



**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: 921 731 924)**

Participant ID is # **button**.

Thursday, January 25, 2018

9:30 a.m. –11:00 a.m.

AGENDA

1. Welcome and Introductions
2. PM_{2.5} Project Conformity Interagency Consultations
 - a. Confirm Projects Are Exempt from PM_{2.5} Conformity
 - i. Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern
3. Approach to the Conformity Analysis for the Amended Plan Bay Area 2040 and the Amended 2017 Transportation Improvement Program
4. MTC/SACOG Air Quality Planning/Conformity MOU – (Update)
5. Consent Calendar
 - a. December 7, 2017 Air Quality Conformity Task Force Meeting Summary
6. Other Items

Next Meeting: February 22, 2018

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



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Memorandum

TO: Air Quality Conformity Task Force

DATE: January 12, 2018

FR: Harold Brazil

W. I.

RE: PM_{2.5} Project Conformity Interagency Consultation

MTC 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. **2a_Exempt List 011218.pdf** lists these exempt projects.

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	ALA170061	Newark	Thornton Avenue Pavement Rehabilitation	Newark: On Thornton Ave between I-880 and Olive St: Rehabilitate pavement	Pavement rehabilitation of 5,755 LF of roadway on Thornton Ave between I-880 and Olive Street. Scope of work includes removal and replacement of 2.5" of asphalt concrete across the full width of roadway; localized base repairs; reconstruction of curb ramps to meet current ADA standards; repair of damaged sidewalk, curb and gutter; adjustment of utilities to grade; and pavement striping.	Safety - Pavement resurfacing or rehabilitation
ALA	ALA170062	Dublin	Dublin Blvd Rehabilitation	Dublin: Segments of Dublin Boulevard from Scarlet Drive to Hacienda Drive: Rehabilitate pavement	This project will include addressing any ADA access ramps, and maintaining access for all modes of transportation.	Safety - Pavement resurfacing or rehabilitation
ALA	ALA170064	Oakland	Oakland LSR Paving	In Oakland: Citywide: Implement paving Improvements including pavement resurfacing, bicycle transportation, curb, gutter, drainage, sidewalks, pedestrian safety, and ADA compliant curb ramps	In Oakland, Citywide Paving Improvements including pavement resurfacing, bicycle transportation, curb, gutters, drainage, sidewalks, pedestrian safety, and ADA compliant curb ramps. Streets include Oakport St from Edgewater to I-880 freeway entrance, Havenscourt Bv from International BV to Avenal Av, Oakland Ave from Orange Street to MacArthur	Safety - Pavement resurfacing or rehabilitation
ALA	ALA170066	Hayward	Winton Ave Complete Street	Hayward: On Winton Ave from Hesperian Blvd to Santa Clara St: Rehabilitate pavement, upgrade curb ramps and streetlights; On Winton Ave just east of Santa Clara St: Landscape median	Hayward: On Winton Ave from Hesperian Blvd to Santa Clara St: Rehabilitate pavement, upgrade curb ramps and streetlights; On Winton Ave just east of Santa Clara St: Landscape median. Winton is a 6 lane arterial within the project limits. The first section, which is roughly 2,240 ft in length is from Hesperian to Southland Drive and is projected to have a PCI of 68. The proposed treatment for this section is Overlay with Fabric. The second section, which is 1,140 in length is projected to have a PCI of 20 in 2017 and a full depth reclamation is proposed for this section. Similarly, the last segment which is 867 ft long extends from end of I-880 Overpass to Santa Clara Street. This section is projected to have a PCI of 9 and a full depth reclamation is proposed for this section as well.	Safety - Pavement resurfacing or rehabilitation
ALA	ALA170067	Berkeley	Southside Complete Streets & Transit Improvement	Berkeley: Various locations south of UC Berkeley: Construct two-way cycle tracks, signal mods, transit imps and TSP, loading zone imps, pedestrian safety imps, and repaving; On Telegraph from Channing to Bancroft: Implement road diet for transit only lane	Project includes two-way cycle tracks on Dana St from Dwight to Bancroft, on Bancroft Way from Milvia to Piedmont Ave, and northbound on Fulton St from Channing to Bancroft, and the associated signal modifications on Dana, Bancroft, and Fulton; transit improvements on Bancroft and Telegraph potentially including bus stop bulb-outs or a dedicated lane or queue jump lanes, and transit signal priority; loading zone improvements on Telegraph from Dwight to Bancroft; pedestrian safety improvements at various intersections including ped-level lighting, countdown signals, high-visibility crossings, bulb-outs, and rapid flashing beacons at Bancroft/Fulton and Dwight/Telegraph. Repaving of Dana and Telegraph between Dwight and Bancroft, Bancroft between Piedmont & Bowditch, and Bancroft between and Piedmont and Bowditch.	Air Quality - Bicycle and pedestrian facilities
ALA	ALA170068	Livermore	Livermore Pavement Rehabilitation - MTS Routes	Livermore: Various Locations: Repair and/or rehabilitate pavement	Livermore: Repair and/or rehabilitation treatments on two segments of Livermore Avenue: 1. North Livermore Avenue, from south of Las Positas Road to Chestnut Street. 2. South Livermore Avenue from Fourth Street to Concannon Boulevard. (CIP 201846)	Safety - Pavement resurfacing or rehabilitation
ALA	ALA170069	Fremont	City of Fremont Pavement Rehabilitation	Fremont: Various Locations: Rehabilitate pavement and implement bike/ped improvements	Project will also restripe the roadway providing bike lanes with buffers where feasible and upgrade curb ramps to the latest ADA requirements. The locations of this work includes: (1) CABRILLO DR from GIBRALTER DR to NICOLET AVE; (2) GRIMMER BLVD E/B from 837' E/O IRVINGTON to FREMONT BLVD; (3) MISSION BLVD N/B from GRIMMER BLVD to PASEO PADRE PARKWAY; (4) CAROL AVE from GRIMMER BLVD to CHAPEL WAY; (5) LAS PALMAS AVE from LEMOS LN to EAST SIDE of SEVILLE PL; (6) MISSION VIEW DR from FREMONT BLVD to PASEO PADRE PARKWAY; (7) DEEP CREEK RD from 340' N/O ARIEL RD to FALSTAFF RD; (8) FARWELL DR from MOWRY AVE to SELMA AVE; (9) OLIVE AVE from WASHINGTON BLVD to PASEO PADRE PARKWAY; (10) WARM SPRINGS BLVD N/B from SCOTT CREEK RD to MAYTEN WAY; (11) WARM SPRINGS BLVD N/B from LIPPERT AVE to HACKAMORE LN; (12) FREMONT BLVD N/B from 620' S/O BEARD RD to BEARD RD; (13) PALM AVE from 345 S/O MISSION CREEK DR to VERNAL AVE	Safety - Pavement resurfacing or rehabilitation
ALA	ALA170070	Pleasanton	Pavement Rehabilitation Hacienda Business Park	Pleasanton: Various locations near the Hacienda Business Park: Pavement rehabilitation and bike/ped improvements	Pleasanton: Hacienda Dr, Chabot Dr, Willow Rd, Owens Dr, and Gibraltar Dr in the vicinity of the Hacienda Business Park: Resurface the existing roadway pavement with a new layer of HMA, upgrade curb ramps to meet ADA standards, isolated pavement repair, striping, install class 2 bike lanes, install traffic detectors, adjust utility frame & grates	Safety - Pavement resurfacing or rehabilitation
ALA	ALA170071	Union City	Union City-Dyer Street Pavement Rehabilitation	Union City: On Dyer St from Alvarado Blvd to Deborah Dr: Rehabilitate pavement	Union City: On Dyer St from Alvarado Blvd to Deborah Dr: Rehabilitate pavement	Safety - Pavement resurfacing or rehabilitation
ALA	ALA170072	Emeryville	Frontage Rd, 65th St and Powell St Pavement Maint	Emeryville: Various Locations on Frontage Road, 65th St, Powell St: Pavement maintenance	Emeryville: Frontage Rd from the Berkeley City Limits to Powell St; 65th St from the Greenway to the Union Pacific Railroad right-of-way; and Powell St from Peladeau St to Vallejo St: perform maintenance to include the application of a slurry seal.	Safety - Pavement resurfacing or rehabilitation

40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Expanded Description	Project Type under 40 CFR 93.126
ALA	ALA170073	Alameda	Clement Avenue Complete Streets	Alameda: On Clement Avenue between Broadway and Grand St: Complete street improvements including Class II bike lanes, curb extensions, flashing beacons, bus shelters, sidewalk/curb ramp improvements, railroad track removal, resurfacing and trees	The Clement Avenue complete street project will create a comprehensive multimodal street between Broadway and Grand Street, which is 1.2 miles in length and at a gateway location for the city in the Northern Waterfront PDA making it easier to connect to Fruitvale BART, Oakland and beyond. The project will maximize the efficiency of the Miller-Sweeney Bridge, which is one of only five ways on/off the island, and will transform this 48-50 foot street from industrial railroad blight to a best practices multimodal corridor. *Complete Street Project* - Bikeway: Installs Class II bike lanes; Provides bike boxes with green pavement; Installs bike signals at the Park Street/Clement Avenue intersection; - Walkway: Widens sidewalks at locations narrowed by utility poles and trees to provide a continuous accessible path of travel; Upgrades curb ramps to ensure compliance with the Americans with Disabilities Act; Installs 5 high visibility marked crosswalks, 2 rectangular rapid flashing beacons and 22 curb extensions; - Safety: Improves lighting at 9 marked crosswalks along the corridor; - Railroad Remnants: Removes the abandoned railroad tracks down the center of the street and the remaining railway signs. Resurfaces the pavement at the railroad track removal area; - Parking: Installs 3 accessible on-street parking spaces; Requires parking restrictions at key intersections to increase visibility and to allow for improved turning radii for trucks; Removes parking at pinch points to provide a continuous path of travel where the sidewalk width is less than 36 inches; - Driveways: Improves driveways to reduce vehicle encroachment into the sidewalk; - Truck Access: Provides adequate travel lane widths, turning radii and loading zones for deliveries; and - Streetscape: Installs 100 street trees, 24 bike racks, 3 gateway features and 50 wayfinding signs.	Air Quality - Bicycle and pedestrian facilities
ALA	ALA170074	Alameda	Alameda City-Wide Pavement Rehabilitation	Alameda: Buena Vista Ave from Willow St to Park St and Kofman Pkwy from Tralee Ln to Aughinbaugh Way: Resurface and rehabilitate pavement	Alameda: Buena Vista Ave from Willow St to Park St and Kofman Pkwy from Tralee Ln to Aughinbaugh Way: Resurface project streets, perform minor maintenance repair to curbs, gutters, culverts, wheelchair ramps, traffic signal loops and pavement markings. This project helps protect and maintains city street surfaces, improve mobility for all users and improve storm water surface drainage.	Safety - Pavement resurfacing or rehabilitation
ALA	ALA170075	San Leandro	San Leandro Washington Avenue Rehabilitation	San Leandro: Washington Ave from W. Juana Ave to Castro St: Reconstruct roadway	San Leandro: Washington Ave from W. Juana Ave to Castro St: Reconstruct roadway. Washington Ave has a high crown and steep cross slopes that make it a challenge for wheel chairs to cross the street. The high crown can only be changed by reconstructing the road and rebuilding it from the ground up. Additionally, this street has a very low pavement condition index rating.	Safety - Pavement resurfacing or rehabilitation
CC	CC-170027	CC County	Contra Costa Local Streets and Roads Preservation	Contra Costa County: Various local streets and roads: Pavement preservation	Contra Costa County: Various local streets and roads: Provide pavement preservation on arterial roadway segments within Contra Costa County. Preventive maintenance and pavement rehabilitation is proposed to prevent further deterioration of the roadway and to improve the current pavement condition index (PCI). On San Pablo Dam Road between El Portal Drive and the Richmond city limit near Tri Lane: Pavement rehabilitation is recommended and consists of 0.17" grind and overlay with hot mix asphalt. This arterial is mostly 4-lanes through downtown El Sobrante and narrows down to 2-lanes east of Castro Ranch Road. On El Portal Drive segments that are maintained by Contra Costa County: Preventative maintenance is recommended and consists of a microsurface treatment to the existing pavement. This roadway serves Interstate 80 off-ramps and on-ramps to San Pablo Dam Road. Two short segments are maintained by Contra Costa County and consists of a two lane road with left turn pockets. On Vasco Road between Frisk Creek Bridge and the Alameda County Line: Preventative maintenance is recommended on Vasco Road between Frisk Creek Bridge and the Alameda County Line and consists of a microsurface treatment to the existing travel lanes and a fog seal on the shoulders. This roadway is a high-speed, two-lane arterial between East Contra Costa County and Alameda County. This project includes grinding of existing pavement, base failure repairs, pavement failure repairs, pavement preparation, utility adjustments, drainage adjustments, replacement of pavement markings and pavement striping, and replacement of traffic signal loops. An additional item is to upgrade existing curb ramps to meet current ADA standards.	Safety - Pavement resurfacing or rehabilitation
CC	CC-170028	CC County	Kirker Pass Road Open Grade Overlay	Contra Costa County: On Kirker Pass Rd from the Concord City Limits to approximately 140 feet east of the driveway to 6141 Kirker Pass Rd: Pavement rehabilitation	Contra Costa County: On Kirker Pass Rd from the Concord City Limits to approximately 140 feet east of the driveway to 6141 Kirker Pass Rd: Pavement rehabilitation. The project will conduct pavement rehabilitation to grind and overlay the existing pavement. The total project length is about 10,500 feet or approximately 1.6 miles. Pavement rehabilitation consists of 0.1" grind and overlay of open grade rubberized hot mix asphalt. The project includes grinding of existing pavement, base failure repairs, pavement failure repairs, pavement preparation, utility adjustments, drainage adjustments, and pavement markings and striping.	Safety - Pavement resurfacing or rehabilitation
CC	CC-170029	CC County	West County Walk and Bike Leaders	Contra Costa County: At 7 high schools in West Contra Costa: Provide comprehensive bicycle and pedestrian education, encouragement, and engagement activities to foster a walk-and-bike-to-school culture	Provide comprehensive bicycle and pedestrian education, encouragement, and engagement activities to foster a walk-and-bike-to-school culture at 7 high schools in West Contra Costa. Activities will include WCCUSD student and staff presentations; biking and walking events; on-road skills and repair instruction; Walk and Bike Leader internships and clubs coordination; volunteer leadership trainings; city and stakeholder engagement; and school travel map development.	Other - Specific activities which do not involve or lead directly to construction, such as: Planning and technical studies; Grants for training and research programs; Planning activities conducted pursuant to Titles 23 and 49 U.S.C. Federal-aid systems revisions
CC	CC-170031	San Pablo	San Pablo - Market Street Pavement Rehabilitation	In San Pablo: On Market Street between Church Lane and 23rd Street: Rehabilitate roadway	In San Pablo: On Market Street between Church Lane and 23rd Street; rehabilitate roadway. Maintenance work includes, but is not limited to, base failure repairs, slurry sealing, crack sealing, cold planing of existing asphalt concrete, overlaying or reconstructing the existing asphalt concrete pavement with conventional asphalt concrete, constructing concrete curb ramps, placement of striping and installing valley gutters.	Safety - Pavement resurfacing or rehabilitation
CC	CC-170032	Orinda	Orinda Way Pavement Rehabilitation	In Orinda: Orinda Way between cul de sac near Santa Maria Way and Camino Pablo through the Orinda Village downtown district: Perform pavement rehabilitation/maintenance including required upgrades for ADA curb ramps and ADA parking spaces.	In Orinda: The existing pavement condition index of Orinda Way ranges between 50 and 75. The City intends to mill and place a thin overlay. The pavement rehabilitation area includes mostly a two lane road with a limited dual left turn lane and angled and parallel on-street parking. Orinda Way is our main street in the Village Downtown District. The project will include upgrades to any non-compliant ADA curb ramps, crossings, and parking spaces.	Safety - Pavement resurfacing or rehabilitation
CC	CC-170033	Lafayette	Pleasant Hill Rd Pavement Rehab & Maintenance	In Lafayette: On Pleasant Hill Rd between Mt Diablo Blvd and Taylor Blvd: Rehabilitate roadway, including adjacent ramp, curb, gutter, and sidewalk repairs.	In Lafayette: On Pleasant Hill Rd, between Mt Diablo Blvd and Taylor Blvd: Inlay pavement, spot pavement repairs and crack fill. Also include ADA-compliant pedestrian ramp upgrades and curb, gutter, and sidewalk repairs, Existing Class II bicycle lanes will also be refreshed with new striping.	Safety - Pavement resurfacing or rehabilitation

