



**METROPOLITAN
TRANSPORTATION
COMMISSION**

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Air Quality Conformity Task Force

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

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

Thursday, December 4, 2014
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. Main Street (Previously SR4) Realignment Project
 - ii. Junipero Serra Blvd at King Dr Project
 - b. Confirm Projects Are Exempt from PM_{2.5} Conformity
3. Projects with Regional Air Quality Conformity Concerns
 - a. Proposed changes made with 2015 TIP Amendment 15-02
4. Consent Calendar
 - a. October 23, 2014 Air Quality Conformity Task Force Meeting Summary*
5. Other Items

Next Meeting: January 22, 2015

*See attachment

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



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Memorandum

TO: Air Quality Conformity Task Force

DATE: November 20, 2014

FR: Harold Brazil

W. I.

RE: PM_{2.5} Project Conformity Interagency Consultation

Two project sponsors, representing two projects, seeking interagency consultation from the Air Quality Conformity Task Force (AQCTF) at this time, are as follows:

No.	Project Sponsor	Project Title
1	City of Oakley	Main Street (Previously SR4) Realignment Project
2	City of South San Francisco	Junipero Serra Blvd at King Dr Project

1. **2ai_Main_Street_Previously_SR4_Realignment_Project_Assessment_Form.pdf** (for the Main Street (Previously SR4) Realignment project)
2. **2aii_Junipero_Serra_Blvd_at_King_Dr_Project_Assessment_Form.pdf** (for the Junipero Serra Blvd at King Dr project)

MTC also requests the review and concurrence from the Task Force on projects that project sponsors have identified as exempt and likely not to be a POAQC. **2b_Exempt List 112014.pdf** lists these exempt projects.

Project Assessment Form for PM_{2.5} Interagency Consultation

Application of Criteria for a Project of Air Quality Concern

Project Title: Main Street Realignment

Project Summary for Air Quality Conformity Task Force Meeting: (TBD)

Description

- Realign Main Street and install sidewalks, curb and gutter, traffic calming, traffic signals,
- No change to the number of vehicle lanes on Main Street (no additional capacity added)
- Project will enhance Downtown Oakley by improving vehicle and pedestrian facilities on Main Street between Norcross Lane Parkway and Second Street.
- Two additional intersections will be signalized as part of this project (Norcross and Main and Second Street and Main)
- No new bus stops will be added or relocated
- Project will not create additional trips by diesel-powered vehicles

Background

- The project is funded through the Transportation Improvement Program (TIP) and has been selected by the Contra Costa Transportation Authority and approved by the Metropolitan Transportation Commission
- The environmental review process has not started, but will be completed with local funds
- Seeking air quality conformity determination on or before (January 1, 2015)
- Schedule based on deadline for TIP funding allocation

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
- Pedestrian improvements — no additional vehicle lanes will be created on Main Street
- No change in traffic volume or number of diesel vehicles, or diesel vehicle percentage of traffic on Main Street
-

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

- Main Street is not a part of the City of Oakley's designate truck route system. The number of diesel vehicles is limited to within 5% of daily traffic volumes on Main Street. Therefore, there is no significant number of diesel vehicles on Main Street within the project limits.
- With the construction of the two proposed signalized intersections, LOS improves at Norcross Lane and at Second Street.
- The project does not change the land use and would not lead to an increase traffic volumes or an increase in diesel traffic number or percentage of daily traffic volumes on Main Street

(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 PM₁₀ or PM_{2.5} implementation plan as site of violation?

- The project does not affect areas identified in PM₁₀ or PM_{2.5} implementation plan as site of violation. Also, the project area is not identified in the plans as an area of potential violation.

RTIP ID# (required) 94046					
TIP ID# (required) CC-070065					
Air Quality Conformity Task Force Consideration Date TBD					
<p>Project Description (<i>clearly describe project</i>)</p> <p>This project will construct improvements on Main Street between Vintage Drive and Second Street and includes Class 3 bike routes with sharrows, sidewalk, signalization at two intersections, curb and gutter extensions, ADA compliant curb ramps. The project will add Class 3 bike routes with sharrows where right of way is constrained (EB between Norcross to Second Street). Signalized intersections at Norcross Lane and Second Street. The project will add sidewalk on both the north and south side of Main Street. The project will also repair any existing sidewalks and ADA ramps that do not meet current ADA standards.</p>					
Type of Project: Main Street Realignment Project					
County CC	<i>Narrative Location/Route & Postmiles</i> City of Oakley, CA Caltrans Projects – EA#				
Lead Agency:					
<i>Contact Person</i> Jason Kabalin	<i>Phone#</i> 925-625-7040	<i>Fax#</i> 925-691-9194	<i>Email</i> Kabalin@ci.oakley.ca.us		
Federal Action for which Project-Level PM Conformity is Needed (<i>check appropriate box</i>)					
X	<i>Categorical Exclusion (NEPA)</i>	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	<i>Other</i>
Scheduled Date of Federal Action:					
NEPA Delegation – Project Type (<i>check appropriate box</i>)					
X	<i>Exempt</i>	Section 6004 – Categorical Exemption	Section 6005 – Non-Categorical Exemption		
Current Programming Dates (<i>as appropriate</i>)					
	PE/Environmental	ENG	ROW	CON	
Start	Jan 2015	Jan 2015	Feb 2015	Apr 2016	
End	Jan 2015	Nov 2015	Nov 2015	Nov 2106	

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

Main Street is a key corridor within Downtown Oakley, providing east west access between commercial downtown and the single family residential areas. The improvements will provide convenient and ease-of-access to services in pedestrian friendly Downtown Oakley. The project provides an essential and safe corridor for pedestrians, bicyclists, and vehicles.

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

Surrounding land uses are commercial and residential

Brief summary of assumptions and methodology used for conducting analysis

This project is focused on improving the mobility and safety of bicyclists, pedestrians and transit riders. It involves no new or expanded highways and no change in traffic volume or truck percentages on Main Street or any other streets in the area. As shown below, no negative change in intersection LOS is expected as a result of this project. Additionally, the project should not lead to any increase in the number of diesel vehicles. As such, the criteria for a project of air quality concern should not apply to this project.

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

LOS at peak hour is summarized below:

	No Build		Trucks		Build		Trucks	
Street Intersection	AADT	LOS	No.	%	AADT	LOS	No.	%
Main & Norcross	17,041	F	852	5	17,041	D	852	5
Main & 2 nd Street	17,041	A	852	5	17,041	A	852	5

The ADT on Main Street as of May 2013 is approximately **17,041** vehicles per day, including trucks. (This ADT is also representative of the AADT) As of November 2014, Main Street is no longer on the City of Oakley’s designated truck route system; therefore, truck (or heavy vehicle) traffic on this street is limited to local deliveries, school buses, public utility vehicles, and refuse collection vehicles. Truck traffic represents up to **5%** of the ADT on Main Street prior to re-designation of the truck route or approximately **852** trucks (or heavy vehicles) per day. This number is now reduced.

The truck traffic on Main Street is expected to reduce based on past history. Prior to the Hwy 4 Bypass being constructed, the 2002 the ADT for Main Street was 28,900 and 19,749 in 2009. After the Hwy Bypass was opened in 2010 and Caltrans relinquished Main Street to the City of Oakley and the ADT reduced even further to 17,041 in 2013. By using the Bypass, the trucks have a more direct route east rather than using Main Street going through Oakley. Second is with the re-designation of the truck routes off Main Street in Oakley limited to local trucks as stated above. Finally, the Hwy 160 and Hwy 4 connector ramps are currently under construction and are scheduled for completion in Spring 2016. These connector ramps will allow traffic to continue in the northerly and southerly directions to the Hwy4 Bypass to and from Hwy 160 without having to go through Oakley. Also, with the traffic calming features of the project and the reduced speeds trucks will inherently use a more direct route east using the Hwy 4 Bypass. Therefore, truck percentage or truck ADT is expected to reduce on Main Street as a result of the proposed project (Build scenario). Also, diesel trucks were not separated from regular gas engine trucks; therefore, not all truck traffic is a diesel vehicle. The percentage of diesel vehicles is potentially less than represented above, but it is all inclusive with the data available.

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 2020 forecasts for LOS, ADT, Truck ADT and % Trucks are listed below. Forecasts are conservative based on May 2013 ADT and potential economic growth. % Trucks is also conservative and expected to be less what is represented in the following table, but remain unchanged from current levels with available data.

Street Intersection	No Build		Trucks		Build		Trucks	
	AADT	LOS	No.	%	AADT	LOS	No.	%
Main & Norcross	21,500	F	1075	5	21,500	D	1075	5
Main & Second Street	21,500	A	1075	5	21,500	A	1075	5

With the re-designation of the truck routes Main Street's future ADT is expected to be approx. 21,500. The truck percentage, or truck ADT, is expected to be the same or less based on the information described in the opening year summary; however, the diesel vehicles will be limited to local deliveries, school buses, public utility vehicles, and refuse collection vehicles on Main Street as a result of the proposed project (Build scenario).

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*)

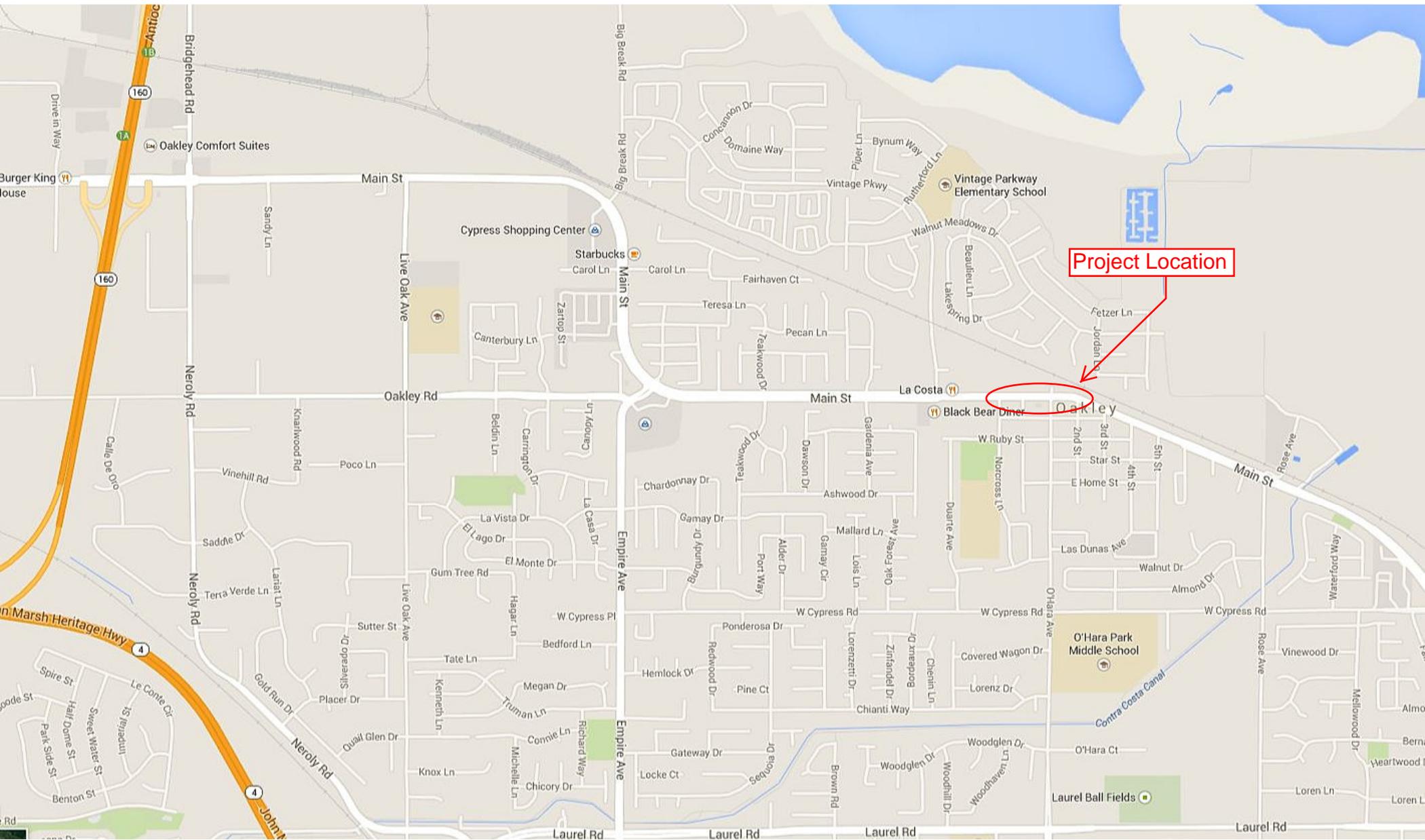
No redistribution of vehicular traffic is anticipated due to the implementation of the proposed project with no impact on other facilities.

Comments/Explanation/Details (please be brief)

We appreciate the Air Quality Conformity Task Force review of this project and hope that the project information provided in the project Assessment Form and supplemental attachments are in sufficient level of detail to facilitate this PM2.5 Interagency Consultation.

