



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105  
415.778.6700  
[www.mtc.ca.gov](http://www.mtc.ca.gov)

## **Air Quality Conformity Task Force Meeting**

Metropolitan Transportation Commission

Join Zoom Meeting @

<https://bayareametro.zoom.us/j/4827063628?pwd=RGpEanhGMEx2VzFRSFJZYWcyTGVjQT09>

**Meeting ID: 482 706 3628**

**Passcode: 637720**

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

**June 22, 2023**

**9:30 a.m. – 11:00 a.m.**

### **AGENDA**

1. Welcome and Introductions
2. PM<sub>2.5</sub> Project Conformity Interagency Consultations
  - a. Consultation to Determine Project of Air Quality Concern Status
    - i. Julian and St. James Couplet Conversion Project
  - b. Confirm Project Projects Exempt from PM<sub>2.5</sub> Conformity
    - i. Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern;  
Innovate680: Coordinated Adaptive Ramp Metering Ph1 Project
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\_062223.pdf  
3a\_Attachment-A\_List\_of\_Proposed\_New\_Projects\_062223.pdf
4. Consent Calendar
  - a. May 25, 2023 Air Quality Conformity Task Force Meeting Summary
5. Other Items

Next Meeting: Meeting: July 27, 2023

MTC Staff Liaison:

Harold Brazil

[hbrazil@bayareametro.gov](mailto: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

<https://bayareametro.zoom.us/j/4827063628?pwd=RGpEanhGMEx2VzFRSFJZYWcyTGVjQT09>

Meeting ID: 482 706 3628

Passcode: 637720

Join by SIP

[4827063628@zoomcrc.com](mailto:4827063628@zoomcrc.com)

Join by H.323

162.255.37.11 (US West)

162.255.36.11 (US East)

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)

Meeting ID: 482 706 3628

Passcode: 637720



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: June 15, 2023

FR: Harold Brazil

W. I.

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

A project sponsor 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	City of San José	Julian and St. James Couplet Conversion Project
2	Contra Costa Transportation Authority	Innovate680: Coordinated Adaptive Ramp Metering Ph1 Project

**2ai\_Julian&St\_James\_Couplet\_Conversion\_Project\_Assessment\_Form.pdf** (for the Julian and St. James Couplet Conversion project)

**2bi\_Innovate680\_Coord\_Adapt\_Ramp\_Metering\_Ph1\_Project\_Assessment\_Form.pdf** (for the Innovate680: Coordinated Adaptive Ramp Metering Ph1 project) – 40 CFR 93.126 determination requested

**Project Title: Julian/St. James Livable Streets Couplet Conversion Project**  
**Project Summary for Air Quality Conformity Task Force Meeting: (6/22/23)**

---

**Description**

- Repaving and restriping for two-way traffic
- New and modified signal to accommodate two-way traffic and improve signal responsiveness for pedestrians, bicyclists, and vehicle operators.
- Streetlights (new pedestrian-scale lighting and conversion of existing lights to smart, energy efficient lighting)
- Amenities for livability, traffic calming and complete streets, including street trees, wayfinding information, green-backed bicycle sharrows, bike racks, accessible ramps, and high visibility/decorative crosswalks

**Background**

- Request for Authorization of PE funds submitted to Caltrans
- Seeking Project-Level PM Conformity for NEPA

**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

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

- Not Applicable

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

- Not Applicable

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

- Not Applicable

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

- Proposed project not in an area identified as a site of violation

<b>RTIP ID#</b> 21-T08-060				
<b>TIP ID#</b> SCL210026				
<b>Air Quality Conformity Task Force Consideration Date</b> June 22, 2023				
<b>Project Description</b> <i>(clearly describe project)</i>				
Along Julian St from Market St to 3 <sup>rd</sup> St, St James St from Market St to 4 <sup>th</sup> St, 3 <sup>rd</sup> St from Julian St to St. John St: Convert 1-way to 2-way traffic to restore the historical street grid, improve safety for all street users, and improve neighborhood livability. Project would include: 1. Restriping the street for two-way traffic (one through lane in each direction), 2. New and modified signals to accommodate two-way traffic and improve signal responsiveness for people walking, bicycling, and driving, as well as light rail and bus vehicles, 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 or decorative crosswalks.				
<b>Type of Project:</b> Complete Streets				
<b>County</b> Santa Clara	<i>Narrative Location/Route &amp; Postmiles</i>  <b>Caltrans Projects – EA#</b>			
<b>Lead Agency:</b>				
<i>Contact Person</i> Devin Gianchandani	<i>Phone#</i> 408-975-3254	<i>Fax#</i>	<i>Email</i> Devin.Gianchandani@sanjoseca.gov	
<b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>				
<input checked="" type="checkbox"/> <i>Categorical Exclusion (NEPA)</i>	<input type="checkbox"/> <b>EA or Draft EIS</b>	<input type="checkbox"/> <b>FONSI or Final EIS</b>	<input type="checkbox"/> <b>PS&amp;E or Construction</b>	<input type="checkbox"/> <i>Other</i>
<b>Scheduled Date of Federal Action:</b>				
<b>NEPA Delegation – Project Type</b> <i>(check appropriate box)</i>				
<input type="checkbox"/>	<input type="checkbox"/> <b>Section 326 – Categorical Exclusion</b>	<input checked="" type="checkbox"/> <b>Section 327 – Non-Categorical Exclusion</b>		
<b>Current Programming Dates</b> <i>(as appropriate)</i>				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	April 2023		May 2026	Jan 2027
<b>End</b>	Feb 2026		Sept 2026	Sept 2027

**Project Purpose and Need (Summary):** *(please be brief)*

This project aims to restore the historical street grid, improve safety for street users, and improve neighborhood livability. Portions of Julian and St. James streets were previously realigned and converted to two-way traffic, leaving only the section between Market St and 4<sup>th</sup> St as one-way. The conversion of these remaining blocks to two-way will fix the confusing configuration. Connecting neighborhood traffic to the SR-87/Julian interchange, Julian and St. James streets need to become more livable. The complete streets improvements will make the streets calmer, safer, more accessible, and more visible for pedestrians, bicyclists, drivers, and light rail vehicles.

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

The project is in Downtown San Jose's North San Pedro and Horace Mann neighborhoods comprised of single-family homes and mid-rise condos/apartments. Nearby key trip generators include St. James Park, Guadalupe Creek Trail, San Pedro Square, and the planned Basset and North San Pedro parks.

**Brief summary of assumptions and methodology used for conducting analysis**

Year 2027 projections assume traffic growth of 1% per year from current AADT. Percent truck % is based on big data estimates of the proportion of truck trips at the SR-87/Julian on- and off-ramps on an average weekday. Year 2050 projections account for Downtown San Jose's mode shift potential. LOS is based on peak-hour V/C ratios for street segments per Highway Capacity Manual.

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

Year 2027

No Build: Julian St is estimated to have 10,000 AADT, 5% or 500 truck AADT, peak-hour V/C ratio of <0.7 or LOS B; St. James St is estimated to have 9,000 AADT, 5% or 450 truck AADT, peak-hour V/C ratio of <0.6 or LOS A.

Year 2027 Build: Julian and St. James streets are each estimated to have 9,500 AADT, 5% or 500 truck AADT, peak-hour V/C ratio of <0.7 or LOS B.

**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**

Year 2050 No Build: Julian St is estimated to have 11,000 AADT, 5% or 600 truck AADT, peak-hour V/C ratio of <0.8 or LOS C; St. James St is estimated to have 10,000 AADT, 5% or 500 truck AADT, peak-hour V/C ratio of <0.8 or LOS C.

Year 2050 Build: Julian and St. James streets are each estimated to have 10,500 AADT, 5% or 600 truck AADT, peak-hour V/C ratio of <0.8 or LOS C.

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

N/A

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

N/A

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

N/A

**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**

N/A

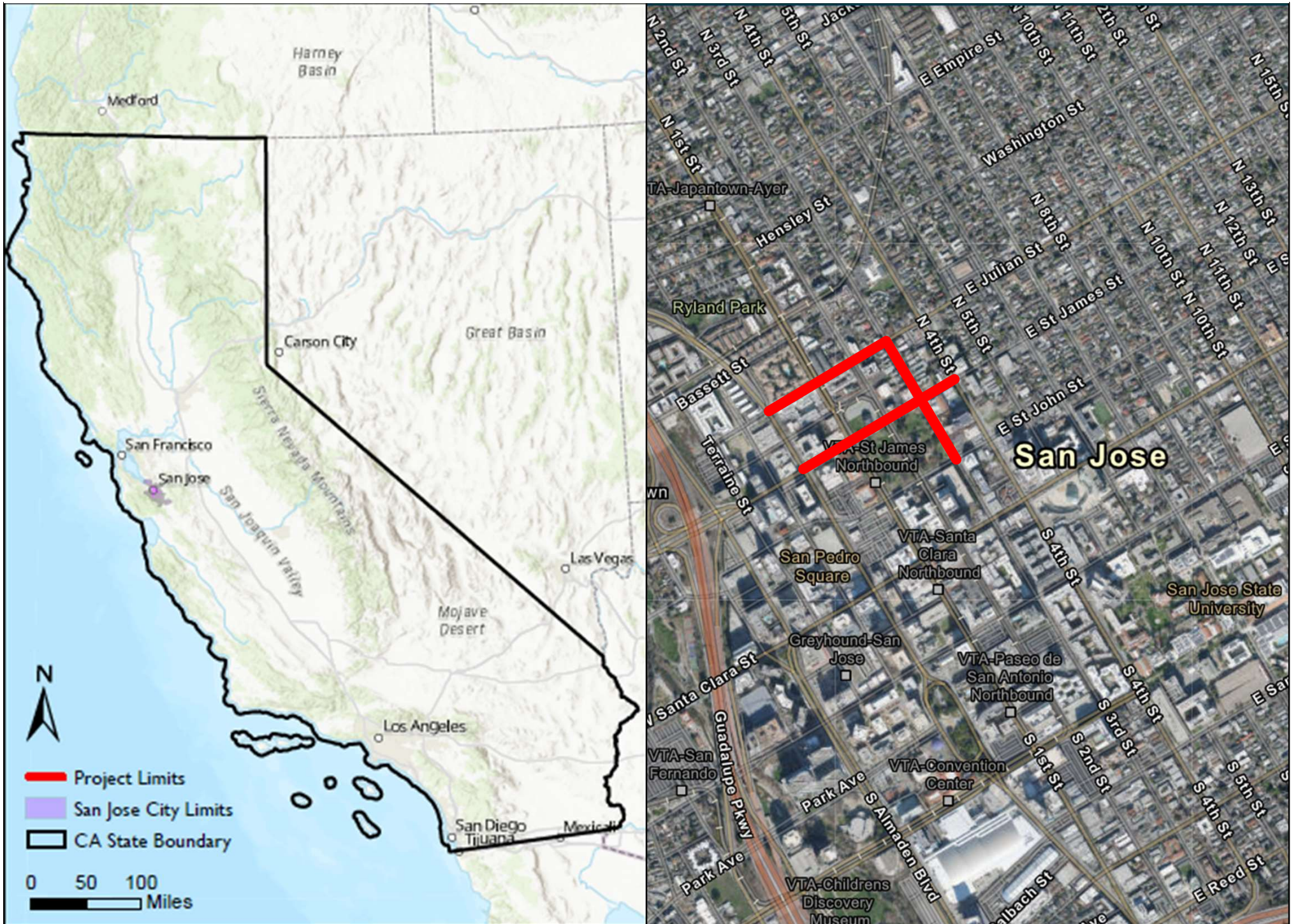
**Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)**

Julian and St James streets west of Market St and east of 4<sup>th</sup> St are currently two-way. Realigning two-way traffic on the remaining blocks between Market St and 4<sup>th</sup> St would result in more direct eastbound and westbound routes, reducing the need for these routes to turn onto north-south streets such as Market and 1<sup>st</sup> streets.