40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Expanded Description	Project Type under 40 CFR 93.126
CC	CC-170034	Brentwood	Brentwood Various Streets and Roads Preservation	In Brentwood: Various locations: Pavement preservation	In Brentwood: This project will provide pavement rehabilitation and preventative maintenance on arterial roadway segments in the City of Brentwood: Lone Tree Way from 200' West of Medallion Drive to Anderson Lane; Lone Tree Way from Virginia Drive to Brentwood Blvd; Balfour Road from East Country Club Drive to western City Limit; Balfour Road from Fairview Avenue to 300' East of Minnesota Ave. Treatments will include grind and overlay, spot repairs, and slurry seals/crack seals. These pavement rehabilitation activities will require removal and replacement of ADA ramps to ensure compliance with current accessibility requirements. New traffic signal detection and striping will also be required where the existing assets are removed.	Safety - Pavement resurfacing or rehabilitation
CC	CC-170035	Antioch	Antioch - L Street Pathway to Transit	In Antioch: On L Street from Hwy 4 to Antioch Marina: Widen street in various locations and restripe to provide continuous bike lanes and sidewalks, upgrade existing traffic signals, install new bus shelters	In Antioch: On L Street. The project will consist of construction of new sidewalks under the railroad tracks and along the fairground, install curb ramps, re-striping to allow for a complete bike lanes from HYW 4 to the Antioch Marina, improve operation to existing traffic signals at E18th Street and at 10th Street. Install new bus shelters. Construct trail access and connect to bike lanes and sidewalks.	Air Quality - Bicycle and pedestrian facilities
CC	CC-170036	Antioch	Antioch Pavement Rehabilitation	In Antioch: On various roadways: Pavement Rehabilitation (Grind/overlay, plug pavement base failures, and/or cape seal) replace concrete curb ramps, curbs and sidewalks, replace traffic signal loops, place rubberized cape seal and/or traffic restriping.	In Antioch: On Hillcrest Avenue(Davison Drive to Prewett Ranch Road), James Donlon Boulevard (Lone Tree Way to Somersville Road), Buchanan Road (Somersville Road to Contra Loma Boulevard), and Gentrytown Drive (James Donlon Boulevard to Buchanan Road). Pavement Rehabilitation)Grind/overlay, plug pavement base failures, and/or cape seal)replace concrete curb ramps, curbs and sidewalks, replace traffic signal loops, place rubberized cape seal and/or traffic restriping.	Safety - Pavement resurfacing or rehabilitation
CC	CC-170037	Concord	Concord Willow Pass Road Repaving and 6th St SRTS	In Concord: On Willow Pass Rd between Galindo St and San Vincente Dr: Rehabilitate pavement, repair sidewalk, and install ADA curb ramps; On 6th Street between Concord Blvd and nearly Willow Pass Road: Bike/ped improvements to Wren Elementary School	In Concord:This project will rehabilitate the pavement and repair damaged sidewalk, curb and gutter on Willow Pass Road between Galindo Street and San Vincente Drive. Existing curb ramps will be replaced to meet current ADA standards. This project will also include SR2S improvements by installing a sidewalk on 6th Street between Concord Blvd and nearly Willow Pass Road and a bike route along this segment of 6th Street for safe walking and biking to Wren Elementary School. It is assumed the pavement will be milled 3" and backfilled with 3" of hot mix asphalt (HMA). This pavement rehabilitation method will retain the existing grade of the pavement and will not cause excessive cross slope. The pavement base failure areas will be dug out after the milling and prior to placement of HMA wearing course. Pavement deflection analysis and structural evaluation will be conducted to provide other recommendations and repair strategies for consideration during preliminary design. Coordination with BART, and possibly acquisition of encroachment permit or right-of-entry, will occur as appropriate. This project will install a new sidewalk along the west side of 6th Street from approximately 225 feet south of Willow Pass Road to Concord Blvd and a new bike route, to provide for safe walking and biking to Wren Elementary School. The bike route will be designated with sharrow pavement markings and signs. The new sidewalk will be five feet wide. Drainage inlet improvements, driveways, and ADA curb ramps will be installed as appropriate. Construction easements or right-of-entry may be required. A separate project will install a new pedestrian-actuated crosswalk across Concord Blvd on the west side of 6th Street and will extend the sidewalk improvements on 6th Street from Concord Blvd to The Alameda.	Safety - Pavement resurfacing or rehabilitation
CC	CC-170038	Walnut Creek	Ygnacio Valley & Oak Grove Road Rehabilitation	Walnut Creek: Ygnacio Valley Rd from Civic Dr to San Carlos Dr, Oak Grove Rd from Ygnacio Valley Rd to Mitchell Rd: Rehab pavement, striping, adjust covers, ADA upgrades and install video detection at select intersections.	In Walnut Crk: The project will rehabilitate the asphalt roadway on Ygnacio Valley Rd between Civic Dr & San Carlos Dr and Oak Grove Road between Ygnacio Valley Rd & Mitchell Rd. The roadway rehabilitation on Ygnacio Valley Road will repair roadway sections that are starting to fail, and the entire roadway will be milled down 2 to 4 inches and repaved with hot mix asphalt. ADA upgrades as well as sidewalk repairs will be performed as necessary. Utilities will be adjusted as necessary and traffic striping will be replaced. Signalized intersections inside the work limit will be upgraded with video detection and monitoring equipment to improve detection for vehicles as well as bicycles. The traffic monitoring equipment allows for incident detection and signal timing adjustment for optimizing traffic flow. The roadway rehabilitation on Oak Grove Road will repair roadway sections that are starting to fail, and the entire roadway will be milled down 2 to 3 inches and repaved with hot mix asphalt. ADA upgrades as well as sidewalk repairs will be performed as necessary. Utilities will be adjusted as necessary and traffic striping will be replaced. Signalized intersections inside the work limit will be upgraded with video detection and monitoring equipment to improve detection for vehicles as well as bicycles and improve traffic flow. The traffic monitoring equipment allows for incident detection and signal timing adjustment for optimizing traffic flow.	Safety - Pavement resurfacing or rehabilitation
CC	CC-170039	Concord	Monument Boulevard Class I Path	In Concord: Monument Blvd from Systron Dr to Cowell Rd and Cowell Rd from Monument Blvd to Mesa St: Install a Class I path and related improvements at signalized intersections	In Concord: Monument Blvd from Systron Dr to Cowell Rd and Cowell Rd from Monument Blvd to Mesa St: Construct a Class I path for bicycles and pedestrians on the east side of Monument Blvd from Systron Drive to Cowell Road. The path will extend for one block on the north side of Cowell Road, east of Monument Blvd, and tie into an existing path on BART property on the west side of Mesa Street, providing direct access to the Downtown Concord BART Station from the Monument Corridor. The Class I path on Monument Blvd and Cowell Road will be 12 feet wide and will be constructed using pervious concrete. A new curb and gutter will be installed along the path in addition to a continuous fence between the vehicle lanes and the path. Intersection improvements at Monument Blvd/Cowell Road/Oakmead Drive and Monument Blvd/Systron Drive/Walters Way include removal of slip lanes, installation of landscaping, tightening of curb radii, installation of wide ADA compliant curb ramps to accommodate bicycles and pedestrians, striping to signify shared pedestrian and bicycle crossings, and various lane striping and median island modifications. Improvements to the traffic signals at these intersections will include protected phasing to eliminate right-hook conflicts between trail users and turning vehicles. Improvements on Cowell Road will partially take place in BART right-of-way with coordination and support from BART. It is anticipated that all improvements on Walters Way, Systron Drive, Oakmead Drive, and Monument Blvd will take place within City right-of-way. Temporary easements may be required for the reconstruction of intersection corners and driveways.	Air Quality - Bicycle and pedestrian facilities
CC	CC-170040	Pittsburg	Pittsburg BART Pedestrian and Bicycle Connectivity	In Pittsburg: On California Ave, Bliss Ave, and Railroad Ave in the vicinity of the Pittsburg Center eBART station: Construct Class I and IV bikeways and associated improvements	In Pittsburg: On California from Railroad to Harbor, Adjacent to SR4 from Railroad to Bliss Ave parking Lot, on Railroad from Delta DeAnza Trail to BART Station: construct Class I bikeways and associated imp; On Railroad from California to 17th: Construct Class IV bikeway. Includes construction of multiuse Class I bikeways and Class IV buffered bikeways, additional parallel parking, trail lighting, intersection corner treatments, crosswalk treatment, modified driveways, bus shelter, benches, wayfinding and service information signage, walls/fencing, and landscaping improvements.	Air Quality - Bicycle and pedestrian facilities

40 CFR 93.126 Exempt Projects List

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CC	CC-170041	Oakley	Oakley Street Repair and Resurfacing	Oakley: Vintage Parkway: Rehabilitate including new curb ramps and striping	In Oakley, Vintage Parkway between Main Street and Big Break Road. Vintage Parkway rehabilitation will consist of various types of work including but not limited to digouts, grinding, overlaying, cape seal, slurry seal, leveling course, and a rubberized hot mix asphalt final course. Traffic loops will be replaced at the Main Street intersection. In areas where the pavement has failed; base failure repairs will be made with digouts and replaced with hot mix asphalt. New signing and striping will be placed along the entire project providing a lane of travel in each direction and bicycle lanes on both sides of the roadway.	Safety - Pavement resurfacing or rehabilitation
CC	CC-170042	Pittsburg	City of Pittsburg Pavement Improvements	In Pittsburg: On West Leland Rd from Woodhill Rd to Railroad Ave and on Loveridge Rd from Buchanan Rd to Pittsburg-Antioch Highway: Rehabilitate roadway	In Pittsburg: On West Leland Rd from Woodhill Rd to Railroad Ave and on Loveridge Rd from Buchanan Rd to Pittsburg-Antioch Highway: Rehabilitate roadway. Rehabilitation may include crack sealing, base repairs, patch paving, milling, geosynthetics, as well as thin and thick asphalt concrete overlays.	Safety - Pavement resurfacing or rehabilitation
CC	CC-170043	Hercules	Hercules -Sycamore/Willow Pavement Rehabilitation	In Hercules: Sycamore Ave from Civic Dr to Willow/Palm Ave and Willow Ave from Mariners Pointe to the SR4 overcrossing: Pavement rehabilitation	In Hercules: Sycamore Ave from Civic Dr to Willow/Palm Ave and Willow Ave from Mariners Pointe to the SR4 overcrossing: Pavement rehabilitation. The amount of pavement that will be repaved is approximately 5200 lineal feet of Sycamore Avenue and 900 lineal feet of Willow Avenue.	Safety - Pavement resurfacing or rehabilitation
CC	CC-170044	Pleasant Hill	Pleasant Hill Road Improvements	In Pleasant Hill: Along Pleasant Hill Rd between Taylor Blvd and Gregory Ln: Pavement rehabilitation, install new bike lanes, repair sidewalk, modify signals, and landscape medians	In Pleasant Hill: Along Pleasant Hill Rd between Taylor Blvd and Gregory Ln: Pavement rehabilitation, install new bike lanes, repair sidewalk, modify signals, and landscape medians	Safety - Pavement resurfacing or rehabilitation
CC	CC-170045	San Ramon	Alcosta Boulevard Pavement Rehab	In San Ramon: On Alcosta Blvd (southbound and northbound) from Montevideo Drive to Fircrest Lane. Rehabilitate roadway including stripping for class 3 bike path	In San Ramon: On Alcosta Blvd (southbound and northbound) from Montevideo Dr to Fircrest Ln: Rehabilitate roadway for placement of asphalt concrete inlays/overlays, including pavement striping, pavement markings and install traffic signal detector loops	Safety - Pavement resurfacing or rehabilitation
CC	CC-170046	Moraga	Moraga Way and Canyon/Camino Pablo Improvements	Moraga: Moraga Way from Moraga Rd to Ivy Dr: Resurface, close sidewalk gap, and improve bike facilities; Canyon Rd & Camino Pablo intersection: Install crosswalk improvements; Canyon Rd from Constance Pl to De La Cruz Way: Reduce travel lanes from 4 to 2	In Moraga: Moraga Way from Moraga Road to Ivy Drive: Install intersection improvements, complete the bicycle and pedestrian network along the corridor, resurface roadway to provide an even surface for bicyclists, and restripe the roadway with buffered Class II bicycle lanes, install sidewalks and pedestrian pathways and replace curb ramps and driveways to provide an accessible path of travel linking Miramonte High School, residents, County Connection transit stops, and the Moraga Center; Camino Pablo and Canyon Road, which is a key route for students walking to Joaquin Moraga Intermediate School: Improve the intersection by reducing the through travel lanes from two to one in each direction on Canyon Rd and assigning the remaining area to bulbouts while adding a pedestrian refuge reducing the crossing distance and narrowing the roadway to calm traffic, install rectangular rapid flash beacons, improved intersection lighting, and a speed feedback sign in the northbound direction to advise drivers of their speed as they enter the Town's inhabited limits and provides green street elements within the bulbouts to meet clean water requirements.	Safety - Safety improvement program
CC	CC-170047	Clayton	Clayton Neighborhood Street Rehab	In Clayton: On various neighborhood streets: Pavement maintenance and rehabilitation including replacing pavement markings	In Clayton: On El Camino Dr from Clayton Rd to Pine Hollow Road; Mitchell Canyon Rd from Clayton Rd to south City limits; Indian Wells Way from N. Oakhurst Rd to S. Oakhurst Rd; Eagle Peak Circle from Oakhurst Dr to Keller Ridge Dr; Main St from Oak St to Marsh Creek Rd; Center St from Oak St to Marsh Creek Rd; El Molino Dr from Marsh Creek Rd to Regency Dr; Regency Dr from Marsh Crk Rd to El Molino Dr: Pavement maintenance and rehabilitation including replacing pavement markings. Maintenance or rehabilitation may include seal coat(s), AC overlay with ancillary work including pavement grinding, full-depth asphalt repairs, adjusting utility frames and grates and replacing pavement markings as needed	Safety - Pavement resurfacing or rehabilitation
CC	CC-170048	Pinole	Pinole - San Pablo Avenue Rehabilitation	In Pinole: On San Pablo Avenue from City Limits to Pinole Shores Dr: Rehabilitate roadway and make accessibility upgrades as warranted	In Pinole: On San Pablo Avenue from City Limits to Pinole Shores Dr: Cold mill 2 1/2 inches of asphalt concrete pavement and replace with new HMA, reconstruct curb ramps that are not ADA compliant (estimated number of ramps =13), replace damaged concrete sidewalks and curbs, close sidewalk gap with new sidewalk.	Safety - Pavement resurfacing or rehabilitation
CC	CC-170050	Concord	Downtown Corridors Bike/Pedestrian Improvements	Concord: Various locations: Implement bicycle and pedestrian safety improvements to three corridors connecting Downtown Concord to regional transit, senior housing, and low income communities.	This project will make bicycle and pedestrian safety improvements to three corridors connecting Downtown Concord to regional transit, senior housing, and low income communities. It will relocate crosswalks, install high-visibility crosswalk markings, add pedestrian-oriented lighting, extend curbs and improve curb ramps, and widen a portion of sidewalk in a key location on Salvio Street. It will install new bicycle facilities on Oak Street, upgrade portions of Salvio Street to full bicycle lanes, and close a bicycle facility gap on Grant Street by installing a contraflow lane. It builds on related city projects to add bicycle lanes on Grant Street and shared lane markings to Salvio Street near Todos Santos Plaza.	Safety - Pavement resurfacing or rehabilitation
MRN	MRN170019	Corte Madera	Corte Madera-Paradise Drive Multiuse Path	Corte Madera: Along Paradise Dr. between San Clemente Dr. and Seawolf Passage: Extend multiuse pathway	Corte Madera: Along Paradise Dr. between San Clemente Dr. and Seawolf Passage: Widen existing sidewalk on the north side of Paradise Drive to create a Class 1 multi-use path between San Clemente Dr and Seawolf Passage, including pedestrian safety enhancements along the corridor	Air Quality - Bicycle and pedestrian facilities

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County	TIP ID	Sponsor	Project Name	Project Description	Expanded Description	Project Type under 40 CFR 93.126
MRN	MRN170020	San Anselmo	San Anselmo Bike Spine	San Anselmo: In the vicinity of St. Anselm School, Wade Thomas ES, Sir Francis Drake HS, and Brookside ES: Install shared lane markings, roadway striping, school bike route signs, crossing enhancements and educational outreach. Project is phased.	San Anselmo: Phase I - route would run past St. Anselm School and Wade Thomas Elementary School, then head north along parts of Cedar Street and Laurel Avenue and connect to the Phase II route on Saunders Avenue adjacent to Sir Francis Drake High School: The crossing location near the high school would aim to minimize bicyclist exposure on Sir Francis Drake Boulevard by using the existing flashing pedestrian beacon at Saunders Avenue to cross to the north side sidewalk before turning on to Mountain View Avenue; Phase II would continue on Cordone Drive to Brookside Drive, running adjacent to Brookside Elementary School before connecting to The Alameda: In order to increase the safety of student bicyclists, stop sign installation and parking removal may be considered along the route. Special school bike route signs would be strategically located along the route to notify both bicyclists and motorists of the location of the route. These will be combined with thermo-plastic shared lane (sharrow) street pavement markings to maximize route visibility. The project includes the installation of shared lane markings, roadway striping, school bike route signs, crossing enhancements and educational outreach.	Air Quality - Bicycle and pedestrian facilities
MRN	MRN170021	San Anselmo	Sir Francis Drake Blvd Pavement Rehabilitation	In the Town of San Anselmo: On Sir Francis Drake Boulevard between Center Boulevard/Red Hill Avenue (The Hub) and Bolinas Avenue: Rehabilitate existing roadway pavements and install intersection improvements	In the Town of San Anselmo: On Sir Francis Drake Boulevard between Center Boulevard/Red Hill Avenue (The Hub) and Bolinas Avenue: Cold plane and remove existing asphalt concrete pavement and install pavement reinforcement fabric and hot mix asphalt finish course. In addition, curb bulb outs will be installed at intersections to shorten pedestrian crossings, improve visibility for pedestrians, provide space for ADA-compliant ramps and stormwater treatment facilities, and improve access to bus stops. Project intersections include the signalized intersections at The Hub, Bank Street, Tunstead Avenue, and Ross Avenue/Barber Avenue. The project will install traffic signal improvements including audible pedestrian signals, countdown pedestrian signal heads, video detection systems for bicycles and cars, and replace non-standard signal heads and signs.	Safety - Pavement resurfacing or rehabilitation
MRN	MRN170022	Novato	Novato-Measure A Group 10 Pavement Rehabilitation	In the City of Novato: Nave Dr from Alameda Del Prado to Bel Marin Keys Blvd and Bel Marin Keys Blvd from Nave Dr to Galli Dr: Pavement Rehabilitation	In the City of Novato: Nave Dr from Alameda Del Prado to Bel Marin Keys Blvd and Bel Marin Keys Blvd from Nave Dr to Galli Dr: Pavement Rehabilitation. This large paving project would take advantage of the close proximity of distressed roadway sections on the near-east side of US101 from Alameda Del Prado north to Galli Drive for economies of scale in the construction contract. Work would include digouts for failed structural sections, variable depth grind/pave resurfacing in areas of more significant distress, and scrub seals and microsurfacing where pavement conditions allow. Pedestrian facilities throughout the paving limits would be upgraded to meet current accessibility standards, and all resurfaced areas would receive new striping and pavement markings.	Safety - Pavement resurfacing or rehabilitation
MRN	MRN170023	Corte Madera	Central Marin Regional Pathway Gap Closure	Corte Madera: On the west side of US 101 along Nellen Ave and Wornum Dr: separated pedestrian and bicycle facilities including protected bikeway, sidewalk and a pedestrian refuge island with walkway, barrier, and RRFB for transit stop access.	Project is located on the west side of US 101 along Nellen Avenue and Wornum Drive. Project length is approximately 0.5 miles.	Air Quality - Bicycle and pedestrian facilities
SCL	SCL090004	San Jose	Almaden Ave & Vine St Safety Improvements	San Jose: Almaden Ave and Vine St: Construct pedestrian safety improvements.	San Jose: Almaden Ave and Vine St: Construct pedestrian safety improvements Install Rectangular Rapid Flashing Beacons (RRFBs), bulbouts, new LED streetlights, speed radar signs. Upgrade accessible ramps where necessary.	Safety - Safety improvement program
SCL	SCL170019	Santa Clara Co	Uvas Road Pavement Rehabilitation	Santa Clara County: On the County maintained portions of Uvas Rd: Pavement rehabilitation	Santa Clara County: On the County maintained portions of Uvas Rd (approximately 5.8 miles): Pavement rehabilitation including but not limited to: a) digouts, 2) drainage improvements, and 3) HMA overlay.	Safety - Pavement resurfacing or rehabilitation
SCL	SCL170029	San Jose	Tully Road Safety Improvements	In San Jose: Tully Road between Monterey Road and Capital Expressway: Implement safety elements	In San Jose: Tully Road between Monterey Road and Capital Expressway: Implement safety elements including median islands, ADA curb ramp, speed radar sign, enhanced crosswalks, curb extensions, and traffic signal modifications.	Air Quality - Bicycle and pedestrian facilities
SCL	SCL170030	San Jose	McKee Road Safety Improvements	San Jose: On McKee Road between Route 101 and Toyon Ave: Implement safety improvements	San Jose: On McKee Road between Route 101 and Toyon Ave: Implement safety improvements including median islands, ADA curb ramp, speed radar sign, enhanced crosswalks, curb extensions, and traffic signal modifications	Air Quality - Bicycle and pedestrian facilities
SCL	SCL170031	San Jose	Mt Pleasant Ped & Bike Traffic Safety Improvements	San Jose: Various locations in the Mount Pleasant Area: Implement traffic safety improvements to serve student populations of seven schools	In San Jose: Various locations in the Mount Pleasant Area: Implement traffic safety improvements to serve student populations of seven schools including a missing sidewalk segment, 52 ADA Ramps, 2 rectangular flashing beacons, enhanced signage and pavement markings, and bicycle parking	Air Quality - Bicycle and pedestrian facilities
SCL	SCL170032	Santa Clara Co	McKean Rd Pavement Rehabilitation	Santa Clara County: On the County maintained portions of McKean Road: Pavement rehabilitation	Santa Clara County: On the County maintained portions of McKean Road: Pavement rehabilitation including but not limited to: a) digouts, 2) drainage improvements, and 3) HMA overlay	Safety - Pavement resurfacing or rehabilitation
SCL	SCL170033	Santa Clara Co	Capitol Expressway Pavement Rehabilitation	Santa Clara County: Capitol Expressway between Capitol Auto Mall Parkway to McLaughlin Avenue: Pavement rehabilitation	Santa Clara County: Capitol Expressway between Capitol Auto Mall Parkway to McLaughlin Avenue: Pavement rehabilitation including but not limited to: a) cold-in-place recycling, 2) ADA improvements, 3) traffic loops replacement, 4) HMA overlay, and other associated work as required	Safety - Pavement resurfacing or rehabilitation