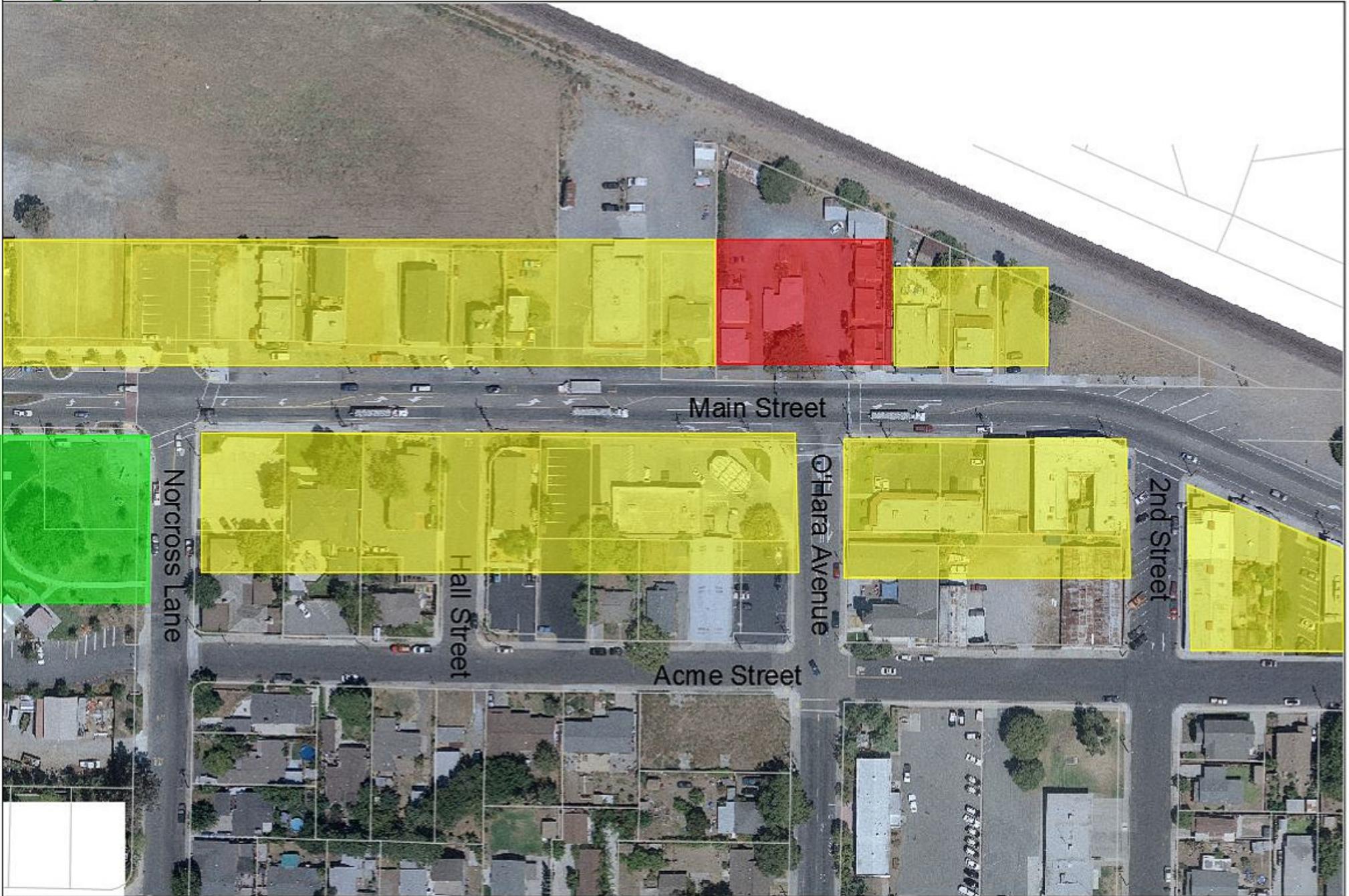
The proposed project includes two signalized intersections at Norcross Lane and Second Street, which may have prompted the need for the PM2.5 Interagency consultation. However, this project is not expected to create more congestion or increase the volume of diesel-powered vehicles on Main Street or any other streets in the City of Oakley. The Hwy 4 Bypass opening 2010 has since reduced the truck traffic on Main Street. The trucks have a more direct route east using the Bypass rather than using Main Street going through Oakley. Also, with the traffic calming features of the project and the reduced speeds trucks inherently use other the more direct route east using the Hwy 4 Bypass. The only diesel traffic will be limited to local deliveries, school buses, public utility vehicles, and refuse collection vehicles. Therefore, no negative impact or air quality impacts are anticipated as a result of this project. The project will significantly increase safety for multimodal users on Main Street without increasing the vehicular capacity of the roadway. This project is designed to improve the safety and movement of pedestrians.

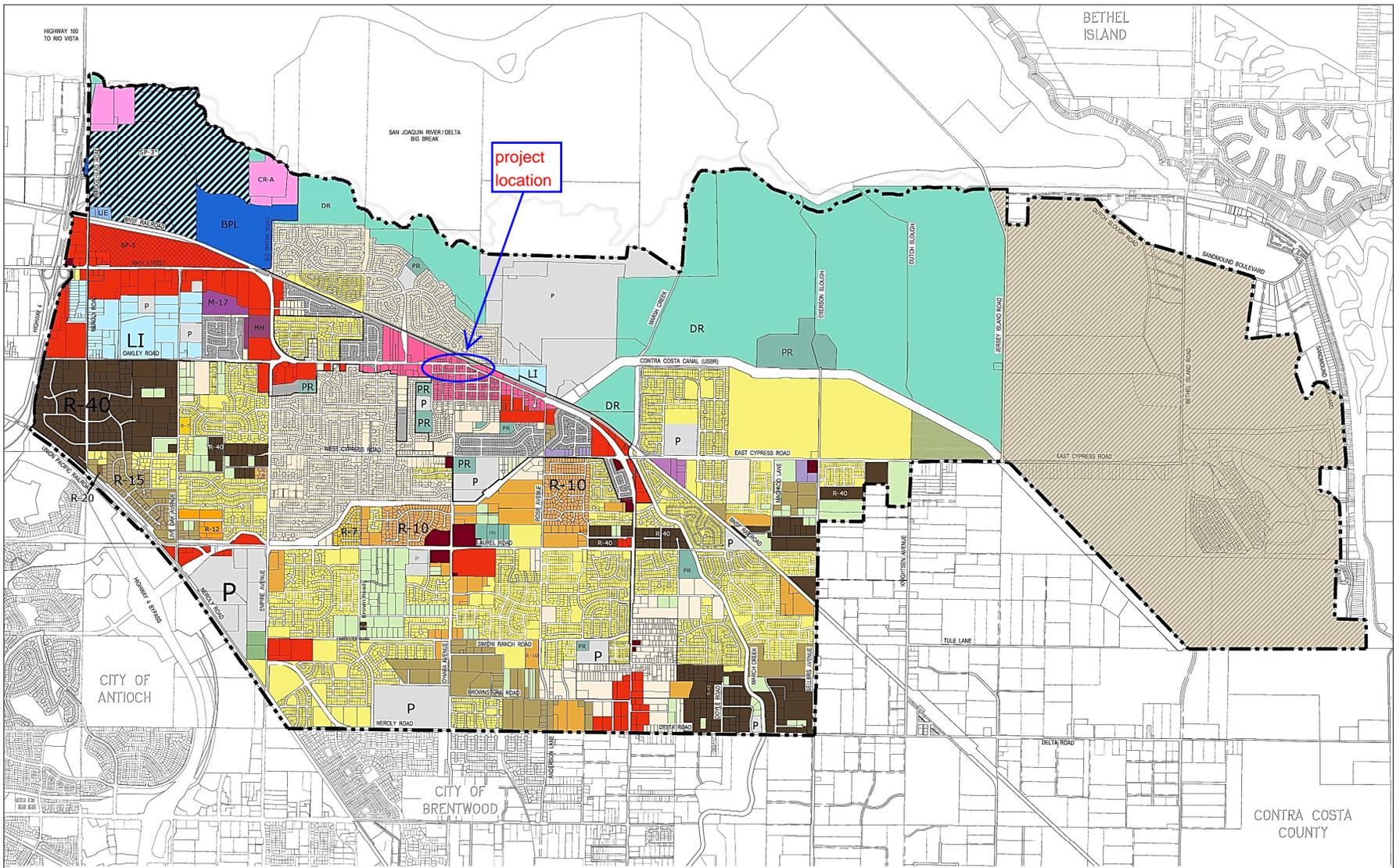
Based on the project information provided in this report, we believe that it should not be considered a project of air quality concern and, therefore, should not be required to complete the PM2.5 hot-spot analysis for project-level determination.



Project Location







ZONING LEGEND:

- SINGLE FAMILY RESIDENTIAL**
- (R-6) 6,000 SF MIN LOT AREA
 - (R-7) 7,000 SF MIN LOT AREA
 - (R-10) 10,000 SF MIN LOT AREA
 - (R-12) 12,000 SF MIN LOT AREA
 - (R-15) 15,000 SF MIN LOT AREA
 - (R-20) 20,000 SF MIN LOT AREA
 - (R-40) 40,000 SF MIN LOT AREA

- MULTI-FAMILY RESIDENTIAL**
- (M-H) MOBILE HOME
 - (M-9)
 - (M-12)
 - (M-17)

- AGRICULTURE**
- (AL) LIMITED AGRICULTURE
 - (A-3) HEAVY AGRICULTURE
 - (A-4) AGRICULTURE PRESERVE

- COMMERCIAL**
- (RB) RETAIL BUSINESS
 - (C) GENERAL COMMERCIAL
 - (CR-A) COMMERCIAL RECREATION - AQUATIC
 - (CR-NA) COMMERCIAL RECREATION - NON-AQUATIC

- BUSINESS**
- (BPL) BUSINESS PARK LOW
 - (BPH) BUSINESS PARK HIGH

- INDUSTRIAL**
- (LI) LIGHT INDUSTRIAL
 - (UE) UTILITY ENERGY

- PUBLIC, SEMI-PUBLIC**
- (P) PUBLIC, SEMI-PUBLIC

--- OAKLEY CITY LIMIT

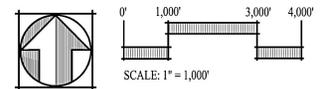
- OPEN SPACE**
- (PR) PARKS AND RECREATION
 - (DR) DELTA RECREATION

MASTER PLANNED DISTRICTS

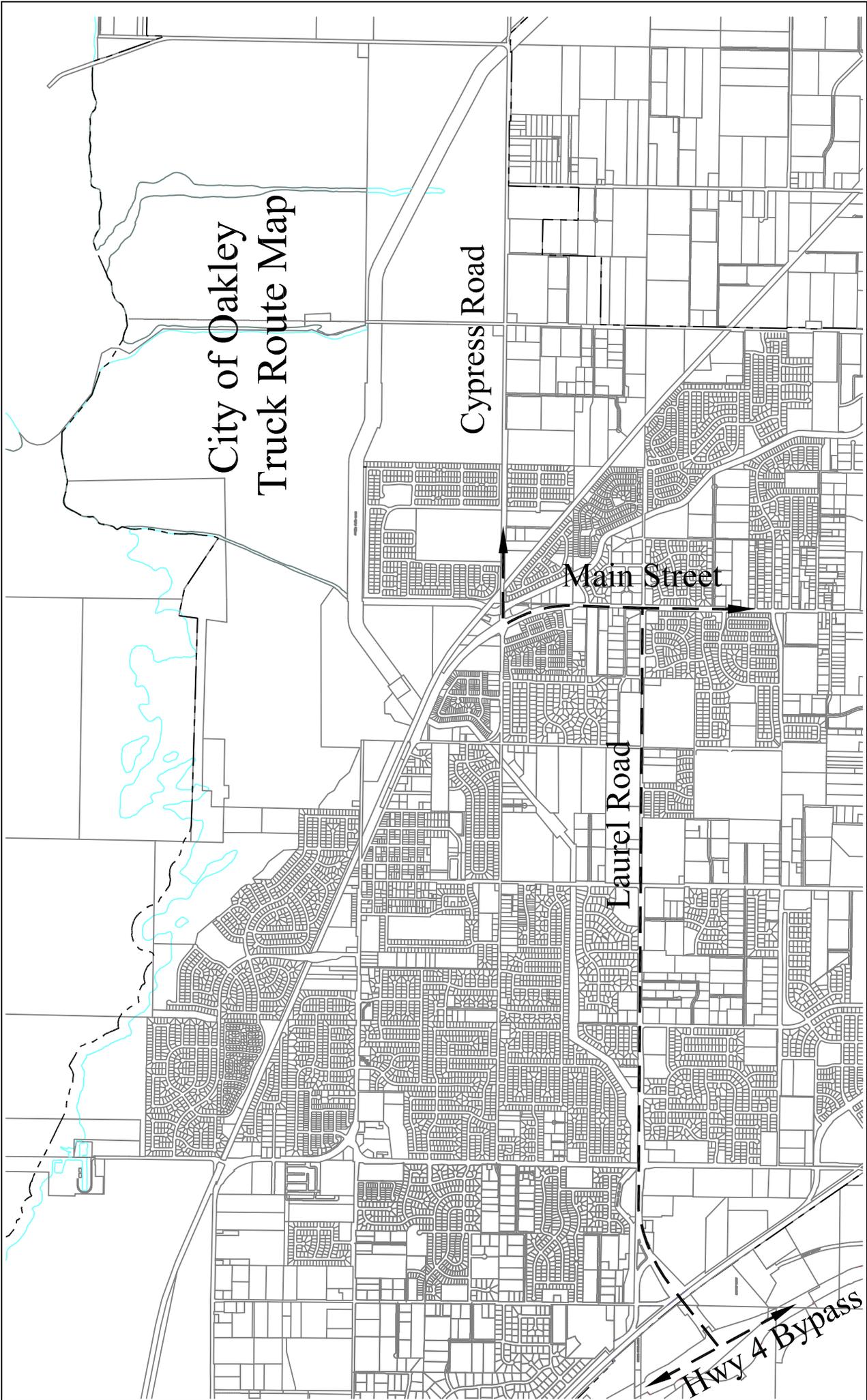
- (P-1) PLANNED DEVELOPMENT
- (P-1) PLANNED DEVELOPMENT WITH DEVELOPMENT PLAN (SEE SEPARATE P-1 MAP)
- (SP-1) EAST CYPRESS CORRIDOR S.P. (SEE SEPARATE SPECIFIC PLAN MAP)
- (SP-2) RIVER OAKS CROSSING S.P. (SEE SEPARATE SPECIFIC PLAN MAP)
- (SP-3) PENDING
- (SP-4) DOWNTOWN SPECIFIC PLAN