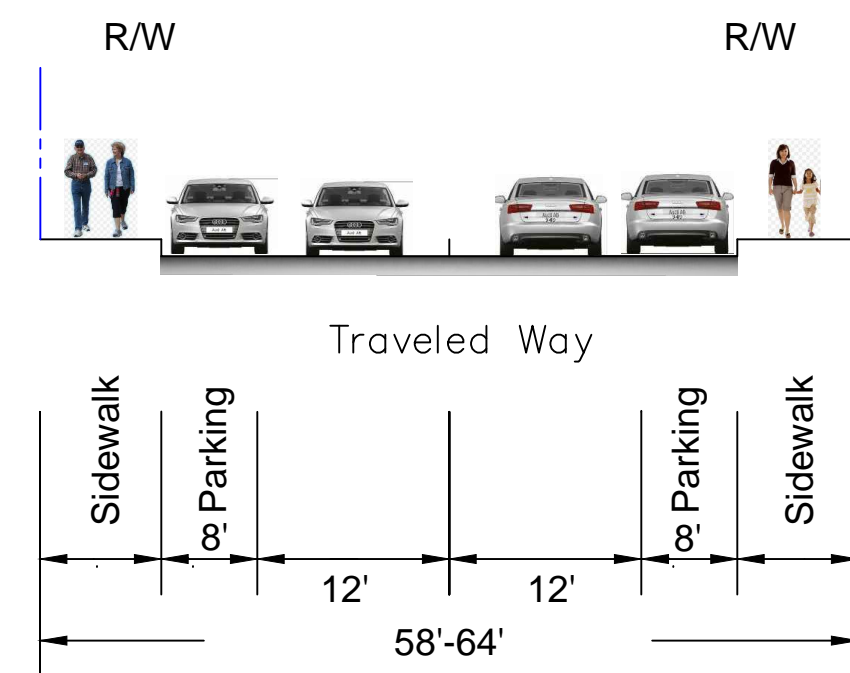
**Comments/Explanation/Details (please be brief)**



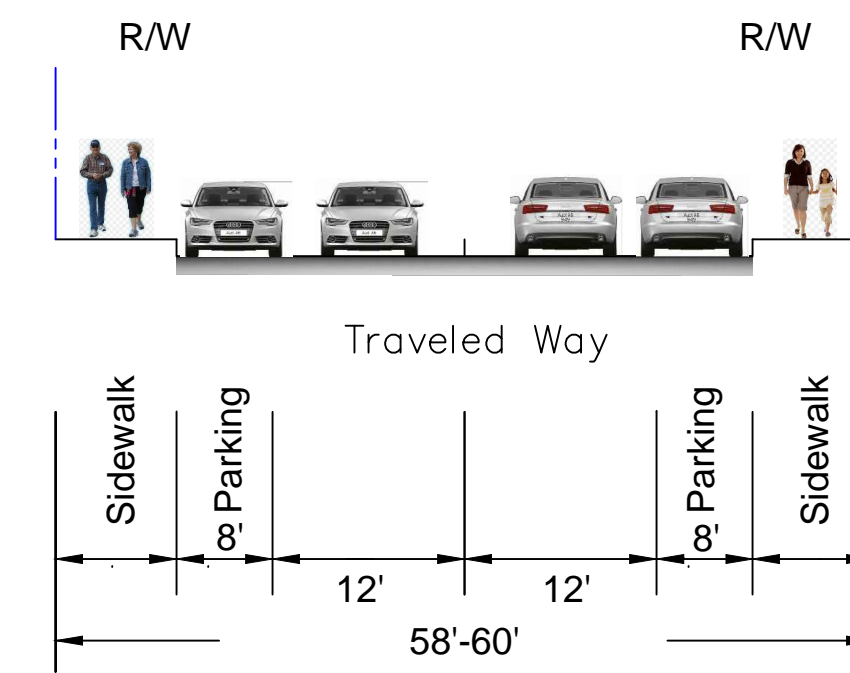
Preliminary Engineering Investigation – The Julian and St. James Couplet Conversion Project



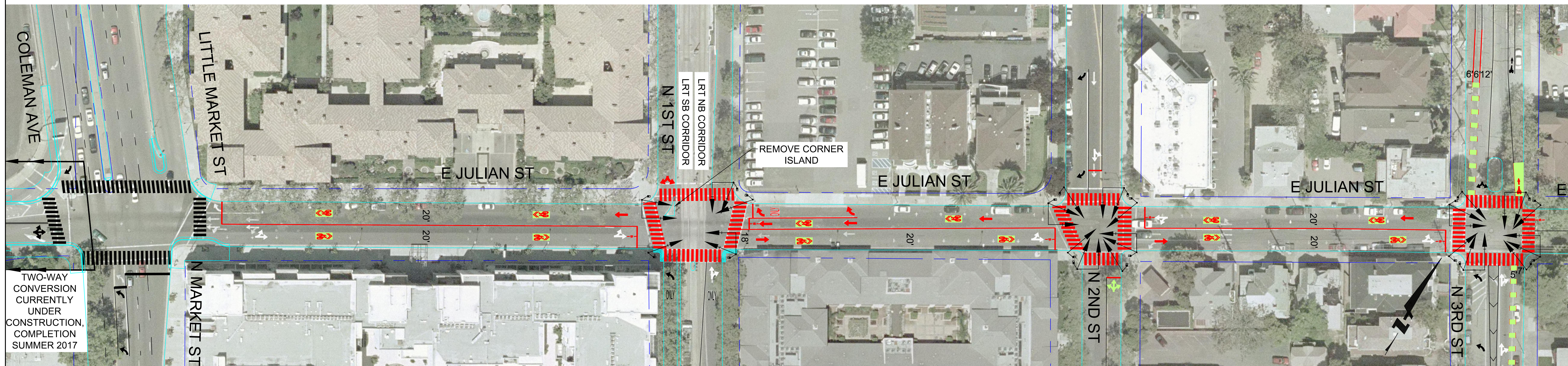
Attachment 1 – Regional Map & Project Location Map



PROPOSED TYPICAL CROSS SECTION (JULIAN ST)  
MARKET ST TO N 3RD ST



PROPOSED TYPICAL CROSS SECTION (ST JAMES ST)  
MARKET ST TO N 4TH ST



LEGEND:

