METROPOLITAN
TRANSPORTATION
COMMISSION

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

Air Quality Conformity Task Force Meeting

Metropolitan Transportation Commission

Join Zoom Meeting @
https://bayareametro.zoom.us/j/88015790031?from=addon
Meeting ID: 880 1579 0031

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

October 24, 2024
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. Reconstruct I-80/San Pablo Dam Rd Interchange Phase Project
   b. Projects Exempt Under 40 CFR 93.126 and 40 CFR 93.128
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_102424.pdf
      3a_Attachment-A_List_of_Proposed_New_Projects_102424.pdf
4. Consent Calendar
   a. September 26, 2024 Air Quality Conformity Task Force Meeting Summary
5. Other Items

   Next Meeting: December 5, 2024

MTC Staff Liaison: Harold Brazil hbrazil@bayareametro.gov

Harold Brazil is inviting you to a scheduled Zoom meeting.

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

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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)
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Memorandum

TO: Air Quality Conformity Task Force DATE: October 18, 2024

FR: Harold Brazil W. I.

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

A project sponsor seeks interagency consultation from the Air Quality Conformity Task Force (AQCTF) to determine if their project could be exempt under Caltrans' "Projects that correct, improve, or eliminate a hazardous location or feature" from 40 CFR 93.126 Table 2 form. The project is as follows:

No.	Project Sponsor	Project Title
1	Contra Costa Transportation Authority	Reconstruct I-80/San Pablo Dam Rd Interchange Phase Project

2ai_Reconstruct_I-80_San_Pablo_Dam_Rd_Interchg_Phase Streamline_Form.pdf (for the Reconstruct I-80/San Pablo Dam Rd Interchange Phase project)

MTC also requests review and concurrence from the Task Force on projects which project sponsors have identified as exempt and likely not to be POAQC. **2b_POAQC_Exempt_List_ 101824.pdf** lists exempt projects under **40 CFR 93.126** and **40 CFR 93.128**.

CONFORMITY STREAMLINING EXEMPTION FORM AND GUIDANCE FOR "PROJECTS THAT CORRECT, IMPROVE, OR ELIMINIATE A HAZARDOUS LOCATION OR FEATURE" EXEMPTION

Guidance

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

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

a. Clearly fits within one of the other exempt categories pursuant to 40 CFR 93.126; or

b. Is part of the Highway Safety Improvement Program (HSIP) (i.e., exempt under "Highway Safety Improvement Program implementation" in 40 CFR 93.126); or

c. Is a traffic signal synchronization project under 40 CFR 93.128; or

d. Uses no federal funds AND requires no federal approval (i.e., a project-level conformity determination does not apply); or

e. Road diets: A road diet is a project where one or more vehicle travel lanes are removed to accommodate a variety of transportation modes. Road diets are done for safety purposes. If a road diet is part of a state's Highway Safety Improvement Program, the road diet is exempt under the Table 2 item, "Highway Safety Improvement Program implementation." If not, a road diet can still be considered exempt under the Table 2 item, "Projects that correct, improve, or eliminate a hazardous location or feature." For more information about road diets, including the "Road Diet Informational Guide," please refer to FHWA's webpage at https://safety.fhwa.dot.gov/road_diets/

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

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

https://ops.fhwa.dot.gov/freewaymgmt/publications/frwy_mgmt_handbook/chapter5.htm

g. Ramp metering: Ramp metering projects involve installing traffic signals on highway on-ramps to control the frequency at which vehicles enter the flow of traffic, and they are also exempt under the Table 2 item, “Projects that correct, improve, or eliminate a hazardous location or feature.” For more information about ramp metering projects, please refer to FHWA’s webpage at https://ops.fhwa.dot.gov/publications/fhwahop14020/sec1.htm

h. Is a road diet project, a ramp metering project, or an auxiliary lane project that is less than one mile in length (these projects have already been determined to be exempt as “projects that correct, improve, or eliminate a hazardous location or feature.”)

