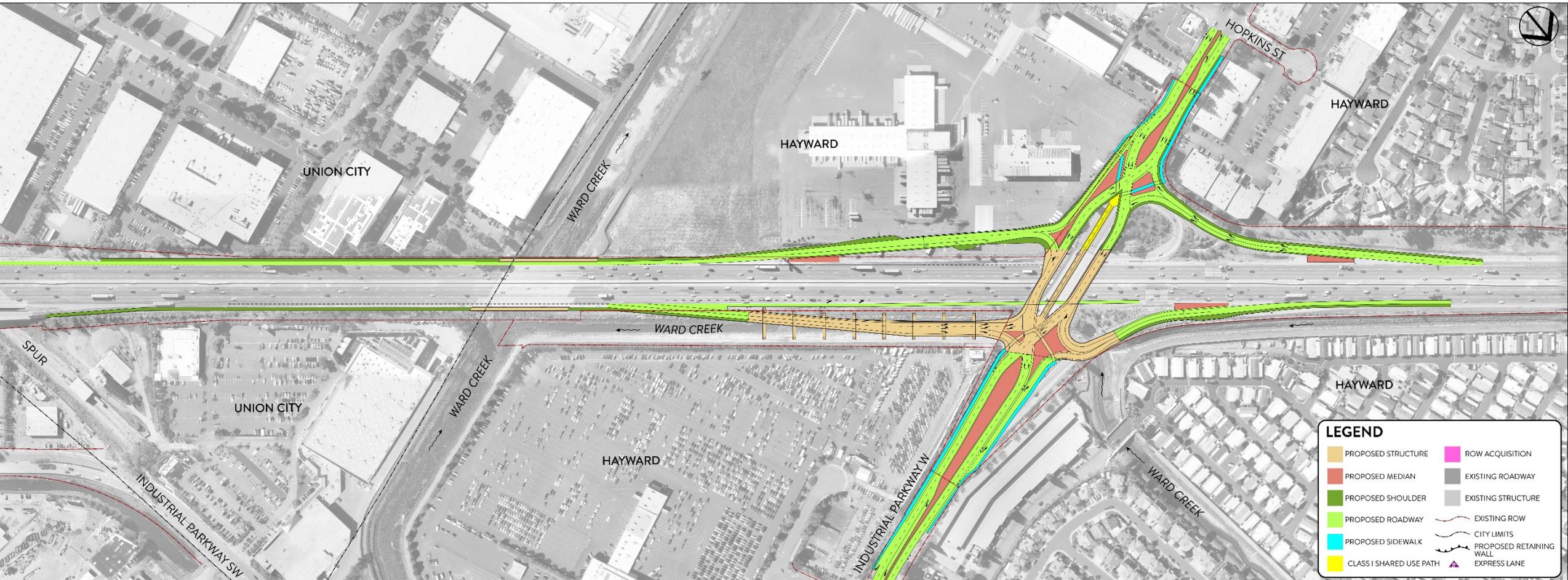
Industrial Parkway Interchange Alternative 1 – Tight Diamond



Industrial Parkway Interchange Alternative 2 - Combination Diamond



Industrial Parkway Interchange Rejected Alternative - Diverging Diamond



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	ALA190013	San Leandro	Wicks Blvd / Manor Blvd Intersection Improvements	San Leandro: At Wicks Blvd and Manor Blvd: H9-04-028 Install SB and NB left-turn signals, Upgrade signal heads, signal equipment and wheelchair ramps, Install video detection for cars and bikes, advance detection, and Accessible Pedestrian Signal (APS)	San Leandro: At the intersection of Wicks Blvd and Manor Blvd in San Leandro: H9-04-028 Work will include the upgrade of signal heads and signal equipment to current standards. Detection will also be improved with the installation of video detection and advance detection for motor vehicles and bicycles. Left-turn signals will be added for the northbound and southbound traffic along Wicks Blvd. Scope also includes the installation of Accessible Pedestrian Signals (APS) and the upgrade of curb ramps to current ADA standards.	Safety - Safer non-federal-aid system roads
SCL	SCL170042	Santa Clara	Santa Clara Streets and Roads Preservation	Santa Clara: Various streets and roads: Rehabilitate and reconstruct pavement	Santa Clara: Homestead Rd between Lincoln St and Kiely Blvd, Scott Blvd between Harrison St and Saratoga Ave, and Newhall St between Saratoga Ave and North Winchester Blvd: Rehabilitate and reconstruct pavement	Safety - Pavement resurfacing or rehabilitation
SF	SF-190002	SFMTA	L-Taraval - SGR Project Elements	SFMTA: Along L Taraval Line from near West Portal to La Playa: Replace track and related way infrastructure	SFMTA: Along L Taraval Line from Forrest Side Ave near West Portal to La Playa: Replace approximately 23,000 track feet of existing tie and ballast paved track with a new direct fixation track, new rails and fastening systems. Replace worn Overhead Catenary System special work, trolley wire and trolley poles west of 15th Avenue/Taraval Street.	Mass Transit - Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way
SF	SF-190003	SFMTA	Muni Metro East Facility - Boiler Replacement	SFMTA: At the Muni Metro East Facility: Replace the boiler and air-conditioning units	SFMTA: At the Muni Metro East Facility: Replace the boiler and air-conditioning units with more modern, efficient, technologically improved ones. The existing heating boiler and two roof-mounted air conditioning units has failed and their warranty period has expired. The scope of the work will include the assessment, and replacement as necessary, of piping system components relating to the boiler and air conditioning units.	Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g. rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)
SF	SF-190004	SFMTA	SFMTA-Facilities Condition Assessment Repairs	SFMTA: Facilities Systemwide: Implement Facilities Deferred Maintenance Program repairs to address backlogged State of Good Repair investments	SFMTA: Facilities Systemwide: Implement Facilities Deferred Maintenance Program repairs to address backlogged State of Good Repair investments. These investments build on the agency's commitment to keeping its assets in a State of Good Repair.	Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g. rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)
SM	SM-170007	SSF	Spruce/Commercial Aves Traffic Signal Project	H8-04-030: In South SF: A new traffic signal light system will be installed at the intersection of Spruce Avenue and Commercial Avenue.	Project will install a new traffic signal light system, install new ADA compliant curb ramps, bulbouts, concrete gutter, new striping, and new AC pavement. Countermeasure NS3	Safety - Safety improvement program