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County	TIP ID	Sponsor	Project Name	Project Description	Expanded Description	Project Type under 40 CFR 93.126
SCL	SCL170035	Campbell	Campbell - Winchester Blvd Overlay	Campbell: On Winchester Blvd from northern city limit near Rosemary Ln to southern city limit at Knowles Dr and Campbell Ave from Jeffers Way to Winchester Blvd: Install asphalt concrete overlay	Campbell: On Winchester Blvd from northern city limit near Rosemary Ln to southern city limit at Knowles Dr and Campbell Ave from Jeffers Way to Winchester Blvd: Install asphalt concrete overlay, perform pavement digout repair and overlay preparation, install ADA compliant curb ramps, reconstruct median islands, remove and replace pavement striping and markings, and other incidental work.	Safety - Pavement resurfacing or rehabilitation
SCL	SCL170036	Campbell	Eden Avenue Sidewalk Improvements	Campbell: On Eden Avenue between Hamilton Avenue and north city limits: Install sidewalk, curb, gutter, curb ramps, flashing beacon system, storm drain inlet, pipes, striping, signs and other improvements	Campbell: On Eden Avenue between Hamilton Avenue and north city limits: Install sidewalk, curb, gutter, curb ramps, flashing beacon system, storm drain inlet, pipes, striping, signs and other improvements	Air Quality - Bicycle and pedestrian facilities
SCL	SCL170043	Sunnyvale	Homestead Rd at Homestead High School Improvements	Sunnyvale: Various locations on Homestead Rd near Homestead HS: Install safety improvements and upgrade signals; On Homestead Rd from McKenzie Dr to Mary Ave (south side) and from Mary Ave to Kennebeck Dr (north side): Install green buffered bike lanes	Sunnyvale: At Homestead and Mary, and Homestead and Kennebeck: Upgrade the traffic signals to allow additional signal phases for protective movements and controlled pedestrian and bike crossings, shorten intersection radii where possible to reduce crossing distances, install accessible pedestrian signal along with bike detection systems, and upgrade crosswalks to high visibility crosswalks; On the south side of Homestead Rd between McKenzie Dr and Mary Ave and on the north side between Mary Ave and Kennebeck Dr: install green buffered bike lane	Air Quality - Bicycle and pedestrian facilities
SM	SM-170012	San Mateo Co	Canada Road and Edgewood Road Resurfacing	San Mateo County: Edgewood Rd between 0.17 mi west of Crestview Dr to Cervantes Rd and Canada Rd between the NB and SB 280 off- and on-ramps: Resurface pavement including overlay, pavement striping and markings, curb ramp installation, and other misc work	San Mateo County: Edgewood Rd between 0.17 mi west of Crestview Dr to Cervantes Rd and Canada Rd between the NB and SB 280 off- and on-ramps: Resurface pavement including overlay, pavement striping and markings, curb ramp installation, and other misc work	Safety - Pavement resurfacing or rehabilitation
SM	SM-170013	Half Moon Bay	Half Moon Bay - Poplar Complete Streets	Half Moon Bay: On Poplar St from Main St to Railroad Ave: Implement complete street improvements	Half Moon Bay: On Poplar St from Main St to Railroad Ave: Implement complete street improvements including full depth pavement reconstruction, curb and gutter, crosswalk enhancements, sidewalks and bicycle lanes to approximately 3,000 lineal feet of road.	Air Quality - Bicycle and pedestrian facilities
SM	SM-170014	San Mateo Co	San Mateo Countywide Pavement Maintenance	San Mateo County: Various streets and roads county-wide: Pavement maintenance	San Mateo County: Spring St from Willow St to Douglas Ave, Ringwood Ave from Bay Rd to Middlefield Rd, Fifth Ave from El Camino Real to Spring St, 87th St from Park Plaza Dr to Sullivan St, Industrial Rd from Harbor Blvd to S Harbor, Alameda De Las Pulgas from Woodside to Stockbridge Ave, Lexington Ave from Bunker Hill Dr to Ticonderoga Dr, Elmer St from O'Neill Ave to Harbor Blvd, Washington St from 87th St to Annie St, Canyon Road from Skyline to County Boundary (North of Summit Dr): Pavement maintenance including cape sealing, ADA ramp improvements, traffic stripings and markings, pavement repairs, and other misc work	Safety - Pavement resurfacing or rehabilitation
SM	SM-170015	Burlingame	Hoover School Area Sidewalk Impvts (Summit Dr.)	Burlingame: Summit Dr from Hillside Circle to Easton Dr and immediately adjacent to the new Hoover Elementary School: Construct sidewalk and bicycle improvements	Burlingame: Summit Dr from Hillside Circle to Easton Dr and immediately adjacent to the new Hoover Elementary School: Construct sidewalk and bicycle improvements	Safety - Safety improvement program
SM	SM-170016	SSF	SSF Grand Boulevard (Phase III)	South San Francisco: El Camino Real from Arroyo Dr to Kaiser Way: Implement Grand Boulevard Complete Streets improvements	South San Francisco: El Camino Real, from Arroyo Drive to Kaiser Way: Implement Grand Boulevard Complete Streets improvements to transform the area into a vibrant, pedestrian-friendly showcase. A key element in the regional Grand Boulevard Initiative and the proposed project, is the addition of new street trees lining the center median, 950 linear feet of rain gardens to effectively manage storm water runoff, as well as 940 linear feet of new, native, drought-tolerant plants in the center median. The Project's improvements will help South San Francisco BART Station riders and some of the South San Francisco Kaiser's 3000+ employees, patients and visitors safely cross the street to access the nearby shopping centers, businesses and the Municipal Services Building. It also sets the stage for the planned transit-oriented, mixed-use development envisioned in the City's 2011 El Camino Real/Chestnut Avenue Area Plan. The 'greening' improvements to El Camino Real, designed to encourage walking, cycling and the use of public transit, are also identified in the City's adopted Pedestrian Master Plan.	Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
SM	SM-170017	San Bruno	Huntington Transit Corridor Bike/Ped Improvements	San Bruno: On Huntington Ave from San Bruno Ave to the entrance of the Centennial Way Trail: Implement pavement preservation and bike/ped facilities including converting the rightmost lane on northbound Huntington Ave to a two-way cycle track	San Bruno: On Huntington Ave from San Bruno Ave to the entrance of the Centennial Way Trail: Implement pavement preservation and bike/ped facilities that provide direct access between stations and the Centennial Way Trail including the following: the rightmost lane along Huntington Avenue going northbound will be converted into a two-way cycle track with a physically separated concrete barrier, with the flexibility to add landscaping to the barrier as costs permit; a sharrow will be placed in the rightmost lane going southbound along with designated bike route signage; Huntington Avenue will receive a slurry sealed treatment along the entire project area; pedestrian-scale lighting and other amenities like public art and landscaping will be added to create a path-link environment for walking; a consultant will be hired to conduct a traffic study, as is required when proposing a lane removal.	Air Quality - Bicycle and pedestrian facilities
SM	SM-170018	Atherton	Atherton - Middlefield Road Class II Bike Lanes	Atherton: On Middlefield Rd between San Mateo County and City of Menlo Park: Widen pavement to include striping for class II bike path	Atherton: On Middlefield Rd between San Mateo County and City of Menlo Park: Widen bike lane by improving shoulder conditions, restripe with high-visibility green markings at conflict zones and increased signage/wayfinding	Safety - Shoulder improvements
SM	SM-170019	Brisbane	Brisbane - Tunnel Ave Rehabilitation	Brisbane: Tunnel Ave from northern city limits (N/O Beatty Ave) to 1500 ft. south: Rehabilitate pavement	Brisbane: Tunnel Ave from northern city limits (N/O Beatty Ave) to 1500 ft. south: Rehabilitate pavement including grinding, base repair, asphalt concrete overlay, thermoplastic traffic striping and pavement markings, sharrow or bike lane markings and signs, raise utilities to grade.	Safety - Pavement resurfacing or rehabilitation

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County	TIP ID	Sponsor	Project Name	Project Description	Expanded Description	Project Type under 40 CFR 93.126
SM	SM-170020	Burlingame	Burlingame: Broadway PDA Lighting Improvements	Burlingame: Along the Broadway corridor within the business district: Replace aging pedestrian street lighting with new, safer, brighter lighting	Burlingame: Along the Broadway corridor within the business district: Replace aging pedestrian street lighting with new, safer, brighter lighting	Safety - Safety improvement program
SM	SM-170021	Burlingame	Burlingame Street Resurfacing	Burlingame: Various streets and roads: Roadway resurfacing	Burlingame: Trousdale Drive, Broadway, Cadillac Way, and California Drive: Roadway resurfacing including installation of a 2-inch AC overlay, pavement grinding, full depth asphalt repairs, adjusting utility frames and grates, and replacing pavement markings and traffic signal detection devices.	Safety - Safety improvement program
SM	SM-170022	Colma	Colma - Mission Road Bike/Ped Improvements	Colma: Mission Rd between El Camino Real and Lawndale Blvd: Implement safety related improvements for pedestrians, bicyclists and vehicles	Colma: Mission Rd between El Camino Real and Lawndale Blvd (approximately 4,500 feet): Implementation of a number of safety related improvements for the pedestrians, bicyclists and vehicles along Mission Road between El Camino Real and Lawndale Boulevard. The anticipated improvements include relocation and reconstruction of the existing curb, gutter, sidewalk and non-ADA compliant ramps and driveway approaches, addition of new sidewalk to provide continuous safe and accessible pedestrian route, extension of Class II bicycle lanes on northbound direction, construction of bulb-outs and high visibility crosswalks with rectangular rapid flashing beacons, installation of energy efficient street lights, and construction of landscape planters for drainage and stormwater treatment purposes. These improvements will address the safety concerns expressed by the community and improve the accessibility of the pedestrian and bicycle facilities in compliance with San Mateo County Comprehensive Bicycle and Pedestrian Plan and Town of Colma's Circulation Plan which consists of Complete Streets and Green Infrastructure Policies.	Air Quality - Bicycle and pedestrian facilities
SM	SM-170023	Daly City	Daly City Pavement Preservation	Daly City: Various streets and roads: Pavement preservation	Daly City: On Eastgate Ave from John Daly Blvd to Glenwood Dr, Westmoor Ave from Baldwin Ave to Southgate Ave, Southgate Ave from St Francis Blvd to El Dorado Dr, South Hill Blvd from Bellevue Ave to Alta Vista Way, Junipero Serra Blvd from John Daly Blvd to Citrus Ave, Geneva Ave from Castillo St to Schwerin St: Pavement preservation	Safety - Pavement resurfacing or rehabilitation
SM	SM-170024	East Palo Alto	East Palo Alto Citywide Street Resurfacing	East Palo Alto: Various streets and roads: Rehabilitate roadway	East Palo Alto: W Bayshore Rd from 1838 West Bayshore Rd to Woodland Ave, Scofield St from Woodland Ave to Cooley Ave, Runnymede St from Cooley Ave to 433 Ft E/O Cooley Ave, Runnymede St from University Ave to Cooley Ave, Donohoe St from Clarke Ave to Cooley Ave, Pulgas Ave from O'connor St to Gaillardia Way, Pulgas Ave from Gaillardia Way To E Bayshore Rd, O'connor St from Euclid St to Manhattan Ave, O'connor St from Tate St to Pulgas Ave, University Ave from Donohoe S to Freeway 101, Newbridge St from Ralmar Ave to Saratoga Ave, Cooley Ave from University Ave to Runnymede St, Woodland Ave from University Ave to Cooley Ave, Woodland Ave from Cooley Ave to Newell Rd: Rehabilitate roadway including base repairs, asphalt overlay and slurry, adjusting utility frames and grates, replacing pavement markings and traffic signal detection devices	Safety - Pavement resurfacing or rehabilitation
SM	SM-170025	Foster City	Foster City - Pavement Rehabilitation	Foster City: Various streets and roads: Pavement rehabilitation	Foster City: Edgewater Blvd NB from Beach Park Blvd to E Hillsdale Blvd, Edgewater Blvd SB from E Hillsdale Blvd to Regulus St, E Hillsdale Blvd EB from Marina Bridge to Altair Ave, E Hillsdale Blvd from Rainbow Bridge to Gull Ave: Pavement rehabilitation including pavement grinding, base repair, asphalt overlay, thermoplastic traffic striping and pavement markings, new access ramps, curb and gutter repair, grading, drainage improvements, adjusting utilities to grade, and other misc work	Safety - Pavement resurfacing or rehabilitation
SM	SM-170026	Hillsborough	Hillsborough Street Resurfacing	Hillsborough: Various roadways: Resurfacing and preventative maintenance	Hillsborough: Hayne Rd from Sandra Rd to Black Mountain Rd, Chateau Dr from Skyline Blvd to Ralston Ave, Ralston Ave from Chateau Dr to Town Limits: Pavement resurfacing and preventative maintenance including localized digout repairs, 2.5" Mill, 2.5" Asphalt Overlay, Microsurfacing, and Crack Sealing. In addition, utility irons will be raised and new striping will be installed on the newly treated roadways.	Safety - Pavement resurfacing or rehabilitation
SM	SM-170027	Menlo Park	Menlo Park - Santa Cruz and Middle Avenues Rehab	Menlo Park: Santa Cruz Ave between Olive St and Orange Ave and Middle Ave between Olive St and San Mateo Dr: Pavement Rehabilitation and installation of rectangular rapid flashing beacon	Menlo Park: Santa Cruz Ave between Olive St and Orange Ave and Middle Ave between Olive St and San Mateo Dr: Pavement Rehabilitation including base repairs, 2-3 inch deep area grind, 3-inch asphalt overlay, construction of ADA compliant curb ramps, intermittent curb, gutter and sidewalk work, adjusting utility covers to grade, and installation of markings and striping and other ancillary road work including upgrade of drainage inlets; On Santa Cruz Avenue at Lemon Street: install rectangular rapid flashing beacon	Safety - Pavement resurfacing or rehabilitation
SM	SM-170028	Millbrae	Millbrae Street Rehabilitation	Millbrae: Various streets and roads: Pavement rehabilitation	Millbrae: Larkspur Dr from Skyline Blvd to Helen Dr, Bayview Ave from Lomita Ave to Santa Barbara Ave, and Lomita Ave from Bayview Ave to Linden Ave: Pavement rehabilitation including asphalt grinding varying in depth from two inches to six inches in depth and placing of new asphalt. ADA ramps will also be upgraded	Safety - Safety improvement program
SM	SM-170029	Pacifica	Pacifica - Palmetto Sidewalk Extension	Pacifica: Along the coastal west side of Palmetto Ave from Westline Dr. to 1,400 feet south: Construct new concrete sidewalk.	Pacifica: Along the coastal west side of Palmetto Ave from Westline Dr. to 1,400 feet south: Construct new concrete sidewalk. The new sidewalk will provide continuity between sidewalks on each side of the project. This project serves bicyclist and pedestrian alike.	Safety - Safety improvement program
SM	SM-170030	Pacifica	Pacifica Citywide Curb Ramps	Pacifica: At various locations throughout the city: Install new curb ramps	Pacifica: At various locations throughout the city: Install 100 new curb ramps. The curb ramps will provide safe travel path so that wheelchair-bound residents do not ride along busy streets	Safety - Safer non-federal-aid system roads

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County	TIP ID	Sponsor	Project Name	Project Description	Expanded Description	Project Type under 40 CFR 93.126
SM	SM-170031	Pacifica	Pacifica Pavement Rehabilitation	Pacifica: Various streets and roads: Rehabilitate pavement	The FY 2017-18 Pavement Rehabilitation Project will rehabilitate the pavement on Oceana Boulevard from Milagra Drive to Monterey Road and Linda Mar Boulevard from Adobe Drive to Alicante Drive. Pacifica: On Oceana Boulevard from Milagra Drive to Monterey Road and Linda Mar Boulevard from Adobe Drive to Alicante Drive: Rehabilitate pavement by placing 2 inches of asphalt overlay. This project will also include pavement grinding for base repair as well as installation of thermoplastic traffic striping, markings, and pavement markers.	Safety - Pavement resurfacing or rehabilitation
SM	SM-170032	Redwood City	Redwood City Pavement Preservation	Redwood City: Twin Dolphin Parkway from Marine Parkway to Redwood Shores Parkway: Pavement preservation	Redwood City: Twin Dolphin Parkway from Marine Parkway to Redwood Shores Parkway: Pavement preservation including base repairs, mill and fill, installing 1.5" or 2" AC overlay and ancillary work including adjusting utilities to grade, ADA upgrades, and restoring pavement markers and striping as needed	Safety - Pavement resurfacing or rehabilitation
SM	SM-170033	San Bruno	San Bruno Street Rehabilitation	San Bruno: Huntington Avenue between Florida and San Felipe and San Antonio Ave between San Felipe and Santa Inez: Pavement rehabilitation	San Bruno: Huntington Avenue between Florida and San Felipe and San Antonio Ave between San Felipe and Santa Inez: Pavement rehabilitation. Along with repaving, rehabilitation will also include as needed work on sidewalks, storm drains, and curb ramps to bring them up to current standards. These streets are a primary north-south collector route in San Bruno and have PCIs of 30 and 37, respectively. The segment on Huntington Avenue (from Florida to the Caltrain Station) is eligible for preventative maintenance as its PCI is 85.	Safety - Pavement resurfacing or rehabilitation
SM	SM-170034	San Carlos	Ped Enhancements Arroyo/Cedar & Hemlock/Orange	San Carlos: At the intersections of Arroyo Ave and Cedar St and Hemlock St and Orange Ave and the Postman Walkway: Implement safety improvements	San Carlos: At the intersections of Arroyo Ave and Cedar St and Hemlock St and Orange Ave and the Postman Walkway: Implement safety improvements including high visibility yellow crosswalk restriping, installing ADA-compliant ramps, and installing bulb-outs. Improvements at the Hemlock and Orange intersection include restriping, installing ADA-compliant ramps, adding a new retaining wall with sidewalk and an access ramp, and installing a pork chop island. The Postman Walkway improvements will address current drainage issues and enhance walkability. These improvements will address the current facilities' lack of ADA-compliant access and safety concerns. Ultimately, these pedestrian enhancements will encourage walking and biking, accommodate for the elderly, disabled, and school-aged children, and advocate for sustainable practices.	Air Quality - Bicycle and pedestrian facilities
SM	SM-170035	San Carlos	Cedar and Brittan Ave Pavement Rehab	San Carlos: On Cedar Street, between San Carlos Avenue and the City of Belmont, and Brittan Avenue, between Elm Street and El Camino Real: Rehabilitate pavement and install ADA compliant facilities	San Carlos: On Cedar Street, between San Carlos Avenue and the City of Belmont, and Brittan Avenue, between Elm Street and El Camino Real: Rehabilitate pavement and install ADA compliant facilities. The project scope includes pavement grinding, base repair, asphalt overlay, thermoplastic traffic striping and pavement markings, new access ramps, curb and gutter repair, grading and draining improvements, adjusting utilities to grade, and other miscellaneous tasks. This pavement rehabilitation project hopes to improve roadway conditions and facilitate pedestrian connectivity.	Safety - Pavement resurfacing or rehabilitation
SM	SM-170036	SSF	SSF Pavement Rehabilitation	South San Francisco: Various locations: Pavement Rehabilitation	South San Francisco: Various locations including Spruce Ave from El Camino Real to Terrace Drive/Huntington Ave, Alida Way from Northwood Dr to Country Club Dr, Hickey Blvd from El Camino Real to Camaritas Ave, Camaritas Ave from Westborough Blvd to Arroyo Dr, San Felipe Ave from Del Monte Ave to Serra Dr: Pavement grinding, base repair, asphalt overlay, thermoplastic traffic striping and pavement markings, new access ramps, curb and gutter repair, grading, drainage improvements, adjusting utilities to grade, and other miscellaneous work	Safety - Pavement resurfacing or rehabilitation
SM	SM-170037	Woodside	Woodside Road Rehabilitation	Woodside: Various streets and roads: Rehabilitate pavement	Woodside: Mountain Home Road from Woodside Road to Winding Way and other federally eligible streets: Rehabilitate pavement including installing an AC overlay with ancillary work including pavement grinding, full depth asphalt repairs, adjusting utility frames and grates, and replacing pavement markings.	Safety - Pavement resurfacing or rehabilitation
SOL	SOL170009	STA	Solano Mobility Call Center	Solano County: County-wide: Operate call center featuring in-person assistance for customers related to transit, commuting, and mobility services, including ADA, Clipper, and ride matching, among others	Solano County: County-wide: Operate call center featuring in-person assistance for customers related to transit, commuting, and mobility services, including ADA, Clipper, and ride matching, among others	Air Quality - Continuation of ride-sharing and van-pooling promotion activities at current levels
SON	SON170010	Sonoma County	Sonoma County - River Road Pavement Rehab	Sonoma County: River Rd from Trenton-Healdsburg Rd to just west of the SMART right-of-way (PM 19.77 to 24.60): Rehabilitation of pavement and striping for bike lanes	Sonoma County: River Rd from Trenton-Healdsburg Rd to just west of the SMART right-of-way (PM 19.77 to 24.60): Rehabilitate roadway including striping for class 2 bike path. Repairs include installing an AC overlay with ancillary work including pavement grinding, full depth asphalt repairs, adjusting utility frames and grates, and replacing pavement markings. Project length is approximately 4.83 miles.	Safety - Pavement resurfacing or rehabilitation
SON	SON170011	Petaluma	Petaluma Blvd South Road Diet at E Street	Petaluma: Petaluma Blvd from E St to Crystal Ln: Rehabilitate pavement, reconfigure lanes for smoother traffic flow, and add class 2 bike lanes: Petaluma Blvd from E St to Mountain View Ave: Reduce lanes from 4 to 2	Petaluma: Petaluma Blvd from E St to Crystal Ln: Grind and replace asphalt up to 3" and digouts to repair locally failed areas up to 12", place paving fabric, replace existing traffic loops, remove traffic striping, install thermoplastic striping for new lane configuration, install ADA compliant curb ramps and driveways, add high visibility crosswalks, add new Class II and Class III bicycle facilities, add pedestrian and bicycle signage, install rectangular rapid flashing beacons, replace damaged sidewalks and sidewalk gap closures, traffic control, and manhole adjustments. The City will use greener paving alternatives such as recycle in place or full depth rehabilitation if feasible.	Safety - Hazard elimination program
SON	SON170012	Santa Rosa	Highway 101 Bicycle and Pedestrian Bridge	Santa Rosa: Over Highway 101 in the vicinity of the Santa Rosa Junior College and the Coddington Mall: Construct a Class I shared-use ADA accessible bicycle and pedestrian bridge	Santa Rosa: Over Highway 101 in the vicinity of the Santa Rosa Junior College and the Coddington Mall: Construct a Class I shared-use ADA accessible bicycle and pedestrian bridge, which includes a 16-foot wide structure over the highway and accessible ramps	Air Quality - Bicycle and pedestrian facilities