ZONING MAP
 City of Oakley
 Contra Costa County • California



Updated July 2013



City of Oakley
Truck Route Map

Cypress Road

Main Street

Laurel Road

Hwy 4 Bypass

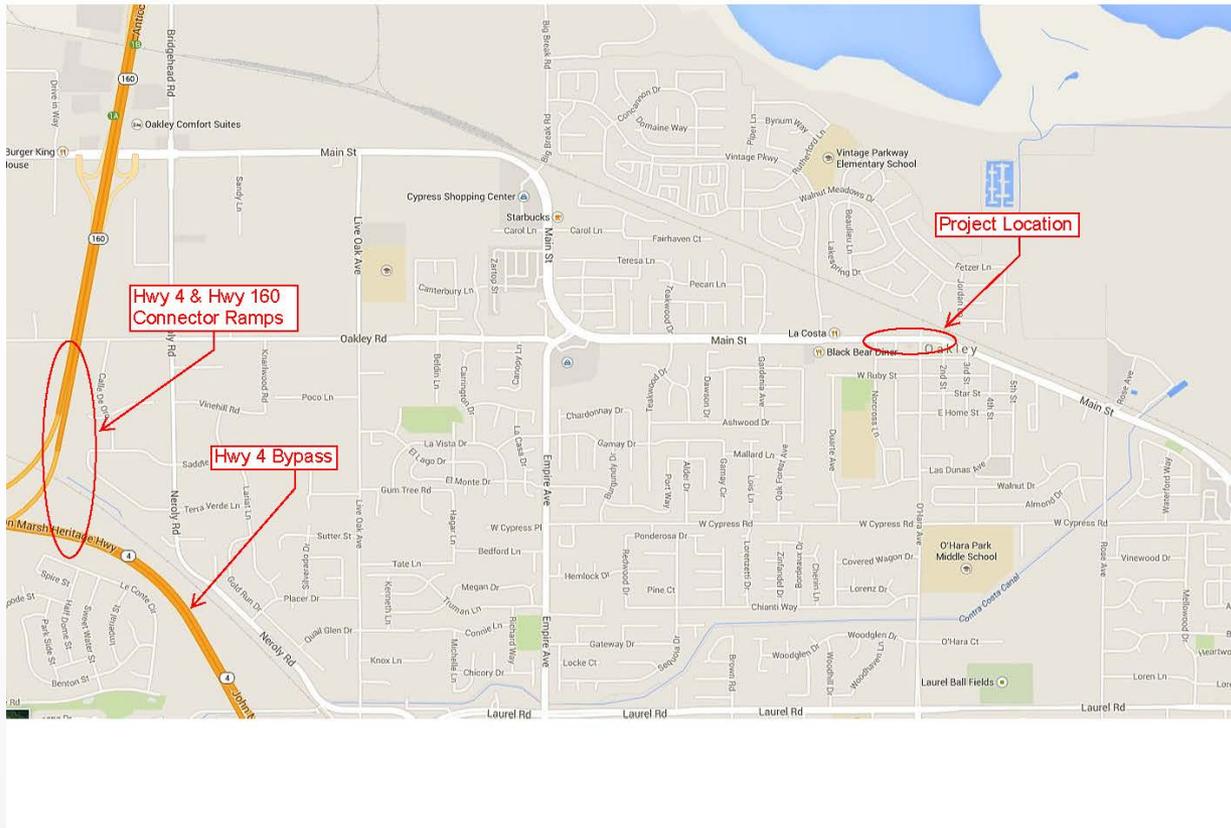
Main Street (Previously SR4) Realignment Project

MTC

**Air Quality Conformity
Task Force Meeting**

December 4, 2014

Area Map



Project Description

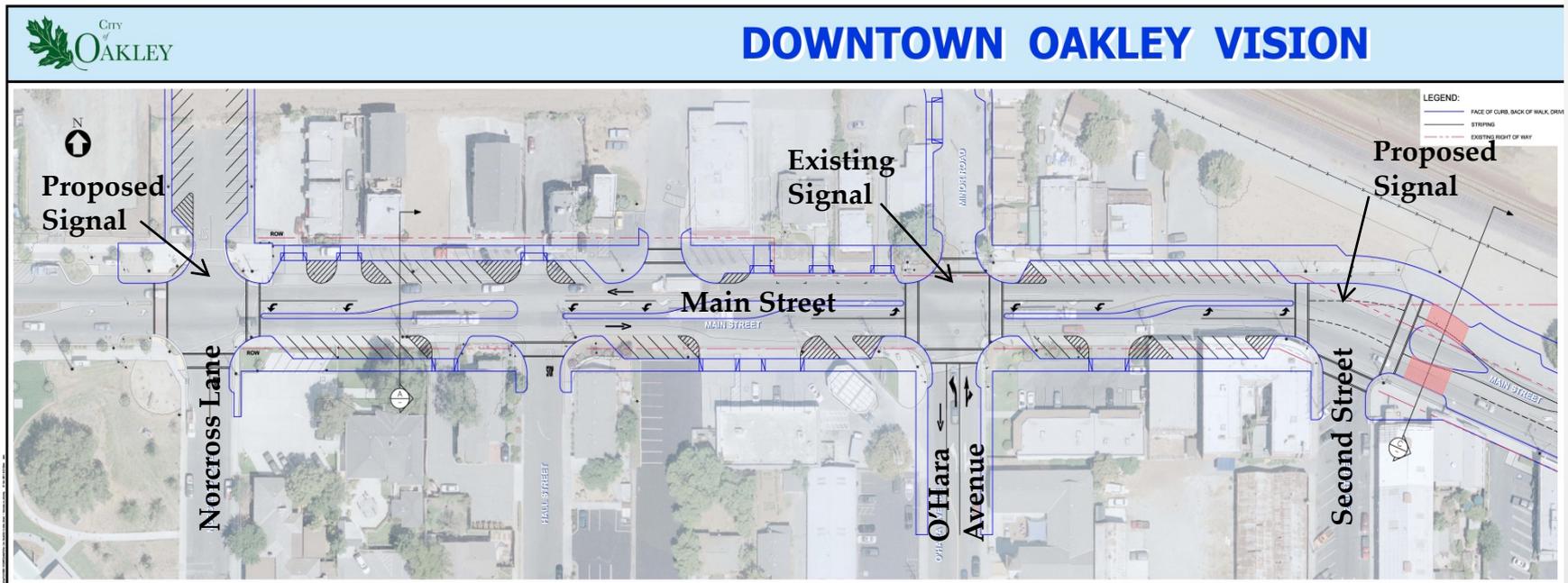
Highlights

- Realign Main Street
- Install signals at Norcross Lane and Second Street
- Install Curb Gutter and Sidewalks
- Class 3 Bike Routes
- Traffic Calming Features
- No Additional Lanes
- No Additional Bus Stops
- Complete Streets Format

Existing Main Street



Project Map



Opening Year Model (Year 2016)

With the opening of the Hwy 4 Bypass, the City of Oakley's truck route re-designation, and the future completion of the Hwy 4 & Hwy 160 connector ramps, truck traffic will be reduced on Main Street. Currently Norcross Lane operates at LOS F during peak hour under No Build conditions which is lower than the City of Oakley's General Plan acceptable LOS of D. The intersection is expected to improve to LOS D with addition of the signal. Second Street operates at LOS A and is not expected to change. Also, diesel trucks were not separated from regular gas engine trucks; therefore, not all truck traffic is a diesel vehicle. The percentage of diesel vehicles is potentially less than represented below, but it is all inclusive with the data available.

Street Intersection	No Build		Trucks		Build		Trucks	
	AADT	LOS	No.	%	AADT	LOS	No.	%
Main & Norcross	17,041	F	852	5	17,041	D	852	5
Main & 2 nd Street	17,041	A	852	5	17,041	A	852	5

Horizon Year Model (Year 2020)

Main Street's future ADT is estimated to be approx. 21,500 based off growth projections since Oakley incorporated. The truck percentage, or truck ADT, is expected to be the same or less based on the information described in the opening year summary. Nevertheless, diesel vehicles will be limited to local deliveries, school buses, public utility vehicles, and refuse collection vehicles on Main Street with the proposed project (Build scenario).

Street Intersection	No Build		Trucks		Build		Trucks	
	AADT	LOS	No.	%	AADT	LOS	No.	%
Main & Norcross	21,500	F	1075	5	21,500	D	1075	5
Main & Second Street	21,500	A	1075	5	21,500	A	1075	5

Conclusion

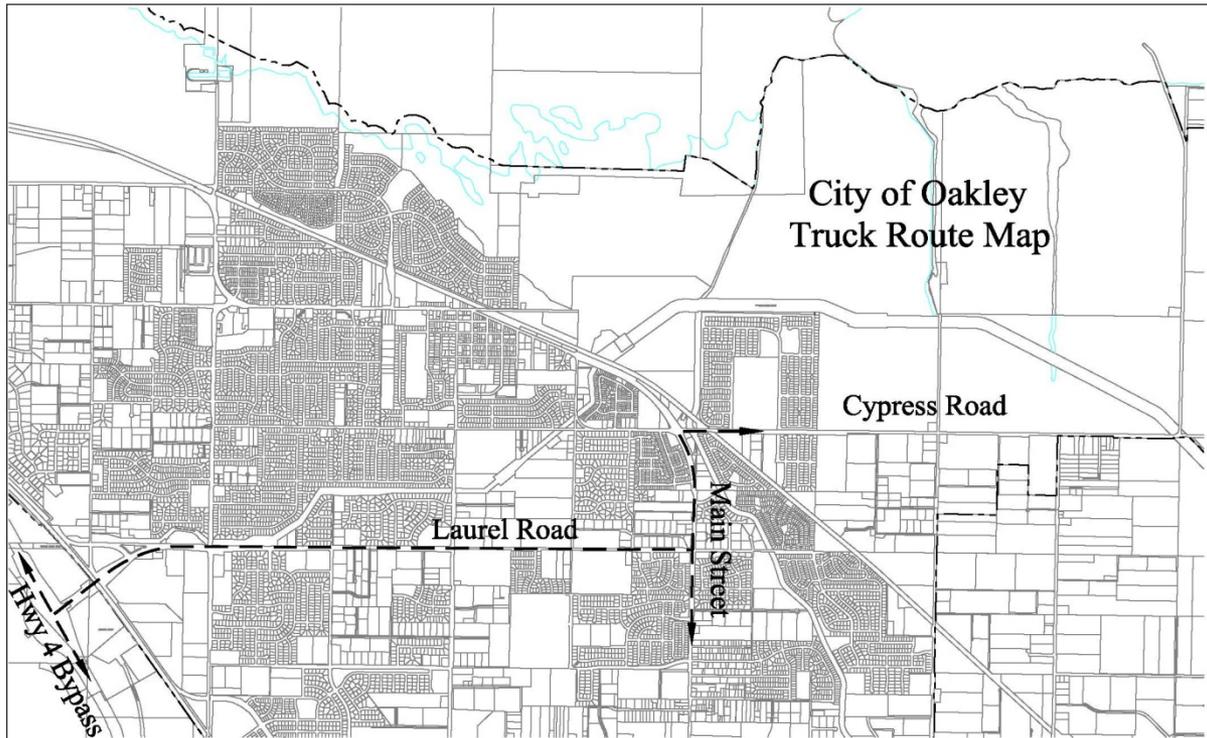
The City of Oakley appreciates the Air Quality Task Force Review of this project and hopes that the information provided with the application is sufficient for review. With all the details discussed we believe that it should not be considered a project of air quality concern and; therefore, should not be required to complete the PM2.5 hot-spot analysis for project-level determination.

- Questions....

Supplemental Information



Truck Route Map



2009 Traffic Counts

2009

Location Number	Roadway Segment	Road Segment Extents			ADT
1	Bridgehead Road	Wilbur Avenue	to	Main Street	6,753
2	Jersey Island Road	Cypress Road	to	Bridge	546
3	Vintage Parkway	Main Street	to	Big Break Road	6,177
4	Bethel Island Road	Sandmound Boulevard	to	Cypress Road	5,550
5	Main Street	Highway 160	to	Neroly Road	22,342
6	Main Street	Neroly Road	to	Live Oak Avenue	23,750
7	Main Street	Live Oak Avenue	to	Big Break Road	22,566
8	Main Street	Big Break Road	to	Empire Avenue	19,840
9	Main Street	Empire Avenue	to	Vintage Parkway	21,893
10	Main Street	Vintage Parkway	to	O'Hara Avenue	21,459
11	Main Street	O'Hara Avenue	to	Rose Avenue	18,039
12	Main Street	Rose Avenue	to	Cypress Road	17,247
13	Main Street	Cypress Road	to	Laurel Road	12,318
14	Main Street	Laurel Road	to	Simonl Ranch	16,393
15	Main Street	Simonl Ranch	to	Delta Road	15,560
16	Neroly Road	Main Street	to	Oakley Road	5,099
17	Neroly Road	Oakley Road	to	Laurel Road	7,437
18	Neroly Road	Laurel Road	to	Empire Avenue	2,272
19	Neroly Road	Empire Avenue	to	Brown Road	5,678
20	Neroly Road	Brown Road	to	O'Hara Avenue	6,391
21	Live Oak Avenue	Main Street	to	Oakley Road	2,385
22	Live Oak Avenue	Oakley Road	to	Neroly Road	2,406
23	Empire Avenue	Main Street	to	Cypress Road	13,173
24	Empire Avenue	Cypress Road	to	Laurel Road	14,901
25	Empire Avenue	Laurel Road	to	Carpenter Road	13,053
26	Empire Avenue	Carpenter Road	to	RR	11,971
27	Oakley Road	Highway 160	to	Neroly Road	2,506
28	Oakley Road	Neroly Road	to	Live Oak Avenue	2,838
29	Oakley Road	Live Oak Avenue	to	Empire Avenue	3,780
30	O'Hara Avenue	Main Street	to	Cypress Road	4,979
31	O'Hara Avenue	Cypress Road	to	Laurel Road	8,635
32	O'Hara Avenue	Laurel Road	to	Carpenter Road	9,246
33	O'Hara Avenue	Carpenter Road	to	Neroly Road	9,522
34	Rose Avenue	Main Street	to	Cypress Road	1,378
35	Rose Avenue	Cypress Road	to	Laurel Road	2,104

