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 Meeting

Metropolitan Transportation Commission

Join Zoom Meeting @
https://bayareametro.zoom.us/j/84383698853
Meeting ID: 843 8369 8853

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

January 27, 2022
9:30 a.m. –11:00 a.m.

AGENDA

1. Welcome and Introductions

2. $PM_{2.5}$ Project Conformity Interagency Consultations

   a. Consultation to Determine Project of Air Quality Concern Status
      i. US 101/ Manuel T Freitas Parkway Interchange Project
      ii. Park Presidio Lombard Temporary HOV Lanes Project

   b. Confirm Projects Are Exempt from $PM_{2.5}$ Conformity
      Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern

3. Projects with Regional Air Quality Conformity Concerns

   a. Review of the Regional Conformity Status for New and Revised Projects
      3a_Regional_AQ_Conformity_Review_012322.pdf
      3a_Attachment-A_List_of_Proposed_New_Projects_012322.pdf

4. Consent Calendar

   a. December 2, 2021 Air Quality Conformity Task Force Meeting Summary

5. Other Items

   Next Meeting: February 24, 2022

MTC Staff Liaison: Harold Brazil hbrazil@bayareametro.gov

Harold Brazil is inviting you to a scheduled Zoom meeting.

Topic: Air Quality Conformity Task Force Meeting
Time: This is a recurring meeting Meet anytime

Join Zoom Meeting
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115.114.131.7 (India Mumbai)
115.114.115.7 (India Hyderabad)
213.19.144.110 (Amsterdam Netherlands)
213.244.140.110 (Germany)
103.122.166.55 (Australia Sydney)
103.122.167.55 (Australia Melbourne)
64.211.144.160 (Brazil)
69.174.57.160 (Canada Toronto)
65.39.152.160 (Canada Vancouver)
207.226.132.110 (Japan Tokyo)
149.137.24.110 (Japan Osaka)
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Memorandum

TO: Air Quality Conformity Task Force DATE: January 20, 2022

FR: Harold Brazil W. I.

RE: $PM_{2.5}$ Project Conformity Interagency Consultation

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

No.	Project Sponsor	Project Title
1	Caltrans	US 101/ Manuel T Freitas Parkway Interchange Project
2	San Francisco Municipal Transportation Agency	Park Presidio Lombard Temporary HOV Lanes Project

2ai_US_101_Manuel_T_Freitas_Pkwy_Intchg_Project_Assessment_Form.pdf (for the US 101/ Manuel T Freitas Parkway Interchange project)

2aii_Park_Presidio_Lombard_Temporary_HOV_Lanes_Project_Assessment_Form.pdf (for the Park Presidio Lombard Temporary HOV Lanes project)

MTC also requests the review and concurrence from the Task Force on projects which project sponsors have identified as exempt and likely not to be a POAQC. **2b_Exempt List 011822.pdf** lists exempt projects under 40 CFR 93.126.

Application of Criteria for a Project of Air Quality Concern

Project Title: US 101/ Manuel T Freitas Parkway Interchange project
Project Summary for Air Quality Conformity Task Force Meeting: January 27, 2022

Description

- The project proposes to upgrade pedestrian facilities to comply with current American Disabilities Act (ADA) Standards at the US 101/Manuel T Freitas Parkway (MFP) Interchange in the City of San Rafael.
- The project would modify the intersection of Redwood Highway/Civic Center Dr and MFP from a partial stop-controlled intersection to a roundabout. This project will also relocate the northbound (NB) bus stop from within interchange footprint and State R/W, to the adjoining frontage road (Redwood Hwy).

Background

- The Project Report (PR) for the project was approved on June 2019 which included upgrading pedestrian facilities at the US 101/MFP interchange.
- Subsequent to the PR approval, additional study and consultation with Golden Gate Transit and the City of San Rafael resulted in modifying the interchange to a roundabout and moving the NB bus stop onto the frontage road.
- The project is currently listed in the Group TIP (VAR170009).
- This project is processed under NEPA as a non-categorical Exclusion Section 326, and NEPA document is a CE.
- Seeking air quality conformity determination on or before January 27, 2022.

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

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

- Not a new or expanded highway project
- Proposed project would have no effect on US 101 AADT or truck traffic volumes

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

- The proposed project will not cause an increase in the number of diesel vehicles at the intersections in the project area.

(iii) New bus and rail terminals and transfer points? — The project does not increase number of diesel vehicles that congregate at a single location.

(iv) Expanded bus and rail terminals and transfer points? — The project does not increase number of diesel vehicles that congregate at a single location.

(v) Affects areas identified in PM_{10} or $PM_{2.5}$ implementation plan as site of violation?

- Project does not affect locations identified in an applicable implementation plan or implementation plan submission.
- On January 9, 2013, the U.S. EPA issued a final rule that determined the San Francisco Bay Area air basin has attained the 24-hour PM2.5 National Ambient Air Quality Standards (NAAQS).

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Background

- The Project Report (PR) for the project was approved on June 2019 which included upgrading pedestrian facilities at the US 101/MFP interchange.
- Subsequent to the PR approval, additional study and consultation with Golden Gate Transit and the City of San Rafael resulted in modifying the interchange to a roundabout and moving the NB bus stop onto the frontage road.
- The project is currently listed in the Group TIP (VAR170009).
- This project is processed under NEPA as a non-categorical Exclusion Section 326, and NEPA document is a CE.
- Seeking air quality conformity determination on or before January 27, 2022.

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- Not a new or expanded highway project
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(v) Affects areas identified in PM_{10} or $PM_{2.5}$ implementation plan as site of violation?

- Project does not affect locations identified in an applicable implementation plan or implementation plan submission.
- On January 9, 2013, the U.S. EPA issued a final rule that determined the San Francisco Bay Area air basin has attained the 24-hour PM2.5 National Ambient Air Quality Standards (NAAQS).

RTIP ID# *17-10-0025*

TIP ID# *VAR170009*

Air Quality Conformity Task Force Consideration Date
January 27, 2022

Project Description

The project proposes to upgrade pedestrian facilities to comply with current American Disabilities Act (ADA) Standards at the US 101/Manuel T Freitas Parkway (MFP) Interchange in the City of San Rafael.

No Build Alternative

This alternative maintains the existing conditions.

Build Alternatives

The main design features of the Build Alternatives are as follows:

- Modify Redwood Hwy/Civic Center Dr and MFP intersection, which adjoins the east side of the interchange from a partial, stop-controlled intersection to a one lane roundabout.
- Relocate the northbound (NB) bus stop from within interchange footprint and State R/W, to the adjoining frontage road (NB Redwood Hwy) just north of the proposed roundabout in a dedicated bus pullout.
- To provide distance for buses to transition from the new bus stop to the NB slip on-ramp, the NB Lt Turn pocket from Redwood Hwy to the NB slip on-ramp will be moved north approximately 100' from its current location. The opening to the NB slip on-ramp will be modified to have a single opening to account for the shift and eliminate the short merge on the ramp.
- Reconstruct sidewalks and pedestrian paths to correct abrupt level changes.
- Widen spot locations along pedestrian path to SB bus stop to provide 5 feet by 5 feet passing spaces at 200 feet intervals.
- Retrofit or construct new curb ramps.
- Relocate signs and upgrade push buttons.
- Reconstruct a portion of a median island on MFP to install a pedestrian passageway.