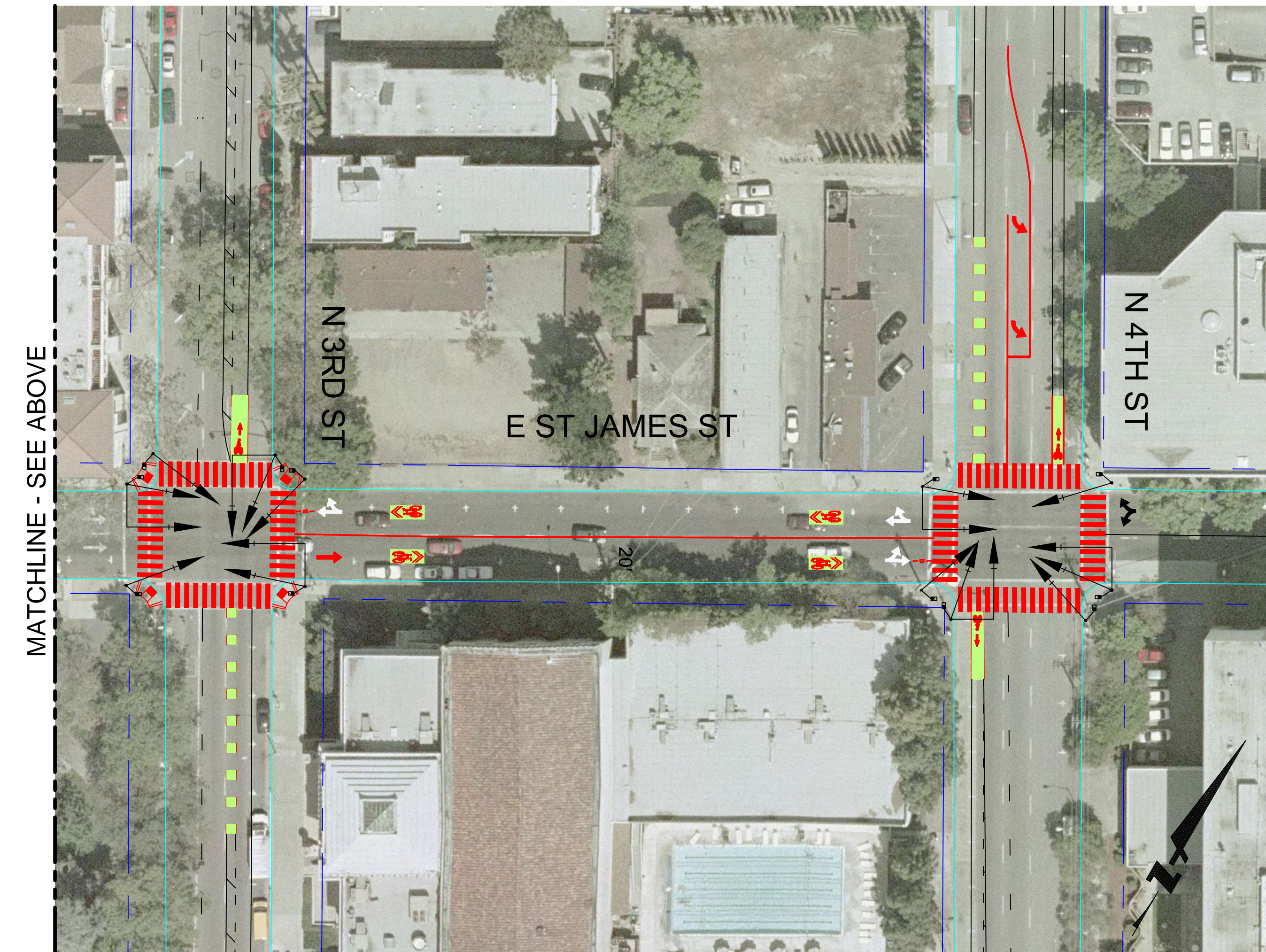
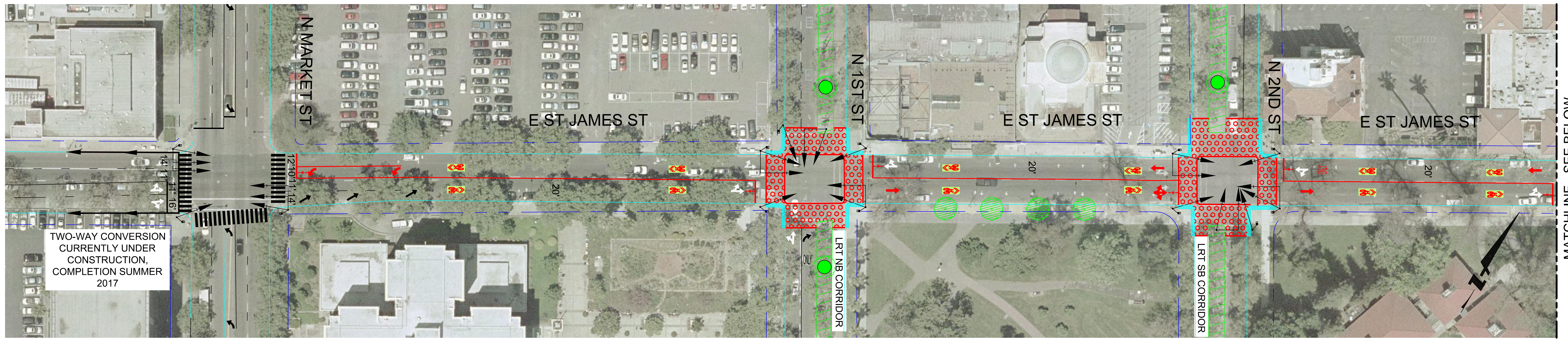
- EXISTING STRIPING
- - - EXISTING PUBLIC RIGHT OF WAY
- EXISTING FACE OF CURB
- PROPOSED STRIPING
- ▤ PROPOSED CROSSWALK
- ▤ PROPOSED DECORATIVE CROSSWALK
- ⊗ TYPE 1 LANDSCAPING
- ⊙ PROPOSED CONVERSION OF EXISTING FOUNTAIN TO PLANTER
- PROPOSED GREEN PAVEMENT ENHANCEMENT
- ▭ PROPOSED CURB RAMP
- ⊙ PROPOSED MODIFIED TRAFFIC SIGNAL
- ▭ PROPOSED DETECTABLE WARNING

JULIAN ST AND ST JAMES ST COUPLER CONVERSION

6		
5		
4		
3		
2		
1		
	REVISIONS	DATE

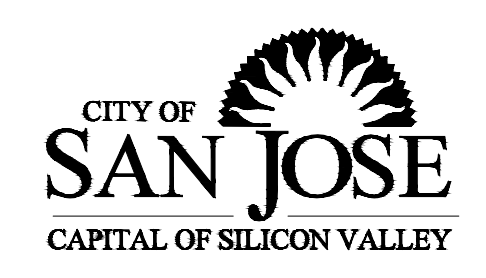


DEPARTMENT OF TRANSPORTATION SAN JOSE, CALIFORNIA	
DESIGNED BY: J. CAMACHO	JIM ORTBAL DIRECTOR
CHECKED BY: Z. KHATTAB	
PROJ MGR: Z. KHATTAB	
DATE: JULY 2016	
SCALE: 1" = 40'	
SHEET NO. 1 OF 2	FILE NO.



JULIAN ST AND ST JAMES ST COUPLET CONVERSION

6		
5		
4		
3		
2		
1		
	REVISIONS	DATE



DEPARTMENT OF TRANSPORTATION SAN JOSE, CALIFORNIA	
DESIGNED BY: J. CAMACHO	JIM ORTBAL DIRECTOR
CHECKED BY: Z. KHATTAB	
PROJ MGR: Z. KHATTAB	
DATE: JULY 2016	
SCALE: 1" = 40'	
SHEET NO. 2 OF 2	FILE NO. _____

# Julian & St. James “Livable Streets” Couplet Conversion Project

For the Air Quality Conformity Task Force

# Project Location

- Julian St. from Market St. to 3<sup>rd</sup> St.
- St. James St. from Market St. to 4<sup>th</sup> St.
- 3<sup>rd</sup> St. from Julian St. to St. John St.



Federal Project #: STPL-5005(172)

TIP ID #: SCL210026

# Project Scope

- Restriping the street for two-way traffic (one through lane in each direction)
- New and modified signals to accommodate two-way traffic and improve signal responsiveness for people walking, bicycling, driving, light rail and bus vehicles
- New pedestrian-scale streetlights
- Amenities for livability, traffic calming and complete streets, including street trees, wayfinding signs, refurbishing non-functional fountains as planters, green backed bicycle sharrows, bike racks, accessible ramps, and high-visibility or decorative crosswalks.

# Project Purpose

Close the last gap in restoring the historical street grid along Julian and St. James streets to two-way.

**Street  
Grid**

**Connectivity**

Fix the roadway connections to improve accessibility for drivers and bicyclists.

Reduce speeds, minimize conflicts, increase awareness, improve visibility, and provide more accessible facilities, especially for people who walk and bike.

**Neighborhood  
Livability**

**Safety**

Support economic and retail activity, enhance St. James Park, reduce vehicle miles traveled, and improve public life.