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

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

Instructions

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

Reference

Exempt Projects 40 CFR 93.126

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

Links to More Information:

https://www.fhwa.dot.gov/environment/air_quality/conformity/index.cfm
http://www.epa.gov/otaq/stateresources/transconf/index.htm

TABLE 2-Exempt Projects

Safety

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

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

CONFORMITY EXEMPTION FORM
PROJECT SUMMARY FOR INTERAGENCY CONSULATION
For projects that correct, improve, or eliminate a hazardous location or feature

Project Information

DIST-CO-RTE-PM: 04-CC-80-PM 3.8/PM 5.3

EA/EFIS ID (Caltrans Projects): 04-0A082/0413000404

Fed. Aid. No. (Local Projects): NA

FTIP ID No. (required): CC-070035

TCWG Consideration Date: October 24, 2024

Pollutant of Concern: PM2.5

Contact Information

Lead Agency: Contra Costa Transportation Authority

Contact Person: Hisham Noeimi

Phone: (925) 256-4731 **Fax:** (925) 256-4701

Email: hnoeimi@ccta.net

Environmental Approval Information

Anticipated Federal Environmental Approval (check appropriate box)**:**

☐ 23 USC 326 CE ☐ 23 USC 327 CE ☒ EA ☐ EIS

Anticipated Date of Federal Environmental Approval: The NEPA document was approved on February 25, 2010. Caltrans approved a NEPA Re-Validation on April 9, 2014. A second NEPA Re-Validation is anticipated to be approved on March 24, 2025.

Current Programming Dates (as appropriate)**:**

	PA&ED	PS&E	ROW	CON
Start	2007	January 2024	November 2024	December 2027
End	2010	June 2025	June 2025	April 2030

Project Details

Project Description

The Contra Costa Transportation Authority (CCTA), in cooperation with the California Department of Transportation (Caltrans), proposes to reconstruct the Interstate 80 (I-80)/San Pablo Dam Road (SPDR) Interchange, which is in the City of San Pablo and unincorporated Contra Costa County (County) and borders the City of Richmond, California (Figures 1 and 2). SPDR provides access to and from I-80 and nearby shopping and residential areas. Caltrans collision data for I-80 in the project area indicate that both the fatal collision and total collision rates are higher than those on similar facilities throughout the state, and local street data show a cluster of collisions around the five-legged intersection east of the SPDR overcrossing. The SPDR overcrossing has nonstandard vertical clearance and narrow outside shoulders along I-80. Short interchange spacing between SPDR and adjacent ramps at McBryde Avenue and El Portal Drive also result in weaving and congestion on westbound I-80. Lack of continuous pedestrian and bicycle facilities on SPDR hinders access through the interchange area.

Due to the project size and available funding, it has been divided into two phases. Phase 1, for which construction was completed in 2018, relocated the El Portal Drive on-ramp to westbound I-80, extended the auxiliary lane along westbound I-80 between San Pablo Dam Road off-ramp and El Portal Drive on-ramp, and reconstructed the Riverside Avenue pedestrian overcrossing.

Phase 2 will reconstruct the existing I-80/SPDR interchange, improve safety for pedestrians and bicyclists, and eliminate unsafe weaving conditions (Figures 3 and 4). The project consists of the following elements:

- Replacement and widening of the SPDR overcrossing, which will have three lanes, Class IV (separated) bikeways, and 7-foot-wide sidewalks in each direction of travel, with a 4-foot raised curbed median.
- Correction of existing nonstandard vertical clearance by providing current standard vertical clearance for bridge height and standard shoulder widths at the SPDR overcrossing of I-80.
- Reconstruction of the I-80 westbound and eastbound on- and off-ramps at SPDR and realignment of Amador Street to eliminate five-legged intersection east of the overcrossing.
- Closure and removal of the westbound I-80/McBryde Avenue off-ramp and construction of a new 0.4-mile connector road on the west side of I-80 to address the short weaving distance between the westbound on-ramp from SPDR and off-ramp to McBryde Avenue. Direct access to McBryde Avenue will be provided via the SPDR off-ramp and new connector.
- Improvement of ramp metering and advanced traffic signal features at the ramps and intersections.

The project limits on I-80 extend from McBryde Avenue to El Portal Drive (post miles 3.8 to 5.3) to include these adjacent interchanges. The total length of the project is 1.47 miles.