Arroyo de Laguna Bridge Scour Project Description (Last updated January 28, 2019)

Purpose and Need

Purpose

The purpose of the project is to mitigate bridge scour, protect the bridge's structural integrity¹, and improve safety by directing potentially errant vehicles back into the roadway.

Need

Structural maintenance inspections completed in October of 2013, identified that drift at Piers 4 and 5 of the Arroyo de la Laguna Bridge is causing scour, which will potentially undermine the footing at Pier 5. The existing 1939 railing of the Arroyo de la Laguna Bridge does not meet current safety standards and needs to be updated. Modern bridge railing is better able to redirect errant vehicles back into the existing roadway. In 2016, the Office of Earthquake Engineering Analysis and Research (OEEAR) identified this structure as seismically vulnerable and a candidate for seismic retrofit. The cost to rehabilitate and retrofit Arroyo de la Laguna Bridge is commensurate with replacement of the bridge.

Location

The proposed project is located in southern Alameda County on State Route 84 at postmile 17.2 in the town of Sunol.

Proposed Work

The project proposes three alternatives:

Alternative 1: Rehabilitate the foundation and substructure to mitigate bridge scour, retrofit and replace the railings of the Arroyo de La Laguna Bridge on State Route 84. The proposed work would consist of the following major components: widening of Pier 4, placement of rock riprap at Piers 3, 4, and 5, retrofit the bridge structure, and widening overhangs to support a widened shoulder and replacement of existing barrier rail.

Widening Pier 4 Footing

In order to widen the Pier 4 footing, construction equipment and materials would access the stream via a 12 feet wide construction access road on the northeast corner of the bridge.

Widening will involve the installation of forty 8-inch diameter micropiles all around Pier 4 and the construction of a 3-foot deep concrete cap. This will result in a Pier 4 foundation that is widened by 1'-6" all around. Concrete for the widening of the piers would be poured from the bridge deck of the Arroyo de La Laguna Bridge.

A pile driver would be used to drive these micropiles in the streambed to expand the footing of Pier 4. Micropiles are deep foundation elements constructed using high-strength, small-diameter steel casing and/or threaded bar. Due to the low overhead, micropiles will need to be spliced.

¹ The Arroyo de La Laguna Bridge (Bridge #33-0043) was constructed in 1939.

Installation of Rock Riprap at Piers 3, 4, and 5

Rock riprap would be brought in via the proposed construction access road and placed around Piers 3, 4, and 5 to prevent the compromise of structure integrity. The top five feet of soil around the piers would be excavated in order to install rock riprap around the existing Piers 3, 4 and 5. The limit of rock riprap would be as follows:

- From 8.5 feet west of centerline Pier 3 (under span 2) to 17.5 feet east of centerline Pier 3 (under span 3)
- From 20 feet west of centerline Pier 4 to 20 feet east of centerline Pier 4
- From 20 feet west of centerline Pier 5 to 8 feet east of centerline Pier 5 and 5 feet from the edge of deck both upstream and downstream.

Widening bridge overhangs and replace existing barrier rail

The existing condition provides provide 1-foot wide right shoulders and 5-foot wide pedestrian sidewalks. The existing rail barriers and sidewalk on the Arroyo De La Laguna Bridge would be removed through sawcutting and jackhammering in order to form new, wider overhangs on both sides of the bridge. The new overhangs, widened by approximately three feet, would be formed on both sides of the bridge and replaced with 85-SW barrier. As a result of the deck widening, the pedestrian sidewalks would be upgraded to the standard six feet wide (Americans with Disabilities Act compliant) and the right shoulder would be widened from one foot to two feet three inches.

Alternative 2: Replace the existing bridge with a new bridge consisting of two through lanes (52' option). The new bridge will either be level (as the existing structure) and box-shaped or arch-type, and would consist of three spans. The bridge profile may be raised by up to 1' to improve the clearance below the structure. The finished structure will have standard 6-foot sidewalks on either side, standard 85SW Barrier (42" in height), 5-foot shoulders for bicycle lane, a 2-foot painted median with median rumble strip, and 12-foot lane widths. It is anticipated that the proposed piers would be comprised of three or four 36" diameter columns. The exact diameter is to be determined.

Alternative 3: Replace the existing bridge with a new bridge consisting of two through lanes and one left turn lane for eastbound Route 84 to Sunol Pleasanton Road (56' option). The new bridge will either be level (as the existing structure) and box-shaped or arch-type, and would consist of three spans. The bridge profile may be raised by up to 1' to improve the clearance below the structure. The finished structure will have standard 6-foot sidewalks on either side, standard 85SW Barrier (42" in height), 2-foot shoulders, and 12-foot lane widths. It is anticipated that the proposed piers would be comprised of three or four 36" diameter columns.