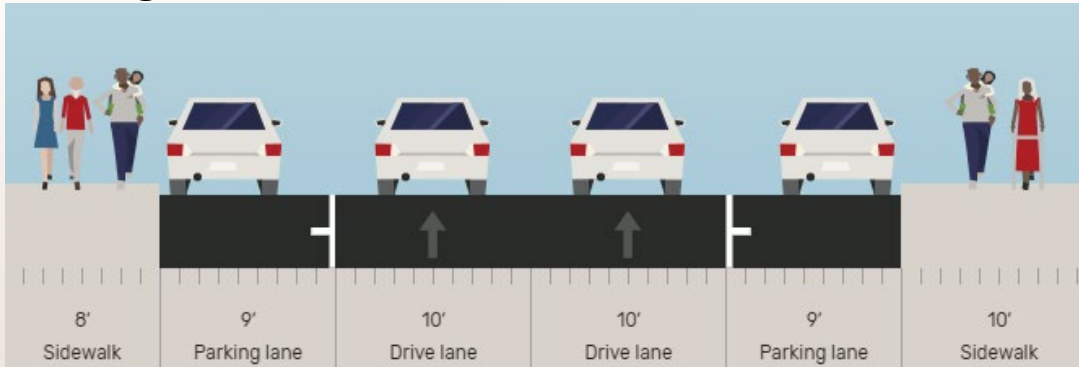
# Project Concept Map



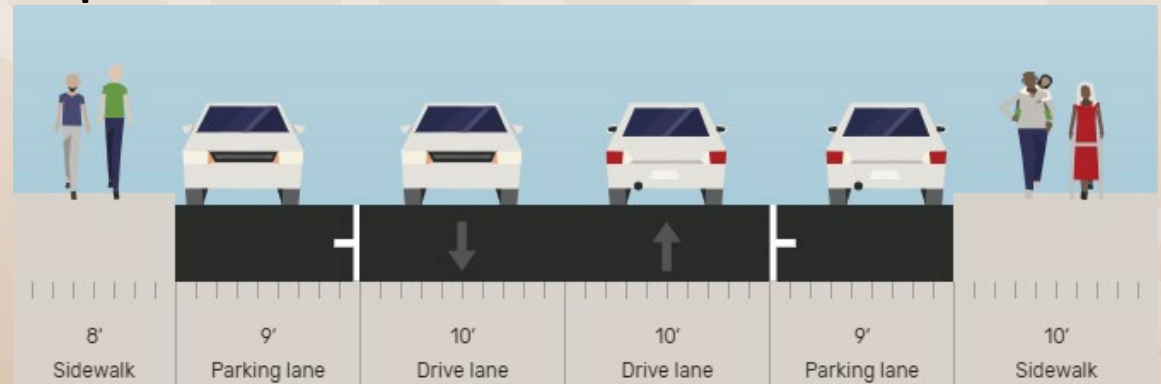


# Road Configuration (St. James St)

## Existing: Market Street to 3<sup>rd</sup> Street

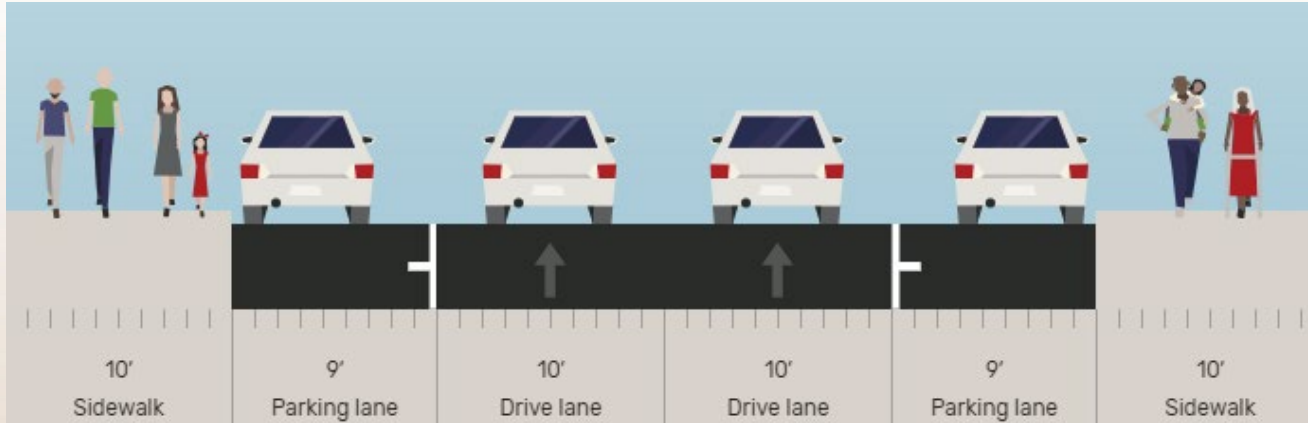


## Proposed: Market Street to 3<sup>rd</sup> Street

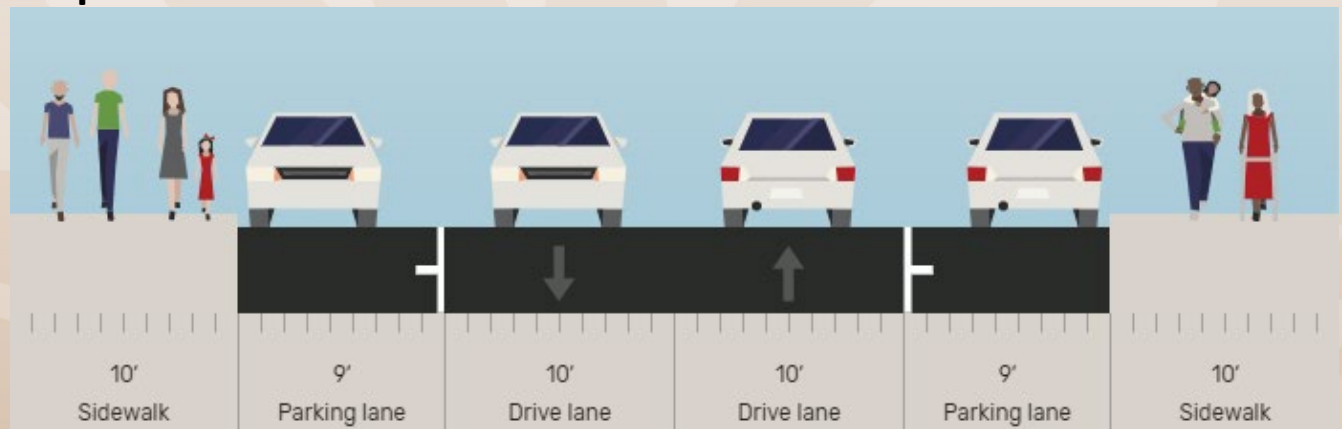


# Road Configuration (Julian St)

**Existing:** Market Street to 4<sup>th</sup> Street

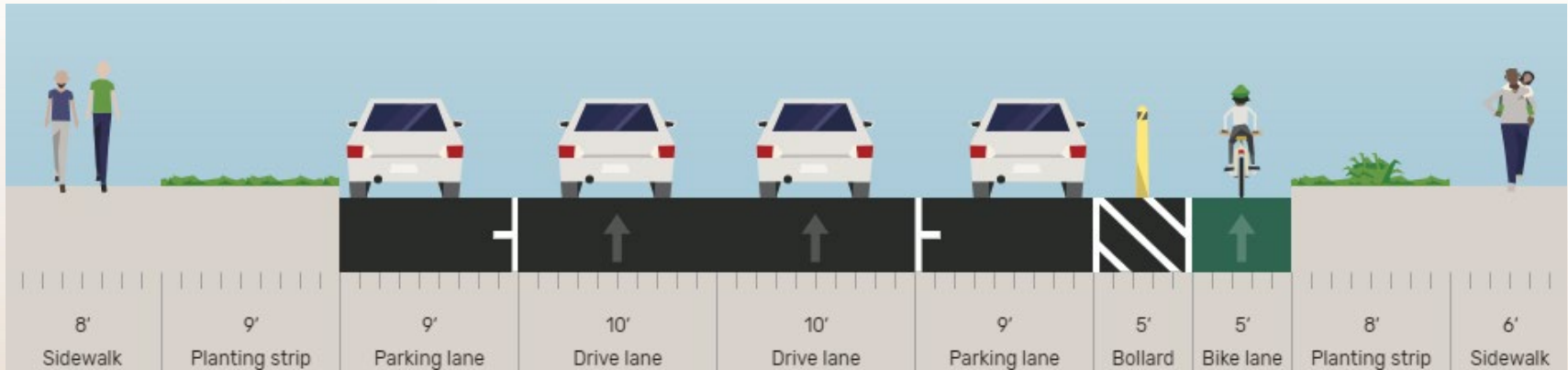


**Proposed:** Julian Street to St. John Street

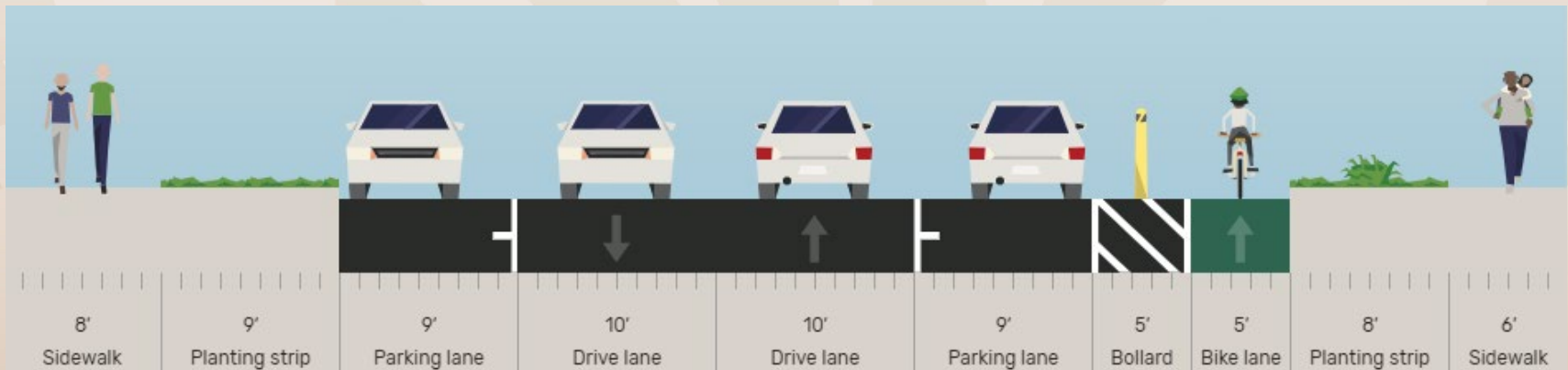


# Road Configuration (3<sup>rd</sup> St)

## Existing: Julian Street to St. John Street



## Proposed: Market Street to 4<sup>th</sup> Street



# Traffic Analysis

- Traffic projections have been assessed for Year 2027 (opening year) and Year 2050 (horizon year), for both build and no-build conditions.
- Year 2027 projections assume traffic growth of 1% per year from current AADT.
- Year 2050 projections account for Downtown San Jose's mode shift potential. LOS is based on peak-hour V/C ratios for street segments per Highway Capacity Manual.
- The project would not induce traffic demand and would have more than enough capacity to serve the projected traffic demand.
- Realigning two-way traffic on the remaining blocks would result in more direct eastbound and westbound routes, reducing the need for these routes to turn onto Market and 1st streets.

# Not a Project of Air Quality Concern

- Project will enhance the corridors by constructing bicycle and pedestrian facilities and safety improvements for all modes of transportation.
- Project will benefit Downtown San Jose with a restored historic street grid, safer access to St. James Park, improved connectivity, and a more livable neighborhood.
- Project will advance the Downtown San Jose's mode shift goal.
- Project will not induce traffic and will not result in adverse effect on the operations of motor vehicle traffic.

Project Summary for Interagency Consultation  
**Innovate680: Coordinated Adaptive Ramp Metering Ph1 Project**

<b>RTIP ID#</b> 21-T07-057					
<b>TIP ID#</b> CC-170062					
<b>Air Quality Conformity Task Force Consideration Date</b>					
<b>Project Description</b> <i>(clearly describe project)</i>					
<p>The Contra Costa Transportation Authority (CCTA), in cooperation with the California Department of Transportation (Caltrans) District 4 (D4), and the Federal Highway Administration (FHWA) proposes to address congestion on Interstate 680 (I-680) and improve mobility in Contra Costa County.</p> <p>I-680 is a major facility within Contra Costa County and carries international, interstate, interregional and intraregional travel. This area is projected to experience substantial growth for goods movement and passenger vehicle traffic. Installation of coordinated adaptive ramp metering (CARM) and mainline intelligent transportation systems (ITS) would alleviate existing deficiencies, accommodate projected growth, and enhance the overall regional traffic flow by improving operations to accommodate regional traffic demand.</p> <p>There is currently a Caltrans State Highway Operation and Protection Program (SHOPP) project (EA 1Q720K) proposing to upgrade communications and Intelligent Traffic System (ITS), and construct ramp metering improvements on I-680 from just south of the Contra Costa County line to I-780 in Solano County.</p> <p>The ramp metering elements of the SHOPP project are intended to bring I-680 to conform to Caltrans policy that when ramp volume exceeds the threshold or adversely affects adjacent freeway flow, ramp meter and HOV bypass lane need to be installed. Hence various ramps improvements, ramp meters and HOV bypass lanes are being proposed.</p> <p>The Innovate 680 CARM project (the Project) is intended to supplement and enhance the ramp metering operations of the SHOPP project. The CARM limits are proposed for ramps in the northbound direction on I-680 from Dublin Blvd to N Main Street including the following cities: Dublin, San Ramon, and Walnut Creek; and the unincorporated areas of Danville and Alamo; limits are proposed on State Route (SR) 24 from El Curtola Boulevard to I-680. The segments of I-680 and SR 24 within the project limits are currently designated as urban. The primary land use for adjacent areas are residential and commercial. The improvements after the completion of the SHOPP ramp metering project are being used as the existing condition in the No-Build Alternative for the purposes of this Environmental Analysis.</p>					
<b>Type of Project</b> Reconfigure existing interchange					
<b>County</b> Contra Costa		<b>Narrative Location/Route &amp; Postmiles</b> I-680 from Dublin Blvd to N Main Street Contra Costa (PM Ala-R20.47 to CC-15.6)			
<b>Caltrans Projects – EA#</b> 04-0Q960					
<b>Lead Agency:</b> Contra Costa Transportation Authority (CCTA)					
<b>Contact Person</b> Jack Hall		<b>Phone#</b> 925.256.4743		<b>Fax#</b>  <b>Email</b> jhall@ccta.net	
<b>Hot Spot Pollutant of Concern</b> <i>(check one or both)</i> <b>PM2.5 X</b> <b>PM10</b>					
<b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>					
X	Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
<b>Scheduled Date of Federal Action:</b> June 2023					