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County	TIP ID	Sponsor	Project Name	Project Description	Expanded Description	Project Type under 40 CFR 93.126
SON	SON170013	Sonoma County	Rehabilitaiton of Various Roads in Sonoma County	Sonoma County: Various streets and roads: Preserve and rehabilitate pavement and improve pedestrian and bike access	Sonoma County: Corby Ave between Hearn Ave and Santa Rosa City Limits, Dutton Ave between Hearn Ave and South Ave, and Stony Point Rd between Hwy 116 and Rohnert Park Expressway: Preserve and rehabilitate the pavement, remove and/or improve pedestrian and bicycle barriers on all the roads to provide essential multimodal connections to public schools, employment centers, transit access, emergency services, health care, retail and commercial merchants and performing arts. The project work is typical of what is done on thin overlay projects such as conform grinding, replacement of small failed existing pavement areas, removal of existing striping, followed by the installation of the new pavement. The placement of new traffic control striping, signal loops, installation of ADA curb ramps, cross walks, pedestrian to meet current standards. Placement of new bicycle signage, shoulder backing, guard rail improvements, utility adjustments all while existing traffic is routed through the project locations.	Safety - Pavement resurfacing or rehabilitation
SON	SON170014	Sonoma County	Crocker Bridge Bike and Pedestrian Passage	Sonoma County: On existing north piers of Crocker Bridge: Construct a Class 1 bicycle and ped facility	Sonoma County: On existing north piers of Crocker Bridge: Construct a Class 1 bicycle and ped facility. The new Class I facility would remove a significant active transit barrier for two disadvantaged neighborhoods and provide a direct multi-modal transportation connection to essential services and industries including, but not limited to, public schools, employment center, transit, postal service, performing arts, repair and maintenance, food services, retail merchants, and health care. Additional improvements associated with the project include new ADA compliant pedestrian ramps and supplemental bike lane signing and striping.	Air Quality - Bicycle and pedestrian facilities
SON	SON170015	Cotati	E. Cotati Avenue Street Rehabilitation Project	Cotati: E. Cotati Avenue from the railroad tracks east to the City limits: Repave street, landscape the median, update traffic signs, and repair and restore sidewalks to ADA compliance	Cotati: East Cotati Ave from the easterly side of the SMART railroad tracks easterly to the City limits: repave roadway, landscape the existing median, update traffic signs, repair and restore to ADA compliance various cracked and lifted sections of tree root damaged sidewalk, remove & replace trees causing sidewalk damage and install needed ADA accessibility improvements to driveways and sidewalk access ramps along this segment. The required local match is being spent in the PE stage and therefore we are requesting 100 percent reimbursement of the local match through toll credits for the Construction phase.	Safety - Pavement resurfacing or rehabilitation
SON	SON170016	Rohnert Park	Rohnert Park Various Streets Rehabilitation	Rohnert Park: On State Farm Drive from Rohnert Park Expressway to approximately 200 feet north of Professional Center Drive: Rehabilitate roadway	Rohnert Park: State Farm Drive from Rohnert Park Expressway to 200 feet north of Professional Center Drive in the Central Rohnert Park Priority Development Area: Rehabilitate pavement. Project work includes roadway reconstruction, pavement grinding, adjustment of monuments and utilities, and asphalt concrete overlay; replacement of pavement markings, striping, and traffic detector loops; sidewalk gap closure and improvement of existing bus turnout; crosswalk improvements; median improvements; signage.	Safety - Pavement resurfacing or rehabilitation



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: January 12, 2018

FR: Harold Brazil

W. I.

RE: Approach to Draft Conformity Analysis for the Amended Plan Bay Area 2040 and the Amended 2017 Transportation Improvement Program

MTC staff is preparing an amendment to its Regional Transportation Plan (called Plan Bay Area 2040) and, therefore, will also conduct a conformity analysis on the Amended Plan Bay Area 2040 and the amended 2017 Transportation Improvement Program (TIP). MTC staff seeks the Task Force's review of the proposed approach to conform the Amended Plan Bay Area 2040 and the Amended 2017 TIP in accordance with federal conformity regulations.

The conformity analysis update will include an amendment PBA 2040 to revise the project scope and cost of the U.S. Highway 101 Managed Lanes Project (San Mateo) included in the fiscally constrained transportation investment strategy. This update will align the scope and cost in PBA 2040 to the scope and cost included in the preferred alternative of the project's Draft EIR, which is currently under review. The entire proposed project will provide a total of approximately 22 miles of managed lanes from the terminus of the Santa Clara County Express Lane at Matadero Creek (PM 51.4) to north of Interstate 380 (I-380) (PM 20.8) .

MTC is scheduled to release the Draft Conformity Analysis for the Amended Plan Bay Area 2040 and the Amended 2017 TIP on February 6, 2018. Attachment A includes a full schedule for review and approval of the conformity analysis for the Amended Plan Bay Area 2040 and the Amended 2017 TIP.

Background

Transportation conformity is required under CAA section 176(c) (42 U.S.C. 7506(c)) to ensure that federally funded or approved highway and transit activities are consistent with ("conform to") the purpose of the state air quality implementation plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones. EPA's transportation conformity rule (40 CFR Parts 51 and 93) establishes the criteria and procedures for determining whether metropolitan transportation plans, TIPs, and federally supported highway and transit projects conform to the SIP. Transportation conformity applies to designated nonattainment and maintenance areas¹ for transportation-related criteria pollutants: ozone, PM_{2.5}, PM₁₀, carbon monoxide, and nitrogen dioxide.²

¹ "Maintenance areas" are those areas that were initially designated nonattainment for a criteria pollutant and subsequently redesignated to attainment after 1990. Maintenance areas have SIPs developed under CAA section 175A.

² See "Transportation Conformity Guidance for 2008 Ozone Nonattainment Areas"; <https://www3.epa.gov/otaq/stateresources/transconf/regs/420b12045.pdf>.

Ozone Requirements

On February 13, 2015, the U.S. Environmental Protection Agency (EPA) issued a final rule that addresses a range of implementation requirements for the 2008 National Ambient Air Quality Standards (NAAQS) for ground-level ozone. The EPA set the final primary and secondary standards at 0.075 ppm on March 12, 2008.

This final rule addresses a range of nonattainment area state implementation plan (SIP) requirements for the 2008 ozone NAAQS, including requirements pertaining to attainment demonstrations, reasonable further progress (RFP), reasonably available control technology (RACT), reasonably available control measures (RACM), major new source review (NSR), emission inventories, and the timing of SIP submissions and of compliance with emission control measures in the SIP

On Oct. 1, 2015, the U.S. Environmental Protection Agency (EPA) strengthened the National Ambient Air Quality Standards (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. On June 28, 2017, EPA announced that it is using its authority under the Clean Air Act (CAA) to extend by 1 year the deadline for promulgating initial area designations for the ozone national ambient air quality standards (NAAQS) that were promulgated in October 2015. The new deadline is October 1, 2018.. Based on current monitoring data³, it is likely that the San Francisco Bay Area nonattainment area will be designated as nonattainment at that time.

Carbon Monoxide (CO) Requirements

In April 1998, the Bay Area was redesignated to a "maintenance area" for the national 8-hour carbon monoxide (CO) standard, having demonstrated attainment of the standards. As a maintenance area, the region must assure continued attainment of the CO standard.

PM_{2.5} Requirements

The Bay Area's designation as nonattainment was published in the Federal Register on November 13, 2009 and the designation became effective on December 14, 2009. Nonattainment areas were required to meet the standard by 2014 and transportation conformity requirements began to apply to the Bay Area on December 14, 2010.

On February 8, 2013, EPA took final action and determined that the San Francisco Bay Area nonattainment area attained the 2006 24-hour PM_{2.5} National Ambient Air Quality Standard (NAAQS). This determination was based upon complete, quality-assured, and certified ambient air monitoring data showing that this area has monitored attainment of the 2006 24-hour PM_{2.5} NAAQS based on the 2009–2011 monitoring period. Based on the above determination, the requirements for the San Francisco Bay Area nonattainment area to submit an attainment demonstration (including transportation conformity emission budgets), together with reasonably available control measures (RACM), a reasonable further progress (RFP) plan, and contingency measures for failure to meet RFP and attainment deadlines were suspended for as long as the Bay Area continues to attain the 2006 24-hour PM_{2.5} NAAQS.

Therefore, since approved motor vehicle emissions budgets for PM_{2.5} are not available for use in this conformity analysis, MTC must complete one of the two interim emissions tests:

1. "Baseline Year Test". Emissions for each analysis year for the "Action" are less than or equal to the level of emissions in the year 2008⁴; or
2. "Build/No-Build Test". Emissions for each analysis year in the "Action" scenario are less than or equal to emissions from the "Baseline" scenario.

³ See "Draft 2017 Clean Air Plan. Spare the Air and Cool the Climate"; https://http://www.baaqmd.gov/~media/files/planning-and-research/plans/2017-clean-air-plan/baaqmd_2017_cap_draft_122816-pdf.pdf?la=en.

⁴ See 40 CFR 93.119; <http://www.epa.gov/otaq/stateresources/transconf/baseline.htm>

Analysis Approach

MTC will review the proposed conformity approach at this March 23rd Conformity Task Force meeting. MTC will review the approach with the Conformity Task Force again when we present the draft conformity analysis in May 2017. Key aspects of the conformity analysis are as follows:

1. Regional Emissions Analysis: MTC will conduct a new regional emissions analysis to conform the draft 2017 TIP and the Plan.
2. Latest Planning Assumptions: MTC will use the latest planning assumptions, including:
 - **UrbanSim**; regional land use forecasting model – *UrbanSim* relies on regional control totals of jobs, housing, and population, developed and adopted by ABAG, to analyze the effects of land use and transportation strategies on the forecasted regional development pattern. *UrbanSim* simulates the interactions of households, businesses, developers, and governments within the urban market. *UrbanSim* produces land use outputs, including the forecasted location of new jobs and housing for a forecasted scenario. MTC and ABAG staff have evaluated the model outputs through an extensive planning process which involved input by local jurisdictions.
 - **Travel Model One**; Updated travel demand forecasts using MTC's *Travel Model One* (version 0.6), released July 2016, was validated against the years 2000, 2005 and 2010 observed conditions with the most up to date highway and transit networks.
 - **EMFAC2014**; VMT estimates used in the federally approved *EMFAC2014* emission model will be consistent with the California Air Resources Board's (CARB) recommended adjustment methods.
3. Latest Emissions Model: MTC will apply EMFAC2014 model system to produce emission estimates.
4. Emissions Budget/Interim Emissions:
 - **Ozone**: MTC will use the 1-hour motor vehicle emissions budget from the *2001 Ozone Attainment Plan* as the 8-hour motor vehicle emissions budget to demonstrate conformity with the 8-hour ozone standard. The ozone budget for ROG and NOx was compared to quantified emissions for analysis years **2020, 2030 and 2040**.
 - **Carbon Monoxide (CO)**: MTC will use the CO motor vehicle emissions budget from the 2004 Revision to the *California State Implementation Plan for Carbon Monoxide, Updated Maintenance Plan for Ten Federal Planning Areas* to determine conformity with the CO standard. The CO budget will be compared to projected emissions for analysis years **2018** (the CO Maintenance Plan horizon year), **2020, 2030 and 2040**.
 - **PM_{2.5}**: MTC will use the "Baseline Year Test" interim emission test to demonstrate conformity with the 24-hour PM_{2.5} standard. Consistent with EPA's Transportation Conformity Rule PM_{2.5} and PM₁₀ Amendments; Final Rule published in the federal register in March 2010. MTC will quantify emissions for both directly emitted PM_{2.5} and NOx (as the precursor to PM_{2.5} emissions) and for the baseline year test, emissions from the planned transportation system are compared to emissions that occurred in the baseline year for analysis years **2020, 2030 and 2040**. The analysis will be carried out using inputs for the winter

season, during which the Bay Area experiences its highest levels of PM_{2.5} concentrations. MTC will present documentation regarding the projects proposed for inclusion in the Build scenarios.

5. Transportation Control Measure (TCM) Implementation: The motor vehicle emissions estimates for ROG and NO_x will include the effects of TCMs A-E in the 2001 Ozone Attainment Plan. These TCMs are now fully implemented.
6. Financial Constraint: The TIP must be financially constrained by year, meaning that the amount of dollars committed to the projects (also referred as “programmed”) must not exceed the amount of dollars estimated to be available. The draft Amended 2017 TIP includes the fiscal constraint analysis. The Amended Plan Bay Area 2040’s draft Investment Strategy comprises a 24-year fiscally constrained set of transportation projects and programs that support the region’s land use and transportation goals. The original Plan Bay Area 2040’s total plan investment totals \$310 billion in year of expenditure (YOE) dollars. Of this total, roughly \$74 billion is considered to be discretionary revenue.
7. Interagency and Public Consultation: MTC will conduct the appropriate agency and public consultation for the Draft Transportation Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and the Amended 2017 TIP.

Attachment A: Draft Schedule for the Transportation Air Quality Conformity Analysis for Plan Bay Area 2040 and the Amended 2017 Transportation Improvement Program (TIP)

Activity	Timeline
Conformity Task Force Reviews Proposed Conformity Approach	January 25, 2017
MTC Staff Conducts Technical Analysis & Report Preparation	January-February 2018
Authorize Release Draft Conformity Analysis for Public Review and Begin Public Comment Period	February 6, 2018
Discuss Draft Conformity Analysis with AQCTF	February 22, 2018
AQCTF Briefing on Responses to Comments	March 22, 2018
End of Public Comment Period	April 6, 2018
Committee Approval	April 13, 2018
Commission Approval	April 25, 2018
Expected FHWA/FTA Final Approval of 2017 TIP and AQ Conformity Analysis	TBA

**Air Quality Conformity Task Force
Summary Meeting Notes
December 7, 2017**

Participants:

Rodney Tavitas – Caltrans
Lucas Sanchez – Caltrans
Lynn McIntyre – AECOM
Mike Tan – SFCTA

Ginger Vagenas – EPA
Stew Sonnenberg – FHWA
Adam Crenshaw – MTC
Harold Brazil – MTC

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

2. PM_{2.5} Project Conformity Interagency Consultations

a. Consultation to Determine Project of Air Quality Concern Status

i. I-280 Southbound Ocean Avenue Off-Ramp Realignment Project

Lynn McIntyre (AECOM) began the presentation I-280 Southbound Ocean Avenue Off-Ramp Realignment project by stating the project would eliminate the free-right turn lane for vehicles exiting southbound I-280 to Ocean Avenue/Howth Street. Ms. McIntyre went on to indicate that the project would improve safety along Ocean Avenue at the southbound I-280 off-ramp intersection location by removing:

- Pedestrians using uncontrolled crosswalk, westbound bicyclists vs. vehicles exiting I-280 at high speeds
- “High Injury Intersection” (in the City of San Francisco’s Vision Zero Action Strategy)

Ms. McIntyre detailed that the project area is surrounded by residential, commercial, educational, and recreational land uses – in addition, the Bay Area Rapid Transit (BART) Balboa Park station is also located southeast of the interchange. Ms. McIntyre also said that Ocean Avenue is a major east-west arterial street that connects the Mission commercial corridor to the east and commercial corridor to the west and that the estimated diesel truck traffic on I-280 and Ocean Avenue is approximately 2 percent.

Ms. McIntyre described the I-280 Southbound Ocean Avenue Off-Ramp Realignment project, build alternative as including modification to the existing southbound I-280 off-ramp at Ocean Avenue and includes the following components:

- Elimination of the existing free-right turn lane for vehicles exiting the southbound I-280 off-ramp just prior to the Ocean Avenue/Howth Street intersection.
- Realignment and widening of the existing Ocean Avenue off-ramp to a two-lane T-intersection at Ocean Avenue.
- Installation of a traffic signal at the realigned southbound I-280 off-ramp/Ocean Avenue intersection.

Ms. McIntyre added that the realignment and widening of the existing southbound I-280 off-ramp at Ocean Avenue to two lanes will require the construction of a retaining wall approximately 700 feet long with a maximum height of 20 feet. Ms. McIntyre stated that the results of the traffic study for the I-280 Southbound Ocean Avenue Off-Ramp Realignment project that the project would not cause an increase in the AADT on the I-280 off ramp or Ocean Avenue for the opening year of 2020 or the horizon year of 2040. In addition, there would be no degradation of the LOS and the truck AADT percentage would not change in 2020 or 2040 with the project.

Final Determination: With input from FHWA, EPA, Caltrans and FTA, the Task Force concluded that the I-280 Southbound Ocean Avenue Off-Ramp Realignment project was not of air quality concern.

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

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

Harold Brazil (MTC) heard no adverse comments from the Task Force on the **2b_Exempt List 112817.pdf** list of projects.

Final Determination: With input from FTA, EPA, Caltrans and FHWA, the Task Force agreed the projects on the exempt list (**2b_Exempt List 112817.pdf**) were exempt from PM_{2.5} project level analysis.

3. MTC/SACOG Air Quality Planning/Conformity MOU – (Update Discussion)

Harold Brazil (MTC) updated the Task Force on the status of the MTC/SACOG Memorandum of Understanding (MOU) and indicated that a discussion between EPA, SACOG and MTC would be scheduled to identify the next steps in the process which would include a revision to MTC's existing consultation procedures included in its conformity SIP. Stew Sonnenberg (FHWA) suggested noted that each version of the updated MOU (MTC's version and SACOG's version) both need to contain similar language. Ginger Vagenas (EPA) estimated the time to complete to the SIP revision process would take between 4 to 6 months. Ms. Vagenas and Rodney Tavitas (Caltrans) also recommended reaching out to ARB staff to insure their participation in the SIP revision process.

4. Projects with Regional Air Quality Conformity Concerns

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

Projects Staff Proposing to Include in the 2017 TIP

Adam Crenshaw (MTC) stated that MTC staff had received requests from sponsors to add 174 new individually listed projects and 25 new grouped listed projects to the 2017 TIP and to update the scope of one existing project.

Due to the high number of projects included in Mr. Crenshaw's list of regional projects for review (**4a_Attachment-A_List_of_Proposed_New_Projects_120717.pdf**), the Task Force conducted its review and provided comments after the December 7th meeting via email communications. The email string of the review is included at the end of this meeting notes summary.