Type of Project:

ADA Access Improvements project

County: MRN	**Caltrans Projects – EA#** 0K800 04-MRN-101 PM 13.7		
Lead Agency: Caltrans			
Contact Person Shilpa Mareddy	*Phone#* 510-418-1794	*Fax#*	*Email* Shilpa.Mareddy@dot.ca.gov

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

X	*Categorical Exclusion (NEPA)*	**EA or Draft EIS**	**FONSI or Final EI**	**PS&E or Construction**	*Other*

Scheduled Date of Federal Action:

NEPA Delegation – Project Type *(check appropriate box)*

	X	**Section 326 – Categorical Exclusion**	**Section 327 – Non-Categorical Exclusion**

Current Programming Dates *(as appropriate)*

	PE/ENVIRONMENTAL	ENGINEERING	ROW	CONSTRUCTION
Start	March 2018	June 2019	June 2019	February 2023
End	June 2019	June 2022	June 2022	March 2024

Project Purpose and Need (Summary):

The purpose of the project is to upgrade pedestrian facilities to comply with current ADA standards, in accordance with DIB 82-05.

The pedestrian facilities at the US 101/Manuel T Freitas Parkway Interchange contain features that restrict pedestrian access for persons with disabilities and need improvement to bring the facilities into conformance with current ADA standards. In addition, the NB transit bus stop will be moved to a safer location out of State R/W where patrons do not have to cross the NB loop on-ramp.

Surrounding Land Use/Traffic Generators

The portion of US 101 within the project limits (from PM 13.4 to PM 13.8 in Marin County) is a north/south highway route in an urban setting with residential and commercial establishments. It consists of five 12-foot wide lanes in the northbound direction and four 12-foot wide lanes in the southbound direction. Each direction has one High Occupancy Vehicle (HOV) lane. Diesel truck traffic accounts for approximately 4.4 percent of the total traffic volumes along US 101 within the project limits.

Brief summary of assumptions and methodology used for conducting analysis

The Average Annual Daily Traffic (AADT) were provided by AECOM for the study area and approved by Caltrans Traffic Forecasting for year 2021, 2024, 2044 and 2050.

Four analysis years were evaluated:

- Year 2019 represents the existing conditions
- Year 2024 represents the possible opening year of the project.
- Year 2044 represents the design year for the project.
- Year 2050 represents the proposed planning horizon for the project per proposed 2050 RTP.

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

The project will not increase capacity therefore Build and No-Build volumes are the same.

Roadway Segment	Existing Year Build/No-Build (2019)		
	AADT	TRUCKS	
		%	#
US 101	189,000	4.4%	8,316

Roadway Segment	Opening Year Build/No-Build (2024)		
	AADT	TRUCKS	
		%	#
US 101	195,268	4.4%	8,592

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

Roadway Segment	Design Year Build/No-Build (2044)		
	AADT	TRUCKS	
		%	#
US 101	223,204	4.4%	9,821

Roadway Segment	RTP Horizon Year Build/No-Build (2050)		
	AADT	TRUCKS	
		%	#
US 101	234,230	4.4%	10,306

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

Roadway Segment	Existing Year Build/No-Build (2019)		
	AADT	TRUCKS	
		%	#
Manuel T Freitas Pkwy	8,710	4.4%	383
Redwood Hwy	10,750	4.4%	473
US 101 NB Off Ramp	12,490	4.4%	550
Civic Center Drive	10,300	4.4%	453

Roadway Segment	Opening Year Build/No-Build (2024)		
	AADT	TRUCKS	
		%	#
Manuel T Freitas Pkwy	8,935	4.4%	393
Redwood Hwy	11,025	4.4%	485
US 101 NB Off Ramp	12,815	4.4%	564
Civic Center Drive	10,550	4.4%	464

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

Roadway Segment	Design Year Build/No-Build (2044)		
	AADT	TRUCKS	
		%	#
Manuel T Freitas Pkwy	9,858	4.4%	434
Redwood Hwy	14,138	4.4%	622
US 101 NB Off Ramp	14,666	4.4%	645
Civic Center Drive	11,550	4.4%	508

Roadway Segment	RTP Horizon Year Build/No-Build (2050)		
	AADT	TRUCKS	
		%	#
Manuel T Freitas Pkwy	10,226	4.4%	450
Redwood Hwy	12,627	4.4%	556
US 101 NB Off Ramp	14,666	4.4%	645
Civic Center Drive	11,950	4.4%	526

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

The project relocates the northbound (NB) bus stop from the State R/W between the NB off-ramp and loop on-ramp to the north of the proposed roundabout in a dedicated bus pullout.

The existing bus stop is served by Golden Gate Transit (Route 70 and 54) and Marin Transit. (Route 71)

Route 70 - 17 trips per day and generally consist of all hybrid buses.
Route 54 - 11 trips per day and generally consist of all renewable diesel buses
Route 71 - 31 trips per day and generally consist of all hybrid buses.

Both Golden Gate Transit and Marin Transit plan to convert to 100% electric buses in compliance with CARB requirements. A switchover date for the buses operating on these routes has not yet been established, but it is expected to be several years from now.

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

Not applicable

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

The proposed project would not create new traffic. The project is proposed to improve the intersection that currently have inadequate pedestrian facilities.

Comments/Explanation/Details (please be brief)

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

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

The traffic data for the project shows that the percentage of trucks will remain the same with and without the project and the AADT will remain the same with and without the project. The project does not include capacity improvements, therefore AADT is assumed to remain unchanged.

2. The project is not likely to affect any intersections (40 CFR Section 93.123 (b)(1)(ii)).

The traffic data for the project shows the volumes of diesel vehicles at the intersection will remain same with or without the project.

3. The project does not include the construction of a new bus or rail terminal with a significant number of diesel vehicles congregating at a single location (40 CFR Section 93.123 (b)(1)(iii)).

The project relocates the existing bus stop from the State R/W to the adjoining frontage road in a dedicated bus pullout and does not increase the number of diesel vehicles congregating at a single location with or without the project.

4. The project does not expand an existing bus or rail terminal with significant increases in the number of diesel vehicles congregating at a single location (40 CFR Section 93.123 (b)(1)(iv)).

The project relocates the existing bus stop from the State R/W to the adjoining frontage road in a dedicated bus pullout and does not increase the number of diesel vehicles congregating at a single location with or without the project.

5. The project is not in or affecting locations, areas or categories of sites that are identified in the $PM_{2.5}$ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation (40 CFR Section 93.123 (b)(1)(v)).

Project does not affect locations identified in an applicable implementation plan or implementation plan submission. On January 9, 2013, the U.S. EPA issued a final rule that determined the San Francisco Bay Area air basin has attained the 24-hour $PM_{2.5}$ National Ambient Air Quality Standards (NAAQS). As a result, new state implementation plan (SIP) provisions are not necessary to demonstrate how the air basin will attain the standard.