Project Summary for Interagency Consultation

<b>NEPA Assignment – Project Type</b> <i>(check appropriate box)</i>				
Exempt	X	<b>Section 326 –Categorical Exemption</b>	<b>Section 327 – Non-Categorical Exemption</b>	
<b>Current Programming Dates</b> <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
<b>Start</b>	12/21	11/23	1/25	11/25
<b>End</b>	10/23	10/25	6/25	04/27
<p><b>Project Purpose and Need (Summary):</b> <i>(attach additional sheets as necessary)</i>                      The purpose of the proposed project is to add system functionality and complement the ramp metering elements of the State Highway Operation and Protection Program (SHOPP) Project 04-1Q720 to:</p> <ul style="list-style-type: none"> <li>• Proactively manage both recurrent and non-recurrent congestion in a coordinated, real-time manner to improve operational efficiency and reliability of the I-680 corridor.</li> <li>• Optimize mainline performance and balance ramp queues.</li> <li>• Improve traffic and incident detection to support CARM implementation.</li> <li>• Encourage collaboration with local agencies for further implementation of ITS elements.</li> </ul> <p>The recurrent and non-recurrent congestion on weekdays and weekends along the I-680 corridor in Contra Costa County results in traffic delays, reduction in traffic throughput and inconsistent travel-time reliability. In some instances, this reportedly leads to natural diversion of freeway traffic onto the local street network. This will require that the following needs to be addressed by the proposed project:</p> <ul style="list-style-type: none"> <li>• There is currently congestion in the northbound direction beginning at El Pintado Road during the AM peak period and at Treat Boulevard during the PM peak period, with both areas of congestion propagating and ultimately extending south to Sycamore Valley Road.</li> <li>• Current ramp meter system does not automatically operate in response to crashes and lane blocking events on the freeway, coordinate metering rates across multiple ramps, and distribute queues on the ramps.</li> <li>• Current traffic monitoring infrastructure provides lower resolution information on mainline traffic performance and incident identification.</li> <li>• Demonstrate to local and regional stakeholders the benefits of advanced intelligent transportation systems (ITS) and real-time traffic operations strategies including corridor adaptive ramp metering.</li> </ul>				
<p><b>Surrounding Land Use/Traffic Generators</b> <i>(especially effect on diesel traffic)</i>                      Surrounding land uses include a mixed of urbanized land uses (e.g., residential, commercial, industrial). Which contributes to traffic on the I-680 corridor.</p>				

Project Summary for Interagency Consultation

**Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility. The project is not anticipated to increase traffic volumes or effect an intersection operation. Below is a summary of traffic volumes at various sections throughout the project site.**

**CC I-680 PM 0-14.38 (County Line to Route 24)**

Year	AADT
Count Year ADT (2019)	178,600
Construction Year ADT (2027)	191,100
Design Year ADT (2047)	222,300
RTP Horizon Year (2050)	226,900
Truck %	5.68%

**CC I-680 PM 14.38-18.7 (Route 24 to Route 242)**

Year	AADT
Count Year ADT (2019)	288,700
Construction Year ADT (2027)	296,600
Design Year ADT (2047)	316,300
RTP Horizon Year (2050)	319,200
Truck %	3.87%

**CC I-680 PM 18.7-21.19 (Route 242 to Route 4)**

Year	AADT
Count Year ADT (2019)	169,000
Construction Year ADT (2027)	176,400
Design Year ADT (2047)	194,900
RTP Horizon Year (2050)	197,700
Truck %	4.94%



Project Summary for Interagency Consultation

<b>CC I-680 PM 21.19-24 (Route 4 to Bridge)</b>	
Year	AADT
Count Year ADT (2019)	126,900
Construction Year ADT (2027)	140,200
Design Year ADT (2047)	173,500
RTP Horizon Year (2050)	178,500
Truck %	6.81%

<b>Ala I-680 Mainline (PM 20 to 21.88)</b>	
Year	AADT
Count Year ADT (2019)	177,000
Construction Year ADT (2027)	189,500
Design Year ADT (2047)	220,300
RTP Horizon Year (2050)	224,900
Truck %	7.60%

<b>Sol I-680 Mainline (PM 0 to 0.83)</b>	
Year	AADT
Count Year ADT (2019)	126,900
Construction Year ADT (2027)	140,200
Design Year ADT (2047)	173,500
RTP Horizon Year (2050)	178,500
Truck %	5.33%

<b>VMT Mainline I-680</b>			
Year	Ala I-680 Mainline VMT (PM 20 to 21.88)	CC I-680 Mainline Daily VMT	Sol I-680 Mainline VMT (PM 0 to 0.83)
2019	332,800	4,622,742	99,700
2027	356,300	4,888,230	110,300
2047	414,200	5,551,120	136,300
2050	422,900	5,649,256	140,200

**RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**  
 See above.

Project Summary for Interagency Consultation

<p><b>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</b></p> <p>Not Applicable</p> <p><b>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</b></p> <p>Not Applicable</p>
<p><b>Describe potential traffic redistribution effects of congestion relief (<i>impact on other facilities</i>)</b> The project would alleviate existing deficiencies, accommodate projected growth, and enhance the overall regional traffic flow by improving operations to accommodate regional traffic demand.</p>
<p><b>Comments/Explanation/Details (<i>attach additional sheets as necessary</i>)</b> The I-680 CARM project is not a cause for air quality concern, according to the Caltrans Transportation Project-Level Carbon Monoxide Protocol section 4.7.1. This project focuses on optimizing the existing infrastructure without expanding capacity or increasing traffic volumes. By implementing advanced signalization techniques, the project aims to enhance traffic flow and reduce congestion-related idling. Consequently, this initiative is expected to have a positive impact on air quality by minimizing vehicle emissions and promoting smoother traffic movement.</p>

Project Summary for Interagency Consultation

Plan Bay Area 2050 Transportation Project List						October 2021
Blueprint Strategy	RTPID	Title	Scope	County	Open Period <sup>1</sup>	Cost/ Funding <sup>2</sup> (millions, YOY)
T07	21-T07-055	Minor Freight Improvements   Regional	This program includes funding to implement freight improvements throughout the Bay Area. This program generally implements programs that improve freight operations and support the Port of Oakland. Improvements include new weigh stations and rest areas and improvements to existing freight terminals and freight rail. Example projects include grade separation improvements at 7th Street at the Port of Oakland and improvements at the I-80 Westbound Truck Scales in Cordelia.	Regional	Various	\$2,500
T07	21-T07-056	Minor Roadway Improvements   Regional	This program includes funding to implement minor roadway improvements. This program generally implements projects exempt from regional air quality conformity, but it does include non-exempt local roadway widenings or extensions. Improvements include local road extensions or new lanes, and intersection improvements such as channelization and signalization. Example projects include improvements to Oakland Army Base, Quarry Lakes Pkwy (East-West Connector), Decoto Rd, Dublin Blvd, El Charro Rd, and Auto Mall Pkwy (ALA); Newell Dr and Airport Junction (NAP); implementation of Envision Expressway program, Calaveras Blvd, and Mary Ave (SCL); Hunters Point Shipyard and Candlestick Point local roads, Alamy Rd, and Treasure Island (SF); and Farmers Ln (SON).	Regional	Various	\$5,700
T07	21-T07-057	Technology Improvements   Regional	This program includes funding to implement technology improvements on the Bay Area's transportation systems. This program generally implements county, transit agency and other local management systems' travel demand management and emissions reduction technologies programs and initiatives. Improvements include incident management; signal coordination; Intelligent Transportation Systems; Traffic Operations Systems/Congestion Management Systems; ramp metering; Computer-Aided Dispatch/Automatic Vehicle Location; fare media; construction or renovation of power, signal and communications systems; toll management systems; toll media; car and bike share; alternative fuel vehicles and facilities; parking programs; carpool/vanpool; ridesharing activities; information, marketing and outreach; and traveler information.	Regional	Various	\$1,300
T07	21-T07-058	Planning/Program   Regional	This program includes funding to support regional and local planning programs and initiatives to support implementation of Plan Bay Area 2050. Investments include planning, research, technical assistance and program implementation. Example regional projects include support for Priority Development Area (PDA) planning and implementation, the Bay Area Preservation Pilot revolving loan fund, and the Housing Incentive Pool pilot program.	Regional	Various	\$3,300
T07	21-T07-059	Technology Improvements   Regional	This program includes funding to implement technology improvements on the Bay Area's transportation systems. This program generally implements county, transit agency and other local management systems' travel demand management and emissions reduction technologies programs and initiatives. Improvements include incident management; signal coordination; Intelligent Transportation Systems; Traffic Operations Systems/Congestion Management Systems; ramp metering; Computer-Aided Dispatch/Automatic Vehicle Location; fare media; construction or renovation of power, signal and communications systems; toll management systems; toll media; car and bike share; alternative fuel vehicles and facilities; parking programs; carpool/vanpool; ridesharing activities; information, marketing and outreach; and traveler information.	Regional	Various	\$1,400
T08	21-T08-060	Technology Improvements   Regional	This program includes funding to implement technology improvements on the Bay Area's transportation systems. This program generally implements county, transit agency and other local management systems' travel demand management and emissions reduction technologies programs and initiatives. Improvements include incident management; signal coordination; Intelligent Transportation Systems; Traffic Operations Systems/Congestion Management Systems; ramp metering; Computer-Aided Dispatch/Automatic Vehicle Location; fare media; construction or renovation of power, signal and communications systems; toll management systems; toll media; car and bike share; alternative fuel vehicles and facilities; parking programs; carpool/vanpool; ridesharing activities; information, marketing and outreach; and traveler information.	Regional	Various	\$12,700
T09	21-T09-061	Regional Vision Zero Policy through Street Design and Reduced Speeds   Regional	This program includes funding to implement and advance a regional Vision Zero policy, which includes implementation of slower highways and streets through street design and automated enforcement, and other programmatic investments to advance Vision Zero policies. This program generally implements regional, county and local programs to support Vision Zero initiatives; Safe Routes to Schools programs; and the Highway Safety Improvement Program. Improvements include railroad/highway crossing improvements; warning devices; shoulder improvements; traffic control devices other than signalization; guardrails, median barriers and crash cushions; pavement marking; fencing; skid treatments; lighting improvements; widening narrow pavements with no added capacity; changes in vertical and horizontal alignment; transit safety, communications and surveillance systems; truck climbing lanes outside urban areas; and emergency truck pullovers.	Regional	Various	\$3,781