5. Consent Calendar

a. October 26, 2017 Air Quality Conformity Task Force Meeting Summary

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

Harold Brazil

From: Vagenas, Ginger <Vagenas.Ginger@epa.gov>
Sent: Tuesday, December 19, 2017 11:37 AM
To: Adam Crenshaw
Cc: OConnor, Karina; Harold Brazil; Joseph.Vaughn@dot.gov; 'Gordon, Andrea'; Crenshaw, Cecilia (FHWA); Rodney.Tavitas@dot.ca.gov; dick.fahey@dot.ca.gov; Kraft, Dominique
Subject: RE: 12-7-17 TF Mtg Presentation and Regional Conformity Item

Hi Adam – Thanks for looking into all this. Karina and I have walked through your responses. [Please see our comments below in RED.](#)

From: Adam Crenshaw [mailto:ACrenshaw@bayareametro.gov]
Sent: Monday, December 18, 2017 10:52 AM
To: Vagenas, Ginger <Vagenas.Ginger@epa.gov>; Harold Brazil <HBrazil@bayareametro.gov>; Joseph.Vaughn@dot.gov; 'Gordon, Andrea' <AGordon@baaqmd.gov>; Crenshaw, Cecilia (FHWA) <Cecilia.Crenshaw@dot.gov>; Rodney.Tavitas@dot.ca.gov; OConnor, Karina <OConnor.Karina@epa.gov>
Cc: Fahey, Dick@DOT <dick.fahey@dot.ca.gov>; Kraft, Dominique <Dominique.Kraft@dot.gov>
Subject: RE: 12-7-17 TF Mtg Presentation and Regional Conformity Item

Hi Ginger and Karina,

Thank you for the comments and questions. [Please see my responses below in blue.](#)

Adam

From: Vagenas, Ginger [mailto:Vagenas.Ginger@epa.gov]
Sent: Tuesday, December 12, 2017 8:57 AM
To: Harold Brazil <HBrazil@bayareametro.gov>; Joseph.Vaughn@dot.gov; 'Gordon, Andrea' <AGordon@baaqmd.gov>; Crenshaw, Cecilia (FHWA) <Cecilia.Crenshaw@dot.gov>; Rodney.Tavitas@dot.ca.gov; OConnor, Karina <OConnor.Karina@epa.gov>
Cc: Adam Crenshaw <ACrenshaw@bayareametro.gov>; Fahey, Dick@DOT <dick.fahey@dot.ca.gov>; Kraft, Dominique <Dominique.Kraft@dot.gov>
Subject: RE: 12-7-17 TF Mtg Presentation and Regional Conformity Item

I conferred with Karina on a few items and have the following additional feedback/question.

The following project should not be considered an interchange reconfiguration project. Per earlier clarification (regarding road diets, auxiliary lanes, and ramp metering projects), ramp metering projects are exempt under 40 CFR 93.126, Table 2 as “Projects that correct, improve, or eliminate a hazardous location or feature.”

Marin	MRN170018	Caltrans	GL: Marin County - TOS-Mobility	Marin County: US-1010 in and near Sausalito, Corte Madera, and Larkspur, from north of Golden Gate Bridge to 0.3 mile north of Sir	Marin County: US-1010 in and near Sausalito, Corte Madera, and Larkspur, from north of Golden Gate Bridge to 0.3 mile north of Sir	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects
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Francis Drake Boulevard: Install ramp metering and traffic operations system (TOS) elements. Francis Drake Boulevard: Install ramp metering and traffic operations system (TOS) elements.

I will update the exemption code.

Ok, thank you.

The following project seems a bit unusual for an Interchange reconfiguration project – though we have indicated that ramp meters are exempt under “Projects that correct, improve, or eliminate a hazardous location or feature.” We should consider whether we can also say the same for the ramp HOV bypass lanes for this particular project – are these connectors for existing HOV lanes?

ALA170060	Caltrans	GL: Alameda County - TOS- Mobility	Alameda County: I-680 In and near Fremont, Pleasanton, and Dublin, from 0.3 mile south of Scott Creek Road to 0.3 mile north of Alcosta Boulevard: Install ramp meters, ramp HOV bypass lanes, and traffic operations systems (TOS).	Alameda County: I-680 In and near Fremont, Pleasanton, and Dublin, from 0.3 mile south of Scott Creek Road to 0.3 mile north of Alcosta Boulevard: Install ramp meters, ramp HOV bypass lanes, and traffic operations systems (TOS).	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects
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The HOV bypass lanes are entirely contained within the ramps. Ramp meters are being installed and the additional lanes on the ramp will allow HOVs to bypass the queue for the ramp meters. They do not connect to HOV lanes on the freeway.

We are not entirely sure about this one. Do you perchance have a figure that we can look at?

From: Vagenas, Ginger

Sent: Monday, December 11, 2017 3:33 PM

To: 'Harold Brazil' <HBrazil@bayareametro.gov>; Joseph.Vaughn@dot.gov; 'Gordon, Andrea' <AGordon@baaqmd.gov>; Crenshaw, Cecilia (FHWA) <Cecilia.Crenshaw@dot.gov>; Rodney.Tavitas@dot.ca.gov; OConnor, Karina <OConnor.Karina@epa.gov>

Cc: Adam Crenshaw <ACrenshaw@bayareametro.gov>; Fahey, Dick@DOT <dick.fahey@dot.ca.gov>; Kraft, Dominique <Dominique.Kraft@dot.gov>

Subject: RE: 12-7-17 TF Mtg Presentation and Regional Conformity Item

Hi all – I have made my way through the list of exempt projects and have a few questions/comments. In general, there are a lot of projects that have various aspects that could be considered exempt in a variety of ways. For example, there are numerous projects that are listed exempt under “pavement resurfacing and rehabilitation” that also appear to have significant components related to bicycle and pedestrian facilities, improving or eliminating a hazardous feature, pavement marking, etc. How do project sponsors choose the most appropriate exemption? I remember talking about this in the somewhat distant past and I think it only really becomes an issue when some elements are exempt and others are non-exempt. But I do wonder if there is any kind of process or guidance for choosing the most appropriate and what the criteria are.

We typically go with the most conservative classification (i.e. if one part is non-exempt then the whole project is classified as non-exempt; if one part is exempt under 93.127, but the rest is exempt under 93.126, we classify the whole project as 93.126). For projects where every element is exempt under 93.126, but multiple categories could apply we usually try to identify either the largest element of the project or the sponsor’s intent with the project. We also take

into account other information the sponsor has provided and/or the goals of the program(s) the project is funded through.

Thanks for the explanation – that sounds consistent with what I remember from earlier conversations.

The exemption doesn't really match the project:

MRN170017	Novato	Novato Downtown SMART Station Commuter Lot	Novato: At the future Downtown SMART Station: Construct parking lot improvements to the former railroad depot site	Novato: At the future Downtown SMART Station: Construct improvements to the former railroad depot site. Improvements will be determined through a public engagement process, but are likely to include frontage improvements along Grant Avenue, parking spaces, landscaping, and possibly lighting and other amenities. Renovations to the existing Depot Building are not included	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)
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The improvements are streetscape/placemaking type improvements. Would "Lighting improvements" or "Plantings, landscaping, etc." be more appropriate?

If there is any work being done on buildings/structures, it is ok to leave as is. If there is no work being done to structures, please change to whichever of the options you mentioned seems to be the best fit.

We have seen some roundabouts brought to the task force for POAQC determinations. I don't think we have previously considered them to be intersection channelization projects, but maybe that is appropriate. Should we have a conversation about that?

6622	Napa	Silverado Trail Five-Way Intersection Improvements	In City of Napa: At the intersection of Silverado Trail, Third St, Coombsville Rd, and East Ave: Construct roundabout	In City of Napa: At the intersection of Silverado Trail, Third St, Coombsville Rd, and East Ave: Construct roundabout to improve operations that will result in increased safety, reduced driver delay, reduced congestion, and improved overall level of service. Additionally, the purpose of this project is to improve the safety and accessibility for all users by including bicycle facilities and pedestrian facilities that meet ADA requirements Caltrans will be the implementing	EXEMPT (40 CFR 93.127) - Intersection channelization
6686	Vacaville	Vaca Valley/I505 Multimodal Improvements	Vacaville: On Vaca Valley Parkway at E Monte Vista Ave and I-505 ramps: Install roundabouts and construct	Vacaville: On Vaca Valley Parkway at E Monte Vista Ave and I-505 ramps: Install roundabouts and construct bicycle/pedestrian facilities over I-505 connecting to	EXEMPT (40 CFR 93.127) - Intersection channelization projects

bicycle/pedestrian facilities over I-505 connecting to existing facilities and ADA improvements

existing facilities and ADA improvements. The project limits are east of the north I-505 ramps and west of E Monte Vista Ave.

We can add this to the January meeting agenda. Currently, City of Napa’s California Blvd Roundabouts is the only roundabout project that has been classified as an intersection channelization project. Many of the other roundabout projects in the region are part of interchange reconfigurations or also involved road diets, so those exemption codes were used. In the past we have also used “Traffic control devices and operating assistance other than signalization projects”.

We (EPA) do believe roundabouts should be considered intersection channelization projects, but maybe we can confirm that the rest of the AQCTF agrees.

This seems like *more* than an intersection channelization.

6603	American Canyon	Green Island Road Reconstruction and Widening	American Canyon: Various Streets and Roads in the Green Island Industrial District (GRID): Reconstruct and provide "complete streets" improvements	American Canyon: Green Island Rd from SR29 to Mezzetta Ct, Jim Oswalt Way, Mezzetta Ct, Commerce Blvd and Hanna Dr: Reconstruct existing roads in the GRID to accommodate all users; including cyclists and pedestrians and to encourage non-vehicular modes of transportation, and as required by local, regional and State Complete Streets policies. Improvements include sidewalks and Class I and Class II bike facilities such as the Napa Valley Vine Trail. Green Island Rd from SR-29 to Commerce: Widen to three lanes , the under-grounding of existing overhead utilities, and upgrades to two existing railroad crossings. The City of American Canyon enjoys an ideal location among three major goods movement corridors: Highways 29, 37, and 80; near three international airports; and Union Pacific Railroad. Within the City, the Green Island Industrial District (GRID) is a regional agricultural employment center (with 30+/- logistics centers and over 1,227 employees) that provides industrial space for wineries and international farm to table agricultural distributors. These industrial users include food service/processing facilities such as Biagi Brothers (finished agricultural product trucking), Sutter Home Wines (wine), Barry Callebaut (chocolate), Mezzetta	EXEMPT (40 CFR 93.127) - Intersection channelization
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Foods (vegetables), and Wallaby Yogurt (dairy products). As a whole, the Project will benefit the City and Napa Valley, which is a critical economic engine for the region. The Project will also serve to connect high-density housing in the American Canyon PDA to economic opportunities in the Green Island Industrial Area. The Project will serve to improve traffic circulation, benefit the City's commercial/industrial users, and

The widening is to add a center turn lane to provide operational improvements for turning vehicles on the currently 2 lane roadway.

OK, keep as intersection channelization.

Would “projects that correct, improve, or eliminate a hazardous location or feature” be a better category for this project?

6648	San Jose	McKee Road Safety Improvements	San Jose: On McKee Road between Route 101 and Toyon Ave: Implement safety improvements	San Jose: On McKee Road between Route 101 and Toyon Ave: Implement safety improvements including median islands, ADA curb ramp, speed radar sign, enhanced crosswalks, curb extensions, and traffic signal modifications	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities.
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I will change the exemption code.

OK to keep as is or to change to “projects that correct, improve, or eliminate a hazardous location or feature”

Not sure why this one is an intersection channelization project:

6633	San Carlos	Ped Enhancements Arroyo/Cedar & Hemlock/Orange	San Carlos: At the intersections of Arroyo Ave and Cedar St and Hemlock St and Orange Ave and the Postman Walkway: Implement safety improvements	San Carlos: At the intersections of Arroyo Ave and Cedar St and Hemlock St and Orange Ave and the Postman Walkway: Implement safety improvements including high visibility yellow crosswalk restriping, installing ADA-compliant ramps, and installing bulb-outs. Improvements at the Hemlock and Orange intersection include restriping, installing ADA-compliant ramps, adding a new retaining wall with sidewalk and an access ramp, and installing a pork chop island. The Postman Walkway improvements will address current drainage issues	EXEMPT (40 CFR 93.127) - Intersection channelization projects
------	------------	--	--	--	---

and enhance walkability. These improvements will address the current facilities' lack of ADA-compliant access and safety concerns. Ultimately, these pedestrian enhancements will encourage walking and biking, accommodate for the elderly, disabled, and school-aged children and advocate for sustainable practices

My thinking was that the installation of the pork chop island would be considered channelization, but I can update it to “projects that correct, improve, or eliminate a hazardous location or feature” if that would be more appropriate. This seems more like a bike/ped projects, but it is hard to say without seeing it. I would be helpful to have a visual to refer to, but we are ok with the current description if in fact there is a channelization component to the project. Otherwise, bike/ped might be a good alternative.

Is there a better category? They seem more like safety or pedestrian projects. Are curbs considered part of the pavement?

6660	Pacifica	Pacifica Citywide Curb Ramps	Pacifica: At various locations throughout the city: Install new curb ramps	Pacifica: At various locations throughout the city: Install 100 new curb ramps. The curb ramps will provide safe travel path so that wheelchair-bound residents do not ride along busy streets	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
------	----------	------------------------------	--	--	---

I will update this one to “projects that correct, improve, or eliminate a hazardous location or feature”.
Ok, thank you.

6684	Vacaville	Vacaville - Pavement Preservation	Vacaville: Various streets and roads: Overlay, perform curb ramp replacements and stripe	Vacaville: On Gibson Canyon from Ulatis Bridge to Fruitvale, Dobbins Street from EMV to Merchant, Mason Street from Davis to Cernon St, Hickory Street from I80 to Davis St, Arcadia Street from Ulatis to Woodstock, Lawrence Drive, Tulare Dr from Marshall to Brookdale, Beelard Dr from Tulare to Marshall, and California Drive from Alamo Lane to Los Robles Ct: Overlay, perform curb ramp replacements and stripe	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
------	-----------	-----------------------------------	--	---	---

The “overlay” portion of this project refers to rest of the roadway instead of just the curb ramps. Since this accounts for a majority of the project, I believe that “pavement resurfacing and/or rehabilitation” is still appropriate.
Ok, sounds right.

I don’t recall seeing this category used before. Is this appropriate for this project?

6651	STA	Solano Mobility Call Center	Solano County: County-wide: Operate call center featuring in-person assistance for customers related to transit, commuting, and mobility services, including	Solano County: County-wide: Operate call center featuring in-person assistance for customers related to transit, commuting, and mobility services, including	EXEMPT (40 CFR 93.126) - Planning activities conducted
------	-----	-----------------------------	--	--	--

ADA, Clipper, and ride matching,
among others

ADA, Clipper, and ride matching,
among others

pursuant to titles
23 and 49 U.S.C.

There isn't an exemption category that fits mobility management operations specifically, but would "Operating assistance for transit agencies" (the sponsor is not a transit operator, but we have used this for paratransit operations) or "Grants for training and research programs" be more appropriate?

We think "operating assistance for transit agencies" is a better option here.

A better category for this one might be bicycle and pedestrian facilities

6600	Sonoma County Regional Parks	Joe Rodota Trail Bridge Replacement	Sonoma County: On the Joe Rodota Trail near the City of Sebastopol: Remove and replace two deteriorating bicycle and pedestrian bridges	Sonoma County: On the Joe Rodota Trail near the City of Sebastopol: Remove and replace two deteriorating bicycle and pedestrian bridges. Work includes installing two temporary bridges before the removal and replacement of the existing bridges, drilling new concrete piers and constructing new bridge abutments and retaining walls, lifting and placing two prefabricated bridges, and paving asphalt to match the bridge approaches	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
------	------------------------------	-------------------------------------	---	---	---

I'll update the exemption code.

Ok, thank you.

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

Sent: Wednesday, December 6, 2017 11:31 AM

To: Joseph.Vaughn@dot.gov; 'Gordon, Andrea' <AGordon@baaqmd.gov>; Crenshaw, Cecilia (FHWA) <Cecilia.Crenshaw@dot.gov>; Rodney.Tavitas@dot.ca.gov; OConnor, Karina <OConnor.Karina@epa.gov>; Vagenas, Ginger <Vagenas.Ginger@epa.gov>

Cc: Adam Crenshaw <ACrenshaw@bayareametro.gov>; Fahey, Dick@DOT <dick.fahey@dot.ca.gov>; Kraft, Dominique <Dominique.Kraft@dot.gov>

Subject: Re: 12-7-17 TF Mtg Presentation and Regional Conformity Item

Task Force Members, the presentation and Regional Conformity item [agenda item #4] for tomorrow's meeting are attached and can also be found at:

<https://mtc.ca.gov/whats-happening/meetings/meetings-archive/air-quality-conformity-task-force-29>

Thanks and talk to you soon.

Harold

Harold Brazil
Planning
Metropolitan Transportation Commission
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/>

Harold Brazil

From: Adam Crenshaw
Sent: Thursday, December 21, 2017 1:59 PM
To: Vagenas, Ginger
Cc: OConnor, Karina; Harold Brazil; Joseph.Vaughn@dot.gov; 'Gordon, Andrea'; Crenshaw, Cecilia (FHWA); Rodney.Tavitas@dot.ca.gov; dick.fahey@dot.ca.gov; Kraft, Dominique
Subject: RE: 12-7-17 TF Mtg Presentation and Regional Conformity Item
Attachments: 04-4G113-Plans-1.pdf

Hi,

Regarding the HOV Bypass lanes for onramps (ALA170060), I received the attached plans from Caltrans.

Adam

From: Vagenas, Ginger [mailto:Vagenas.Ginger@epa.gov]
Sent: Tuesday, December 19, 2017 11:37 AM
To: Adam Crenshaw <ACrenshaw@bayareametro.gov>
Cc: OConnor, Karina <OConnor.Karina@epa.gov>; Harold Brazil <HBrazil@bayareametro.gov>; Joseph.Vaughn@dot.gov; 'Gordon, Andrea' <AGordon@baaqmd.gov>; Crenshaw, Cecilia (FHWA) <Cecilia.Crenshaw@dot.gov>; Rodney.Tavitas@dot.ca.gov; dick.fahey@dot.ca.gov; Kraft, Dominique <Dominique.Kraft@dot.gov>
Subject: RE: 12-7-17 TF Mtg Presentation and Regional Conformity Item

Hi Adam – Thanks for looking into all this. Karina and I have walked through your responses. **Please see our comments below in RED.**

From: Adam Crenshaw [mailto:ACrenshaw@bayareametro.gov]
Sent: Monday, December 18, 2017 10:52 AM
To: Vagenas, Ginger <Vagenas.Ginger@epa.gov>; Harold Brazil <HBrazil@bayareametro.gov>; Joseph.Vaughn@dot.gov; 'Gordon, Andrea' <AGordon@baaqmd.gov>; Crenshaw, Cecilia (FHWA) <Cecilia.Crenshaw@dot.gov>; Rodney.Tavitas@dot.ca.gov; OConnor, Karina <OConnor.Karina@epa.gov>
Cc: Fahey, Dick@DOT <dick.fahey@dot.ca.gov>; Kraft, Dominique <Dominique.Kraft@dot.gov>
Subject: RE: 12-7-17 TF Mtg Presentation and Regional Conformity Item

Hi Ginger and Karina,

Thank you for the comments and questions. Please see my responses below in blue.