Based on the evaluation above, the project should not be considered a POAQC and not require a quantitative hot-spot analysis to demonstrate that it will not cause or worsen an existing $PM_{2.5}$ violation

List of Attachments

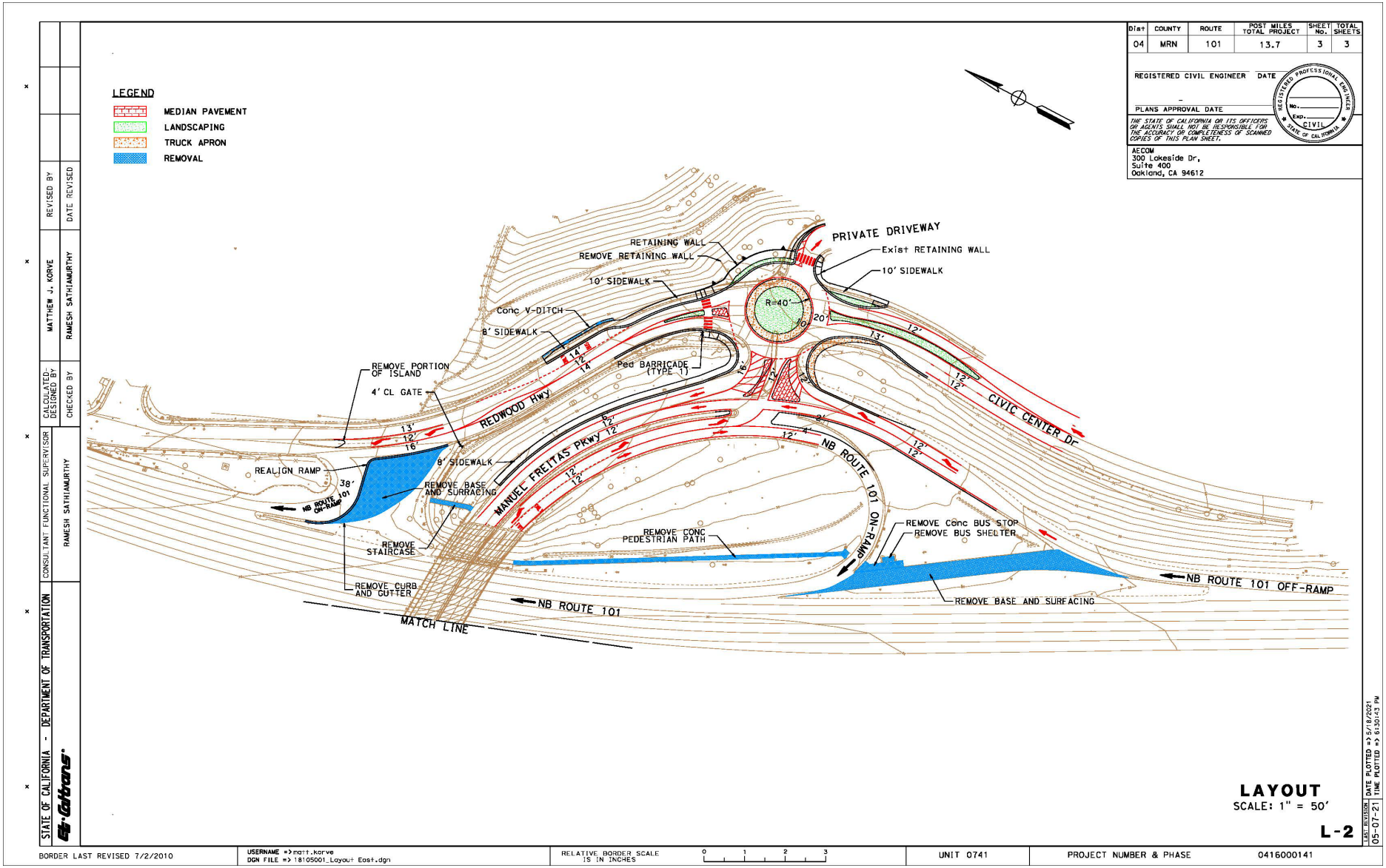
1. Attachment A - Location Map
2. Attachment B – Build Alternative

ATTACHMENT A

Project Location

ATTACHMENT B

Build Alternative



Application of Criteria for a Project of Air Quality Concern

Project Title: Park Presidio Lombard Temporary HOV Lanes
Project Summary for Air Quality Conformity Task Force Meeting: (1/27/22)

Description

- Project is a pilot
- Will implement High Occupancy Vehicle (HOV) lanes on Lombard and Richardson (US 101) and Park Presidio and Park Presidio Bypass (SR 1) in San Francisco (Lombard/Richardson implemented in October) in phases
- Convert right hand travel lanes to HOV; two general traffic lanes will remain in each direction
- Right turns and access to curbside parking will be permitted
- Major Muni bus lines (28, 28R, 43) serve these corridors, as well as Golden Gate Transit on Lombard/Richardson
- Initial pilot was part of SFMTA's Temporary Emergency Transit Lanes program, implemented in response to COVID-19
- Currently seeking extension of pilot beyond current authorization, which is based on COVID-19 emergency order
- Pilot extension will allow for comprehensive evaluation, to determine whether lanes should be made permanent
- Project is partnership of SFMTA and Caltrans
- Phased implementations include sign and striping changes as well as ITS technology deployment

Background

- Because still pilot, limited process to date
- CEQA clearance, SFMTA Board and Caltrans approval
- No objections from Managed Lanes Committee or Air Quality Conformity Task Force
- Air quality analysis will be required prior to implementation of permanent lanes
- NEPA process for Initial Study/Environmental Assessment (IS/EA) almost complete
- Extensive outreach conducted prior to implementation of pilot, and additional outreach will be conducted prior to making lanes permanent

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

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

- Not a new or expanded highway project
- Should not increase traffic volumes

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

- No data available on diesel vehicles
- None of the three intersections that we evaluated dropped in LOS: Park Presidio/Geary - LOS B, Richardson/Francisco - LOS A, and Lombard/Divisadero - LOS A. This is likely due to the observed split in vehicle occupancy: 66% for single occupancy and 33% for high occupancy.

(iii) New bus and rail terminals and transfer points?

- Unchanged, although project seeks to improve operating conditions for transit

(iv) Expanded bus and rail terminals and transfer points?

- Unchanged, although project seeks to improve operating conditions for transit

(v) Affects areas identified in PM_{10} or $PM_{2.5}$ implementation plan as site of violation?

- No state implementation plan for $PM_{2.5}$ (due by December 2012)
- Therefore, not identified in plan as an area of potential violation
- Nearest PM_{10} or $PM_{2.5}$ violations in 2007 in Redwood City, 10 miles southeast

RTIP ID# *(required)* N/A. Local funds are used. No Federal or State funds are used.

TIP ID# *(required)* N/A. Local funds are used. No Federal or State funds are used.

Air Quality Conformity Task Force Consideration Date
1/27

Project Description *(clearly describe project)*
The Park Presidio Lombard Temporary HOV Lanes project is a pilot project to convert the outer traffic lanes on Lombard and Richardson (U.S. Highway 101) and Park Presidio and Park Presidio Bypass (State Route 1) in San Francisco to high-occupancy vehicle (HOV) and right turn-only lanes, leaving four lanes for general traffic on each street. As these are state highways, the project is a partnership of the San Francisco Municipal Transportation Agency (SFMTA) and California Department of Transportation (Caltrans). Numerous Muni and Golden Gate Transit bus routes serve these corridors, and will operate in the HOV lanes. Comprehensive evaluation of transit and traffic conditions will be conducted to determine whether the lanes should be made permanent. Extensive outreach has already been conducted, and will continue throughout the pilot. The project's core objective is to increase the total person-carrying capacity of each corridor.