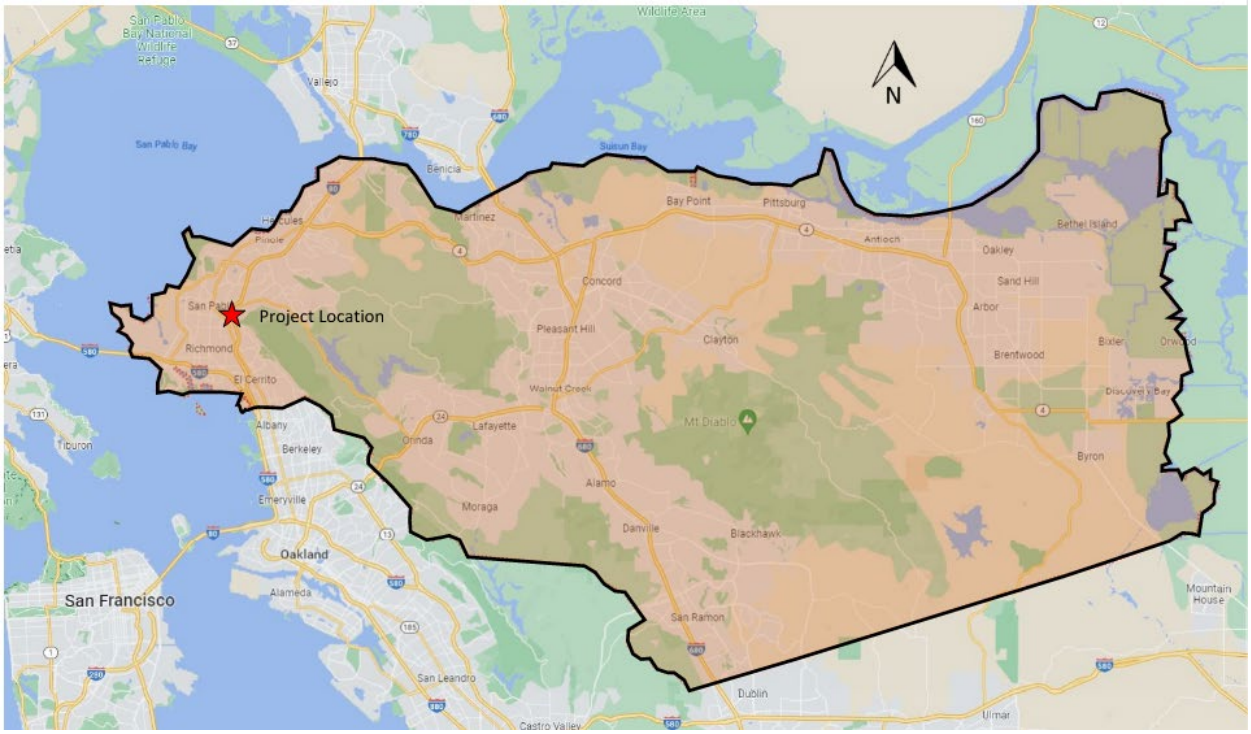

Figure 1. Vicinity Map

Figure 2. Location Map

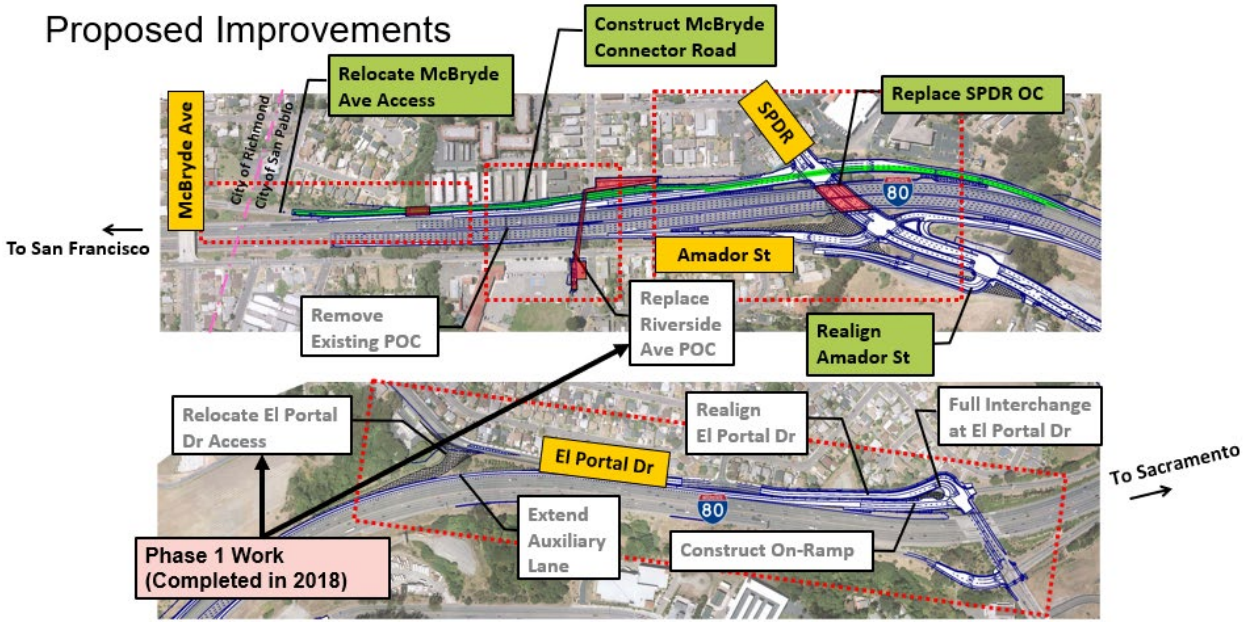

Figure 3. Project Features, with Phase 1 (Completed) Components Labeled in Gray, I-80/San Pablo Dam Road Interchange Project