Adam

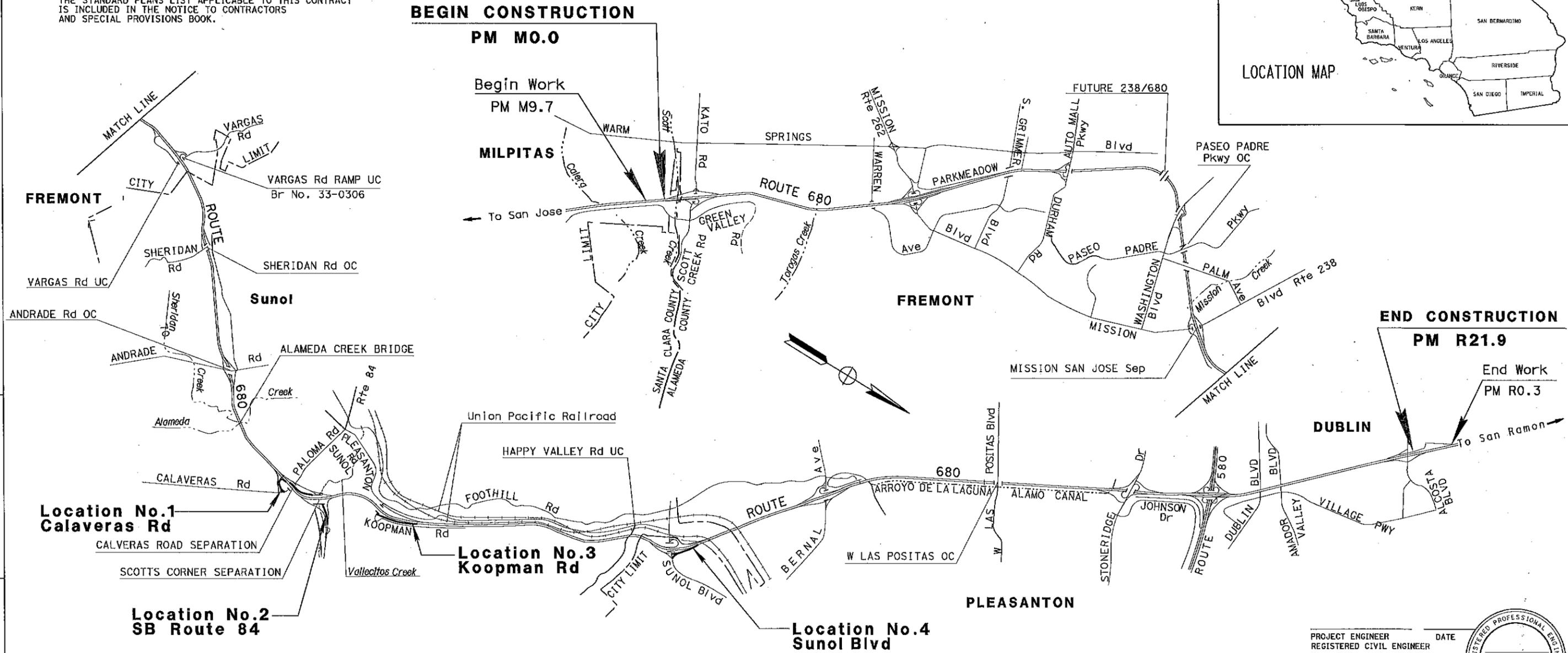
From: Vagenas, Ginger [mailto:Vagenas.Ginger@epa.gov]
Sent: Tuesday, December 12, 2017 8:57 AM
To: Harold Brazil <HBrazil@bayareametro.gov>; Joseph.Vaughn@dot.gov; 'Gordon, Andrea' <AGordon@baaqmd.gov>; Crenshaw, Cecilia (FHWA) <Cecilia.Crenshaw@dot.gov>; Rodney.Tavitas@dot.ca.gov; OConnor, Karina <OConnor.Karina@epa.gov>
Cc: Adam Crenshaw <ACrenshaw@bayareametro.gov>; Fahey, Dick@DOT <dick.fahey@dot.ca.gov>; Kraft, Dominique

INDEX OF PLANS

SHEET No.	DESCRIPTION
1	TITLE AND LOCATION MAP
2-XX	TYPICAL CROSS SECTIONS
XX	KEY MAP AND LINE INDEX
XX-XX	LAYOUTS
XX-XX	CONSTRUCTION DETAILS
XX-XX	TEMPORARY WATER POLLUTION CONTROL DETAILS
XX-XX	EROSION CONTROL
XX	TEMPORARY WATER POLLUTION CONTROL AND EROSION CONTROL QUANTITIES
XX-XXX	DRAINAGE PLANS, PROFILES, DETAILS AND QUANTITIES
XXX-XXX	UTILITY PLANS AND DETAILS
XXX-XXX	STAGE CONSTRUCTION AND TRAFFIC HANDLING PLANS
XXX-XXX	STAGE CONSTRUCTION QUANTITIES
XXX-XXX	CONSTRUCTION AREA SIGN PLANS AND QUANTITIES
XXX-XXX	PAVEMENT DELINEATION PLANS, DETAILS AND QUANTITIES
XXX-XXX	SUMMARY OF QUANTITIES
XXX-XXX	SIGN PLANS, DETAILS AND QUANTITIES
XXX-XXX	RETAINING WALL PLANS
XXX-XXX	ELECTRICAL PLANS
XXX-XXX	NEW AND REVISED STANDARD PLANS
STRUCTURE PLANS	
XXX-XXX	TBD

THE STANDARD PLANS LIST APPLICABLE TO THIS CONTRACT IS INCLUDED IN THE NOTICE TO CONTRACTORS AND SPECIAL PROVISIONS BOOK.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY**
IN ALAMEDA COUNTY
AT VARIOUS LOCATIONS FROM 0.3 MILE SOUTH OF
SCOTT CREEK ROAD UNDERCROSSING TO 0.3 MILE NORTH OF
ALCOSTA BOULEVARD OVERCROSSING
TO BE SUPPLEMENTED BY STANDARD PLANS DATED 20xx



NO SCALE

PROJECT MANAGER: RON
DESIGN ENGINEER: ARLISSA PANG

PROJECT ENGINEER: _____ DATE: _____
REGISTERED CIVIL ENGINEER



PLANS APPROVAL DATE: _____
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

CONTRACT No. **04-4G113**

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

REGISTERED PROFESSIONAL ENGINEER
AAAAA
AAAAA
No. 3-31-12
EXP. 3-31-12
CIVIL
STATE OF CALIFORNIA

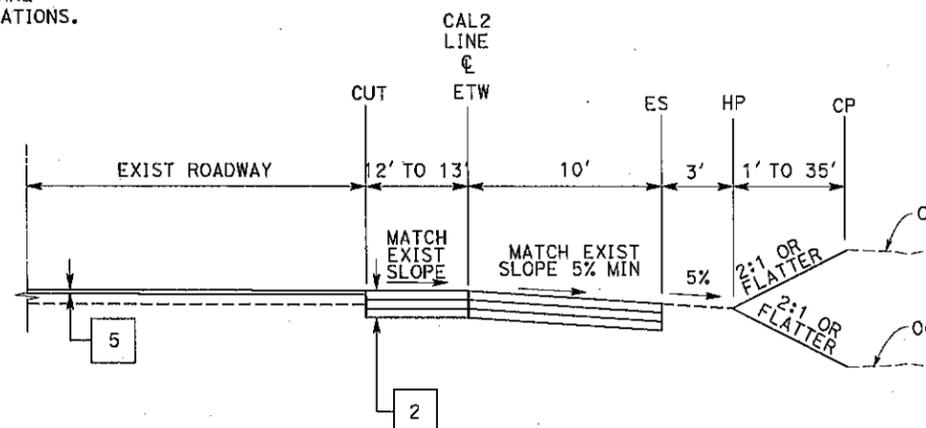
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

NOTE:

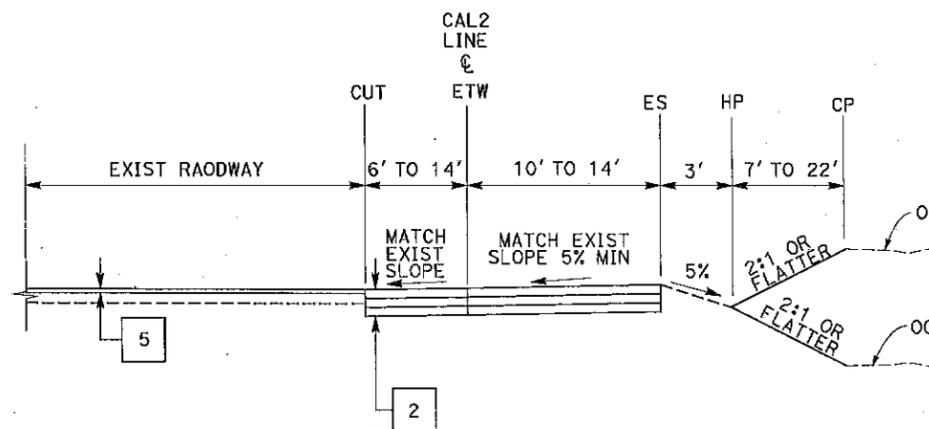
DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO THE TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.

TYPICAL PAVEMENT STRUCTURE SECTIONS

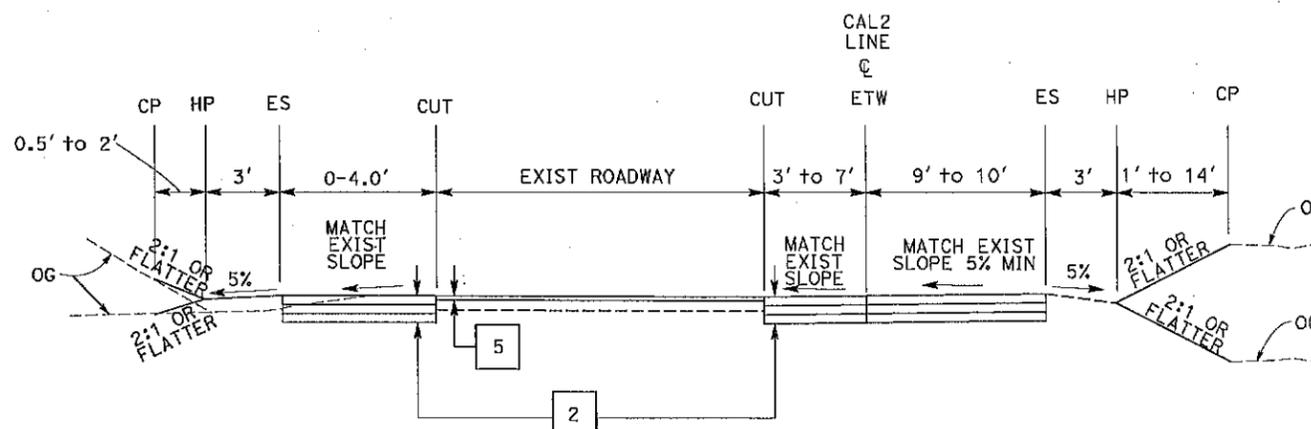
- 1 [0.20' RHMA-G
0.30' HMA (TYPE A)
0.85' CI2 AB
1.10' CI2 AS
- 2 [0.85' JPCP
0.40' LCB
0.60' CI2 AS
- 3 [0.50' HMA (TYPE A)
0.50' CI2 AB
- 4 [0.20' RHMA-G
0.30' HMA (TYPE A)
0.50' CI2 AB
- 5 [0.20' RHMA-G



STA CAL2 764+49.84 TO 783+46.18
SOUTHBOUND 680 CONNECTOR FROM SOUTHBOUND ROUTE 84



STA CAL2 758+49.84 TO 764+49.84
SOUTHBOUND 680 CONNECTOR FROM SOUTHBOUND ROUTE 84



STA CAL2 757+21.20 TO 758+49.84
SOUTHBOUND 680 CONNECTOR FROM SOUTHBOUND ROUTE 84

TYPICAL CROSS SECTIONS
NO SCALE

X-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans DESIGN

FUNCTIONAL SUPERVISOR
CALCULATED/DESIGNED BY
CHECKED BY

REVISOR
CHAU NGUYEN
HAO LAI

DATE REVISION

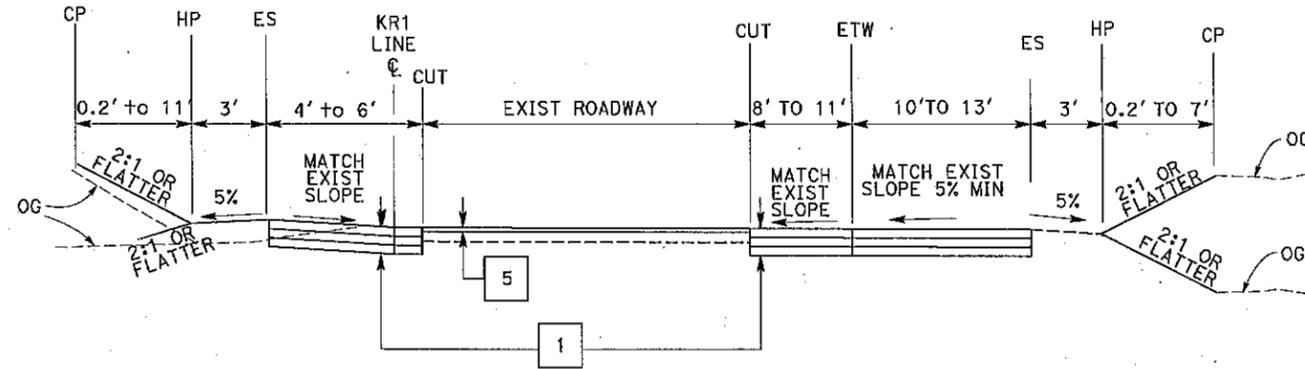
DATE REVISION

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

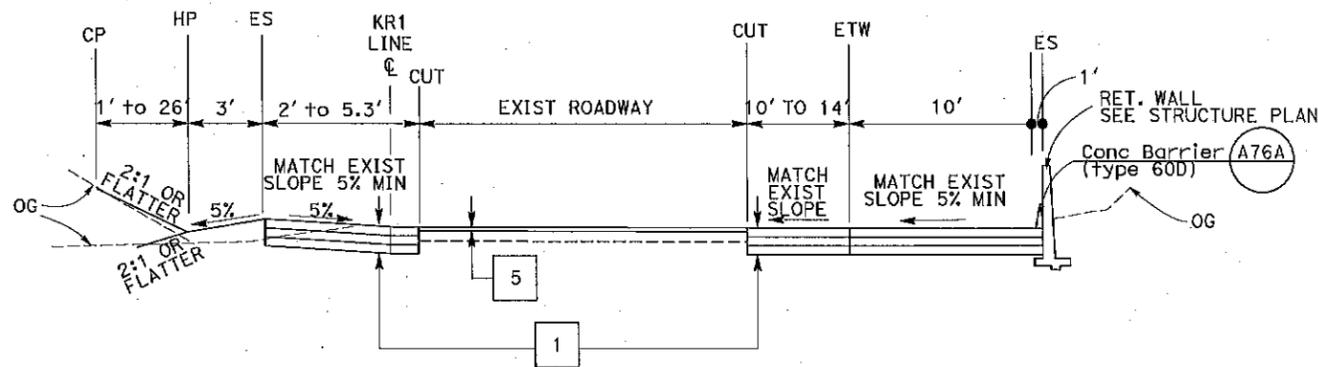
REGISTERED CIVIL ENGINEER	DATE
AAAAA	AAAAA
No. AAAA	Exp. 3-31-12
PLANS APPROVAL DATE	
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>	

NOTE:

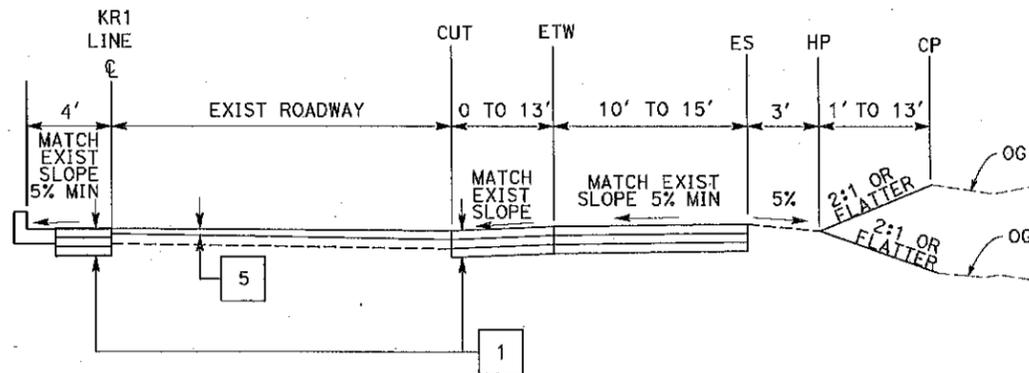
DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO THE TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.



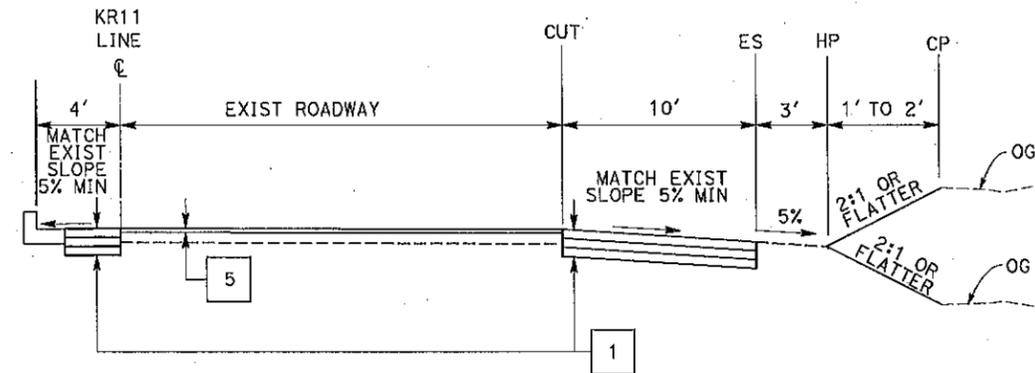
STA KR1 807+25.00 TO 809+02.35
NORTHBOUND 680 DIAGONAL ON-RAMP FROM KOOPMAN RD



STA KR1 803+00. TO 807+25.00
NORTHBOUND 680 DIAGONAL ON-RAMP FROM KOOPMAN RD



STA KR1 802+00 TO 803+00
STA KR1 807+25 TO 812+24.90
NORTHBOUND 680 DIAGONAL ON-RAMP FROM KOOPMAN RD

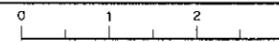


STA KR11 0+02.00 To 0+76.65
NORTHBOUND 680 DIAGONAL ON-RAMP FROM KOOPMAN RD

TYPICAL CROSS SECTIONS
NO SCALE

X-2

REVISOR: CHAU NGUYEN
DATE: HAO LAI
CALCULATED/DESIGNED BY:
CHECKED BY:
FUNCTIONAL SUPERVISOR:
DESIGN
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



NOTE:
 DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE
 SUBJECT TO THE TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

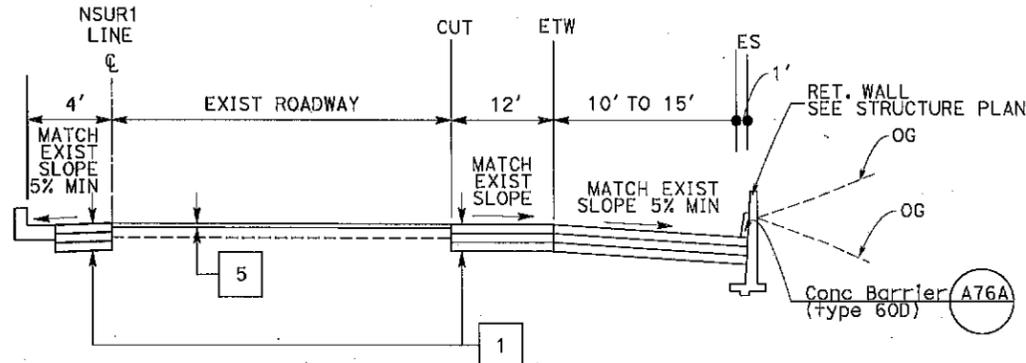
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 OR AGENTS SHALL NOT BE RESPONSIBLE FOR
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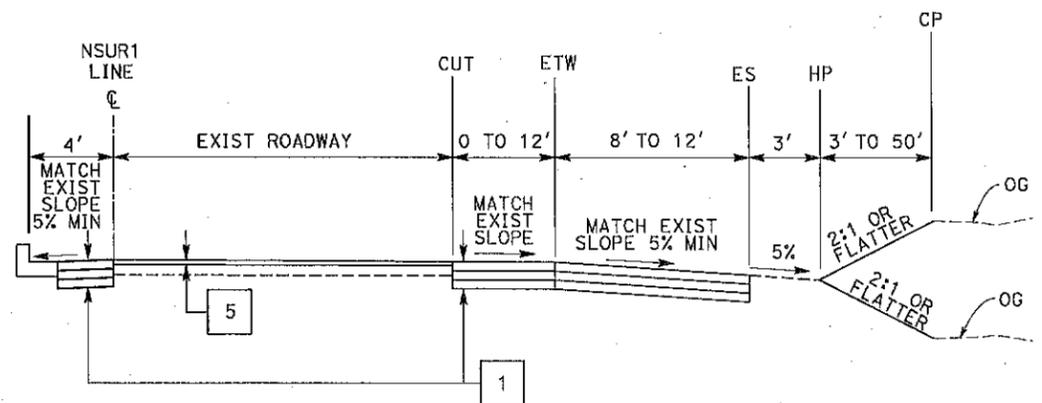
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DESIGN

REVISIONS:

REVISION NO.	BY	DATE
1	HAO LAI	



STA NSUR1 952+16.75 TO 963+00.00
 NORTHBOUND 680 DIAGONAL ON-RAMP FROM SUNOL BLVD



STA NSUR1 963+00. TO 966+00
 NORTHBOUND 680 DIAGONAL ON-RAMP FROM SUNOL BLVD

TYPICAL CROSS SECTIONS
 NO SCALE

NOTE:

DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO THE TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.