Type of Project: Conversion of general-traffic lanes on arterial streets to HOV/right turn-only lanes

County	*Narrative Location/Route & Postmiles* Lombard Street from Van Ness Avenue to Richardson Avenue, Richardson Avenue from Lombard Street to Lyon Street/Gorgas Avenue, Park Presidio Boulevard from just north of Lake Street to Fulton Street, Park Presidio Bypass from Fulton Street to Crossover Drive **Caltrans Projects –** EA/EFIS: 2W130/0421000141
San Francisco	

Lead Agency: San Francisco Municipal Transportation Agency

Contact Person	*Phone#*	*Fax#*	*Email*
Steve Boland	415.646.2034		steve.boland@sfmta.com

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	*Other* Project not subject to NEPA (CEQA only)

Scheduled Date of Federal Action: n/a

NEPA Delegation – Project Type *(check appropriate box)*

	n/a	**Section 326 – Categorical Exclusion**	n/a	**Section 327 – Non-Categorical Exclusion**

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	6/20	6/20	Caltrans	8/21
End	2/22	2/22	Caltrans	3/22

Project Purpose and Need (Summary): *(please be brief)*
The project is needed to determine whether permanent high-occupancy vehicle lanes could increase the total person-carrying capacity and transit performance on segments of the U.S. Highway 101 and State Route 1 corridors in San Francisco.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
Lombard/Richardson: Medium-density retail and residential
Park Presidio/Park Presidio Bypass: Medium density residential with limited retail, plus parkland

Brief summary of assumptions and methodology used for conducting analysis
Observation of pre-project traffic conditions, including volumes, intersection levels of service, and existing shares of single-occupancy and high-occupancy vehicles.

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

ADT (Average All-Day Traffic): Sep 7-9, 2021
Lombard/Fillmore (westbound) - 13,100
Lombard/Fillmore (eastbound) - 11,300
Lombard/Gough (westbound) - 12,700
Lombard/Gough (eastbound) - 10,300
Richardson/Francisco (northbound) - 21,800
Richardson/Francisco (southbound) - 20,700

No Build LOS
Park Presidio/Geary - LOS B
Richardson/Francisco - LOS A
Lombard/Divisadero - LOS A

Build LOS
Park Presidio/Geary - LOS B
Richardson/Francisco - LOS A
Lombard/Divisadero - LOS A

*There was no apparent change in LOS at the three studied intersections since data showed that existing traffic is roughly 66% single occupancy vehicle and 33% high occupancy vehicles (2+ passengers or bus). There is no existing data on truck volumes.

RTP Horizon Year / Design Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
This is a pilot project and therefore there is no horizon year for forecast comparisons.

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

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

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

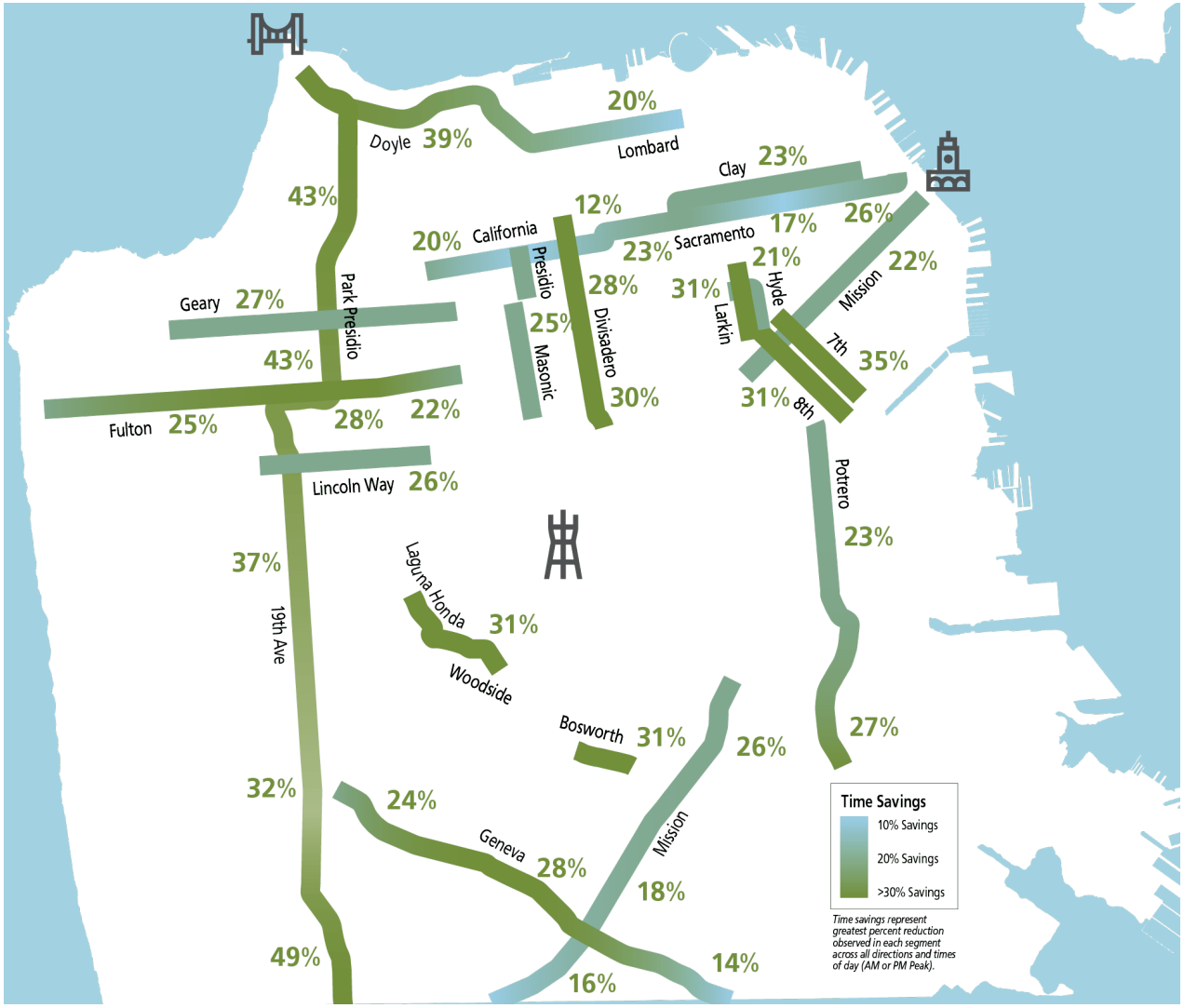
RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