Alternative 4: Replace the existing bridge with a new bridge consisting of two through lanes and one left turn lane for eastbound Route 84 to Sunol Pleasanton Road (62' option). The new bridge will either be level (as the existing structure) and box-shaped or arch-type, and would consist of three spans. The bridge profile may be raised by up to 1' to improve the clearance

below the structure. The finished structure will have standard 6-foot sidewalks on either side, standard 85SW Barrier (42" in height), 5-foot shoulders for bicycle lane, and 12-foot lane widths. It is anticipated that the proposed piers would be comprised of three or four 36" diameter columns.

Structure Removal

For Alternatives 2, 3 and 4, the existing Arroyo de La Laguna Bridge deck, columns and footings would be removed through sawcutting and jackhammering to a depth of 3' below the creek bed in order to form the new bridge. Existing elements beyond the 3' depth would be abandoned in place.

Construction Impacts

Creek Diversion

A temporary creek diversion is proposed to create a dry working environment within Arroyo de Laguna from June 1 to October 15 to construct the proposed project. The temporary creek diversion involves the installation of two temporary earthen dams, one upstream of the work area to prevent inflow, and one downstream to prevent backflow.

Temporary impacts to construct and maintain the temporary creek diversion would extend 50 feet upstream of the existing Arroyo de La Laguna Bridge and 30 feet downstream from the drip line of the bridge. All construction equipment used for the construction of the creek diversion would use the access road needed to conduct work in the creek.

The means and methods of the installation may include installation of temporary berms (plastic- wrapped gravel bags, or Aquadams) to create a dry working environment for the installation of the temporary earthen dams, and to control sediment dispersal within the creek. In addition, a cutoff wall may be necessary to reduce the flow of water through the substrate under the upstream dam and/or temporary berms. The cutoff wall would consist of a two-foot deep by two-foot wide trench, spanning the width of the creek, with impermeable material placed below grade to reduce seepage into the work area. The trenching and construction of the cut off wall would not occur in the flowing Arroyo de Laguna Creek; the berm would be built first, followed by the trenching and construction of the cut off wall.

The temporary earthen dam would be constructed 30-foot wide at the base, approximately five to six feet tall (maximum height), with 2:1 side slopes, with a top surface that gradually ramps down from the north-east end of the bridge, to the creek bottom. Prior to placement of the dam, sharp objects, boulders, and cobbles would be removed from the dam area to create a smooth streambed and prevent channels by which water can pass beneath the dam after it is built; these objects would be removed by hand or, if necessary, by a grapple located on either side of the creek. The water would flow by gravity through the construction site in a single, maximum four-foot-diameter pipe; the pipe would run along the western bank of the creek so as to not impede access across the construction area.

A temporary access road (approximately 10-feet wide) on the northern side of the Arroyo de

La Laguna Bridge will be constructed over the earthen dam in order to provide access to the creek. Heavy equipment, trucks, the drill rig, and other construction equipment would use this temporary access road while working in the streambed area.

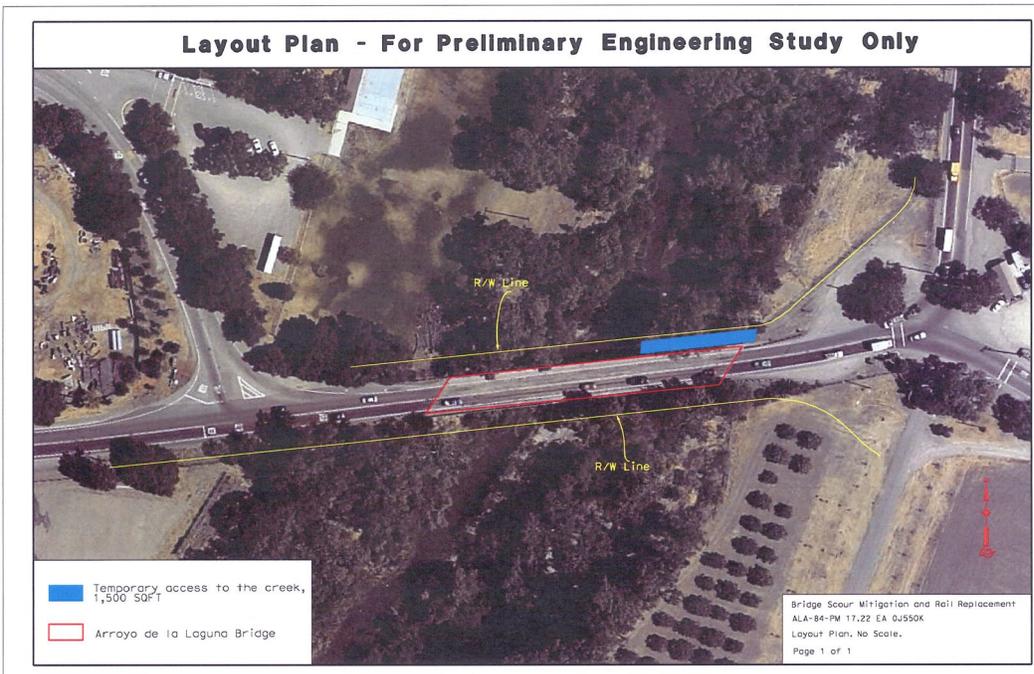
During the sawcutting and jackhammering of the existing structure the area underneath the bridge and extending approximately 10 feet from either edge of the Arroyo de La Laguna Bridge would be covered with a temporary ground cover consisting of plastic sheets, tarps, and/or plywood sheets. No temporary stockpiling of material in the creek is proposed; if any material falls in the creek during work on the Arroyo de La Laguna Bridge Scour Project, it would be removed immediately

Equipment Laydown/Staging Areas

All equipment laydown/staging areas will be located within Caltrans right of way, on paved surfaces. The paved area adjacent to the future right turn lane from the Pleasanton-Sunol Road on to State Route 84 (constructed as part of EA 2A332: Niles Canyon Safety Improvements Project) could be used a potential equipment laydown/staging area and the paved area in front of the Sunol Four Corners Market is also identified as a potential equipment laydown/staging area.