> 19,749

2010 Caltrans Traffic Counts

2010 Caltrans Traffic Counts

RTE	DIST	CNTY	POST MILE	L E G	DESCRIPTION	VEHICLE AADT TOTAL	TRUCK AADT TOTAL	TRUCK % TOT VEH	TRUCK AADT TOTAL					% TRUCK AADT					EAL 2-WAY (1000)	YEAR VER/EST
									2	3	4	5+	2	3	4	5+				
004	04	CC	0	A	HERCULES, JCT. RTE. 80	41,000	2,554	6.23	927	220	99	1,308	36.29	8.61	3.87	51.22	518	00V		
004	04	CC	12.667	B	JCT. RTE. 680	85,000	4,097	4.82	2,051	438	177	1,431	50.07	10.69	4.31	34.93	632	02V		
004	04	CC	12.667	A	JCT. RTE. 680	81,000	4,123	5.09	2,266	508	136	1,213	54.96	12.31	3.29	29.43	565	02V		
004	04	CC	R 14.668	B	CONCORD, JCT. RTE. 242	78,000	5,273	6.76	1,983	847	143	2,301	37.60	16.06	2.71	43.63	962	00V		
004	04	CC	R 14.668	A	CONCORD, JCT. RTE. 242	90,000	5,634	6.26	2,258	653	151	2,572	40.08	11.59	2.68	45.65	1,049	00V		
004	04	CC	R 18.83	B	PORT CHICAGO HIGHWAY EAST	144,000	7,445	5.17	3,403	1,165	649	2,228	45.71	15.65	8.72	29.93	1,090	03V		
004	04	CC	R 18.83	A	PORT CHICAGO HIGHWAY EAST	130,000	7,176	5.52	2,757	997	265	3,157	38.42	13.90	3.69	43.99	1,316	00V		
004	04	CC	R 20.102	A	BAILEY ROAD	128,000	5,888	4.60	2,440	680	237	2,531	41.44	11.55	4.02	42.99	1,056	00V		
004	04	CC	31.13	A	JCT. RTE. 160	20,700	1,112	5.37	502	110	45	455	45.14	9.92	4.06	40.88	191	00V		
004	04	CC	R 44.367	B	BYRON HIGHWAY	19,500	3,005	15.41	602	141	64	2,198	20.02	4.70	2.12	73.16	802	00V		
004	04	CC	R 44.367	A	BYRON HIGHWAY	18,700	2,710	14.49	709	135	111	1,755	26.16	4.97	4.10	64.76	659	00V		
004	04	CC	46.46	A	DISCOVERY BAY BOULEVARD	8,100	1,119	13.82	384	132	78	525	34.34	11.81	6.96	46.89	218	00V		
004	10	SJ	0	A	CONTRA COSTA/SAN JOAQUIN COUNTY LINE	7,900	893	11.30	161	171	29	531	18.00	19.20	3.30	59.50	209	96V		
004	10	SJ	5.96	B	TRACY BOULEVARD	7,900	901	11.40	153	181	29	538	17.00	20.10	3.20	59.70	212	96E		
004	10	SJ	5.96	A	TRACY BOULEVARD	7,700	886	11.50	142	185	27	532	16.00	20.90	3.00	60.10	209	96V		
004	10	SJ	10.49	B	INLAND DRIVE	7,900	774	9.80	84	184	39	466	10.90	23.80	5.10	60.20	186	96V		
004	10	SJ	10.49	A	INLAND DRIVE	8,500	1,037	12.20	83	189	43	723	8.00	18.20	4.10	69.70	276	96V		

2013 Traffic Counts

City of Oakley
Arterial Traffic Counts
May 2013

Location Number	Roadway Segment	Road Segment Extents		ADT
1	Bridgehead Road	Wilbur Avenue	to Main Street	6,790
2	Jersey Island Road	Cypress Road	to Bridge	554
3	Vintage Parkway	Main Street	to Big Break Road	3,241
4	Bethel Island Road	Sandmound Boulevard	to Cypress Road	5,750
5	Main Street	Highway 160	to Neroly Road	22,695
6	Main Street	Neroly Road	to Live Oak Avenue	23,449
7	Main Street	Live Oak Avenue	to Big Break Road	21,962
8	Main Street	Big Break Road	to Empire Avenue	22,065
9	Main Street	Empire Avenue	to Vintage Parkway	19,027
10	Main Street	Vintage Parkway	to O'Hara Avenue	18,186
11	Main Street	O'Hara Avenue	to Rose Avenue	15,896
12	Main Street	Rose Avenue	to Cypress Road	14,164
13	Main Street	Cypress Road	to Laurel Road	16,166
14	Main Street	Laurel Road	to Simoni Ranch	15,803
15	Main Street	Simoni Ranch	to Delta Road	16,690
16	Neroly Road	Main Street	to Oakley Road	5,123
17	Neroly Road	Oakley Road	to Laurel Road	4,197
18	Neroly Road	Laurel Road	to Empire Avenue	3,268
19	Neroly Road	Empire Avenue	to Brown Road	6,051
20	Neroly Road	Brown Road	to O'Hara Avenue	7,084
21	Live Oak Avenue	Main Street	to Oakley Road	3,596
22	Live Oak Avenue	Oakley Road	to Neroly Road	3,226
23	Empire Avenue	Main Street	to Cypress Road	14,456
24	Empire Avenue	Cypress Road	to Laurel Road	17,044
25	Empire Avenue	Laurel Road	to Carpenter Road	14,311
26	Empire Avenue	Carpenter Road	to RR	13,948
27	Oakley Road	Highway 160	to Neroly Road	2,709
28	Oakley Road	Neroly Road	to Live Oak Avenue	3,428
29	Oakley Road	Live Oak Avenue	to Empire Avenue	3,598
30	Oakley Road	Empire Avenue	to Cypress Road	4,000

> 17,041

Application of Criteria for a Project of Air Quality Concern

Project Title: Junipero Serra Blvd at King Drive

Project Summary for Air Quality Conformity Task Force Meeting: 12/4/14

Description

- Project will replace existing traffic signals by installing new mast arms and poles with LED signals, installing LED countdown pedestrian signal heads with audible push buttons, installing video detection including bike detection, add protected left-turn phase to King Drive, remove median signal poles in SB direction, install new controller and cabinet (170), install new service pedestal, install speed feedback sign and add internally illuminated street signs at all approaches.
- No change to the number of vehicle lanes on Junipero Serra Blvd; i.e, no additional vehicle capacity will be added to the roadway.
- Project will improve safety conditions for multi-modal transportation by improving pedestrian and bicycle safety when crossing Junipero Serra Blvd and King Drive.
- A shift to existing median on Eastbound of King Dr. to create left-turn pocket, modify raised median within crosswalks (NB, WB and SB direction), modify median passageways, and adjust island to accommodate bike lanes in NB direction. Install/upgrade curb ramps at each corner to meet ADA compliance; while also extending/widening sidewalk (NW, SW and NE corners).
- Stripe bike lanes to intersection with green skip-stripes through conflict zones at slip lanes (from EB, SB and NB directions), realign channelized right-turn to improve sight line and restripe the effected crosswalks and traffic lanes.
- This Project should not create any additional trips by diesel-powered vehicles.

Background

- This project is funded through the Highway Safety Improvement Program (HSIPL) program.

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
 - Highway Safety Improvement – no additional vehicle lanes will be created on Junipero Serra Blvd.
 - No anticipated change in traffic volumes, number of diesel vehicles, or diesel vehicle percentage of traffic on Junipero Serra Blvd.
- (ii) New or expanded highway projects with significant number/increase in diesel vehicles?
 - Junipero Serra Blvd is included as Part of the City of South San Francisco's designated SamTrans route system. SamTrans currently operates buses power by lower emission diesel electric and modern diesel technologies. Junipero Serra Blvd is not a part of the City's truck route network and hence there is no significant number of diesel vehicles that use this street.
 - Currently the intersection of Junipero Serra Blvd/King Drive operates at LOS C in the AM and PM peak hour and will remain as LOS C with the implementation of the proposed traffic signal project.
 - This project does not change land use and will not lead to an increase in traffic volumes or an increase in diesel vehicle number or percentage of daily traffic volumes on Junipero Serra Blvd.
- (iii) New bus and rail terminals and transfer points? – Not applicable
- (iv) Expanded bus and rail terminals and transfer points? – Not applicable
- (v) Affects area identified in PM₁₀ or PM_{2.5} implementation plan as site of violation?
 - The project does not affect areas identified in PM₁₀ or PM_{2.5} implementation plan as site of violation. Furthermore, the project area is not identified in the plan as an area of possible violation.

PM_{2.5} Project Assessment Form for Interagency Consultation

RTIP ID# *(required)* 240746

TIP ID# *(required)* SM-110078

Air Quality Conformity Task Force Consideration Date

December 2014

Project Description *(clearly describe project)*

See the following attachments Exhibit 1 "Project Location", Exhibit 2 "Project Map and Proposed Improvements", Exhibit 3 "Collision Diagram", and Exhibit 4 "Photos".

EXISTING CONDITIONS

Junipero Serra Boulevard (JSB) is a minor arterial parallel to Interstate 280 which provides a local north-south connection between South San Francisco and Daly City. JSB has a posted speed limit of 50 mph. The street is also an important north-south connection for bicyclists through the west side of South San Francisco and is designed as a Class II bicycle route with striped bicycle lanes. JSB (Northbound) consists of two travel lanes with a designated left turn lane and a right turn "pork chop" island separating the thru lanes from a stop sign controlled, right turn only lane. JSB (Southbound) consists of two travel lanes with a designated left turn lane and yield controlled right turn only lane separated by a right turn "pork chop" island. King Dr. (Westbound) consists of one travel lane, one designated left turn lane, and a right turn yield lane separated by a right turn "pork chop" island. King Dr. (Eastbound) consists of one travel lane that shares a straight and left turn along with a right turn yield lane separated by a right turn "pork chop" island. On street parking is not permitted on any of the four legs of the intersection. Class 2 bike lanes are present along Northbound and Southbound Junipero Serra Blvd. Along Westbound King Dr, a Class 2 bike lane is present, but a bike lane does not exist in the Eastbound direction of King Dr.

The existing conditions of the Junipero Serra Blvd./King Dr. intersection have not been updated in over 20 years. In the last few years, the frequency of collisions has increased due to an increase in traffic volumes through the intersection. The primary cause of collisions are red light violations and failure to yield. Intersection operations, timing and visibility of signals present safety challenges. Drivers may not read traffic signals correctly, as there are multiple signal poles located throughout the intersection, with north and southbound through and left turning signals in different locations. Turn pocket geometry with sharply angled merge lanes also limits sight lines. Based on higher volume of traffic and increased residential use of this intersection, it is warranted for an upgrade in hardware and software for the traffic signal equipment, along with an update in signal placement

PROPOSED IMPROVEMENTS

Traffic Signal Equipment Improvements include:

- 1) remove the confusion of the existing pedestal mounted left turn signal at the center median and the mast arm mounted signals
- 2) replacing the removed traffic signals with only mast arm mounted signals
- 3) new service pedestal, controller, cabinet, video detection, speed feedback sign, signs, and pedestrian countdown signals to upgrade equipment operations and improve pedestrian safety

Traffic Geometry and Phasing Improvements include:

- 1) Install left-turn lane and add turn phase at the east bound King Drive approach (signal has no left turn phase existing now) to allow separation of left turn and thru lanes
- 2) Realign median islands to accommodate proposed lane adjustments (such as left turn lane and bike lanes) to clearly delineate the lane configurations for all vehicles, reposition drivers for safer approach to the intersection and improve sight lines.
- 3) Upgrade the right turn "pork chop" islands, median islands, curb ramps and sidewalks to comply with current ADA standards.
- 4) Crosswalk realignments due to adjustments to right turn islands
- 5) Lane striping refreshments

Bicycle Facility Improvements include:

- 1) Clearly marking all bike lane approaches to the intersection and improve visibility conflict zones with high visibility green bike lane segments
- 2) Setup new video detection equipment to detect bicycles to improve bicycle crossings.