Figure 1. Regional Location

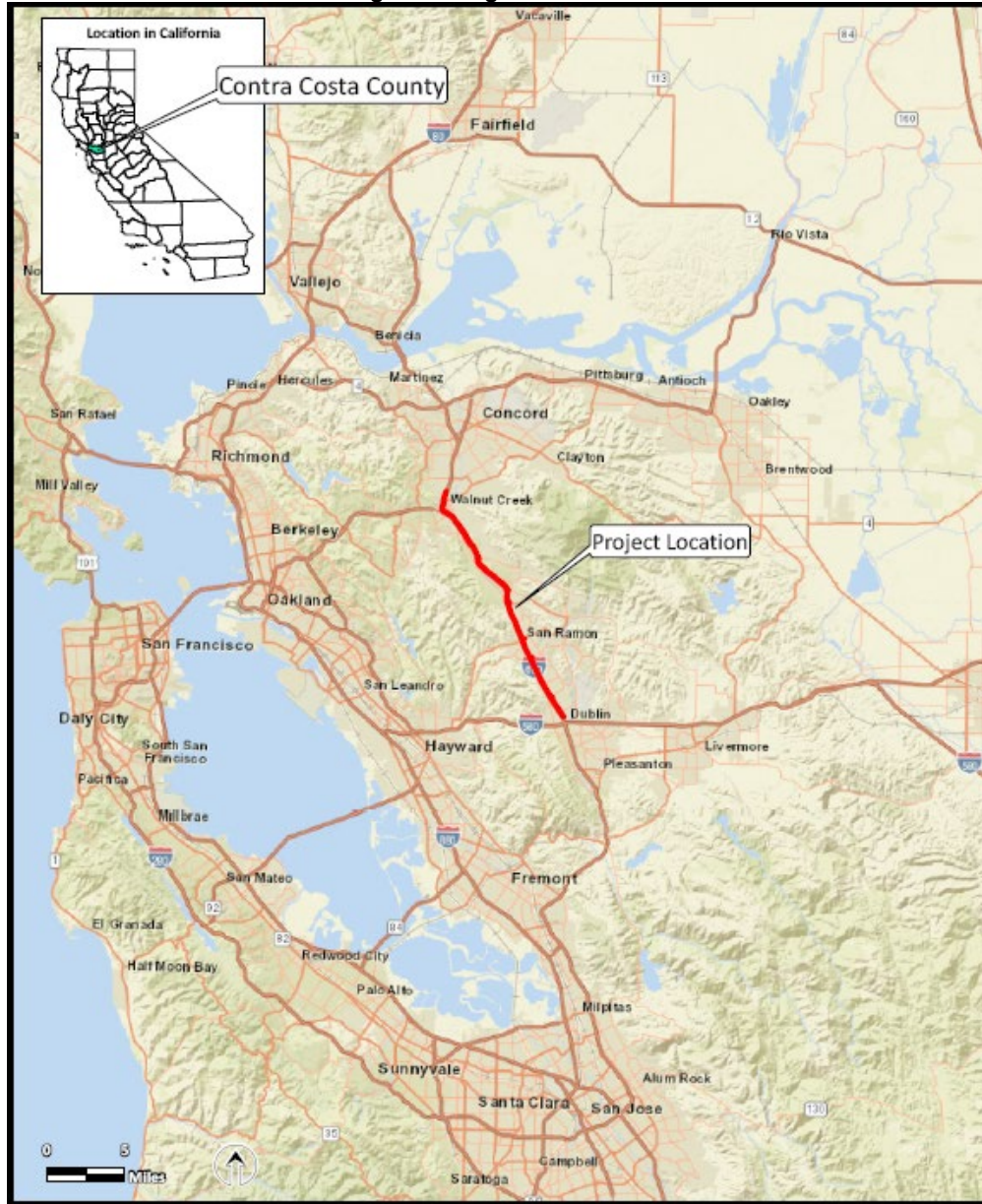
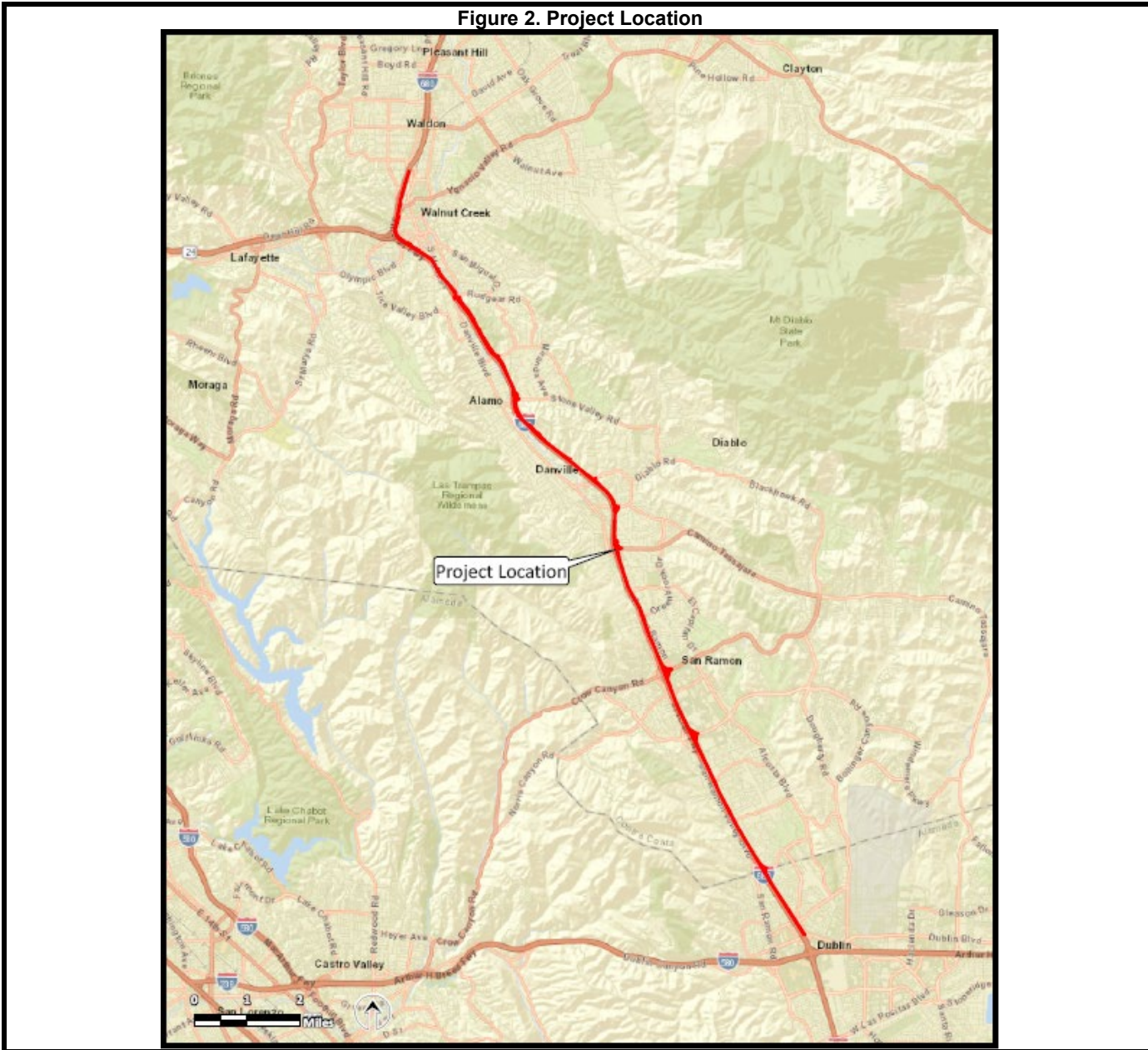


Figure 2. Project Location



## Project Summary for Interagency Consultation



TO: Air Quality Conformity Task Force

DATE: June 22, 2023

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 2023 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 2023 TIP

Staff is proposing to add a number of new projects to the 2023 TIP and revise one existing project. The details of revised project, with the changes highlighted, are as follows:

##### **1. Parkway Blvd/UPRR Grade Separation**

TIP ID: SOL050009

Sponsor: Dixon

Description: Dixon: Parkway Blvd from Valley Glen Dr. to Pitt School Rd: Construct new 4 lane roadway and overcrossing of UPRR & Porter Rd with bicycle and pedestrian access **and permanently close the existing at-grade crossing of Pitt School Rd at the UPRR**





*Expanded Description:* Dixon: Parkway Blvd from Valley Glen Dr. to Pitt School Rd.: Construct new 4 lane roadway and overcrossing at UPRR & Porter Rd connecting the southeast to the southwest side of town. The overpass will connect to a future 4-lane roadway with both pedestrian and bicycle access. **Project to also include permanent closure of the nearby at-grade railroad crossing on Pitt School Road.** Scope of work includes right-of-way acquisition, environmental processing, underground utilities, drainage, **barricades and fencing for at-grade closure**, reconstruction of existing roadways and widening of shoulders to accommodate the new overpass.

*Conformity Issue:* This project was previously presented to the Air Quality Conformity Task Force to discuss regional conformity issues and the Task Force determined that the project was non-exempt from regional air quality conformity analysis, but that the project was not regionally significant. We are now proposing to expand the scope of the project to include the closure of the at-grade crossing of Pitt School Rd at the UPRR tracks. However, staff believes this change does not require an update to the regional air quality conformity analysis as this section of Pitt School Rd is classified as a major collector. As such, the closure of this roadway may also be considered not regionally significant.