Construction Access Roads

A temporary access road (approximately 10-foot wide) on the northeast corner of the Arroyo de La Laguna Bridge will be constructed in order to provide access to the creek. Refer to image below.



Construction Equipment

Backhoes, excavators, loaders, cranes, a pile driver, bulldozers, and dump trucks will be used during the construction of the project.

4D. Traffic DataPresent Year ADT 8,949Construction Year ADT (2020) 11,518DHV (2040) 2,069 20-Year ADT (2040) 20,083D 0.70 % Trucks 2.30%*T.I. (10-Year) 9.0 ESAL (10-Year) 797,000*T.I. (20-Year) 9.5 ESAL (20-Year) 1,865,000

For the three-year study period between January 1, 2009, and December 31, 2011, the accident rates, per million vehicle miles, on Route 84, between postmile 17.18 and 17.28, and accident type information are as follows:

<u>ACTUAL</u>			<u>AVERAGE</u>		
<u>F</u>	<u>F+I</u>	<u>Total</u>	<u>F</u>	<u>F+I</u>	<u>Total</u>
0.000	0.67	4.00	0.032	0.72	1.44

An investigation indicated that 83.3% of the total 6 accidents at this location involved a rear-end collision, and 16.7% involved a broadside collision. A more comprehensive study revealed that 66.7% of the accidents were caused by speeding, 16.7% by failure to yield, and 16.7% by the influence of alcohol. By replacing/upgrading the bridge rails on the Arroyo de la Laguna Bridge, this project will mitigate those accidents on this bridge susceptible to correction by the presence of standard bridge rails.

5. CORRIDOR AND SYSTEM COORDINATION**5A. Corridor Overview**

SR-84 is functionally classified as Freeway/Expressway, Major Collector, and Principal Arterial. The route is included in the CA State Highway System and is a federally designated Surface Transportation Assistance Act (STAA) National Network route. The segment of SR-84 (Niles Canyon Road) is designated by Caltrans as a scenic highway. Also, a SR-84 Corridor System Management Plan (CSMP), which provides a 25 year long range vision/concept for the route, was signed in December 2010.

5B. State PlanningComplete Streets

Caltrans Deputy Directive 64-Revision (CDD-64R) provides for the needs of travelers of all ages and abilities in all planning, programming, design, construction,

Working Days

It is anticipated that the project would be constructed within 300 working days.

Utilities

There is a potential for utility relocation of low-risk utilities at the east end of the bridge. There will be no new lighting associated with the proposed widened bridge.

Drainage

There will be no modifications to or expansion of existing drainage facilities.

Striping

In lieu of traffic lighting, traffic stripe with enhanced wet night visibility will be used.

Right of Way

Temporary construction easements are needed to accommodate the earthen dams forming a parallelogram from 50' north of the northern edge of the existing bridge and from the extended line of the west end of the existing bridge to the existing right of way line on the east end of the bridge, and a second parallelogram from 30' south of the southern edge of the existing bridge and from the extended line of the west end of the existing bridge to the extended line of the east end of the existing bridge.

Traffic Impacts

Two lanes will remain open at all times during construction, with the exception of a temporary one lane traffic control during the pouring of the concrete for the widening of the Pier 4 foundation in the retrofit option (Alternative 1). The one lane traffic control will be implemented during off peak hours.

Stage Construction

In order to keep two lanes open at all times, Alternatives 2, 3, and 4 will be similarly staged, only varying the added width. Stage one, place k-rail on the north end of the bridge, providing two 11-foot through lanes, and remove the structure outside of the k-rail. Stage 2, construct a portion of the new bridge and shift one lane for westbound traffic onto the new structure (k-rail on both sides of an 11 foot lane); place k-rail on the north side of eastbound 84, providing an 11 foot lane, and remove the middle section of the existing bridge. The middle section of the new bridge is constructed. Stage 3, once the new portion is complete, one 11-foot lane in each direction can be provided on the new bridge and the remaining structure may be removed. Stage 4, the traffic is shifted to the middle, and the shoulders are protected by k-rail for both eastbound and westbound, while the bridge rails and side walk are constructed.

Vegetation/Tree Removal

Trees/shrubs within the limits of the following will be impacted.

- 20' north and 12' south of the bridge, starting 20' west of the Abutment I and ending 20' east of abutment #7 will be impacted.

Permits

It is anticipated that USFWS and NMFS permits will be required.

Conformity Streamlining Exemption Form For “Projects That Correct, Improve, or Eliminate a Hazardous Location or Feature” Exemption.

The purpose of this form is to provide sufficient information to allow the Transportation Conformity Working Group (TCWG) to determine if a project could be exempt under the “Projects that correct, improve, or eliminate a hazardous location or feature” from 40 CFR 93.126 Table 2, pursuant to federal conformity regulations. This form is only for projects located in nonattainment and maintenance areas for ozone, CO, PM2.5, PM10 and NO2.