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

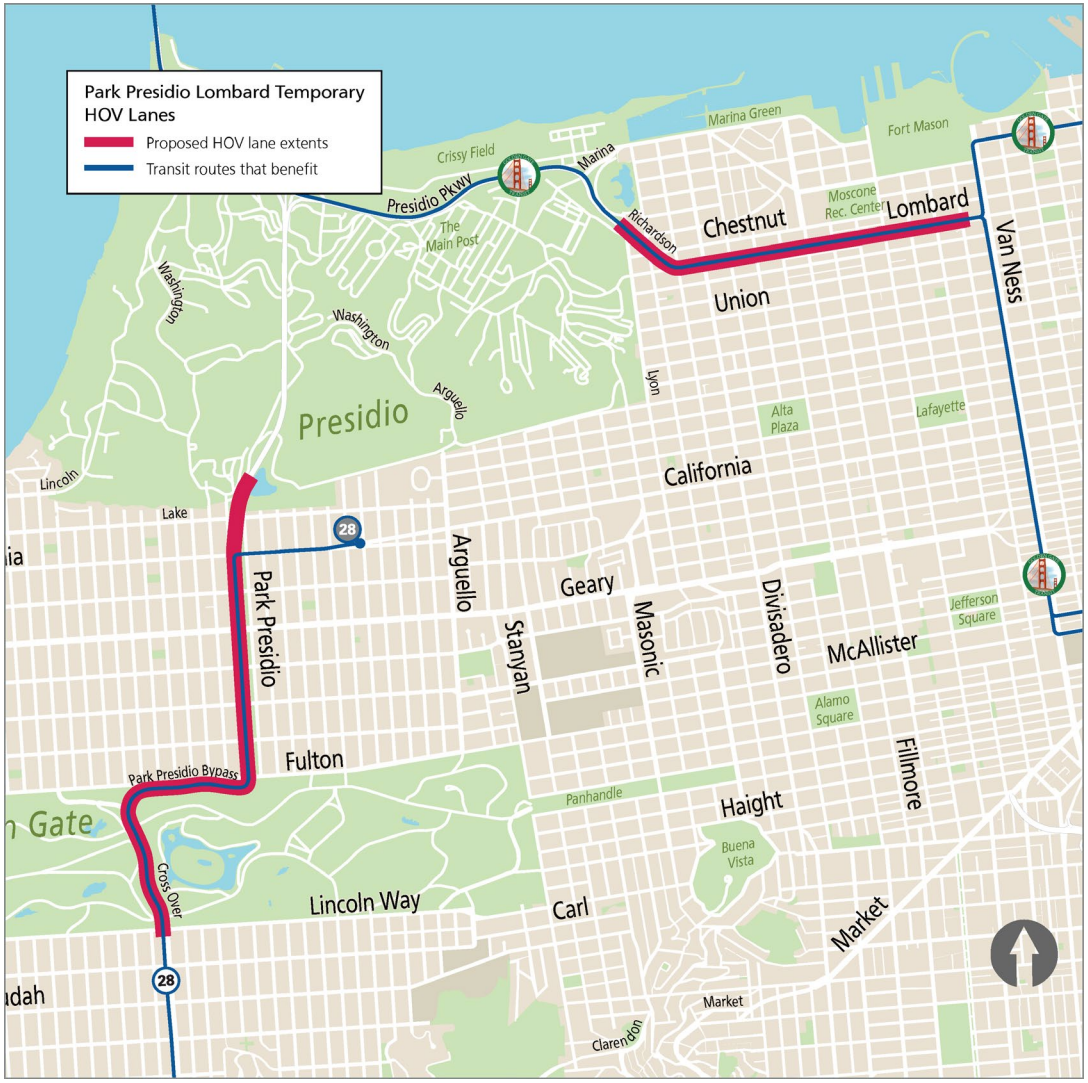
Evaluation framework includes analysis of diversion impacts.

Comments/Explanation/Details (please be brief)

Temporary Emergency Transit Lanes



Proposed HOV Lanes Locations



Lombard

EXISTING

10′ sidewalk	8′ parking lane	10′ travel lane	10′ travel lane	10′ travel lane	4′ median	10′ travel lane	10′ travel lane	10′ travel lane	8′ parking lane	10′ sidewalk

PROPOSED

(view to west)

10′ sidewalk	8′ parking lane	10′ HOV lane	10′ travel lane	10′ travel lane	4′ median	10′ travel lane	10′ travel lane	10′ HOV lane	8′ parking lane	10′ sidewalk

Transit Travel Time Savings During COVID

Post-COVID, PM speeds on the 28 SB on Park Presidio increased from 12.4 to 19.3 mph

Park Presidio

EXISTING

ROW	12′ travel lane	12′ travel lane	12′ travel lane	5′ median	12′ travel lane	12′ travel lane	12′ travel lane	ROW

(view to south)

PROPOSED

ROW	12′ HOV lane	12′ travel lane	12′ travel lane	5′ median	12′ travel lane	12′ travel lane	12′ HOV lane	ROW

Park Presidio Bypass

EXISTING

ROW	11-11.5' travel lane	11-11.5' travel lane	11-11.5' travel lane	5-6' median	11-11.5' travel lane	11-11.5' travel lane	11-11.5' travel lane	ROW

* Dimensions determined through Pictometry

(view to south)

PROPOSED

ROW	11-11.5' HOV lane	11-11.5' travel lane	11-11.5' travel lane	5-6' median	11-11.5' travel lane	11-11.5' travel lane	11-11.5' HOV lane	ROW

Crossover Drive

EXISTING

ROW	10' (11'*) travel lane	10' (11'*) travel lane	10' (11'*) left turn lane	6' median	10' (11'*) travel lane	10' (11'*) travel lane	10' (11'*) travel lane	ROW

* Lanes widen to 11' further south

(view to south)

PROPOSED

ROW	10' (11'*) travel lane	10' (11'*) travel lane	10' (11'*) left turn lane	6' median	10' (11'*) travel lane	10' (11'*) travel lane	10' (11'*) HOV lane	ROW