The description of the new projects along with the regional air quality category that staff believes best describes the project is included on Attachment A.

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

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

#	County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Expanded Project Description	Project Type
1	Alameda	10118	Alameda County	Lower San Lorenzo Creekway Trail	Alameda County: San Lorenzo Creek Channel from Meekland Avenue to the Hayward Shoreline: Install approximately 2.5 miles of primarily Class 1 bicycle and pedestrian trail facility.	The Lower San Lorenzo Creekway Trail project will install approximately 2.5 miles of primarily Class 1 bicycle and pedestrian trail facility in central Alameda County. The project includes direct connections to the San Francisco Bay Trail.	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities
2	Alameda	10144	Berkeley	Addison Street Bicycle Boulevard Extension	Berkeley: On Addison Street from Bolivar Drive to the east side of Sacramento Street and on Addison Street from Milvia Street to Oxford Street: Install Class I, III, and IV bicycle facilities, two traffic circles, a traffic diverter, RRFB and refuge median, PHB, signage, pavement rehab, and striping.	In Berkeley on Addison Street from Bolivar Drive to the east side of Sacramento Street and on Addison Street from Milvia Street to Oxford Street, install Class I, III, and IV bicycle facilities, two traffic circles, a traffic diverter, RRFB and refuge median, PHB, signage, pavement rehab, and striping.	Exempt (40 CFR 93.127) - Intersection channelization projects
3	Alameda	10128	Berkeley	Washington Elementary and Berkeley High SR2S	Berkeley: Downtown Berkeley around around Washington Elementary and Berkeley High Schools, and school frontages on Milvia Street and McKinley Avenue: Implement crossing improvements	Crossing improvements at thirteen intersections in Downtown Berkeley around Washington Elementary and Berkeley High Schools, and school frontages on Milvia Street and McKinley Avenue. The project will improve bike and pedestrian safety outcomes for Berkeley public school students walking and bicycling to school in direct response to safety concerns that have been documented by the community.	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities
4	Alameda	10125	Oakland	Bancroft Avenue Greenway	Oakland: In East Oakland on Bancroft Avenue from 73rd Avenue to 103rd Avenue: Install a 2 mile multiuse path, trees, lighting, benches, wayfinding signage, and places to meet along the existing Bancroft Ave median.	Construct two miles of separated multi-use path, 112 ADA ramps, 60 wayfinding signs, 30 regulatory signs, 22 benches, 24 trash receptacles, pedestrian scale lighting throughout the corridor, 179 new trees, landscaping, and irrigation.	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities
5	Contra Costa	CC-230212	Central Contra	CCCTA - Transit Corridors Study	CC County: Clayton Road between Concord BART and Ygnacio Valley Rd/Kirker Pass Rd; Monument Boulevard between Concord BART and Mohr Ln; Ygnacio Valley Road between Walnut Creek BART and Oak Grove Rd; Treat Boulevard between Pleasant Hill BART and Clayton Rd: Conduct a planning study to identify capital improvements to improve transit operations along four major corridors	The Transit Corridors Study will analyze four major corridors in County Connection's core service area and identify options to improve speed and reliability of buses. The study will assess current conditions, including operations, existing infrastructure, and ridership; gather passenger and community feedback; and develop recommendations for capital improvements that would reduce delays and travel time and ultimately enhance the customer experience.	Exempt (40 CFR 93.126) - Other - Planning and technical studies
6	Contra Costa	10068	Contra Costa County	San Pablo Ave Complete Street/Bay Trail Gap Closure	Contra Costa County: Unincorporated Rodeo/Crockett from Pacific Ave to Pomona Street: Implement a road diet and construct a Class I shared-use path along the San Francisco Bay Trail.	Contra Costa County: Unincorporated Rodeo/Crockett from Pacific Ave to Pomona Street: Implement a road diet and construct a Class I shared-use path along the San Francisco Bay Trail.	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature
7	Contra Costa	10121	Contra Costa County	Pacifica Avenue Safe Routes to School	Contra Costa County: Pacifica Avenue between Driftwood Drive and Port Chicago Highway, Unincorporated Bay Point, Contra Costa County: Construct Class IV bike facilities, narrow travel lanes, new sidewalk, widened sidewalk, bulb-outs, and raised crosswalks to provide added safety for pedestrians and bicyclists.	Reconfigure roadway with 2,400 feet of two-way cycle track, 400 feet of new sidewalk, 500 feet of widened sidewalk, narrower travel lanes, bulb-outs, and 3 new raised crosswalks on Pacifica Avenue.	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities

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

#	County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Expanded Project Description	Project Type
8	Contra Costa	10132	San Pablo	Broadway-El Portal Safe Routes	San Pablo: Broaway and El Portal from 11th St to I-80 and between this corridor and local schools: Construct cycletrack and Safe Routes to School improvements	<p>The Broadway-El Portal Safe Routes (BESR) Project will construct a 1.25-mile, separated and protected, 2-way bicycle "cycletrack," and Safe Routes to School (SR2S) improvements between this cycletrack and Lake Elementary, Bayview Elementary and Helms Middle School. Additional pedestrian and transit improvements included in the BESR project are bus boarding islands—to facilitate safe transit usage that is safely integrated with the cycletrack—and an enhanced bicycle connection to an unincorporated neighborhood in Contra Costa County.</p> <p>This project also includes non-infrastructure components for safe routes to school. These non-infrastructure components will be carried out by Contra Costa Health Services. CC Health Services' \$24K contribution is reflected under the "Other Local" fund line.</p>	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities
9	Marin	MRN230205	Golden Gate	GGBHTD Replacement Ferry CARB Compliance	GGBHTD: Marin County, City and County of San Francisco: Replacement vessels and associated equipment purchase and installation	Replacement of 4 catamarans to comply with CARB regulation	Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project
10	Marin	MRN230206	Marin County	US101 Part Time Transit Lane	MCTD: Southbound US101 from Delong Ave in Novato to Mission Ave in San Rafael: Implement part time transit lane pilot	US 101 Part Time Transit Lane Project (PTTL) is a proposed pilot project on the shoulder of the southbound US 101, in Marin County between Delong Avenue in Novato and Mission Avenue in San Rafael. This project will improve bus travel times for Marin County Transit District (Marin Transit) and Golden Gate Transit Services during peak congestion. This project has been identified as a low-cost way to provide highly visible transit priority for transit buses and provide significant time travel savings for bus riders.	Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project
11	Marin	10126	San Rafael	Canal Neighborhood Active Transportation Enhancement	San Rafael: the Canal neighborhood in San Rafael: bounded by I-580, Highway-101, Bellam Boulevard, and the San Rafael Creek: Pedestrian enhancements, bicycle boulevard treatments, and transit stop upgrades	Pedestrian enhancements, bicycle boulevard treatments, and transit stop upgrades on 20 streets in the Canal neighborhood	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities
12	Marin	10127	San Rafael	San Rafael Canal Crossing	San Rafael: Between Canal Street and Third Street: Construct new active transportation crossing	Non-motorized bridge between Canal Street in San Rafael's Canal neighborhood and Third Street in San Rafael.	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities
13	Regional	REG230204	Metropolitan	Priority Production Area Pilot Program	SF Bay Area, South Bay: Regionwide: Planning Assistance to support infrastructure investments, policies, or programs to improve the performance of Priority Production Areas, clusters of industrial businesses well-served by the region's goods movement network.	SF Bay Area: Regionwide: Planning Assistance to support infrastructure investments, policies, or programs to improve the performance of Priority Production Areas, clusters of industrial businesses well-served by the region's goods movement network. The goal is to fund comprehensive planning and technical assistance in Priority Production Areas that will result in increased economic development investments and protection from competing land uses.	Exempt (40 CFR 93.126) - Other - Planning and technical studies

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

#	County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Expanded Project Description	Project Type
14	San Francisco	SF-230203	Caltrain	San Francisco RailyardsTOC Implementation Strategy	SF City/County: 4th Street and King Street, City of San Francisco: Develop a Transit Oriented Communities Strategy, develop neighborhood planning and public realm improvements, identify implementation strategies and funding sources needed to realize the TOC vision.	The project will develop a Transit Oriented Communities Implementation Strategy (TOC Strategy) plan for the major mixed-use transit-oriented development at the 20-acre Caltrain 4th and King railyard. The project includes public engagement and neighborhood planning to develop strategies that reflect local priorities; assess how to create more housing by removing barriers to housing in surrounding neighborhoods; identify infrastructure needs required to enhance multimodal connectivity between the neighborhood and TOD, including bicycle and pedestrian access.	Exempt (40 CFR 93.126) - Other - Planning and technical studies
15	San Francisco	10141 SFMTA		Third Street Dynamic Traffic Signal Optimization	SF: Third St Corridor: Replace and augment existing traffic detection cameras with new cameras that can identify and classify objects.	The Third Street Dynamic Traffic Signal Optimization Project seeks to improve and advance the SFMTA goals of safety and reliability, equity, access, and climate through the implementation of smart technology traffic signals. The technology includes a new traffic detection system and a demand based adaptive signal priority central traffic software. These technology solutions respond to real time needs of multimodal traffic flow to move the most people safely through the diverse Third Street corridor.	Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization projects
16	San Francisco	10219 SFMTA		Muni Forward Five-Minute Network Corridor Planning	SF: Citywide: Plan the next generation of Muni Forward implementation corridors.	The Five-Minute Network is part of the SFMTA's next generation of Muni Forward transit priority capital projects. The most intensive improvements will focus on the network of high-ridership corridors with capacity to support combined five-minute headways or better, that serve major regional destinations and transit hubs, referred to as a "Five-Minute Network." Improvements would also be made to routes that provide critical connections to the Five-Minute Network.  This project will develop the next generation of Muni Forward corridor projects in support of the Five-Minute Network.	Exempt (40 CFR 93.126) - Other - Planning and technical studies.
17	San Francisco	10133 SFMTA		Bayview Multimodal Community Corridor	SF: Southeastern San Francisco within the Bayview neighborhood, just east of 3rd Street, between Cargo Way and Carroll Avenue: Improve pedestrian and bicycle safety and access by providing a comfortable multimodal route and supportive programs	The Bayview Community Multimodal Corridor project will improve pedestrian and bicycle safety and access by providing a comfortable multimodal route and supportive programs. The project includes 9 raised crosswalks, 3 raised intersections, over 0.5 mile of protected bikeway, 3 protected intersections, 7 bulbouts, 11 curb ramps, 125 feet of widened sidewalk, 13 speed humps/cushions, 2 transit boarding islands.	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities