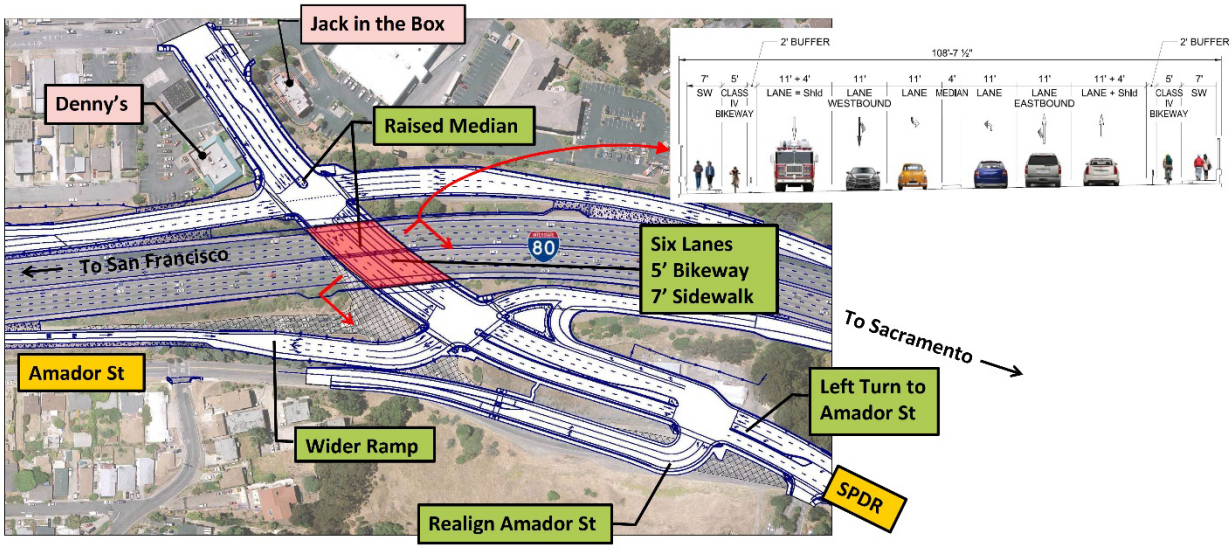

Figure 4. Details of Phase 2 Project Features, I-80/San Pablo Dam Road Interchange Project

The project would not add lanes or otherwise increase motor vehicle capacity on I-80; however, it would significantly improve safety on I-80 within the project limits by providing standard inside and outside shoulder width, standard vertical clearance from the I-80

mainline finished grade to the bridge soffit, upgrade the concrete median barrier, and upgrade MGS railings as needed within the project limits. The existing SPDR overcrossing has two lanes in each direction (westbound and eastbound): one through lane and one combined left-turn and through lane. The new SPDR overcrossing would have three lanes in each direction (westbound and eastbound): one through lane, one combined left-turn and through lane, and one left-turn-only lane. Therefore, the new SPDR overcrossing would add storage for turning movements and address existing narrow lane widths, but would not increase through capacity.

The proposed single-lane, 0.4-mile connector to McBryde Avenue would separate traffic from the existing short weaving section on westbound I-80 between the SPDR on-ramp and McBryde Avenue off-ramp without increasing capacity for I-80 through traffic. The connector would improve safety by diverting the traffic through the SPDR westbound off-ramp and to the McBryde Avenue connector to the destinations in the McBryde Avenue area.

Project Purpose and Need (Summary) (attach additional sheets as necessary)**:**

The purpose of the project is to improve overall safety, traffic operations, and bicycle and pedestrian access at the I-80/SPDR interchange.

The project is needed to address the nonstandard vertical clearance under the SPDR overcrossing, nonstandard shoulder and median widths on I-80, and the short weaving distance between the westbound on-ramp from SPDR and the off-ramp to McBryde Avenue. Raising the vertical clearance of the SPDR overcrossing will allow for oversized trucks to travel on I-80 through the interchange area without hitting the bridge soffit. Removal of the existing bridge support columns/walls will allow space for standard-width right shoulders that could be used for emergencies. Realigning Amador Street away from the SPDR interchange will allow for left turns from westbound SPDR to Amador Street (which are currently prohibited due to its proximity to the eastbound I-80 off-ramp), eliminating the need for circuitous travel over the SPDR overcrossing onto I-80 westbound via McBryde Avenue off-ramp to reach destinations on Amador Street. Reconfiguring access to McBryde Avenue will eliminate the short weaving distance between on-ramp traffic from SPDR and off-ramp traffic to McBryde Avenue, which contributes to congestion and collisions on I-80. Finally, the new SPDR overcrossing will have 7-foot sidewalks and Class IV (separated) bike lanes on both sides, and the project will construct new sidewalks in the interchange area where none currently exist.