The form is not needed under the following circumstances (since transportation conformity already doesn’t apply):

1. The project:
 - a. Clearly fits within one of the other exempt categories pursuant to 40 CFR 93.126; or
 - b. Is part of the Highway Safety Improvement Program (HSIP) (i.e., exempt under “Highway Safety Improvement Program implementation” in 40 CFR 93.126); or
 - c. Is a traffic signal synchronization project under 40 CFR 93.128; or
 - d. Uses no federal funds AND requires no federal approval (i.e., a project-level conformity determination does not apply); or
 - e. Road diets: A road diet is a project where one or more vehicle travel lanes are removed to accommodate a variety of transportation modes.³ Road diets are done for safety purposes. If a road diet is part of a state’s Highway Safety Improvement Program, the road diet is exempt under the Table 2 item, “Highway Safety Improvement Program implementation.” If not, a road diet can still be considered exempt under the Table 2 item, “Projects that correct, improve, or eliminate a hazardous location or feature.” For more information about road diets, including the “Road Diet Informational Guide,” please refer to FHWA’s webpage at https://safety.fhwa.dot.gov/road_diets/

FOOT NOTE: A typical road diet involves converting an existing four-lane undivided roadway segment to a three-lane segment consisting of two through lanes and a center, two-way left-turn lane. The reclaimed space can be allocated for other uses, such as turn lanes, bus lanes, pedestrian refuge islands, bike lanes, sidewalks, etc.

- f. Auxiliary lanes less than 1 mile in length: An auxiliary lane is defined as the portion of the roadway adjoining the traveled way for speed change, turning, weaving, truck climbing, maneuvering of entering and leaving traffic, and other purposes supplementary to through traffic movement.⁴ If an auxiliary lane is less than 1 mile in length, it can be considered exempt under the Table 2 item, “Projects that correct, improve, or eliminate a hazardous location or feature.” For more information about auxiliary lanes, please refer to FHWA’s webpage at https://ops.fhwa.dot.gov/freewaymgmt/publications/frwy_mgmt_handbook/chapter5.htm

- g. Ramp metering: Ramp metering projects involve installing traffic signals on highway on-ramps to control the frequency at which vehicles enter the flow of traffic, and they are also exempt under the Table 2 item, “Projects that correct, improve, or eliminate a hazardous location or feature.” For more information about ramp metering projects, please refer to FHWA’s webpage at <https://ops.fhwa.dot.gov/publications/fhwahop14020/sec1.htm>
- h. Is a road diet project, a ramp metering project, or an auxiliary lane project that is less than one mile in length (these projects have already been determined to be exempt as “projects that correct, improve, or eliminate a hazardous location or feature.”)

A project sponsor that would like to exempt a project under the exemption titled “Projects that correct, improve, or eliminate a hazardous location or feature” from 40 CFR 93.126 Table 2 will need to present data to the TCWG to demonstrate that the project would resolve a safety issue before this exemption can be used.

It is the responsibility of the project sponsor to ensure that the form is filled out completely and provides a sufficient level of detail for the TCWG to make an informed decision on whether or not a project can be exempt under the “Projects that correct, improve, or eliminate a hazardous location or feature.” For example, if a transportation agency has collision data to show both a need for the project as well as how the project will correct, improve, or eliminate the hazardous location or feature, that data can be presented to the TCWG, and if the TCWG concurs, the project could move forward as exempt. It is also the responsibility of the project sponsor to ensure a representative is available to discuss the project at the TCWG meeting if necessary.

Instructions:

- 1) Fill out form in its entirety. Enter information in gray input fields.**
- 2) Be sure to include FTIP ID#.**
- 3) Submit completed form to your local Transportation Commission who will submit it to the Metropolitan Planning Organization (MPO). Caltrans projects can be submitted by Caltrans District representatives.**

REFERENCE

Exempt Projects 40 CFR 93.126

Notwithstanding the other requirements of this subpart, highway and transit projects of the types listed in Table 2 of this section are exempt from the requirement to determine conformity. Such projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. A particular action of the type listed in table 2 of this section is not exempt if the MPO in consultation with other agencies (see §93.105(c)(1)(iii)), the EPA, and the FHWA (in the case of a highway project) or the FTA (in the case of a transit project) concur that it has potentially adverse emissions impacts for any reason. States and MPOs must ensure that exempt projects do not interfere with transportation control measure (TCM) implementation. Table 2 follows:

Links to more information:

https://www.fhwa.dot.gov/environment/air_quality/conformity/index.cfm

<http://www.epa.gov/otaq/stateresources/transconf/index.htm>

TABLE 2
Exempt Projects

Safety

Railroad/highway crossing.
Projects that correct, improve, or eliminate a hazardous location or feature.
Safer non-Federal-aid system roads.
Shoulder improvements.
Increasing sight distance.
Highway Safety Improvement Program implementation.
Traffic control devices and operating assistance other than signalization projects.
Railroad/highway crossing warning devices.
Guardrails, median barriers, crash cushions.
Pavement resurfacing and/or rehabilitation.
Pavement marking.
Emergency relief (23 U.S.C. 125).
Fencing.
Skid treatments.
Safety roadside rest areas.
Adding medians.
Truck climbing lanes outside the urbanized area.
Lighting improvements.
Widening narrow pavements or reconstructing bridges (no additional travel lanes).
Emergency truck pullovers.

Note: This is an excerpt from Table 2, not the complete list of exempt projects from the table.