* Lanes widen to 11' further south

SFMTA

40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Expanded Description	Project Type under 40 CFR 93.126
SCL	SCL210013	San Jose	McKee-Julian Quick Strike Improvements	San Jose: Various locations along McKee Rd-Julian St: Provide safety improvements for vulnerable roadway users, pedestrians, bicyclists, and transit riders on a Vision Zero Priority Safety Corridor with a high frequency of fatal and severe injury crashes	San Jose: Various locations along McKee Rd-Julian St: Provide safety improvements for the most vulnerable roadway users, pedestrians, bicyclists, and transit riders, along McKee Road-Julian Street, a Vision Zero Priority Safety Corridor with a high frequency of fatal and severe injury crashes. This corridor provides a critical east-west connection over I-680, that link people to many major destinations to include San Jose Regional Medical Hospital, medical clinics, parks, schools, and shopping centers. The project will implement new protected bike lanes on Julian St from 21st St to US-101. And will upgrade the existing Class II to Class IV bike lanes with physical separation on McKee Rd from US-101 to Toyon Av, where appropriate. In addition, the project will add quick-build safety improvements to include pavement striping such as curb-extensions and high-visibility crosswalks to enhance pedestrian safety and comfort, and minor signal modifications to include retroreflective yellow backplate and upgrading signal head size.	Safety - Hazard elimination program
SCL	SCL210014	San Jose	Bascom Avenue - Quick Strike Improvements	San Jose: Along the existing Class II bikeway on Bascom Ave: Enhance the existing bikeway on Bascom Ave to a 1-mile Class IV protected bikeway. Bikeway project elements include painted bike lanes, plastic posts, and extruded concrete curbs	San Jose: Along the existing Class II bikeway on Bascom Ave: Enhance the existing bikeway on Bascom Ave to a 1-mile Class IV protected bikeway. Bikeway project elements include painted bike lanes, plastic posts, and extruded concrete curbs. In many locations along the corridor, the protected bike lane is designed to run adjacent to a row of parked cars to provide additional protection from motor vehicle traffic. Several council-approved approved planning efforts support the implementation of this project. This includes the City of San Jose¿s Better Bike Plan 2025, Bascom Ave Urban Village Plan, VTA Complete Streets Corridor Study, and the Bascom Gateway mixed-use development project.	Air Quality - Bicycle and pedestrian facilities
SCL	SCL210015	San Jose	En Movimiento - Quick Strike Improvements	San Jose: Various locations in East San Jose: Build bike boulevard corridors that will provide safe and comfortable connections to existing and planned transit, as well as many popular destinations.	San Jose: Various locations in East San Jose: Build bike boulevard corridors that will provide safe and comfortable connections to existing and planned transit, as well as many popular destinations. The En Movimiento Quick Build Network project aims to provide bike and pedestrian improvements to East San Jose as envisioned in the En Movimiento Transportation Plan. The proposed network consists of eight bike boulevard corridors that will provide safe and comfortable connections to existing and planned transit, as well as many popular destinations. The project will serve East San Jose, one of our more under-resourced communities. The proposal calls for bike boulevard and pedestrian treatments including traffic circles, traffic diverters, high visibility crosswalks, pedestrian bulb-outs, wayfinding/signage, and chicanes-speed humps.	Air Quality - Bicycle and pedestrian facilities
SCL	SCL210016	San Jose	San Jose Downtown Bikeways - Quick Strike	San Jose: Various locations in the downtown area: Enhance existing facilities to become a connected network of Class IV (Separated) and Class III (Bike Boulevard) all-ages-and abilities	San Jose: Various locations in the downtown area (project limits include 3rd St from St. James to Keyes, 4th St from Julian to Reed, St John St from 4th to 18th, San Salvador St from 4th to 10th, 2nd St from Reed to Keyes, Reed from 2nd to 4th, and Taylor/Mabury from 21st to Lenfest): Enhance existing facilities to become a connected network of Class IV (Separated) and Class III (Bike Boulevard) all-ages-and abilities. The Downtown Bikeways project will take downtown bikeways from ¿pop to permanent¿, adding more robust protection to the downtown bicycle network in San José and filling network gaps. This project will build on the success of the Better BikewaySJ project. After 3 years of interim design, the plastic bollard protection is showing wear, and frequently blocked by noncompliant parking and loading vehicles. This project will add surface concrete curbs, which will help keep the lanes clear, and make the street design more understandable for all users. This is the next step in the ¿pop-up to permanent¿ trajectory. The corridors are a connected grid, and the one way couplet of 2nd/3rd/4th Streets will be extended south to Keyes Street, under a freeway crossing. Another barrier crossing will be improved on Mabury Rd, over a freeway and creek that connects the Berryessa BART station to Downtown.	Air Quality - Bicycle and pedestrian facilities
SCL	SCL210024	Campbell	Campbell PDA Enhancements	Campbell: Various streets in the vicinity of the Campbell PDA: Enhance pedestrian and bicycle infrastructure and calm traffic	Campbell: Various streets in the vicinity of the Campbell PDA including Campbell Ave, Civic Center Dr, and Orchard City Dr: pedestrian and bicycle safety improvements including accessibility ramps, curb extensions, intersection reconfiguration, sidewalks, traffic signal modification, signs, striping	Air Quality - Bicycle and pedestrian facilities
SCL	SCL210025	Mountain View	Mountain View Mobility Hub Pilot	Mountain View: At the Mountain View Transit Center: Implement multi-modal enhancements including bicycle storage and parking, charging for electric bikes and scooters, circulation improvements and information and way-finding	Mountain View: At the Mountain View Transit Center: Implement multi-modal enhancements including upgrading the existing bike storage room with new racks and utility upgrades (These improvements would allow for a public/private operation that would provide more accessible daily use and include marketing to increase usage), micro-mobility park-and-charge, charging ports for bikes and scooters (including access to grid power and data feeds), bicycle fix-it stations, mobility information kiosks, reconfiguration of western portion of Caltrain lot to provide new loading areas for TNCs and car-sharing services, and Mobility Hub branding and way-finding signage	Air Quality - Bicycle and pedestrian facilities
SCL	SCL210026	San Jose	Julian and St. James Couplet Conversion	San Jose: Along Julian St from Coleman Ave to 3rd St and St James from Market St to 4th St: Convert 1-way to 2-way traffic	San Jose: Along Julian St from Coleman Ave to 3rd St and St James from Market St to 4th St: Convert 1-way to 2-way traffic to improve roadway functionality and safety for all roadway users and to improve neighborhood livability. Project would include, but not limited to: 1. Restriping the street for two-way traffic (one lane in each direction), 2. New and modified signals to accommodate two-way traffic and improve signal responsiveness for people walking and bicycling, 3. Streetlights (new pedestrian-scale lighting and conversion of existing lights to smart, energy efficient lighting) 4. Amenities for livability, traffic calming and complete streets, including street trees, wayfinding information, refurbishing non-functional fountains as planters, green backed bicycle sharrows, bike racks, accessible ramps, and high-visibility/decorative crosswalks	Safety - Hazard elimination program
SM	SM-210003	San Bruno	San Bruno Transit Corridor Ped Connection Ph4	San Bruno: At the intersection of San Bruno Ave and Green Ave: Implement enhancements to improve pedestrian connectivity	San Bruno: At the intersection of San Bruno Ave and Green Ave: Implement enhancements to improve pedestrian connectivity including installing curb extensions and accessible curb ramps. The Transit Corridor Pedestrian Connection Project aims to improve pedestrian connectivity within the City's Transit Corridor Area by enhancing the streets directly adjacent to the downtown core of San Bruno.	Air Quality - Bicycle and pedestrian facilities
SM	SM-210012	Daly City	Southgate Ave and School St Safety Improvements	Daly City: Southgate Ave from St. Francis Blvd to Sullivan Ave and School Street from Junipero Serra Blvd to Mission St: Safety improvements including surface treatments and striping to increase pedestrian safety.	Daly City: Southgate Ave from St. Francis Blvd to Sullivan Ave and School Street from Junipero Serra Blvd to Mission St: Safety improvements including would install edgelines, painted bulb-outs and high-visibility crosswalks to increase pedestrian visibility and slurry seal Southgate Ave.	Safety - Pavement marking demonstration
SOL	SOL210007	Vallejo	Vallejo Ferry Mobility Hub Improvement	Vallejo: In and around the Vallejo Ferry Terminal: Implement mobility hub improvements such as signage and wayfinding, sheltered waiting areas, parking and charging for electric micro-mobility vehicles, fix-it station, parking, security, and site refresh	Vallejo: In and around the Vallejo Ferry Terminal: Implement mobility hub improvements based on community engagement such as updated signage information and improved wayfinding, sheltered waiting areas for passengers, parking/docking and charging for electric micro-mobility vehicles, bike fix-it station, parking availability information, security features, and a general refresh of the site. The project includes designing the improvements and then construction as well as tracking outcomes to determine effectiveness/usage of the improvements.	Air Quality - Bicycle and pedestrian facilities

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COMMISSION

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TO: Air Quality Conformity Task Force DATE: January 23, 2022

FR: Adam Crenshaw

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

Staff has prepared the following information in an effort to streamline the review of the regional air quality conformity implications of projects that staff proposes to add into the 2021 TIP through current or future revisions. This item is for advisory purposes only. The inclusion of these projects and project changes in a proposed revision to the TIP is subject to Commission approval in the case of amendments and MTC's Executive Director or Deputy Executive Director in the case of administrative modifications. The final determination of the regional air quality conformity status of these projects will be made by the Federal Highway Administration, the Federal Transit Administration and the Environmental Protection Agency as part of their review of proposed final TIP amendments and by the Executive Director or Deputy Executive Director as part of their review for TIP administrative modifications.

Changes Staff is Proposing to Include in the 2021 TIP

Staff is proposing to add some projects to the 2021 TIP. The description of the new projects along with the regional air quality category that staff believes best describes the projects are included on Attachment A.