Project Assessment Form for PM_{2.5} Interagency Consultation

Type of Project: Intersection signalization project at individual intersection. Safety Improvement Project					
County SM	Narrative Location/Route & Postmiles 04-SM-0-SSF Caltrans Projects – EA#				
Lead Agency: South San Francisco					
Contact Person Sam Bautista	Phone# 650-829-6668	Fax# 650-829-6689	Email Sam.bautista@ssf.net		
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>					
<input checked="" type="checkbox"/>	Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action:					
NEPA Delegation – Project Type <i>(check appropriate box)</i>					
<input checked="" type="checkbox"/>	Exempt	Section 6004 – Categorical Exemption	Section 6005 – Non-Categorical Exemption		
Current Programming Dates <i>(as appropriate)</i>					
	PE/Environmental	ENG	ROW	CON	
Start	04/13	11/14		04/15	
End	11/14	03/15		11/15	
Project Purpose and Need (Summary): <i>(please be brief)</i> <p>The project addresses recent concerns about the frequency of collisions at the Junipero Serra Blvd/King Drive intersection, shown in Exhibit 1. In the last few years, the frequency of collisions has increased due to an increase in traffic volumes through the intersection, which may be attributed to recent new residential development in the area. The intersection has not been updated in over 20 years and the accident history has supported careful review of the intersection a regular basis. Improvements are necessary to address deficiencies in intersection operations, sigh lines, failure to yield collisions, safe speeds, and pedestrian and bicycle right of way. The City Engineering Division, Public Works and Police Department have reviewed collision records and intersection operations and have identified this intersection as a top priority location for safety improvements.</p> <p>Traffic signal equipment improvements will provide better visibility of intersection signs and signals to aid drivers' advance perception of the upcoming intersection. Visibility and clarity of the signal should be improved, which will improve the right of way for each lane, especially for left turning vehicles. The new signals will reduce confusion and conflicts caused by failure to yield to oncoming traffic.</p> <p>Geometry and phasing improvements will clearly delineate lane configurations for all vehicles, will reposition drivers for safer approach to the intersection and improve sight lines. Phasing improvements will remove conflict points and clarify separate left turn and thru traffic lane movements. Upgrading portions of the right turn islands, sidewalks, and curb ramps to ADA standards will improve pedestrian movements and safety.</p> <p>Bicycle facility improvements will improve visibility and detection of bicyclists approaching and crossing the intersection. Vehicle drivers will become more aware of the presence of bicyclists.</p>					
Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i> <p>The project intersection is located in the northern part of San Mateo County, in the City of South San Francisco. The intersection is surrounded by "low density residential", "high density residential", "community commercial", and "school" zones. See attached Exhibit 5, SSF Zoning Map.</p>					

PM_{2.5} Project Assessment Form for Interagency Consultation

Brief summary of assumptions and methodology used for conducting analysis

Crash data for the Junipero Serra Blvd and King Drive intersection was analyzed for the most recent ten years. The City of SSF Police Department provided accident reports for collision records from September 2005 through June 2013. Records were pulled from the SWITRS database for June 2003 through September 2005 collision data in order to complete the analysis for a full ten years. In addition, a Benefit/Cost Calculation was completed resulting in a total project B/C of 1.73.

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

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
N/A

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

Opening Year: 2010. Currently signalized intersection with separate yield/turn lanes.

Scenario	AM Peak Hour LOS	PM Peak Hour LOS	AADT	% and # of Trucks	Truck AADT
Build	C	C	13,103	2% of heavy vehicles/trucks 0.6% of Diesel Trucks	262 79 (Diesel)
No Build	C	C	13,103	2% of heavy vehicles/trucks 0.6% of Diesel Trucks	262 79 (Diesel)

The current LOS and AADT for the intersection are not anticipated to change. The project simply upgrades the equipment to provide further clarity to drivers and improve safety.

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

Horizon Year: 2030

Pre- and Post-assessments of LOS for the intersection are not available. AADT is available and shown below.

It is anticipated that the AADT for Year 2030 will be 18,200 with trucks remaining at 2% (or Truck AADT=364). The % of trucks is expected to remain unchanged from current levels. No change in the 2030 ADT, truck percentage or truck ADT is expected on Junipero Serra Blvd as a result of the proposed project (Build Scenario).

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*)

The proposed improvements are not anticipated to redistribute or have any adverse effects to existing traffic congestion relief. The project is simply upgrading outdated and traffic signal equipment, systems, and operations, and improving safety for all thru and turning vehicle movements. In addition, bicycle and pedestrian safety will be improved.

Project Assessment Form for PM_{2.5} Interagency Consultation

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

The project is both a safety improvement project and an intersection signalization project at an individual intersection.

Per 40 CFR 93.126, "Safety improvement program" projects are exempt from conformity determination.

Per 40 CFR 93.127, "Intersection signalization projects at individual intersection" projects are exempt from regional emissions analyses.

Per 40 CFR 93.123(b):

- The project is not a new or expanded highway project with a significant number of or increase in diesel vehicles.
- 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.
- The project does not expand an existing bus or rail terminal with a significant number of diesel vehicles congregating at a single location
- 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.

The project is not expected to create more congestion or increase the volume of diesel-powered vehicles on Junipero Serra Blvd, King Dr. or any other streets surrounding the area. Therefore, no negative environmental or air quality impacts are anticipated as a result of this project.

The project will significantly increase the visibility, safety, and clarity of traffic signal operations at the Junipero Serra Blvd intersection without increasing the vehicular capacity of the roadway. This project will be designed to improve safety and movement of pedestrians, and bicyclists.

Based on the info within this assessment form, we believe that it should not be considered a project of air quality concern and, therefore, should not be required to complete PM_{2.5} hot-spot analysis for project level conformity determination.



EXHIBIT 1A – Project Vicinity Map
Junipero Serra Boulevard/King Drive, South San Francisco



Exhibit 1. Project Location

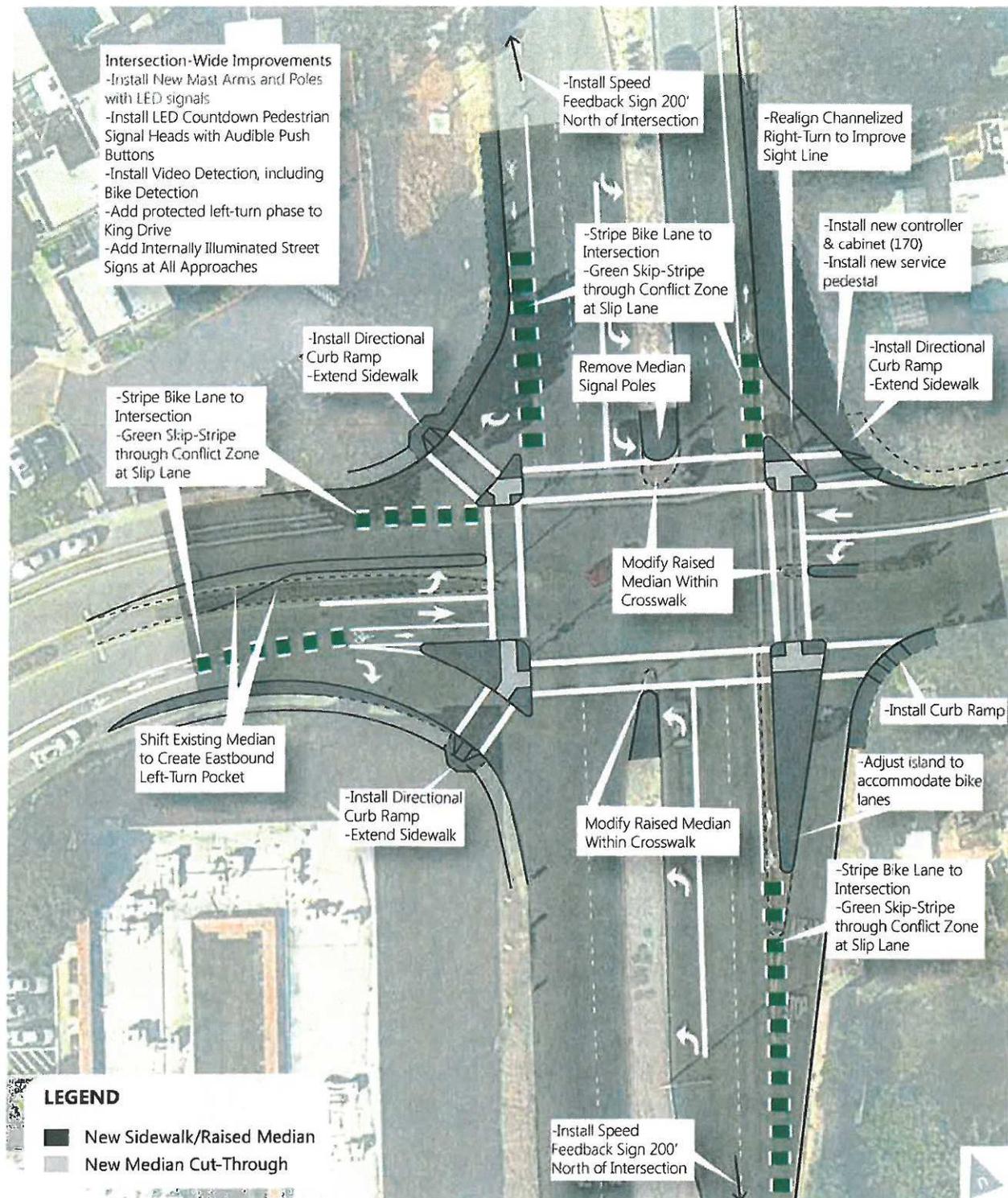
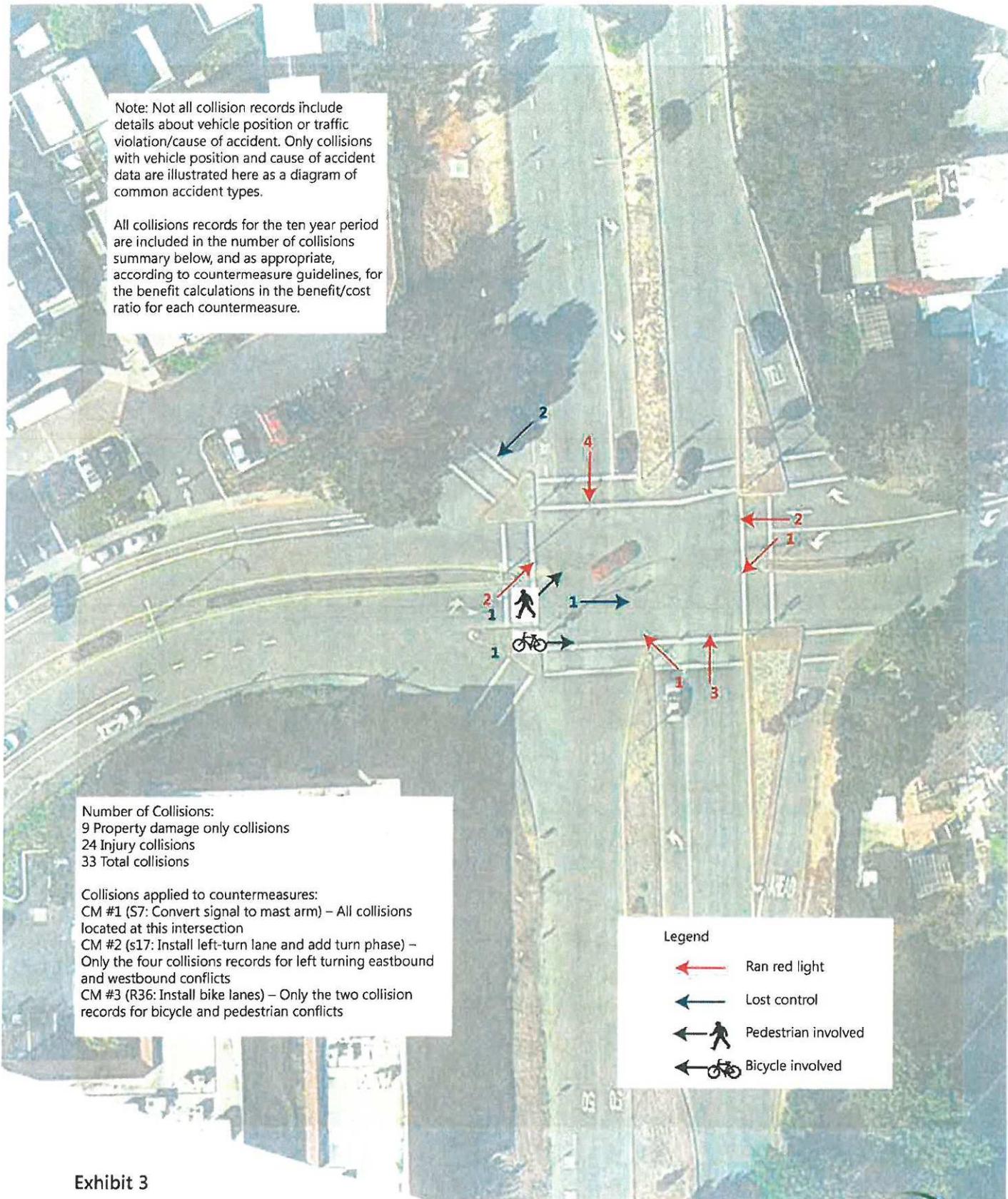


Exhibit 2

Note: Not all collision records include details about vehicle position or traffic violation/cause of accident. Only collisions with vehicle position and cause of accident data are illustrated here as a diagram of common accident types.

All collisions records for the ten year period are included in the number of collisions summary below, and as appropriate, according to countermeasure guidelines, for the benefit calculations in the benefit/cost ratio for each countermeasure.



Number of Collisions:
 9 Property damage only collisions
 24 Injury collisions
 33 Total collisions

Collisions applied to countermeasures:
 CM #1 (S7: Convert signal to mast arm) – All collisions located at this intersection
 CM #2 (s17: Install left-turn lane and add turn phase) – Only the four collisions records for left turning eastbound and westbound conflicts
 CM #3 (R36: Install bike lanes) – Only the two collision records for bicycle and pedestrian conflicts

Legend

-  Ran red light
-  Lost control
-  Pedestrian involved
-  Bicycle involved

Exhibit 3



Facing north from southeast corner

Multiple signal heads present in each direction (note pedestal left turn signal and mast arm through signal)

Median extends into crosswalk

Sharply angled right turn slip lane.