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

#	County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Expanded Project Description	Project Type
18	San Mateo	10131	Caltrain	Caltrain Railcar Replacement	Caltrain: Systemwide: Procure EMU train sets to further Caltrain's goal of operating a zero-emissions transit service along the San Francisco Peninsula	Procurement of high-performance EMUs to replace diesel locomotive trains and enhance the speed, capacity, safety, and reliability of Caltrain, the primary commuter rail service for millions of residents in the San Francisco Bay Area. The Project will enable Caltrain to eliminate diesel service originating and terminating on the main transit link between the major employment centers of San Francisco and San Jose, reducing emissions and noise pollution in the equity priority communities along the corridor. The Project will advance the US Department of Transportation goal of transitioning to a cleaner and more energy-efficient future, and forms part of a larger formal electrification initiative at Caltrain (PCEP).	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
19	Santa Clara	SCL230215	Santa Clara Valley	Wheels on the Bus – Real-Time Data (RTD)	VTA: Santa Clara : Integration of the bus bike racks' real-time data into trip-planning apps	A feasibility study to evaluate technologies capable of collecting and disseminating real-time use data for VTA's front-mounted bus bike racks and interior mobility device securement equipment. The desired technology should provide real-time information to VTA internal stakeholders and customers. The project will evaluate the integration of this real-time data into trip-planning apps and/or the VTA website to increase reliability and reduce uncertainty for customers needing to board a bus. The project will enhance customer experience and mitigate impacts if an approaching bus has no capacity.	Exempt (40 CFR 93.126) - Other - Planning and technical studies
20	Santa Clara	10122	VTA	Bascom Avenue Complete Street (I-880 to Hamilton)	Santa Clara County: Bascom Ave from I-880 to Hamilton: Construct community-identified complete streets and safety improvements	VTA: In Santa Clara County: Construct community-identified complete streets and safety improvements on a three-mile stretch of Bascom Avenue in Santa Clara County. Conceptual designs were developed by the Bascom Avenue Complete Streets Study. When completed, the project will close sidewalk gaps, improve crossings, add new controlled pedestrian crossings, add a Class IV separated bikeway and transit islands, construct a raised median, and add street trees and lighting safety enhancements.	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities
21	Santa Clara	10136	VTA	Farebox Upgrades & Equipment Purchase	VTA: Systemwide: Farebox upgrades and equipment purchases	VTA: Systemwide: Farebox upgrades and equipment purchases	Exempt (40 CFR 93.126) - Mass Transit - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).
22	Santa Clara	10134	VTA	Expand Cerone Bus Yard for Electric Vehicles	VTA: Cerone Bus Yard: Expand yard for electric vehicles.	VTA: In San Jose: Define additional modifications and engineering work to expand bus charging capacity at Cerone Bus Yard.	Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
23	Santa Clara	10116	VTA	Caltrain Grade Separations in Northern Santa Clara County	Palo Alto: Either Churchill Ave or Palo Alto Ave at the Caltrain ROW: Construct grade separation	Palo Alto: Either Churchill Ave or Palo Alto Ave at the Caltrain ROW: Construct grade separation	Exempt (40 CFR 93.127) - Changes in vertical or horizontal alignment

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

#	County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Expanded Project Description	Project Type
24	Santa Clara	10119	VTA	Monterey Road Transit Lane	San Jose: On Monterey Rd: Install a dedicated bus lane and protected bicycle lane	VTA: In San Jose: Install a dedicated bus lanes and protected bicycle lanes on Monterey Road in San Jose to improve transit travel times while improving safety for all modes	Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project
25	Santa Clara	10139	VTA	Expand Chaboya Bus Yard for Electric and Fuel Cell	VTA: Chaboya Bus Yard: Expand yard for electric and fuel cell vehicles.	VTA: In San Jose: Modifications and engineering work required at Chaboya Bus Yard to increase operational efficiency and installation of zero emission bus infrastructure, both electric and hydrogen, as well as servicing of articulated vehicles.	Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
26	Various	VAR230203	Golden Gate	GGBHTD ZEB Infrastructure	GGBHTD: Facilities in San Rafael, Novato, Santa Rosa, and San Francisco, CA: Planning, Equipment Purchase, Installation for ZEB Infrastructure	GGBHTD: In San Rafael: Design, Purchase and Installation of ZEB Infrastructure	Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and

**Air Quality Conformity Task Force  
Summary Meeting Notes  
May 25, 2023**

Participants:

Rodney Tavitias – Caltrans  
Shawn Graf – City of Vacaville  
Andrea Gordon – BAAQMD  
Andrew Metzger – Circlepoint  
Michael Dorantes – EPA  
Emma Maggioncalda – Caltrans  
Cid Chiu – Caltrans  
Jay Witt – Illingworth & Rodkin, Inc  
John Saelee – MTC  
David Tokarski – DKS Associates

Paul Hensleigh – Yolo-Solano AQMD  
Shilpa Mareddy – Caltrans  
Jaggi Bhandal – BKF  
Jasmine Amanin – FHWA  
Jacqueline Kahrs – Caltrans  
Juliet Martin – Circlepoint  
Erika Vaca – Caltrans  
Chris Barney – SCTA  
Adam Crenshaw – MTC  
Harold Brazil – MTC

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

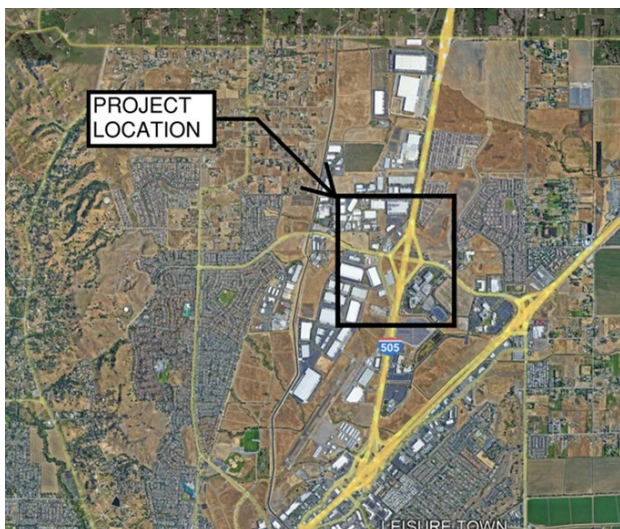
2. **PM<sub>2.5</sub> Project Conformity Interagency Consultation**

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

i. **I-505/Vaca Valley Parkway Corridor Multimodal Improvements Project**

Jaggi Bhandal (BKF) began the presentation for the I-505/Vaca Valley Parkway Corridor Multimodal Improvements project by identifying the location as:

- In Northern Vacaville –
  - Near the I-505/Vaca Valley Parkway Interchange
  - Near I-80/Vaca Valley Parkway Interchange



Mr. Bhandal laid out the description of the I-505/Vaca Valley Parkway Corridor Multimodal Improvements project as including the following components:

- Construction of a Class I separated facility for bicycles and pedestrians just south of the existing Vaca Valley Parkway Overcrossing.
- Construction of three consecutive roundabouts at the Vaca Valley Parkway intersections with East Monte Vista Avenue/Crocker Drive, I-505 southbound on/off-ramps, and the I-505 northbound on/off-ramps.
- Minor modifications to the I-505 northbound and southbound on-ramps entrance and off-ramps exits to accommodate the proposed roundabouts.
- Ramp metering infrastructure will be installed at the I-505 northbound and southbound on-ramps.

Mr. Bhandal also went through a discussion of the purpose and need of the I-505/Vaca Valley Parkway Corridor Multimodal Improvements project:

#### Purpose

- To provide bicycle and pedestrian access across I-505
  - Separate bike/ped bridge will allow safe access to businesses on either side of I-505
  - New access will promote active transportation
- Easing of congestion during peak hours
  - Stop controls will be replaced with yield controls
  - Yield controls will help improve safety
- Reduction of greenhouse gas emissions



#### Need

- Interchange has remained relatively unchanged since 1970's despite major development of surroundings
- No bicycle or pedestrian access currently exists across I-505
- Corridor has limited capacity with current configurations
  - Significant delays during peak hours
- There have been numerous collisions in the last few years



- Speed has been the primary factor
  - Reconfiguring the intersections can help slow down vehicles

Andrew Metzger (Circlepoint) continued the presentation of the I-505/Vaca Valley Parkway Corridor Multimodal Improvements project and noted the study area consists of relatively flat terrain and is surrounded by both vacant and industrial land uses interspersed with commercial uses. Mr. Metzger added, to the west, the study area includes commercial highway, commercial general, and commercial office land uses, and is nearby industrial, parkway, and public/institutional land use. To the east, the study area includes business park land uses. The study area is in proximity to residential low- medium density, commercial general, and open space land uses.

#### Project Discussion:

Michael Dorantes (EPA) asked whether the I-505/Vaca Valley Parkway Corridor Multimodal Improvements project is within the shared area of responsibility (with SACOG) or is it in SACOG's non-attainment area (not the MTC/San Francisco Bay Area non-attainment area)? Paul Hensleigh (Yolo-Solano AQMD) indicated that the project is in the Sacramento Federal non-attainment area. Mr. Hensleigh went on to say that the boundary between the two non-attainment areas runs just below the I-80 exit for Lagoon Valley Road. Vacaville, Dixon and Rio Vista are all on the Sacramento side of the non-attainment boundary on Solano County.

Andrea Gordon (BAAQMD) asked about what type of commercial businesses (potentially generating congestion) there are in the I-505/Vaca Valley Parkway Corridor Multimodal Improvements project area? Andrew Metzger (Circlepoint) answered by saying the area nearly built out and he was not aware of any plans for high density development generating a ton of trips.

**Final Determination:** With input from FHWA, EPA and Caltrans (deferring their determination to FHWA), the Task Force deferred their determination on the I-505/Vaca Valley Parkway Corridor Multimodal Improvements project until receipt of further comment from FHWA and FTA.

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

The Task Force had no concerns.

**Final Determination:** With input from FTA, FHWA, EPA, Caltrans and MTC, the Task Force agreed that the projects on the exempt list **2b\_POAQC\_Exempt\_List\_051823.pdf** are exempt from PM<sub>2.5</sub> project level analysis.

### **3. Consent Calendar**

#### **a. February 23, 2023 Air Quality Conformity Task Force Meeting Summary**

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