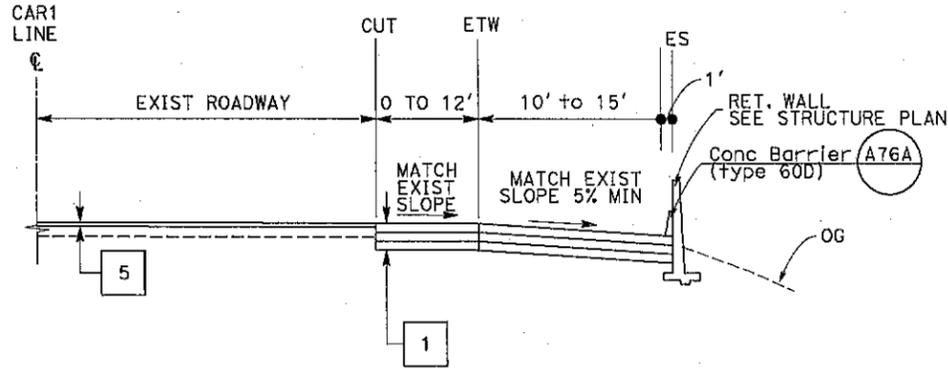
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

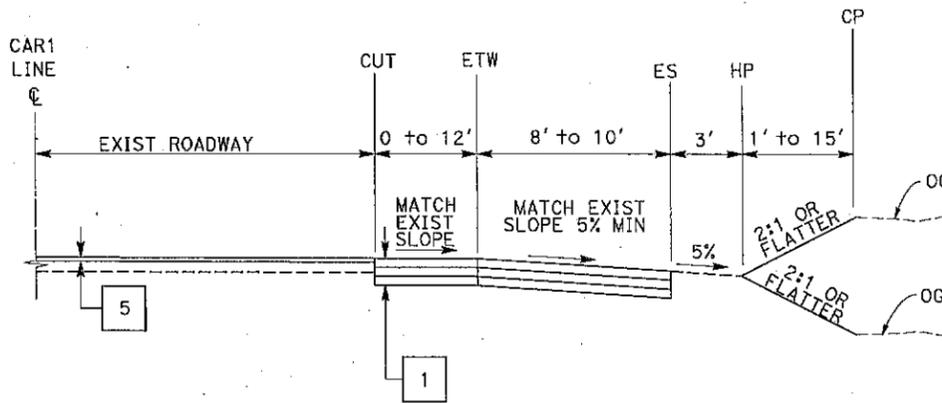
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REGISTERED PROFESSIONAL ENGINEER
 No. AAAAA
 AAAAA
 3-31-12
 CIVIL
 STATE OF CALIFORNIA



STA CAR1 742+50.00 TO 745+75.00
 STA CAR1 748+75.00 TO 745+10.263

NORTHBOUND 680 LOOP ON-RAMP FROM CALAVERAS RD

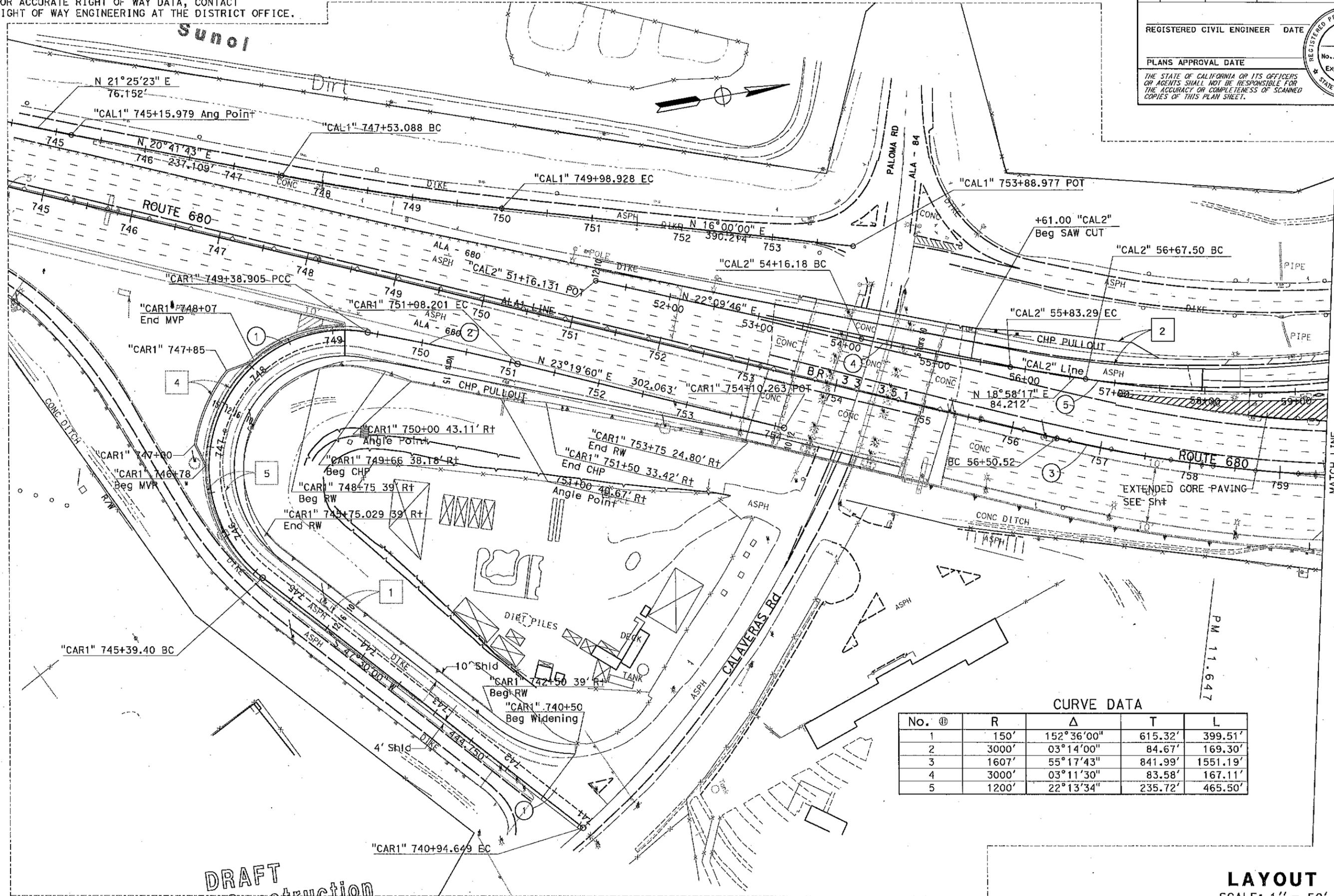


STA CAR1 742+52.84 TO 742+75.00
 STA CAR1 750+50.00 TO 752+83.63
 NORTHBOUND 680 LOOP ON-RAMP FROM CALAVERAS RD

TYPICAL CROSS SECTIONS
 NO SCALE

X-4

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



CURVE DATA

No. Ⓢ	R	Δ	T	L
1	150'	152°36'00"	615.32'	399.51'
2	3000'	03°14'00"	84.67'	169.30'
3	1607'	55°17'43"	841.99'	1551.19'
4	3000'	03°11'30"	83.58'	167.11'
5	1200'	22°13'34"	235.72'	465.50'

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FOR NOTES, ABBREVIATIONS
AND LEGEND, SEE SHEET L-1

LAYOUT
SCALE: 1" = 50'

L-01

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
St. Cattrans

DESIGN

FUNCTIONAL SUPERVISOR
SENIOR

CHECKED BY

CALCULATED - DESIGNED BY

NAME 1
NAME 2

REVISOR BY
DATE REVISOR

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Ala	680	M0.0/R21.9		

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

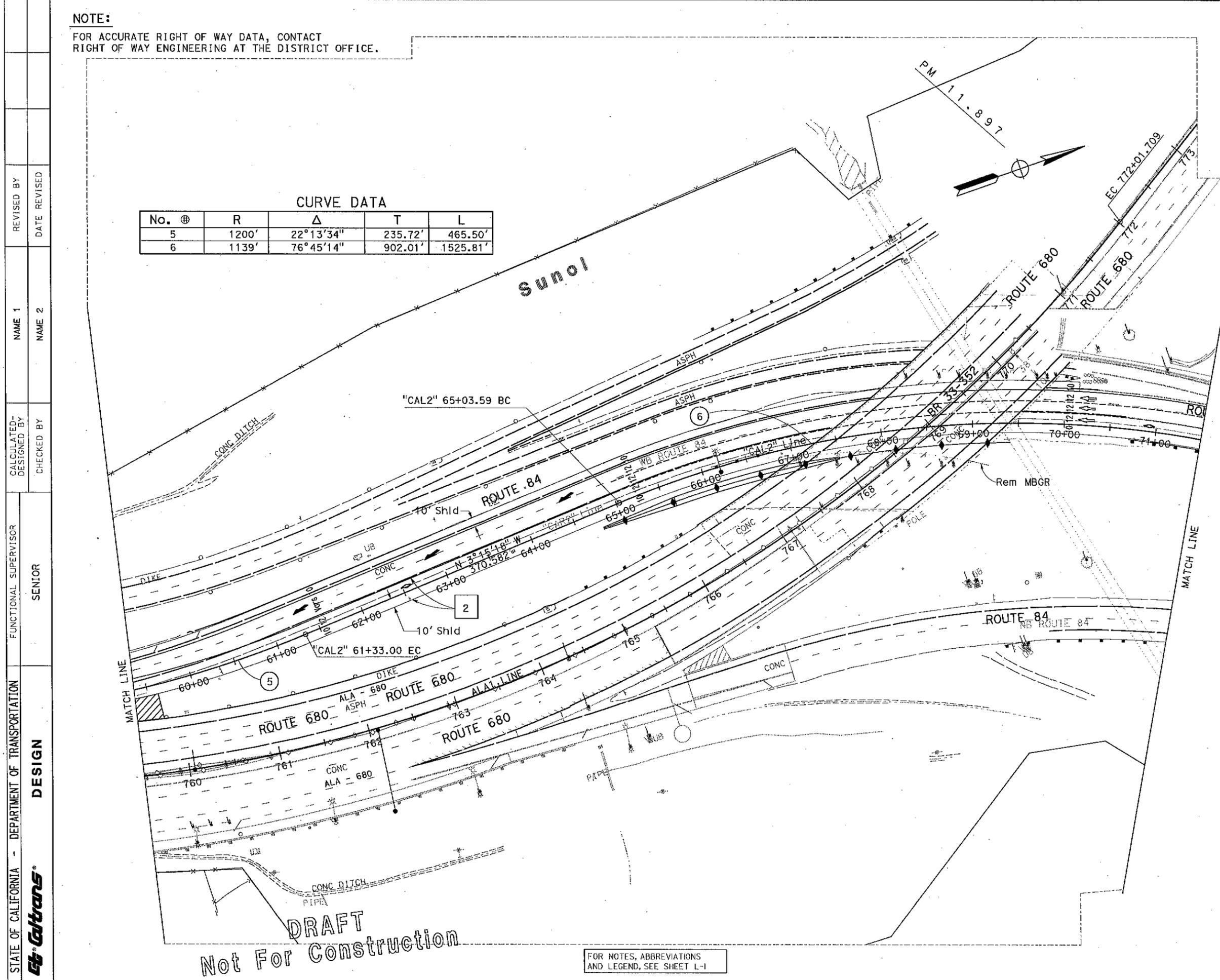
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NOTE:
 FOR ACCURATE RIGHT OF WAY DATA, CONTACT
 RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No.	⊕	R	Δ	T	L
5		1200'	22°13'34"	235.72'	465.50'
6		1139'	76°45'14"	902.01'	1525.81'



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
St. Caltrans
 DESIGN
 SENIOR
 FUNCTIONAL SUPERVISOR
 CHECKED BY
 CALCULATED-DESIGNED BY
 NAME 1
 NAME 2
 REVISOR BY
 DATE REVISOR

DRAFT
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FOR NOTES, ABBREVIATIONS
 AND LEGEND, SEE SHEET L-1

LAYOUT
 SCALE: 1" = 50'

L-02

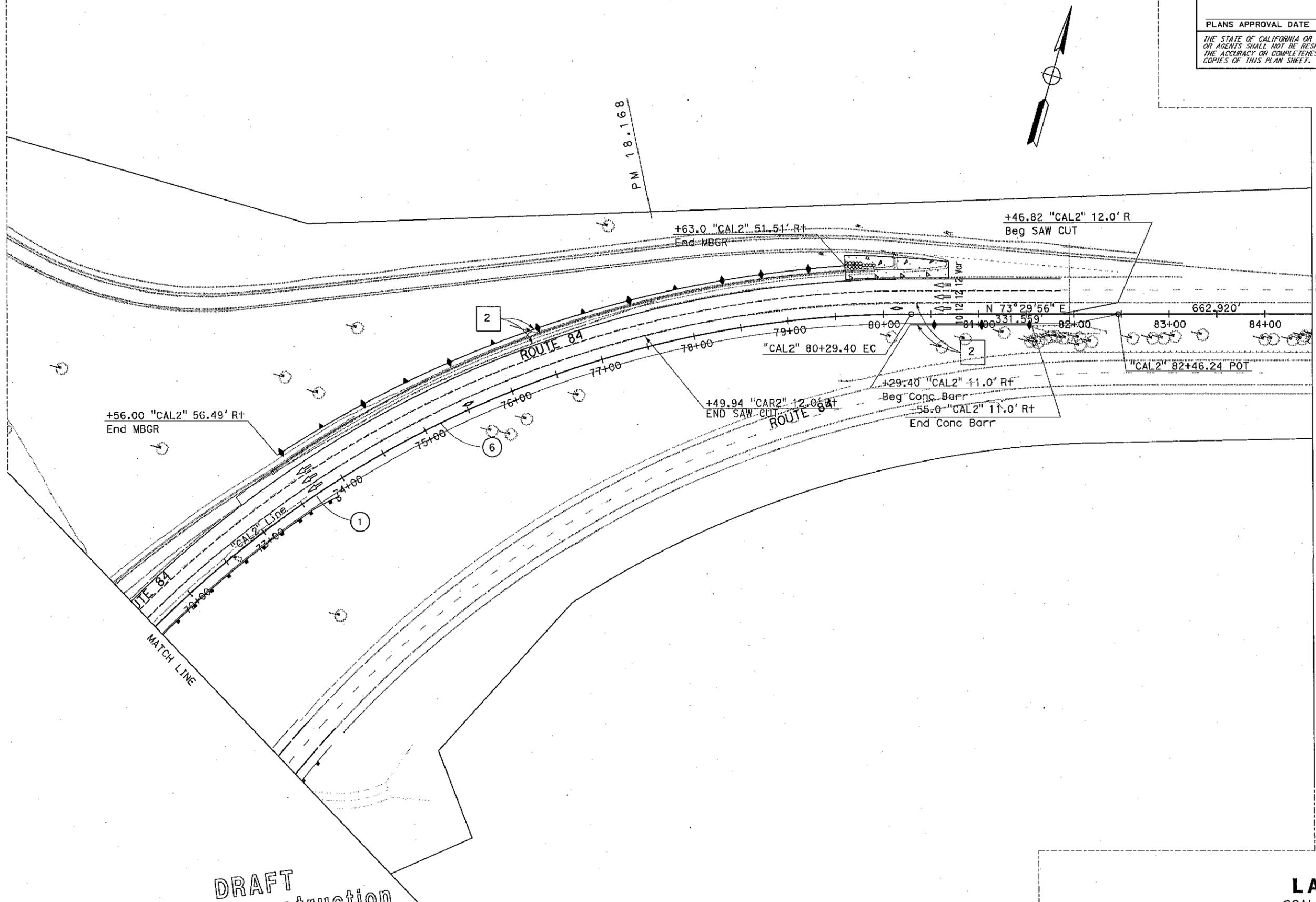
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 DESIGN
 FUNCTIONAL SUPERVISOR
 SENIOR
 CALCULATED/DESIGNED BY
 CHECKED BY
 NAME 1
 NAME 2
 REVISED BY
 DATE REVISED

NOTE:
 FOR ACCURATE RIGHT OF WAY DATA, CONTACT
 RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Ala	680	MO.0/R21.9		

REGISTERED CIVIL ENGINEER DATE _____
 PLANS APPROVAL DATE _____

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FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET L-1

LAYOUT
 SCALE: 1" = 50'

L-03

LAST REVISION DATE BY

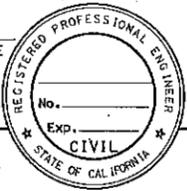
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Ed Catbars
 DESIGN
 SENIOR
 FUNCTIONAL SUPERVISOR
 CHECKED BY
 CALCULATED-DESIGNED BY
 NAME 1
 NAME 2
 REVISED BY
 DATE REVISED

NOTE:
 FOR ACCURATE RIGHT OF WAY DATA, CONTACT
 RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

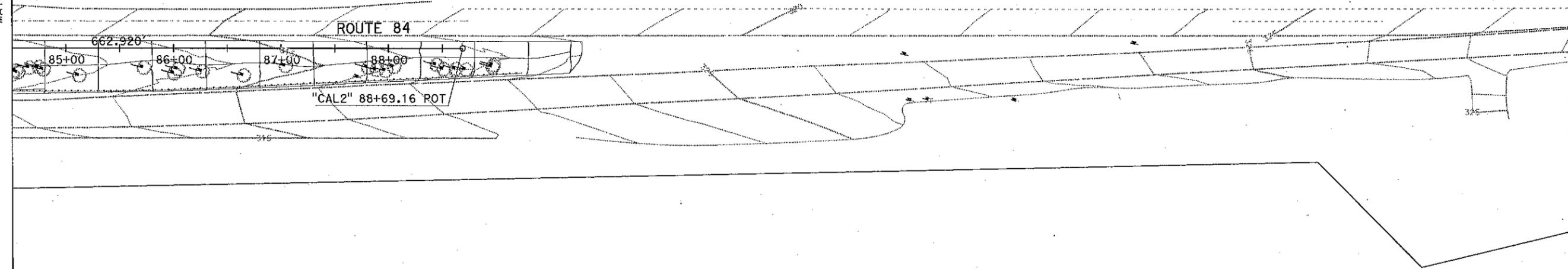
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Ala	680	M0.0/R21.9		

REGISTERED CIVIL ENGINEER DATE _____
 PLANS APPROVAL DATE _____

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MATCH LINE



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FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET L-1

LAYOUT
 SCALE: 1" = 50'

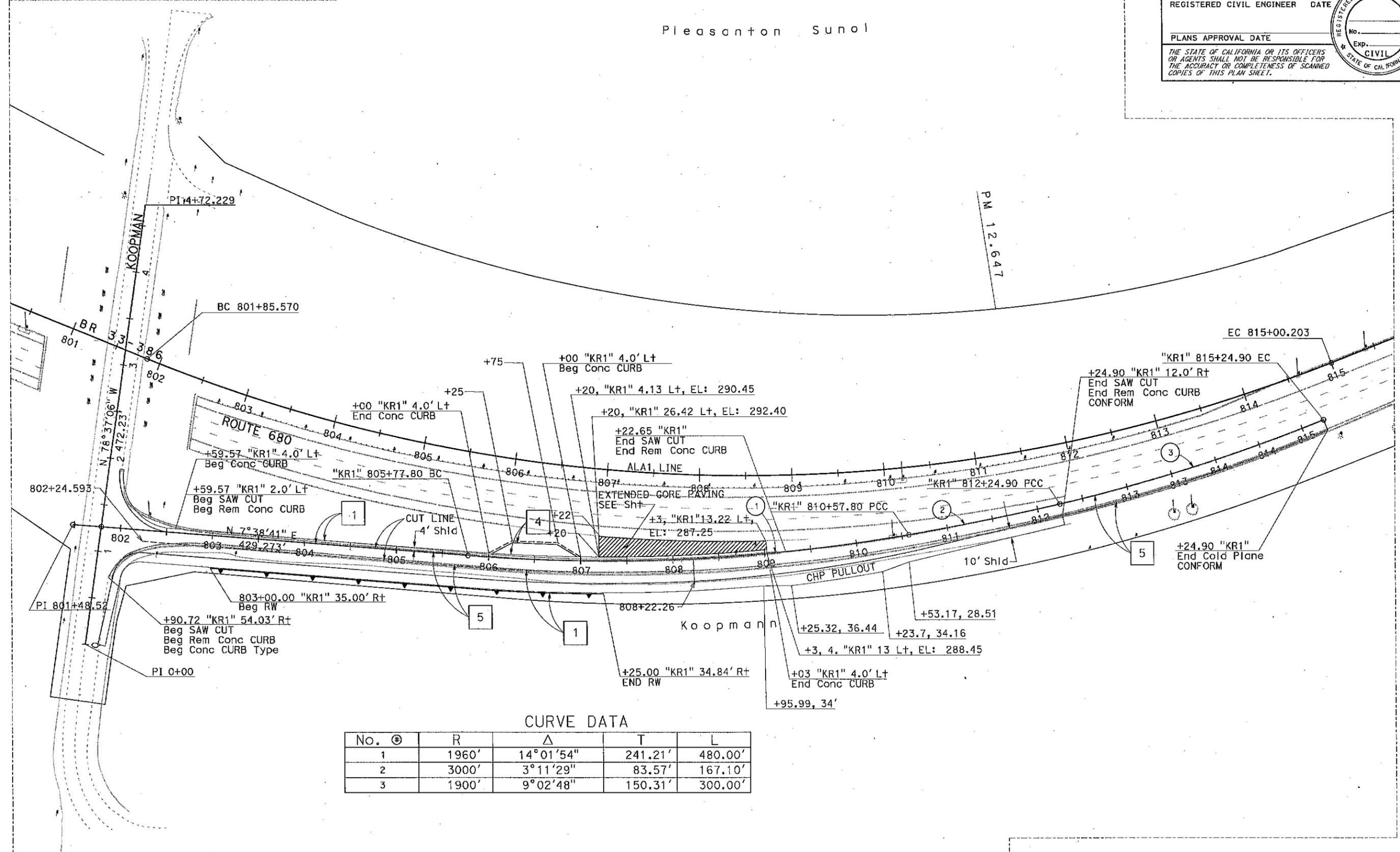
L-04

LAST REVISION / DATE / DRAWN BY / CHECKED BY / SCALE



NOTE:
 FOR ACCURATE RIGHT OF WAY DATA, CONTACT
 RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Pleasanton Sunol