CONFORMITY EXEMPTION FORM - PROJECT SUMMARY FOR INTERAGENCY CONSULTATION

For projects that correct, improve, or eliminate a hazardous location or feature

Dist.-Co.-Rte.-PM 04-ALA-84-17.2		EA/EFIS ID (Caltrans Projects) 0J550 / 0414000012		Fed. Aid. No. (Local Projects)	
FTIP ID# (required) VAR170010					
TCWG Consideration Date April 25, 2019					
Project Description (clearly describe project, include narrative location) This project proposes the study of four alternatives, with one alternative to retrofit and rehabilitate the existing bridge and three bridge replacement alternatives. Two of the three bridge replacement alternatives will add one left turn for EB Route 84 to Sunol Pleasanton Road. The updated Project Description includes alternatives with bike lanes due to the public comments from the public scoping meeting. Please see the attached Project Description for more details (Attachment A).					
Lead Agency: Caltrans					
Contact Person Kevin Krewson		Phone# 510-622-5409	Fax#	Email Kevin.Krewson@dot.ca.gov	
Pollutant of Concern: PM 2.5					
Anticipated Federal Environmental Approval (check appropriate box)					
<input type="checkbox"/> 23 USC 326 CE		<input type="checkbox"/> 23 USC 327 CE		<input checked="" type="checkbox"/> EA (routine EA) under 23 U.S.C 327	<input type="checkbox"/> EIS
Anticipated Date of Federal Environmental Approval: June 30, 2020					
Current Programming Dates (as appropriate)					
	PA&ED	PS&E	ROW	CON	
Start	03/05/19				
End	06/30/20	09/30/21			
Project Purpose and Need (Summary): (attach additional sheets as necessary)					
Purpose The purpose of the project is to mitigate bridge scour, protect the bridge's structural integrity, and improve safety.					
Need Recent structure maintenance inspections (completed in October of 2013) identified that drift at Piers 4 and 5 of the Arroyo de La Laguna Bridge is causing scour, which will potentially undermine the footing at Pier 5 of this bridge site. Furthermore, the existing 1939 railing of the Arroyo de la Laguna Bridge needs to be updated to meet current safety standards. Modern bridge railing is better able to redirect errant vehicles back into the roadway. In 2016, the Office of Earthquake Engineering Analysis and Research (OEEAR) identified this structure as seismically vulnerable and a candidate for seismic retrofit. The cost to rehabilitate and retrofit Arroyo de la Laguna Bridge is commensurate with replacement of the bridge.					

CONFORMITY EXEMPTION FORM - PROJECT SUMMARY FOR INTERAGENCY CONSULTATION

For projects that correct, improve, or eliminate a hazardous location or feature

Please provide collision data or justification on the need for the correction, improvement, or elimination of a hazardous location or feature:

For the most current three-year study period available between January 1, 2015, and December 31, 2017, the accident rates (per million vehicle miles) on Route 084, between postmile 17.123 and 17.323, and the accident type information are as follows:

<u>At location</u>			<u>Statewide Average</u>		
Fatal	Fatal + Injury	Total	Fatal	Fatal + Injury	Total
0.000	0.71	4.26	0.033	0.68	1.37

Of the total 12 collisions, 6 were rear end, 3 were hit object, 2 were broadside, and 1 overturn. The primary factor in these collisions were speeding (6), DUI (2), failure to yield (2), and improper turn (2).

5 of the 12 collisions occurred under dark with no street light condition. 7 of the 12 collisions involved parties that were either stopped or slowing/stopping which indicated congestion could be a factor.

Widening the bridge to include a northbound left turn lane will potentially relief some of these congestions.

In addition, in 2016 the Office of Earthquake Engineering Analysis and Research (OEEAR) identified this structure as seismically vulnerable.

The above safety data identifies the safety need for the Arroyo de la Laguna bridge.

Comments/Explanation/Details: *(attach additional sheets as necessary)*

The current project schedule is as follows:

Begin Environmental	3/5/2019
DED	11/1/2019
PA/ED	6/30/2020
100% PS&E	9/30/2021
RTL	4/1/2022



METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Air Quality Conformity Task Force

DATE: April 25, 2019

FR: Adam Crenshaw

RE: Review of the Regional Conformity Status for New 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.

Projects Staff is Proposing to Include in the 2019 TIP

Staff has received requests from sponsors to add eight new group listed project to the 2019 TIP. Attachment A includes a list of these projects along with the regional air quality category that staff believes best describes the projects.

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

Item 4 - 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							
1	Alameda	ALA190014	BART	BART-Elevator Renovation program	BART: Various locations system-wide: Renovate or rehabilitate elevators	BART: 61 locations system-wide: Renovate or rehabilitate elevators	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)
2	Santa Clara	SCL190023	VTA	VTA: Bus CCTV Replacement	VTA: Fleetwide: Replace CCTV system on buses	VTA: Fleetwide: Replace CCTV system on buses that are currently operating with network video recorder that are past end of life	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)
3	Santa Clara	SCL190024	VTA	VTA: Transit Center Park and Ride Rehab	VTA: Various transit centers and park & ride facilities systemwide: Rehabilitate and repair facilities	VTA: Various transit centers and park & ride facilities systemwide: Rehabilitate and repair facilities including but not limited to the following: asphalt pavement slurry seal; striping and pavement legends; curb and gutter replacement; sidewalk replacement; AC pavement replacement; and PCC pavement sealant replacement.	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)
4	Santa Clara	SCL190025	VTA	VTA: Gigabit Ethernet Network	VTA: Systemwide: Replace Ethernet switch equipment	VTA: Systemwide: Replace the end of life Ethernet switch equipment supporting the Gigabit network equipment with a more robust 10 Gb/s network.	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems
5	Santa Clara	SCL190026	VTA	VTA: HVAC Replacement	VTA: At various facilities system-wide: Replace heating, ventilation and cooling equipment	VTA: At various facilities system-wide: Replace heating, ventilation and cooling equipment including four rooftop units at Guadalupe Division, two rooftop units at Chaboya Division, five rooftop units at Cerone Division, ten rooftop units at River Oaks Division. New equipment will be integrated into Energy Management System (EMS).	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities
6	San Francisco	SF-190002	SFMTA	L-Taraval - SGR Project Elements	SFMTA: Along L Taraval Line from near West Portal to La Playa: Replace track and related way infrastructure	SFMTA: Along L Taraval Line from Forrest Side Ave near West Portal to La Playa: Replace approximately 23,000 track feet of existing tie and ballast paved track with a new direct fixation track, new rails and fastening systems. Replace worn Overhead Catenary System special work, trolley wire and trolley poles west of 15th Avenue/Taraval Street.	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way
7	San Francisco	SF-190003	SFMTA	Muni Metro East Facility - Boiler Replacement	SFMTA: At the Muni Metro East Facility: Replace the boiler and air-conditioning units	SFMTA: At the Muni Metro East Facility: Replace the boiler and air-conditioning units with more modern, efficient, technologically improved ones. The existing heating boiler and two roof-mounted air conditioning units has failed and their warranty period has expired. The scope of the work will include the assessment, and replacement as necessary, of piping system components relating to the boiler and air conditioning units.	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities
8	San Francisco	SF-190004	SFMTA	SFMTA-Facilities Condition Assessment Repairs	SFMTA: Facilities Systemwide: Implement Facilities Deferred Maintenance Program repairs to address backlogged State of Good Repair investments	SFMTA: Facilities Systemwide: Implement Facilities Deferred Maintenance Program repairs to address backlogged State of Good Repair investments. These investments build on the agency's commitment to keeping its assets in a State of Good Repair.	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)