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

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Review of the Regional Conformity Status for New and Revised Projects - Attachment A

#	County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
1	Santa Clara	SCL210025	Mountain View	Mountain View Mobility Hub Pilot	Mountain View: At the Mountain View Transit Center: Implement multi-modal enhancements including bicycle storage and parking, charging for electric bikes and scooters, circulation improvements and information and way-finding	Mountain View: At the Mountain View Transit Center: Implement multi-modal enhancements including upgrading the existing bike storage room with new racks and utility upgrades (These improvements would allow for a public/private operation that would provide more accessible daily use and include marketing to increase usage), micro-mobility park-and-charge, charging ports for bikes and scooters (including access to grid power and data feeds), bicycle fix-it stations, mobility information kiosks, reconfiguration of western portion of Caltrain lot to provide new loading areas for TNCs and car-sharing services, and Mobility Hub branding and way-finding signage	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
2	Solano	7316	Vallejo	Vallejo Ferry Mobility Hub Improvement	Vallejo: In and around the Vallejo Ferry Terminal: Implement mobility hub improvements such as signage and wayfinding, sheltered waiting areas, parking and charging for electric micro-mobility vehicles, fix-it station, parking, security, and site refresh	Vallejo: In and around the Vallejo Ferry Terminal: Implement mobility hub improvements based on community engagement such as updated signage information and improved wayfinding, sheltered waiting areas for passengers, parking/docking and charging for electric micro-mobility vehicles, bike fix-it station, parking availability information, security features, and a general refresh of the site. The project includes designing the improvements and then construction as well as tracking outcomes to determine effectiveness/usage of the improvements.	EXEMPT (40 CFR 93.126) - Construction of small passenger shelters and information kiosks
3	Regional/ Multi-(	7327	MTC	Bay Bridge Forward Preliminary Engineering	SF Bay Area: Various bridge corridors and corridor approaches: Conduct preliminary engineering and planning studies to advance Bay Bridge Forward projects into delivery.	SF Bay Area: Various bridge corridors and corridor approaches: Conduct preliminary engineering and planning studies to advance Bay Bridge Forward projects into delivery. Project include, but not limited to transit priority projects (near-term, Blue Ribbon accelerated actions, and mid-term improvements), high occupancy vehicle lane strategies and policies, integrated bridge corridor operations and dynamic transit routing, technology and operational improvements, active transportation, bike share, commuter parking, first and last mile solutions, and other multi-modal/demand management/pricing strategies.	EXEMPT (40 CFR 93.126) - Planning and technical studies

Air Quality Conformity Task Force
Summary Meeting Notes
December 2, 2021

Participants:
Dick Fahey – Caltrans
Shilpa Mareddy – Caltrans
Rodney Tavitas – Caltrans
Abhijit Bagde – Caltrans
Lucas Sanchez – Caltrans
Lexie Arellano – Caltrans
Kevin Krewson – Caltrans
Naga Adibhatla – Caltrans
Jacqueline Kahrs – Caltrans
Gesse Melaku – Caltrans
Erika Espinosa Araiza – Caltrans
Andrea Gordon – BAAQMD
Chris Barney – SCTA
Raul Laborin – WSP
Patrick Pittenger – FHWA
Dominique Kraft – FTA
John Saelee – MTC
Adam Crenshaw – MTC
Harold Brazil – MTC

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

2. **$PM_{2.5}$ Project Conformity Interagency Consultations**

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

      i. **SR-37 Interim Flood Reduction Project**

Shilpa Mareddy (Caltrans) began the presentation of the SR-37 Interim Flood Reduction project identifying the location on SR-37 between US-101 in Marin County and SR-121 in Sonoma County. Ms. Mareddy also stated the primary land use in Marin County, in the project area, is mostly open space and conservation focus – noting a portion of the project area is mostly on a higher elevation.

Ms. Mareddy described the main design features of the SR-37 Interim Flood Reduction project build alternative are as follows:

- Approximately 5 miles of raised roadway on about a 12-foot-high (NAVD88) embankment for sheltered highway or levee segments and 14-foot-high (NAVD88) embankment for highway or levee segments subject to wave overtopping. This includes US 101 (MRN 37 PM 11.4) to Atherton Undercrossing (UC) (MRN 37 PM 13.7) and Petaluma River Bridge (SON 37 PM 0.3) to 1 mi west of SR 121 (SON 37 PM 2.8)
- The raised roadway consists of four 12-foot-wide lanes, a 0 to 40-foot-wide median with a 2-foot median barrier, 5-foot-wide inside shoulders and 10-foot-wide outside shoulders with a 3-foot-wide choker section with a total roadway width of 86-126 feet.
- The modification of the following 4 structures:
    - Novato Creek Bridge – Reconstruct the existing 2 bridges with a single bridge supported on CISS piles.

    - Simonds Slough Bridge – Reconstruct with a double reinforced concrete box.
    - Atherton Avenue Undercrossing – Upgrade bridge railing to current standard.
    - Petaluma River Bridge – Widen the bridge to add 10 ft multiuse path.
- Reconstruct March Drive EB and Atherton Avenue EB and WB on- and off-ramps to confirm to the raised roadway.
- Cold plane and overlay existing roadway 0.6 mile from Atherton Avenue UC to Petaluma River bridge and 0.9 mile west of SR 121 to SR 121/ SR 37 Intersection.
- A combination of new levees and sea walls will be used to protect the eastern approach to the Petaluma River Bridge.
- The horizontal geometry would be similar to existing SR 37.

Ms. Mareddy provided the following conclusions at the end of her presentation on the SR-37 Interim Flood Reduction project:

- The SR 37 Interim Flood Reduction Project would improve flooding conditions and add multi-modal transportation options along the corridor.
- The truck volumes along SR 37 are below 8% and less than 10,000.
- The project does not increase capacity or percentage of trucks in the area.
- This project should not be considered a project of air quality concern and, therefore, a $PM_{2.5}$ hot-spot analysis for project-level conformity determination is not required.

In addition, Ms. Mareddy is requesting that the SR-37 Interim Flood Reduction project be considered exempt under 40 CFR 93.126 because the project is reducing the flooding on SR-37 and could be considered project that corrects improves or any feature. Rodney Tavitas (Caltrans) indicated the need for EPA to concur the project could be considered exempt and a follow-up email(s) will be needed (due to EPA's absence at this time). Patrick Pittenger (FHWA) confirmed the NEPA code on the SR-37 Interim Flood Reduction project to be "327". Mr. Tavitas added that if the SR-37 Interim Flood Reduction project could be considered exempt, an advantage would be the project would not need to complete additional environmental documentation and public participation.

Andrea Gordon (BAAQMD) asked if there would be any expansion of vehicle travel lanes in the SR-37 Interim Flood Reduction project and Ms. Mareddy indicated no lanes will be added.

> ***Final Determination:*** With input from EPA*, FTA, FHWA and Caltrans (deferring their determination to FHWA), the Task Force concluded the SR-37 Interim Flood Reduction project will be considered exempt under 40 CFR 93.126 "Project that correct, improve, or eliminate a hazardous location or feature".

** Email stream between EPA, FHWA and FTA confirming exempt concurrence included at the end of this summary.*

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

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

On the discussion of the list monthly list of projects exempt under 40 CFR 93.126, Shilpa Mareddy (Caltrans) requested that the I-580/I-680/I-780 Transportation Management Systems and HOV Bypass Lanes project be included on the exempt list also. Ms. Mareddy identified the purpose of the project being able to provide a high-capacity fiber-optic communication backbone (trunk) serving as a link between the District 4 Transportation Management Center (TMC) and the northeast portion of the TOS; the trunk line will provide Caltrans-owned facility linking the TOS field components. Ms. Mareddy went on to say that the I-580/I-680/I-780 Transportation Management Systems and HOV Bypass Lanes project also closes gaps in TOS and RM elements to maximize throughput of the freeway and better inform the traveling public of freeway incidents and activities within the project limits.