CURVE DATA

No. Ⓢ	R	Δ	T	L
1	1960'	14°01'54"	241.21'	480.00'
2	3000'	3°11'29"	83.57'	167.10'
3	1900'	9°02'48"	150.31'	300.00'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 DESIGN
 SENIOR
 FUNCTIONAL SUPERVISOR
 CHECKED BY
 CALCULATED/DESIGNED BY
 NAME 1
 NAME 2
 REVISOR BY
 DATE REVISED

DRAFT
 Not For Construction

FOR NOTES, ABBREVIATIONS
 AND LEGEND, SEE SHEET L-1

LAYOUT
 SCALE: 1" = 50'

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Ala	680	MO.0/R21.9		

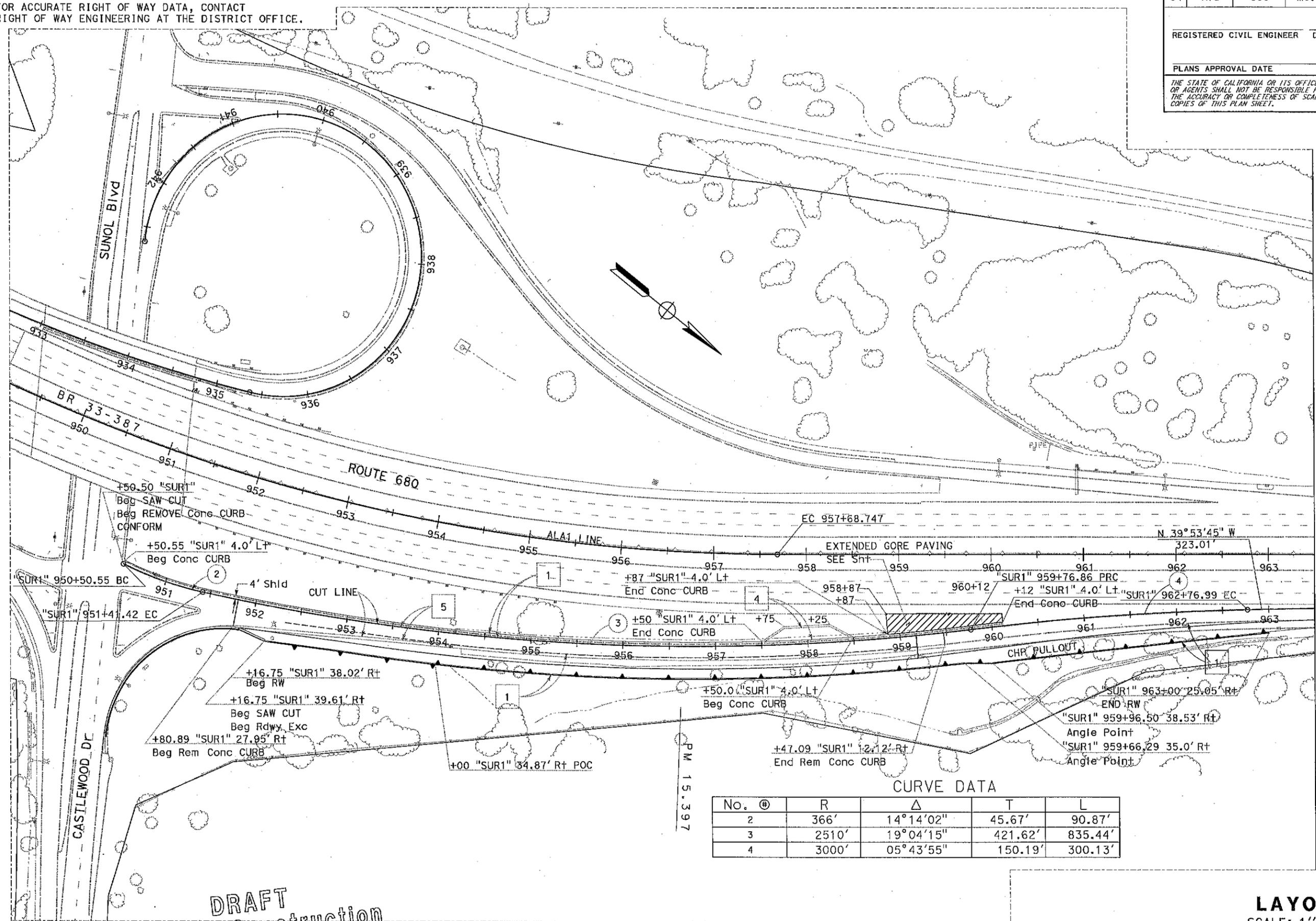
REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

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NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN
FUNCTIONAL SUPERVISOR
SENIOR
CALCULATED BY
DESIGNED BY
CHECKED BY
NAME 1
NAME 2
REVISED BY
DATE REVISED



CURVE DATA

No. @	R	Δ	T	L
2	366'	14°14'02"	45.67'	90.87'
3	2510'	19°04'15"	421.62'	835.44'
4	3000'	05°43'55"	150.19'	300.13'

DRAFT
Not For Construction

FOR NOTES, ABBREVIATIONS
AND LEGEND, SEE SHEET L-1

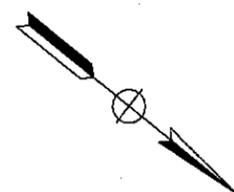
LAYOUT
SCALE: 1" = 50'

NOTE:
 FOR ACCURATE RIGHT OF WAY DATA, CONTACT
 RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

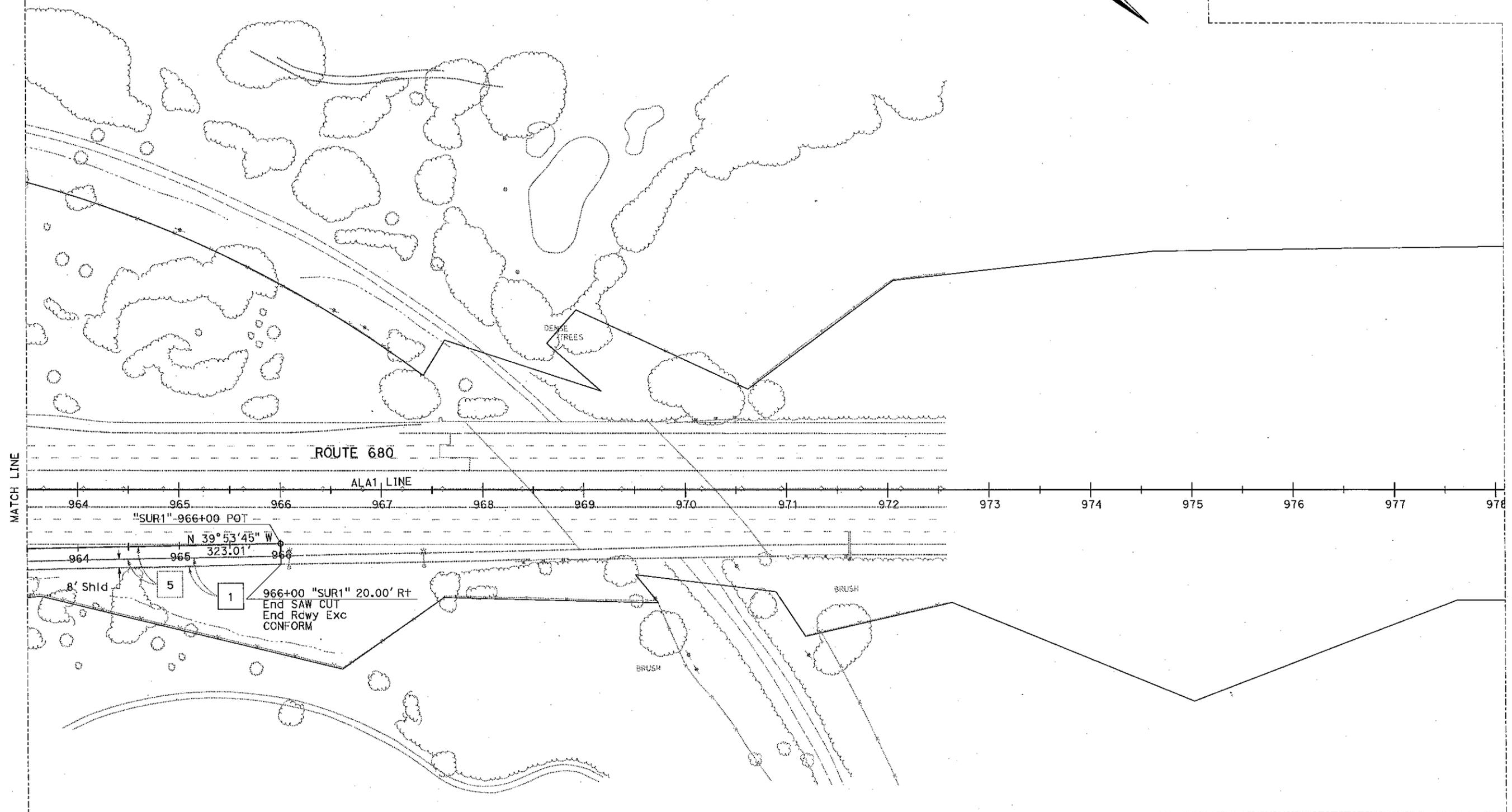
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Ala	680	M0.0/R21.9		

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

THE STATE OF CALIFORNIA OR ITS OFFICERS
 OR AGENTS SHALL NOT BE RESPONSIBLE FOR
 THE ACCURACY OR COMPLETENESS OF SCANNED
 COPIES OF THIS PLAN SHEET.



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 DESIGN
 SENIOR
 FUNCTIONAL SUPERVISOR
 CHECKED BY
 CALCULATED-DESIGNED BY
 NAME 1
 NAME 2
 REVISED BY
 DATE REVISED



DRAFT
 Not For Construction

FOR NOTES, ABBREVIATIONS
 AND LEGEND, SEE SHEET L-1

LAYOUT
 SCALE: 1" = 50'

T:\46113\DESIGN\WORKING FOLDERS\XREFS\46113-MVP-Loc List.dgn

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN	FUNCTIONAL SUPERVISOR		CALCULATED-DESIGNED BY	CHECKED BY	NAME 1	NAME 2	REVISED BY	DATE REVISED
		SENIOR							

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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Alameda	680	M0.0/R21.9		
REGISTERED CIVIL ENGINEER DATE					
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MVP LOCATIONS

LOCATION No.	PM	DIRECTION (N/S)	LOCATION DESCRIPTION
1	M0.95	NB	MAINLINE
2	M1.38	NB	MAINLINE
3	R7.13	NB	NB ON-RAMP FROM VARGAS RD.
4	R8.34	NB	MAINLINE
5	R9.73	NB	NB ON-RAMP FROM ANDRADE RD.
6	R10.37	NB	MAINLINE
7	R10.95	NB	NB ON-RAMP FROM CALAVERAS RD.
8	R11.96	NB	WB 84 TO SB 680 CONNECTOR
9	R12.49	NB	NB ON-RAMP FROM KOOPMAN RD.
10	R14.50	NB	MAINLINE
11	R15.41	NB	NB ON-RAMP FROM SUNOL BLVD.
12	R17.81	NB	MAINLINE
13	R18.43	NB	MAINLINE

DRAFT
Not For Construction

MVP LOCATIONS
SCALE: 1" = 50'



Harold Brazil

From: Vagenas, Ginger <Vagenas.Ginger@epa.gov>
Sent: Monday, January 08, 2018 3:42 PM
To: Adam Crenshaw
Cc: OConnor, Karina; Harold Brazil; Joseph.Vaughn@dot.gov; 'Gordon, Andrea'; Crenshaw, Cecilia (FHWA); Rodney.Tavitas@dot.ca.gov; dick.fahey@dot.ca.gov; Kraft, Dominique
Subject: RE: 12-7-17 TF Mtg Presentation and Regional Conformity Item

Hi Adam –

EPA and FHWA Headquarters' offices have determined that ramp metering projects are exempt under 40 CFR 93.126, Table 2, as "Projects that correct, improve, or eliminate a hazardous location or feature." Given this is primarily a ramp metering project (that includes some elements of an interchange reconfiguration project) Karina and I think this project can be considered exempt as a project that corrects, improves, or eliminates a hazardous location or feature.

Ginger

From: Adam Crenshaw [mailto:ACrenshaw@bayareametro.gov]
Sent: Monday, January 8, 2018 3:08 PM
To: Vagenas, Ginger <Vagenas.Ginger@epa.gov>
Cc: OConnor, Karina <OConnor.Karina@epa.gov>; Harold Brazil <HBrazil@bayareametro.gov>; Joseph.Vaughn@dot.gov; 'Gordon, Andrea' <AGordon@baaqmd.gov>; Crenshaw, Cecilia (FHWA) <Cecilia.Crenshaw@dot.gov>; Rodney.Tavitas@dot.ca.gov; dick.fahey@dot.ca.gov; Kraft, Dominique <Dominique.Kraft@dot.gov>
Subject: RE: 12-7-17 TF Mtg Presentation and Regional Conformity Item

Good afternoon,

I'm following up on the email thread below. Are there any remaining concerns about ALA170060?

The Commission approved an amendment to include this project in the TIP in November, but that approval was contingent upon Task Force concurrence that the changes would not require an update to air quality conformity analysis. This is the last issue that I'm aware of for this amendment and I can't forward it on for Caltrans and Federal review unless its resolved.

Thank you very much for your time and consideration.

Adam

From: Adam Crenshaw
Sent: Thursday, December 21, 2017 1:58 PM
To: 'Vagenas, Ginger' <Vagenas.Ginger@epa.gov>
Cc: OConnor, Karina <OConnor.Karina@epa.gov>; Harold Brazil <HBrazil@bayareametro.gov>; Joseph.Vaughn@dot.gov; 'Gordon, Andrea' <AGordon@baaqmd.gov>; Crenshaw, Cecilia (FHWA) <Cecilia.Crenshaw@dot.gov>; Rodney.Tavitas@dot.ca.gov; dick.fahey@dot.ca.gov; Kraft, Dominique <Dominique.Kraft@dot.gov>
Subject: RE: 12-7-17 TF Mtg Presentation and Regional Conformity Item

Hi,

Regarding the HOV Bypass lanes for onramps (ALA170060), I received the attached plans from Caltrans.

Harold Brazil

From: Tavitas, Rodney A@DOT <rodney.tavitas@dot.ca.gov>
Sent: Monday, January 08, 2018 3:45 PM
To: Vagenas, Ginger; Adam Crenshaw
Cc: OConnor, Karina; Harold Brazil; Joseph.Vaughn@dot.gov; 'Gordon, Andrea'; Crenshaw, Cecilia (FHWA; Fahey, Dick@DOT; Kraft, Dominique
Subject: RE: 12-7-17 TF Mtg Presentation and Regional Conformity Item

Hi Adam,

Caltrans HQ concurs with EPA's answer on ALA170060 and agrees.

From: Vagenas, Ginger [mailto:Vagenas.Ginger@epa.gov]
Sent: Monday, January 08, 2018 3:42 PM
To: Adam Crenshaw <ACrenshaw@bayareametro.gov>
Cc: OConnor, Karina <OConnor.Karina@epa.gov>; Harold Brazil <HBrazil@bayareametro.gov>; Joseph.Vaughn@dot.gov; 'Gordon, Andrea' <AGordon@baaqmd.gov>; Crenshaw, Cecilia (FHWA <Cecilia.Crenshaw@dot.gov>; Tavitas, Rodney A@DOT <rodney.tavitas@dot.ca.gov>; Fahey, Dick@DOT <dick.fahey@dot.ca.gov>; Kraft, Dominique <Dominique.Kraft@dot.gov>
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Harold Brazil

From: Kraft, Dominique <Dominique.Kraft@dot.gov>
Sent: Monday, January 08, 2018 3:50 PM
To: Tavit, Rodney A@DOT; Vagenas, Ginger; Adam Crenshaw
Cc: OConnor, Karina; Harold Brazil; Vaughn, Joseph (FHWA); 'Gordon, Andrea'; Fahey, Dick@DOT
Subject: RE: 12-7-17 TF Mtg Presentation and Regional Conformity Item

Hi Adam,

No additional questions or concerns from FTA.

Thanks for the follow up.
Dominique

From: Tavit, Rodney A@DOT [mailto:rodney.tavit@dot.ca.gov]
Sent: Monday, January 08, 2018 3:45 PM
To: Vagenas, Ginger <Vagenas.Ginger@epa.gov>; Adam Crenshaw <ACrenshaw@bayareametro.gov>
Cc: OConnor, Karina <OConnor.Karina@epa.gov>; Harold Brazil <HBrazil@bayareametro.gov>; Vaughn, Joseph (FHWA) <Joseph.Vaughn@dot.gov>; 'Gordon, Andrea' <AGordon@baaqmd.gov>; Crenshaw, Cecilia (FTA) <Cecilia.Crenshaw@dot.gov>; Fahey, Dick@DOT <dick.fahey@dot.ca.gov>; Kraft, Dominique <Dominique.Kraft@dot.gov>
Subject: RE: 12-7-17 TF Mtg Presentation and Regional Conformity Item

Hi Adam,

Caltrans HQ concurs with EPA's answer on ALA170060 and agrees.

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Sent: Monday, January 08, 2018 3:42 PM
To: Adam Crenshaw <ACrenshaw@bayareametro.gov>
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From: Adam Crenshaw [mailto:ACrenshaw@bayareametro.gov]
Sent: Monday, January 8, 2018 3:08 PM

Harold Brazil

From: Adam Crenshaw
Sent: Monday, January 08, 2018 4:07 PM
To: Vagenas, Ginger
Cc: OConnor, Karina; Harold Brazil; Joseph.Vaughn@dot.gov; 'Gordon, Andrea'; Crenshaw, Cecilia (FHWA); Rodney.Tavitas@dot.ca.gov; dick.fahey@dot.ca.gov; Kraft, Dominique
Subject: RE: 12-7-17 TF Mtg Presentation and Regional Conformity Item

Great! Thank you very much.

Adam

From: Vagenas, Ginger [mailto:Vagenas.Ginger@epa.gov]
Sent: Monday, January 08, 2018 3:42 PM
To: Adam Crenshaw <ACrenshaw@bayareametro.gov>
Cc: OConnor, Karina <OConnor.Karina@epa.gov>; Harold Brazil <HBrazil@bayareametro.gov>; Joseph.Vaughn@dot.gov; 'Gordon, Andrea' <AGordon@baaqmd.gov>; Crenshaw, Cecilia (FHWA) <Cecilia.Crenshaw@dot.gov>; Rodney.Tavitas@dot.ca.gov; dick.fahey@dot.ca.gov; Kraft, Dominique <Dominique.Kraft@dot.gov>
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