Bicycle lanes do not continue through intersection and conflict/merge zones



Facing west from southwest corner

Wide turn lanes conducive to high speed traffic

Bicycle lanes do not continue through intersection and conflict zones

Unclear lane assignment

Exhibit 4: Photos

Junipero Serra Boulevard/King Drive Photos



Facing north from southwest corner
No eastbound left turn lane
Sharply angled right turn slip lane
Median and right turn islands extend into crosswalk and do not accommodate bicycle lane right of way



Facing west from southwest corner
Medians and right turn islands extend into/across crosswalk
No bicycle lanes at intersection
Signal heads on pedestals and mast arms

Exhibit 4: Photos
Junipero Serra Boulevard/King Drive Photos

Exhibit 5 Zoning Map

Base Map: Streets | Map Layers: Layers | Reset Map

Search by property address or APN: e.g. 400 Grand Avenue, South San Francisco, CA

Cursor Position: -122.45395, 37.64896

Current Zoom Level: 6

[Report a map error](#)

Legend

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Community Commercial
- Business and Professional Office
- Commercial Mixed Use
- El Camino Real Mixed Use
- ECR / CMXH
- ECR / C-MXM
- ECR / C-RH
- Downtown Core
- Downtown Mixed-Use
- Downtown Residential Low
- Downtown Residential Medium
- Downtown Residential High
- Business Commercial
- Business Technology Park
- Freeway Commercial
- Mixed Industrial
- Public/Quasi-Public
- Schools
- Parks and Recreation
- Open Space
- Transit Village Commercial
- Transit Village Retail
- Transit Village Residential, Medium Density
- Transit Village Residential, High Density
- Bay West Cove Specific Plan District
- Gateway Specific Plan District
- Oyster Point Marina SPD
- Terrabay Specific Plan District
- Genentech Master Plan
- Loft Overlay District
- South San Francisco City Limits

Zoning Information

Property Address:	405 King Drive, South San Francisco, CA 94080, USA
APN:	010251020
Base District Code:	RL-8
Base District Name:	Low Density Residential
District Regulations:	Click here
Additional Overlay Districts:	Hillside and Special Environmental Studies Overlay Districts may apply. Please consult a

40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Expanded Description	Project Type under 40 CFR 93.126
ALA	ALA110127	Alameda County	Pedestrian Imp, Ala Co (HSIP6-04-001)	HSIP6-04-001: At various locations in Uninc Alameda Co - construct curb extensions, curb, gutter, curb ramps.	Improvements include installation of rectangular rapid flashing beacons.	Air Quality - Bicycle and pedestrian facilities
ALA	ALA110132	Albany	Buchanan Bridge #33C0184 Preventive Maintenance	In Albany: Buchanan Bridge #33C0184: Sealing of bridge deck, repair a failing joint seal, and repair exposed deck reinforcement at one location.	In Albany: Buchanan Bridge #33C0184: The proposed project will address Caltrans recommendations in the Caltrans Bridge Inspection Report.	Safety - Pavement resurfacing or rehabilitation
ALA	ALA150005	Berkeley	LeConte Elementary Safe Routes to School Imps	Berkeley: Shattuck Ave between Ward St and Russell St: Pedestrian crossing improvements near LeConte School.	Berkeley: Shattuck Ave between Ward St and Russell St: Pedestrian crossing improvements near LeConte School. Proposed improvements address documented pedestrian and bicycle safety concerns, utilizing specific countermeasures that facilitate crossing major streets, specifically: (1)Construct eight curb bulbouts; (2)Post pedestrian warning sign and in-pavement pedestrian yield sign; and (3)Stripe red curb parking restrictions.	Air Quality - Bicycle and pedestrian facilities
ALA	ALA150006	Alameda County	Be Oakland, Be Active	Oakland: Citywide: Promote walking and cycling in 41 of Oakland Unified School District's most disadvantaged schools.	Oakland: Citywide: Promote walking and cycling in 41 of Oakland Unified School District's most disadvantaged schools through education, encouragement and enforcement activities through a partnership with the Oakland Unified School District, OUSD School Police Force, Oakland Police Department and the Alameda County Public Health Department.	Air Quality - Bicycle and pedestrian facilities
ALA	ALA150007	Alameda	Cross Alameda Trail (includes SRTS component)	City of Alameda: between Webster St and Sherman St: construct a new trail with an on-street portion.	City of Alameda: between Webster St and Sherman St: construct a new trail with an on-street portion. The trail is between Constitution Way and Sherman Street. In the park section, paths are proposed for 3,600 feet, and will include a 10 foot wide bike path, 6 foot wide walkway, 5 foot jogging path, path shoulders and a landscaping area. In the Atlantic Avenue section, a protected on-street bikeway and a Class I path is proposed between Constitution Way and Webster Street. Bicycle safety education will be provided to adults and families as well as to children and teens in four adjacent schools.	Air Quality - Bicycle and pedestrian facilities
ALA	ALA150008	ACTC	East Bay Greenway	Alameda County: BART alignment from 19th Ave north of the Fruitvale BART station to the South Hayward BART station: Install a primarily Class I facility that generally follows the BART alignment, a distance of approximately 15 miles.	Alameda County: BART alignment from 19th Ave north of the Fruitvale BART station to the South Hayward BART station: Install a primarily Class I facility that generally follows the BART alignment, a distance of approximately 15 miles. The ATP funding is for feasibility/scoping, environmental assessment, and stakeholder/community coordination activities for the East Bay Greenway that will run along the BART alignment through Oakland, San Leandro, Hayward and the unincorporated communities of Ashland and Cherryland. The greenway will be primarily Class I trail facilities with many sections constructed under the elevated BART tracks, and will provide a high quality facility for transportation and recreation.	Air Quality - Bicycle and pedestrian facilities
ALA	ALA150010	Oakland	International Boulevard Improvement Project	Oakland: International Boulevard and East 12th Street corridor from 1st Avenue to Durant Avenue: installation of pedestrian scale lighting along the corridor, repair sidewalk damage, and install curb ramps.	Oakland: installation of approximately 195 pedestrian scale lights in the vicinity of the East Bay Bus Rapid Transit alignment between 1st Avenue and Durant Avenue, largely along International Boulevard and East 12th Streets. Location of lights to be determined by a study prioritizing locations with dark spots and high concentrations of pedestrians. In addition, the project will repair sidewalk damage and install ADA compliant curb ramps along the corridor.	Air Quality - Bicycle and pedestrian facilities
ALA	ALA150011	Albany	Complete Streets for San Pablo Ave/Buchanan St.	Albany: San Pablo Ave and Buchanan St: design and construct the Complete Streets elements proposed for San Pablo Ave and Buchanan St in Albany.	Albany: San Pablo Ave and Buchanan St: design and construct the Complete Streets elements proposed for San Pablo Ave and Buchanan St in Albany. These elements include curb extensions, high visibility crosswalks, medians, installation of Rectangular Rapid Flashing Pedestrian beacons at selected non-signalized intersections and audible pedestrian signals at signalized intersections along San Pablo Ave. and a Hybrid Pedestrian beacon on Buchanan St at Taylor. In addition, the project includes design of gateway improvements at the northern city limit on San Pablo Ave. and on Buchanan at the bridge overcrossing.	Safety - Adding medians
ALA	ALA150013	AC Transit	AC Transit: Procure (15) 40' Urban Buses	AC Transit: procure (15) 40' urban buses for service expansion.	AC Transit: procure (15) 40' urban buses for service expansion.	Mass Transit - Purchase of new busses and rail cars to replace existing vehicles or for minor expansions of the fleet
ALA	ALA150018	AC Transit	AC Transit: Procure (65) 40' Urban Buses	AC Transit: 65 40' buses: Purchase buses to replace buses in existing fleet. 25 Hybrids and 40 diesels.	AC Transit: 65 40' buses: Purchase buses to replace buses in existing fleet. 25 Hybrids and 40 diesels.	Mass Transit - Purchase of new busses and rail cars to replace existing vehicles or for minor expansions of the fleet
CC	CC-130018	Brentwood	Balfour Road Preservation	Brentwood: Balfour Road between Pippo Avenue and Minnesota Avenue: Grind and overlay pavement, upgrade existing handicapped ramps, replace traffic signal detector loops and add bicycle detector loops	Grind and overlay of approximately 4000 linear feet of Balfour Road between Pippo Avenue and Minnesota Avenue. Project includes grinding, overlay, striping, upgrade of existing handicapped ramps, replacing traffic signal detector loops and addition of bicycle detector loops.	Safety - Pavement resurfacing or rehabilitation
SCL	SCL150004	VTA	Central and South County Bicycle Corridor Plan	Santa Clara County: Various locations: Phased update to the Santa Clara Countywide Bicycle Plan. The update will focus on disadvantaged communities in Santa Clara County, including downtown San Jose, East San Jose, northern Santa Clara, and Gilroy.	Santa Clara County: Various locations: This planning effort is part of a phased update to the Santa Clara Countywide Bicycle Plan (adopted in 2008). This plan will focus on disadvantaged communities in Santa Clara County, including downtown San Jose, East San Jose, northern Santa Clara, and Gilroy. VTA will work with stakeholders and community members to identify priority bicycle transportation corridors from the 2008 plan, and develop conceptual designs for a subset of corridors that provide high-quality, all ages, 24x7 bicycle access.	Other - Specific activities which do not involve or lead directly to construction, such as: Planning and technical studies; Grants for training and research programs; Planning activities conducted pursuant to Titles 23 and 49 U.S.C. Federal-aid systems revisions
SF	SF-150001	SF DPW	John Yehall Chin Safe Routes to School	In San Francisco: 7 intersections near 350 Broadway Street: Construct curb extensions.	In San Francisco: 7 intersections near 350 Broadway Street: Construct curb extensions to improve pedestrian safety near John Yehall Chin Elementary School.	Air Quality - Bicycle and pedestrian facilities
SF	SF-150002	SFMTA	San Francisco Safer Streets Campaign	San Francisco: Citywide: Provide high-visibility enforcement and education to reduce injuries and fatalities, caused by vehicles speeding, to people who walk and bicycle, and increase the number of people who choose to walk and bike in San Francisco.	San Francisco: Citywide: Provide high-visibility enforcement and education to reduce injuries and fatalities, caused by vehicles speeding, to people who walk and bicycle, and increase the number of people who chose to walk and bike in San Francisco. Project locations are citywide, with a focus on the top injury corridors.	Other - Specific activities which do not involve or lead directly to construction, such as: Planning and technical studies; Grants for training and research programs; Planning activities conducted pursuant to Titles 23 and 49 U.S.C. Federal-aid systems revisions
SF	SF-150003	SFDPH	San Francisco Safe Routes to School (ATP)	San Francisco: Citywide: Implement effective policy, education, enforcement and outreach strategies to increase walking, biking, transit, and carpooling for ALL students in school years 2015-17.	San Francisco: Citywide: SF DPH will pilot an innovative tailored active transportation project over two years that includes: policy, education, encouragement, enforcement, and evaluation. The overall purpose of the SF Safe Routes to School (SF SRTS) program is to increase safe walking and biking by schoolchildren and their families to and from school. The purpose of the new project is to implement effective policy, education, and outreach strategies for ALL students in SFUSD and to reinforce those strategies with intensive and targeted enforcement for two years, school year 2015-2016 and school year 2016-2017. This will be achieved with project partners SF Police Department and SF Environment.	Other - Specific activities which do not involve or lead directly to construction, such as: Planning and technical studies; Grants for training and research programs; Planning activities conducted pursuant to Titles 23 and 49 U.S.C. Federal-aid systems revisions
SF	SF-150004	SFMTA	Station-Area Pedestrian and Bicycle Access Imp.	Improvements within a fixed guideway station area radius (per FTA eligibility) aimed at improving pedestrian and bicycle access to the transportation stop/station.	Improvements within a fixed guideway station area radius (per FTA eligibility) aimed at improving pedestrian and bicycle access to the transportation stop/station. May include pedestrian bulb-outs, bicycle parking, bicycle street infrastructure, etc.	Air Quality - Bicycle and pedestrian facilities