Memorandum

TO: Air Quality Conformity Task Force

DATE: April 13, 2019

FR: Harold Brazil

W. I.

RE: Conformity Redetermination for the 2019 Transportation Improvement Program and Amended Plan Bay Area 2040 (Update)

Background

On Oct. 1, 2015, EPA strengthened the NAAQS for ground-level ozone to 70 parts per billion (ppb), based on extensive scientific evidence about ozone's effects on public health and welfare. Subsequently, on June 4, 2018, EPA published a final rule that designated 51 areas as nonattainment for the 2015 ozone NAAQS (83 FR 25776). These designations are effective 60 days after the Federal Register publication, i.e. August 3, 2018. This means that conformity of transportation plans and transportation improvement programs (TIPs) for the 2015 ozone NAAQS must be demonstrated in these nonattainment areas by the end of the grace period, which is **August 3, 2019**. After that date, project-level conformity will also apply in these areas for the 2015 ozone NAAQS.

The San Francisco Bay Area region is designated by EPA as being in nonattainment for the 2015 ozone NAAQS and must show compliance with these new requirements by the August 3, 2019 deadline. Compliance will be completed through the transportation conformity process, which conforms the most recent Regional Transportation Plan (RTP) – currently the Amended Plan Bay Area 2040 – and Transportation Improvement Program (TIP) – currently the MTC's 2019 TIP to the State Implementation Plan (SIP).

The transportation conformity rule designated by EPA allows for the reliance on the previous regional emissions analysis for conformity redeterminations. To ensure that MTC will be in compliance with the 2015 ozone NAAQS by August 3, 2019, and to ensure that any delays to the Amended Plan Bay Area 2040 schedule do not put the region at risk of a lapse in conformity, MTC will be preparing a conformity redetermination using the latest conformity analysis for the 2019 TIP and Amended Plan Bay Area 2040.

Public Comment Period and Next Steps

Federal regulations require an opportunity for public comment prior to conformity analysis approval. The draft Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and the 2019 TIP documents will be released for public review and comment beginning on April 25, 2019 and will be made available on the internet at: <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program> at the Hub at 375 Beale St. in San Francisco, CA, and will be sent to major libraries throughout the Bay Area upon request. The close of the comment period is scheduled for 5:00 pm May 24, 2019. MTC staff will review and respond to comments submitted during the public comment period. In addition, the Air Quality

Conformity Task Force will be presented the draft Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and the 2019 TIP at its meeting on April 25, 2019. Staff will review with the Task Force comments received and the agency's response prior to final recommendations to the Commission for approval, as outlined in the Bay Area Air Quality Conformity Protocol (MTC Resolution No. 3757). The final documents, comments received and the agency's responses are scheduled to be considered at the June Joint MTC Planning Committee with the ABAG Administrative Committee meeting. The final documents are scheduled to be presented for approval at the June 28, 2019 Commission meeting. Final federal approval of the Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and the 2019 TIP is expected in August 2019.

Attachment A: Schedule for the Transportation Air Quality Conformity Analysis for Draft Amended 2019 Transportation Improvement Program (TIP) and Amended Plan Bay Area 2040 (PBA2040)

Activity	Timeline
Conformity Task Force Reviews Proposed Conformity Approach	March 28, 2019
MTC Staff Conducts Technical Analysis & Report Preparation	March/April 2019
Begin Public Review and Comment Period	April 25, 2019
Discuss Draft Conformity Analysis with AQCTF	April 25, 2019
AQCTF Briefing on Responses to Comments	May 23, 2019
End of Public Comment Period	May 24, 2019
Committee Approval	June 14, 2019
Commission Approval	June 26, 2019
Expected FHWA/FTA Final Approval of the Amended 2019 TIP and Amended PBA2040 AQ Conformity Analysis	July, 2019

Vagenas, Ginger; rodney.tavitas@dot.ca.gov; Sanchez, Lucas@DOT; 'Fahey, Dick'; agordon@baaqmd.gov

Subject: Re: Commercial and Spruce Signalized Intersection Project

Hi Panah and thank you very much for the follow-up on the Spruce/Commercial Avenues Traffic Signal project in the City of South San Francisco.

The project will be listed as TIP ID # SM-170007 on next meeting's 40 CFR 93.126 exempt projects list.

Thanks again and have a good weekend.