After a follow-up email communication with EPA (shown below), it was determined that the I-580/I-680/I-780 Transportation Management Systems and HOV Bypass Lanes project will not be considered exempt under 40 CFR 93.126 and will need to go through a consultation meeting with the Task Force.

>>>

Final Determination: With input from FTA, FHWA, EPA, Caltrans and MTC, the Task Force agreed that the projects on the exempt list **2bi_Exempt List 11232021.pdf** (except the I-580/I-680/I-780 Transportation Management Systems and HOV Bypass Lanes project) are exempt from $PM_{2.5}$ project level analysis.

3. Projects with Regional Air Quality Conformity Concerns

Adam Crenshaw (MTC) stated staff prepared a list of a number of projects MTC is proposing to add to the TIP through upcoming amendment and asked to see if there were any questions or concerns about the scopes of the projects or the project types that we're proposing to use to describe them, and the Task Force had no issues. Mr. Crenshaw also asked the Task Force if there was an update on the approval status of the amendment to the 2021 TIP and Plan Bay Area 2050 conformity analysis. Rodney Tavitas (Caltrans) and Patrick Pittenger (FHWA) indicated Caltrans and FHWA are continuing to work through the approval process. Mr. Crenshaw followed-up and asked Mr. Pittenger if a subsequent (December 2021) amendment process to the 2021 TIP could be conducted (but not completed) while MTC remains in a conformity lapse-grace period – with the final approval occurring only after conformity analysis receiving federal approval. Mr. Pittenger responded by communing the amendment process can occur with the expectation federal approval will occur once MTC leaves the lapse-grace period.

4. Consent Calendar

a. October 28, 2021 Air Quality Conformity Task Force Meeting Summary

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

5. Other Items

Lucas Sanchez (Caltrans) indicated the summary notes from the November 15, 2021 Statewide Conformity Working Group meeting should be finalized in the next couple of weeks and Caltrans will share it through the mailing list and will also be posted on the Caltrans' website.

>>>

From: Vaughn, Joseph (FHWA) <Joseph.Vaughn@dot.gov>
Sent: Monday, January 10, 2022 1:33 PM
To: Harold Brazil <HBrazil@bayareametro.gov>; Kraft, Dominique (FTA) <Dominique.Kraft@dot.gov>
Cc: Stauffer, Panah <Stauffer.Panah@epa.gov>
Subject: RE: Dec 2, 2021 TF Mtg Follow-up

External Email

I concur-thanks!

Joseph Vaughn
Environmental Specialist
FHWA, CA Division
(916) 498-5346

From: Harold Brazil <HBrazil@bayareametro.gov>
Sent: Monday, January 10, 2022 12:09 PM
To: Kraft, Dominique (FTA) <Dominique.Kraft@dot.gov>; Vaughn, Joseph (FHWA) <Joseph.Vaughn@dot.gov>
Cc: Stauffer, Panah <Stauffer.Panah@epa.gov>
Subject: Re: Dec 2, 2021 TF Mtg Follow-up

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hello Dominique and Joseph, Happy New Year and hope things are well with you.

Could you provide concurrence with Panah's determination [see below] that Caltrans' SR 37 Interim Flood Reduction project can be exempt under "projects to correct or eliminate a hazardous feature."?

Please let me know at your earliest convenience and/or you have any questions.

Thanks,
Harold

_____

Harold Brazil
Senior Planner
hbrazil@bayareametro.gov

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

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From: Stauffer, Panah <Stauffer.Panah@epa.gov>
Sent: Monday, December 6, 2021 8:14 AM
To: Harold Brazil <HBrazil@bayareametro.gov>; Vaughn, Joseph (FHWA) <Joseph.Vaughn@dot.gov>
Subject: RE: Dec 2, 2021 TF Mtg Follow-up

External Email

Hi Harold,

Thanks very much for speaking with me on Friday! For the first project about flood control on SR 37, I agree that that can be exempt under "projects to correct or eliminate a hazardous feature."

I'll get back to you as soon as I can about the other project with the ramp metering/HOV bypass lanes/etc.

Thanks and hope you had a great weekend,
Panah

Panah Stauffer (she/her)
Air Planning Office (ARD-2) | US EPA Region 9 | San Francisco, CA
stauffer.panah@epa.gov

From: Harold Brazil <HBrazil@bayareametro.gov>
Sent: Friday, December 3, 2021 12:31 PM
To: Stauffer, Panah <Stauffer.Panah@epa.gov>; Vaughn, Joseph (FHWA) <Joseph.Vaughn@dot.gov>
Subject: Re: Dec 2, 2021 TF Mtg Follow-up

Hi Panah, thanks for the email and you're welcome.

I just scheduled a zoom meeting/call for 12:45 pm today [in about 15 minutes].

If Joseph can join us, that would be great but if not I'll follow up with him later.

Thanks again and talk to you soon.

Harold

From: Stauffer, Panah <Stauffer.Panah@epa.gov>
Sent: Friday, December 3, 2021 12:05 PM
To: Harold Brazil <HBrazil@bayareametro.gov>; Vaughn, Joseph (FHWA) <Joseph.Vaughn@dot.gov>
Subject: RE: Dec 2, 2021 TF Mtg Follow-up

Hi Harold,

Thanks for reaching out! My responses to the dates/times you suggested are below. I can also catch up with you today about the discussion and then get back to you by email next week separately, if that's easier.

Best,
Panah

Panah Stauffer (she/her)
Air Planning Office (ARD-2) | US EPA Region 9 | San Francisco, CA
stauffer.panah@epa.gov

From: Harold Brazil <HBrazil@bayareametro.gov>
Sent: Friday, December 3, 2021 11:29 AM
To: Stauffer, Panah <Stauffer.Panah@epa.gov>; Vaughn, Joseph (FHWA) <Joseph.Vaughn@dot.gov>
Subject: Re: Dec 2, 2021 TF Mtg Follow-up

Hello Panah and Joseph, I was hoping to schedule a brief zoom meeting [it shouldn't take longer than 20 minutes] with the both of you simultaneously [if possible] to review yesterday's Task Force meeting.

Specifically, the Task Force needs to reach concurrence on the following two projects:

1. The SR 37 Interim Flood Reduction Project; Caltrans would like the Task Force concur the project is exempt under 40 CFR 93.126 Table 2 – "a project that corrects, improves, or eliminates a hazardous location or feature"

2. The EA 1Q720, Transportation Management Systems/TMS and HOV Bypass Lanes in ALA, CC & SOL Counties Project; Caltrans would also like the Task Force concur the project [for multiple locations and 66 individual ramp-metering installations/upgrades in the I-680 corridor] is exempt under the 09-13-2018 "Clarifications on Exempt Project Determinations" for Ramp-metering projects, Table 2 – "a project that corrects, improves, or eliminates a hazardous location or feature"

Please let me know if you're available – today [12/3] from now until 2:30 I can do that- will be stepping away for a bit now but should be checking my computer again by 12:30
Monday [12/6] from 8 to 10 Yes and from 1 to 3 Probably not
Tuesday [12/7] from 1 to 2:30 Yes
Wednesday [12/8] from 9 to 2 I could do 11:30 or 1
Thursday [12/9] from 9 to 1:30 I can do 1-1:30

We would like to get to closure on these projects as soon as possible, so please me know if you can meet and if you have any questions – let me know that also.

Thanks a lot and talk to you soon,
Harold

Harold Brazil
Senior Planner
hbrazil@bayareametro.gov