40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Expanded Description	Project Type under 40 CFR 93.126
SM	SM-130028	East Palo Alto	US-101 Pedestrian/Bicycle Overcrossing	East Palo Alto: Between Clarke Avenue and Newell Road: Install a Pedestrian/Bicycle Overcrossing of US-101 to connect the west-side with the east-side of East Palo Alto for safe pedestrian/bicycle access.	East Palo Alto: Between Willow Road and San Francisco Creek; US-101 divides the City into two portions, the west-side (southwest of US-101) and the east-side (north & east of US-101). The only connection between both sides of the City is the highly trafficked University Avenue Overcrossing of US-101, which lacks adequate pedestrian or bicycle access. The project will install a Pedestrian/Bicycle Overcrossing of US-101 to connect the west-side with the east-side of East Palo Alto for safe pedestrian/bicycle access. The project will connect the high-density low income residential neighborhoods of the West-side of East Palo Alto with the schools and services in the East-side of the City. It will also provide regional access between East Palo Alto and the Bay Trail system to the northeast and Palo Alto, Stanford and points south to the southwest.	Air Quality - Bicycle and pedestrian facilities
SM	SM-150001	Millbrae	Millbrae Priority Development Area Specific Plan	Millbrae: PDAs Citywide: Update the current Millbrae Transit Station Area PDA and expand PDA to also include El Camino Real Corridor.	The project will create new PDA, consisting of Millbrae downtown and El Camino Real Corridor. The City of Millbrae envisions a long term plan to transform El Camino Real Corridor into a pedestrian and bicyclist friendly corridor with efficient transit options. The project will reshape El Camino Real Corridor into Grand Boulevard providing housing and employment and recreation opportunity for many of its residents and visitors and at the same time meeting the City's housing element. The project will also update Millbrae downtown zoning regulations and land use policy to transform the downtown into a pedestrian mall with a balanced mix of commercial retail, entertainment and high density residential environment. The project will provide program level environmental clearance make the new PDA development ready without cumbersome CEQA and entitlement process.	Other - Specific activities which do not involve or lead directly to construction, such as: Planning and technical studies; Grants for training and research programs; Planning activities conducted pursuant to Titles 23 and 49 U.S.C. Federal-aid systems revisions
SM	SM-150002	San Mateo	City of San Mateo SR2S Program	City of San Mateo: Within a 0.1 to 0.5 mile radius around each of the 15 elementary and middle schools in the City: Develop and Implement a Safe Routes to School Program	City of San Mateo: Safe Routes to School Program (SR2S) is located within City of San Mateo city limits and has a 0.1 to 0.5 mile radius around each of the 15 elementary and middle schools in the City. The program is divided into the 5 Safe Route to School E's (Education, Encouragement, Engineering, Enforcement, and Evaluation) and has a main purpose of increase the walking and riding to school mode share. The Scope of Work includes educating the public on the SR2S, encouraging school aged children to walk and ride to school, constructing infrastructure improvements, enforcing the traffic laws, and evaluating the program.	Air Quality - Bicycle and pedestrian facilities
SM	SM-150003	Redwood City	Redwood City Dwtwn Transit Area Impvmts&Streetcar	In Redwood City: Downtown: Planning study of Sequoia Station and streetcar feasibility	In Redwood City: evaluate multimodal connections to existing Sequoia Station and the feasibility of adding a streetcar	Other - Specific activities which do not involve or lead directly to construction, such as: Planning and technical studies; Grants for training and research programs; Planning activities conducted pursuant to Titles 23 and 49 U.S.C. Federal-aid systems revisions
SM	SM-150004	Belmont	Belmont Village Specific/Implementation Plan	Belmont: Belmont Village PDA: Development of an Implementation Plan	Development of an Implementation Plan for the Belmont Village PDA that provides an existing conditions profile, community engagement strategies, development alternatives analysis, market demand analysis and development feasibility analysis, affordable housing strategies, a multi-modal and pedestrian connectivity plan, parking management strategies, infrastructure development analysis, and implementation finance strategies.	Other - Specific activities which do not involve or lead directly to construction, such as: Planning and technical studies; Grants for training and research programs; Planning activities conducted pursuant to Titles 23 and 49 U.S.C. Federal-aid systems revisions
SM	SM-150005	SamTrans	Replacement of 2003 Gillig Buses	SamTrans: 40' Gillig buses: Replacement of 60 2003 40' Gillig Buses that have reached the end of their useful life.	SamTrans: 40' Gillig buses: Replacement of 60 2003 40' Gillig Buses that have reached the end of their useful life.	Mass Transit - Purchase of new busses and rail cars to replace existing vehicles or for minor expansions of the fleet
SOL	SOL110037	Vallejo	Sonoma Boulevard Improvements HSIP5-04-031	Vallejo: Sonoma Blvd between Georgia St and Florida St: Implement road diet - reduce travel lanes from 4 to 3, add a two-way left-turn lane or median, and add bike lanes	Vallejo: Sonoma Blvd between Georgia St and Florida St: Implement road diet - reduce travel lanes from 4 to 3, add a two-way left-turn lane or median, and add bike lanes. HSIP5-04-031	Safety - Safety improvement program
SOL	SOL110045	Fairfield	Travis Blvd/E. Travis Blvd Striping (HSIP6-04-005)	HSIP6-04-005 - In Fairfield: On Travis Blvd/E. Travis Blvd; Install pavement markings.	HSIP6-04-005 - In Fairfield: On Travis Blvd/E. Travis Blvd from I-80 eastbound off-ramp to Sunset Ave; Installation of new pavement markings to improve channelization at all times of the day.	Safety - Safety improvement program
SOL	SOL110047	Fairfield	North Texas St at Acacia St Left Turn Phase	HSIP6-04-004 - In Fairfield: At the N. Texas St/Acacia St intersection; Upgrade traffic signals and ramps; install protected left-turn phasing	HSIP6-04-004 - In Fairfield: At the N. Texas St/Acacia St intersection; replace existing permissive left turn phases, signal heads, and poles with a fully protected left turn, phasing, poles and supporting access ramps.	Safety - Safety improvement program
SOL	SOL110055	Vacaville	Aldridge Road Bridge (23C0236)	Vacaville: Aldridge Road Bridge and Putah South Canal: Rehab or replace functionally obsolete bridge to bring up Sufficiency Rating.	Vacaville: Aldridge Road Bridge and Putah South Canal: Widen or replace Aldridge Rd Bridge, perform approach road work, construct sidewalk, improve geometry	Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
SOL	SOL110056	Vacaville	Buck Avenue Bridge 23C0011	Vacaville: Buck Ave bridge over Alamo Creek: Replace Buck Ave bridge over Alamo Creek with new bridge, upgrade functional deficiencies. Raise elevation.	Vacaville: Buck Ave bridge over Alamo Creek: Replace Buck Ave bridge with new bridge, add sidewalk, perform approach roadway work.	Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
SOL	SOL130007	Solano County	Suisun Valley Bicycle and Pedestrian Imps	Solano County: At Mankas Corner: Construct staging area with bicycle and pedestrian improvements; At Various Locations in Solano County: Add a Class II bike lane to enhance bike access to areas identified for agri-tourism in the Suisun Valley area	Construct staging area with bicycle and pedestrian improvements at Mankas Corners and a Class II Bike Path on Rockville Road (from Rockville Trails Park to Fairfield City Limit), Suisun Valley Road (from Fairfield City Limit to Napa County Line), Mankas Corner Road (from Fairfield City limit to Suisun Valley Road), Abernathy Road (from Suisun Parkway to Fairfield City Limit) and Ledgewood Road (from Suisun Valley Road to Mankas Corner Road).	Air Quality - Bicycle and pedestrian facilities
SOL	SOL150001	STA	Ingraining Walking & Rolling into School Culture	Solano County: Countywide: Implement a two pronged approach to ingrain a culture of walking & rolling within 15 selected schools. The project is a collaboration between STA and Solano County Dept. of Public Health.	Solano County: Countywide: Implement a two pronged approach to ingrain a culture of walking & rolling within 15 selected schools. The project is a collaboration between STA and Solano County Dept. of Public Health. The first element is to provide a stipend to the school to fund a position to lead a Walking School Bus Route on a daily basis. The second component is intensive and extensive parent education to not only educate parents on the physical, mental and safety benefits of walking and rolling to school, but also to identify parent champions/super volunteers that will work to promote the Safe Routes to School program.	Other - Specific activities which do not involve or lead directly to construction, such as: Planning and technical studies; Grants for training and research programs; Planning activities conducted pursuant to Titles 23 and 49 U.S.C. Federal-aid systems revisions
SON	SON150003	Santa Rosa	Jennings Ave Bike & Ped RR Crossing Corridor	In Santa Rosa: At Jennings Ave and SMART railroad tracks: Construct a bicycle and pedestrian crossing and develop a Safe Routes to School service program focusing on education and awareness for the Helen Lehman Elementary School	Construction of a pedestrian & bicycle rail crossing at Jennings Avenue would include installation of crossing surfaces over the SMART rail corridor. The design of the rail crossing would comply with federal & State regulations, including the ADA & CPUC regulations governing clearance requirements for railroads. Concrete ramps would be a minimum of ten feet wide and would be installed within and across the SMART corridor, with hand rails and fencing. The rail crossing structure may include stairs with landings, and would conform to the SMART multi-use pathway.	Air Quality - Bicycle and pedestrian facilities



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Memorandum

TO: Air Quality Conformity Task Force

DATE: December 4, 2014

FR: Adam Crenshaw

W. I.

RE: Proposed changes made with 2015 TIP Amendment 15-02

The 2015 TIP and the Transportation Air Quality Conformity Analysis on Plan Bay Area and the 2015 TIP (conformity analysis) were approved by the Commission on September 24, 2014 as part of the 2015 TIP update process. Final federal approval of these documents is expected in mid-December 2014.

Staff has received requests to revise one existing project and to add one new project to the 2015 Federal Transportation Improvement Program (TIP) with TIP amendment 15-02. This amendment is scheduled to be approved by the Commission in December 2014 and final federal approval is expected in early 2015, after the 2015 TIP receives final federal approval. Staff is requesting the Task Force's concurrence that the addition of these projects to the 2015 TIP will not require an update to the regional conformity analysis. Projects will still come before the Task Force for project-level conformity determination separately, if required. Details on the projects and regional air quality conformity issues are included for each project below:

1. Greenwood Ave Bridge (21C0042) Replacement (NAP150002)

Background:

Caltrans recently updated the Highway Bridge Program individually listed projects to include the Greenwood Ave. Bridge (21C0042) Replacement project and MTC staff is proposing to amend this project into the 2015 TIP. The project replaces the existing one-lane bridge on Greenwood Ave. over Garnett Creek in Napa County with a two-lane bridge. The bridge is located in a rural area. (See Attachment A for a map of the project area).

Issue:

The project expands the capacity of the roadway where the bridge is located and capacity increasing projects are not generally exempt from regional air quality conformity analysis.

However, since this project:

- only expands the capacity of the roadway where it crosses Garnett Creek;
- replaces an existing one-lane bridge with a two-lane bridge to conform to modern design standards; and
- is located in a rural area

Staff requests the Task Force's concurrence that this project can be added to the 2015 TIP as exempt from regional air quality conformity analysis under 40 CFR 93.126 – "Projects that correct, improve, or eliminate a hazardous location or feature" and that the addition of this project to the 2015 TIP will not trigger a change to the conformity analysis.

2. Redwood-Fairgrounds Dr Interchange Improvements (SOL090015)

Background:

When the staff developed the 2015 TIP, only the initial project development activities were included for the Redwood-Fairgrounds Dr. Interchange Improvements project (SOL090015). Staff is now proposing to revise the scope of this project through amendment 2015-02 to include the construction of interchange and safety improvements and the widening of Fairgrounds Drive from one lane in each direction with a left-turn center lane to two lanes in each direction. The proposed changes to the scope of the project are as follows:

Current Project Description

Near Vallejo: Btw SR 37 & Carquinez Bridge; Conduct study to determine the feasibility of constructing expanded I-80 Redwood St./Fairgrounds Dr. Interchange and parkway improvements. PSE, PE and Env. Phase only.

Proposed Project Description

Solano County: I-80/Redwood St. I/C and SR 37/Fairgrounds Dr. I/C: Implement I/C and safety improvements; Fairgrounds Dr. between Redwood St. and SR 37 (2.1 lane miles): Remove left turn center lane and widen to add one lane in each direction

This project is included in *Plan Bay Area* under RTP ID 230313 (see Attachment B) and is currently modeled for the 2040 analysis year in the conformity analysis. A technical correction to reflect the widening of Fairgrounds Drive was included in the proposed conformity analysis that accompanied the 2015 TIP.

The proposed revision to this project would also program \$397,000 in construction funds for minor, regionally exempt improvements in fiscal year 2016. However, non-exempt elements of the project are not expected to be completed within the active years of the 2015 TIP (FY 2014-15 through 2017-18).

Issue:

The project as currently described in the 2015 TIP is exempt from regional air quality analysis. As the proposed revision to the scope of the project includes the addition of lanes to a roadway, the project would no longer be considered exempt.

However, since this project:

- the non-exempt elements of the project are included in the conformity analysis; and
- the schedule for the completion of the non-exempt elements of this project is not in conflict with the conformity analysis

Staff requests the Task Force's concurrence that the proposed revision to the 2015 TIP will not require a revision to the conformity analysis.

3. Quint-Jerrold Connector Road (TIP ID SF-150008)

Background:

The Quint Jerrold Connector Road project (SF-150008) is not currently included in the 2015 TIP as approved by the Commission. This project involves building a new connector road, parallel to the Caltrain right of way in San Francisco, between Quint St. and Jerrold Ave. The total length of the connector road is less than one quarter of a mile. This project is necessary because a related Caltrain project will replace an overcrossing with a berm where the Caltrain tracks cross Quint St., blocking through traffic on the roadway.

Quint St. is included in roadway network of MTC's travel model and as such is modeled for regional air quality conformity. However, the traffic volume on this section of roadway in 2015 is less than 400 vehicles per day. In the horizon model year, this traffic volume increases to approximately 575 vehicles per day.

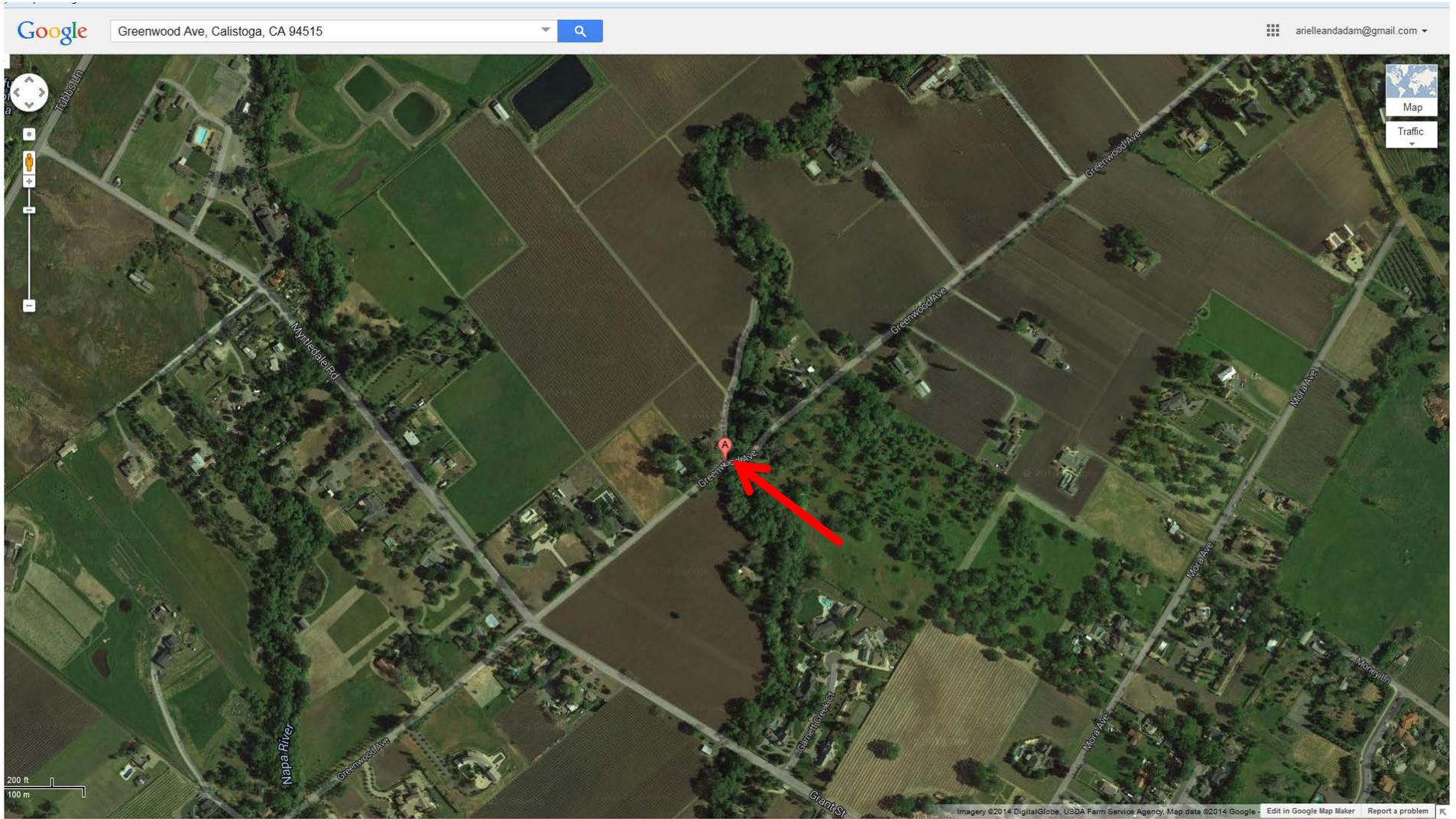
Issue:

Since this project involves the blocking of through traffic on an existing roadway and the construction of new roadway, it cannot be considered exempt from regional air quality conformity analysis. Non-exempt projects affecting roadways that are included in MTC travel model roadway network should be included in the conformity analysis if they have the potential to cause impacts to regional travel behavior.