Harold

Harold Brazil
hbrazil@bayareametro.gov
Planning

BAY AREA METRO | BayAreaMetro.gov
Metropolitan Transportation Commission
Association of Bay Area Governments

Bay Area Metro Center
375 Beale Street, Suite 800
[Note: Visitors must check in with the receptionist on the 7th floor]
San Francisco, CA 94105
Phone: 415-778-6747
Gen. 415-778-6700
<http://www.mtc.ca.gov/>

From: Stauffer, Panah [<mailto:Stauffer.Panah@epa.gov>]

Sent: Thursday, March 28, 2019 4:43 PM

To: Harold Brazil; Johnson, Antonio (FHWA); Joseph.Vaughn@dot.gov; Kraft, Dominique (FTA); Vagenas, Ginger; rodney.tavitas@dot.ca.gov; Sanchez, Lucas@DOT; 'Fahey, Dick'; agordon@baaqmd.gov

Cc: Adam Crenshaw

Subject: RE: Commercial and Spruce Signalized Intersection Project

Hi Everyone,

Based on our conversation today, I understand that this project is listed in the State Highway Safety Improvement Program. If that is the case, then this project should be exempt.

For future reference, the funding source does not matter: as long as the project is listed in the HSIP, it's exempt. But it's not HSIP funding that makes it exempt, it's being listed in the HSIP that makes it

exempt. I don't know how often those two occur separately, but I'm just clarifying that distinction in how the guidance is written.

Best,
Panah

Panah Stauffer
Air Division (AIR-2)
US EPA Region 9
75 Hawthorne Street
San Francisco, CA 94105
415-972-3247

From: Harold Brazil [<mailto:HBrazil@bayareametro.gov>]

Sent: Thursday, March 28, 2019 9:17 AM

To: Johnson, Antonio (FHWA) <antonio.johnson@dot.gov>; Joseph.Vaughn@dot.gov; Kraft, Dominique (FTA) <Dominique.Kraft@dot.gov>; Stauffer, Panah <Stauffer.Panah@epa.gov>; Vagenas, Ginger <Vagenas.Ginger@epa.gov>; rodney.tavitas@dot.ca.gov; Sanchez, Lucas@DOT <Lucas.Sanchez@dot.ca.gov>; 'Fahey, Dick' <dick_fahey@dot.ca.gov>; agordon@baaqmd.gov

Cc: Adam Crenshaw <ACrenshaw@bayareametro.gov>

Subject: Re: Commercial and Spruce Signalized Intersection Project

Task Force members, I'm sending the attached information about the Commercial and Spruce Signalized Intersection project in South San Francisco because we wanted to have a discussion on whether to have the project sponsor come into next month's meeting for consultation.

We would like to talk about this project at the end of agenda item two today.

Thanks and talk to you soon.

Harold

Harold Brazil
hbrazil@bayareametro.gov
Planning

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Bay Area Metro Center
375 Beale Street, Suite 800
[Note: Visitors must check in with the receptionist on the 7th floor]
San Francisco, CA 94105
Phone: 415-778-6747
Gen. 415-778-6700
<http://www.mtc.ca.gov/>

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 that MTC staff had received requests from sponsors to add six new group listed project to the 2019 TIP with many of these listings being (State Highway Operation and Protection Program) SHOPP projects, in particular. The Task Force had no further comments.

4. Transportation Air Quality Conformity Redetermination for the 2019 Transportation Improvement Program and Amended Plan Bay Area 2040

Harold Brazil (MTC) and Joseph Vaughn (FHWA) discussed projects contained in the contained in the conformity redetermination and exempt project amendments made to MTC's TIP. Adam Crenshaw (MTC) concurred that no project changes between the 2019 TIP/Amended Plan Bay Area 2040 conformity analysis (conducted Summer/Fall 2018) and the projects listed in the conformity redetermination for the 2015 ozone NAAQS. Mr. Crenshaw also mentioned MTC typically amends about two projects per month and the documentation for these amendments are passed onto FHWA. Panah Stauffer (EPA) provided some wordsmithing comments for the conformity redetermination memo which Mr. Brazil noted.

5. Consent Calendar

a. February 28, 2019 Air Quality Conformity Task Force Meeting Summary

Panah Stauffer (EPA) asked if the exemption type code for the Woods Bus Facility Modernization project (TIPID# SF-190001) could be changed from "Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)" to "Purchase of office, shop, and operating equipment for existing facilities". Adam Crenshaw (MTC) indicated he would follow-up and after the March 2019 Task Force meeting, FMS was updated to reflect Ms. Stauffer's request with the "Purchase of office, shop, and operating equipment for existing facilities" exemption type code.

Ms. Stauffer also pointed out words were left out of the sentence in agenda item:

2. PM_{2.5} Project Conformity Interagency Consultations

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

ii. Confirmation of the list of exempt projects from PM_{2.5} conformity (2b_Exempt List 021419.pdf)

Final Determination: *With input from FTA, EPA, Caltrans and FHWA, the Task Force agreed that the project on the exempt list (2b Exempt List 021419.pdf) was exempt from.....*

For the record, Harold Brazil (MTC) stated that the words, "**.....PM_{2.5} project level analysis.**" will be noted as the complete final determination sentence for this item.

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

6. Other Items

a. Revocation of California's Clean Air Act's (CAA) Waiver (Update)

Rodney Tavitas (Caltrans) stated Caltrans encourages all areas in the State to complete their conformity determinations for the 2015 ozone NAAQS as soon as possible. Adam Crenshaw (MTC) also suggested the Task Force discuss the interim TIP and plan processes at future meetings, independent of the CAA waiver revocation process.