However, since this project:

- impacts a roadway with extremely low existing and projected traffic volumes; and
- is under one quarter mile in length

Staff believes that this project will have a minor effect on regional travel behavior. Because of this, staff is requesting the Task Force's concurrence that the addition of this project to the active years of the 2015 TIP will not require an update to the conformity analysis and that the project may be included in the TIP as a "non-exempt, not regionally significant" project.



County	Reference Number	Investment Type	Project Description	Complete and Operational By:			2015 TIP	Regionally Significant
				2020	2030	2040		
Solano	22985	Committed	Implement transit hub in the Benicia Industrial Park	Y			Y	Yes
Solano	94151	New Commitment	Construct 4-lane Jepson Parkway from Route 12 to Leisure Town Road at I-80	Y			Y	Yes
Solano	98212	New Commitment	Expand bicycle and pedestrian facilities			Y	Y	
Solano	230311	Committed	Widen and improve Peterson Road with the addition of a truck-stacking lane	Y				
Solano	230313	New Commitment	Improve interchanges and widen roadways serving Solano County Fairgrounds, including Redwood Parkway			Y		Yes
Solano	230322	Committed	Rebuild and relocate eastbound Cordelia Truck Scales Facility (includes a new 4-lane bridge across Suisun Creek and new ramps at eastbound Route 12 and eastbound I-80)	Y				
Solano	230326	New Commitment	Improve I-80/I-680/Route 12 Interchange (Phase 1), includes widen I-80 and I-680 and improve direct freeway to freeway connections		Y			Yes
Solano	230468	New Commitment	Provide auxiliary lanes on I-80 in eastbound and westbound directions from I-680 to Airbase Parkway, add eastbound mixed-flow lane from Route 12 East to Airbase Parkway, and remove I-80/auto Mall hook ramps and C-D slip ramp	Y				Yes
Solano	230558	New Commitment	Provide Lifeline transit service countywide			Y		
Solano	230590	Committed	Widen Railroad Avenue on Mare Island to 4-lanes from G Street to Route 37	Y				
Solano	230635	New Commitment	Improve Vacaville Intermodal Station (Phase 2), includes parking garage	Y			Y	
Solano	240210	Committed	Implement I-505/Vaca Valley Parkway interchange improvements (includes widening southbound off-ramp at Vaca Valley Parkway, widening Vaca Valley Parkway to provide protected left turn pockets, and signalization of the southbound ramp intersection)	Y			Y	
Solano	240213	Committed	Implement I-80/Lagoon Valley Road interchange improvements (includes widening existing overcrossing from 2 to 4 lanes, widening the westbound ramp and intersection, widening and realigning the eastbound ramps, and signalization of both eastbound and westbound ramp intersections)	Y				
Solano	240313	Committed	Benicia Intermodal Facilities Project: Construct transit intermodal stations at Military West and West 14th, and Military West and First Street	Y			Y	
Solano	240556	New Commitment	Enhance bicycle and pedestrian facilities			Y	Y	
Solano	240558	New Commitment	Rehabilitate bicycle and pedestrian facilities			Y		
Solano	240559	New Commitment	Improve ADA access at existing intercity transit centers			Y		
Solano	240572	New Commitment	Enhance transit information services (includes adding GPS devices and tracking hardware and software to all buses, and display media to bus stations)			Y		
Solano	240573	New Commitment	Install security cameras and monitoring equipment at Solano transit stations			Y		
Solano	240575	New Commitment	Rehabilitate major transit centers in Solano County			Y	Y	
Solano	240576	New Commitment	Replace existing transit fleet			Y		
Solano	240578	New Commitment	Transit maintenance			Y		
Solano	240593	New Commitment	Implement safety improvements to state highways in Solano County			Y		
Solano	240594	Committed	Implement enhancements on highways in Solano County (includes landscaping, soundwalls, gateways, multi-modal enhancements, and hardscaping)			Y	Y	
Solano	240595	New Commitment	Modify interchanges to improve operations, safety, multi-modal access, and improve signal timing			Y		
Solano	240596	New Commitment	Conduct corridor studies of Solano highways and freeways and install non-ITS performance measures			Y	Y	
Solano	240599	New Commitment	Rehabilitate local bridges			Y		
Solano	240600	New Commitment	Local streets and roads operations and maintenance			Y	Y	
Solano	240601	New Commitment	Implement Solano County's local air quality and climate protection strategies			Y	Y	
Solano	240602	New Commitment	Implement ridesharing measures (includes ridematching, vanpool services, and commute trip planning/consulting)			Y	Y	
Solano	240604	New Commitment	Implement local parking management programs			Y		
Solano	240605	New Commitment	Implement Solano County's Safe Routes to School program			Y	Y	

**Final Transportation Air Quality Conformity Analysis for 2015 Transportation Improvement Program and Plan Bay Area
(August 8, 2014)**

Technical Corrections Sheet

Issued: 8/8/2014

Text additions are noted in underline and text deletions appear in ~~strikeout~~.

Page	Paragraph	Correction
1	2nd full paragraph	This conformity analysis addresses the <u>2008</u> national 8-hour ozone standard, national carbon monoxide standard, and the <u>2006</u> national 24-hour fine particulate matter (PM _{2.5}) standard.
1	2nd full paragraph, last sentence	EPA's most recent revisions to its transportation conformity regulations to implement the 1990 Federal Clean Air Act section 175A 176 were published in the Federal Register on March 14, 2012.
4	4th full paragraph	Paragraph beginning, "In July 1997, U.S. EPA revised the ozone standard..." moved from 5th paragraph on page 4 to the 4th paragraph (on page 4).
9	2nd full paragraph	A separate process was employed to develop socio-economic/land use data for the PM _{2.5} "baseline year" of 2008 and PM_{2.5} attainment year of 2014.
9	2nd full paragraph	The calculation of data for the interim years 2008 and 2014 in the proposed Plan Bay Area requires a multi-stop process. First, regional control totals for each attribute for each of the years 2008 and 2014 <u>are</u> is calculated using a straight line extrapolation between the two adjacent 5-year increments.
9	5th full paragraph	For this conformity analysis, the analysis years are 2015, 2020, 2030 and 2040 for the 1997 and 2008 ozone and <u>2006</u> PM _{2.5} standards.
11	2nd full paragraph	<u>The motor vehicle activity forecasts for Final 2015 TIP and Plan Bay Area for the planned transportation system scenarios across the various analysis years for conformity to the 2008 ozone standard are shown in Table 2. Travel demand forecast model data (from MTC's Travel Model One) was inputted into CARB's EMFAC2011 emissions model, thereby generating regional vehicle activity and emissions estimates.</u>
13	2nd full paragraph	The motor vehicle activity forecasts for Final 2015 TIP and Plan Bay Area for the planned transportation system scenarios across the various horizon <u>analysis</u> years and for the PM _{2.5} baseline year (2008) and the PM_{2.5} attainment year (2014) are shown in Table 5. <u>Travel demand forecast model data (from MTC's Travel Model One) was inputted into CARB's EMFAC2011 emissions model, thereby generating regional vehicle activity and emissions estimates.</u>
14	Table 5 and Table 6	2014 Attainment Year Vehicle Activity Forecasts and Emission Inventories removed from tables.
21	3rd bullet	• For the two ground-level ozone precursors (VOC and NOx), motor vehicle emissions in 2015 Transportation Improvement Program and Plan Bay Area are lower than the applicable motor vehicle emission budgets for the 1997 and the 2008 national 8-hour ozone standards.
Appendix B1		<u>Project 230313, Improve interchanges and widen roadways serving Solano County Fairgrounds, including Redwood Parkway, is added to page 25 of the project list. The project was included in Plan Bay Area but was not coded in the travel model. The project has now been correctly modeled and is included in the air quality conformity analysis.</u>

**Air Quality Conformity Task Force
Summary Meeting Notes
October 23, 2014**

Participants:

Ginger Vagenas – EPA
Danny Chen – City of Santa Rosa
Ted Mately – FTA
Marilee Mortenson – Caltrans
Amir Fanai – BAAQMD
Robert Sprinkle – City of Santa Rosa

Dick Fahey – Caltrans
Rodney Tavitas – Caltrans
Mallory Atkinson – MTC
Adam Crenshaw – MTC
Carolyn Clevenger – MTC
Harold Brazil – MTC

1. Welcome and Self Introductions: Harold Brazil (MTC) called the meeting to order at 9:33 am.

2. PM_{2.5} Interagency Consultations

a. Consultation to Determine Project of Air Quality Concern Status

i. Downtown Santa Rosa Streetscape Project

Danny Chen (City of Santa Rosa) started his presentation on the Downtown Santa Rosa Streetscape project by indicating that the project will make improvements between on 3rd Street between Morgan Street and B Street including the installation of:

- A tunnel lighting system
- Bollards
- A new Class 2 bike for each travel direction (eastbound & southbound)

Mr. Chen went on to say that the improvements above are part of the pedestrian and bicycle facility enhancement portion of the project. Mr. Chen stated that the project also includes the installation of a new traffic signal at the Santa Rosa Avenue and Sebastopol Road /Mill Street intersection and introduced Robert Sprinkle (City of Santa Rosa) to discuss the traffic signal installation in more detail.

Mr. Sprinkle began his presentation by indicating that the primary purpose of the signal installation component of the project was to address pedestrian crossings at the intersection, while additional improvements made in the project will include:

- Install drainage features and bulbouts to enhance pedestrian facility
- Upgrade pedestrian ramps to current accessible standards and audible pedestrian signals
- Provide bicycle detection at signal

Mr. Sprinkle also indicated that the project will provide signalized crossing for pedestrians traveling to a nearby school and park.

Ginger Vagenas (EPA) asked Mr. Sprinkle for a clarification on the existing year scenario descriptions (slide number seven) and on which street (on Santa Rosa Avenue or Sebastopol Road) were the delay values located at. Mr. Sprinkle responded by stating that the delay calculation was an average of all vehicles entering the intersection from all four approach directions. Ms. Vagenas went on to ask if this is the standard way to do intersection delay calculations and Mr. Sprinkle indicated that it was the way City of Santa Rosa staff typically does this calculation, but Mr. Sprinkle asked if the Task Force wanted a different calculation applied, they could do it. Dick Fahey (Caltrans) added that the delay calculation method described by Mr. Sprinkle was consistent with standard practice (by analyzing all turning movements at an intersection). Mr. Sprinkle further indicated that the installation of the signal at Santa Rosa Avenue and Sebastopol Road allows for a better balance of cross street traffic with a more judicious allocation of gaps in traffic (for turning movements onto Santa Rosa Avenue) and Ms. Vagenas agreed.

Amir Fanai (BAAQMD) commented on the interchangeable reference between “diesel traffic” estimates and “heavy vehicle” ADT values (in the project assessment form) and suggested that a clarified definition be used. Harold Brazil (MTC) and Carolyn Clevenger (MTC) indicated the “8% heavy vehicle” traffic was assumed to be primarily diesel vehicle trucks.

Ms. Vagenas requested additional information on how the LOS and intersection delay calculation was done and whether or not any weighting was done for the volume differences between the two cross streets. Mr. Sprinkle indicated that he could provide this information and Ms. Vagenas stated that she would defer her project level conformity determination and (in the meantime) confer internally at EPA for guidance.

Subsequent to the meeting on Task Force meeting on October 23, 2014, Ms. Vagenas (via email) indicated that EPA would not consider the Downtown Santa Rosa Streetscape project a POAQC due to the fact that the traffic numbers/diesel percentages are low and are unchanged by the project. Also, Mr. Sprinkle (after the meeting) provided Ms. Vagenas’ requested LOS and intersection delay calculation documentation.

Final Determination: After the October 23, 2014 Task Force meeting and with input from FTA, EPA, Caltrans and FHWA (via email), the Task Force concluded that the Downtown Santa Rosa Streetscape project was not of air quality concern.

b. Confirmation of the list of exempt projects from PM_{2.5} conformity (2b_Exempt List 100314.pdf)

Final Determination: With input from FHWA, FTA, EPA, Caltrans and MTC, the Task Force agreed that the projects on the exempt list (2b_Exempt List 100314.pdf) is exempt from PM_{2.5} project level analysis.

3. Consent Calendar

a. September 25, 2014 Air Quality Conformity Task Force Meeting Summary

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