Please refer to “Comments/Explanation/Details” below for additional information about how the project design will address existing hazards in the I-80/SPDR interchange area.

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

An analysis of data from the National Highway Traffic Safety Administration ranked a 5-mile stretch of I-80 that includes the SPDR interchange as the third deadliest in California. This segment had 18 fatalities and 13 fatal collisions from 2017 to 2019, a fatality rate of about 2.6 per mile.[1]

Data from the Caltrans Traffic Accident Surveillance and Analysis System (TASAS) for the most recent 5-year period (October 1, 2018, to September 30, 2023) shows that there were a total of 721 collisions in the project limits (PM 3.8 to 5.3), with 8 fatalities, 19 serious injuries, 155 other injuries, and 539 property damage incidents. As shown in Table 1, the fatal crash rate and total crash rate are both above the average rates for similar facilities statewide.

Table 1: TASAS Table B Collision Rates (October 1, 2018 – September 30, 2023)

Segment	No. of Collisions					Collision Rates (per million vehicle miles)					
	Total	Fatal	Serious Injury	Other Injury	PDO	F	F + I	Total*	F	F + I	Total*
CC SR-080 PM 3.8-5.3	721	8	19	155	539	**0.016**	0.37	**1.47**	0.005	0.40	1.21

* All reported collisions (includes Property Damage Only (PDO) Collisions)
Notes:
Bold indicates actual collision rate that is higher than the corresponding average collision rates for similar facilities statewide.
col/mvm = collisions per million vehicle miles
F = fatal collision(s)
I = injury collision(s)
PM = post mile(s)

Incidents include the following:

1. On September 1, 2017, a truck tractor-semitrailer collided with the SPDR overcrossing, overturning its trailer and scattering debris across I-80.
2. On September 5, 2019, a collision at SPDR resulted in the closure of all lanes on westbound I-80 for nearly eight hours after a truck hauling 1,000 live chickens overturned and caught fire.

[1] MoneyGeek.com. 2024. Where Are California's Deadliest Roads, and What Factors Contribute Most to its Fatal Accidents? https://www.moneygeek.com/insurance/auto/resources/most-deadly-roads-california/. May 20, 2024.

3. On October 3, 2019, the SPDR overcrossing was hit by a truck carrying the "zipper" equipment used for the construction of the bike path on the Richmond-San Rafael Bridge.
4. On October 2, 2020, two people traveling on westbound I-80 were killed in a collision after their car struck the concrete abutment of the SPDR overcrossing and caught fire, trapping the occupants.
5. On May 22, 2021, a 23-year-old male traveling on westbound I-80 died after the vehicle struck the concrete abutment of the SPDR overcrossing and caught fire.[2]
6. On January 9, 2022, a four-vehicle crash on eastbound I-80 at San Pablo Dam Road killed one person and sent two others to the hospital with major injuries.[3]
7. On February 25, 2023, one person was killed in a multiple-vehicle accident on eastbound I-80 just before San Pablo Dam Road.[4]
8. On January 16, 2024, a crash involving a big rig and a subsequent fuel spill blocked all lanes of westbound I-80 between San Pablo Dam Road and the McBryde Avenue exit.[5]

The nonstandard vertical clearance of the SPDR overcrossing also prevents oversized trucks and other high-clearance vehicles from being able to use I-80 in the interchange area. Between September 2020 and September 2024, 130 extra-legal load permits were issued for trucks with heights exceeding SPDR vertical clearance (125 in the westbound direction and 5 in the eastbound direction). The permits enabled the oversized trucks to detour off of I-80 and use nearby local roads that are not necessarily designed for large trucks, causing congestion and safety concerns in the community. The project will allow large trucks to stay on I-80 without having to detour to local roads and other ramps to get back onto I-80.

Additional collision data are provided below under "Five-Legged Intersection East of I-80."

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

The project design will address existing hazards in the I-80/SPDR interchange area in the following ways.

[2] News articles for Items 1 through 5 can be found here: https://advancedmobilitygroup-my.sharepoint.com/:f:/g/personal/christina_amobility_com/EmGVhAB1iK1ChB7BSX11DrgBmVPU9xLOfWMlZUEcBFkplg?e=NnpX7f.
[3] ABC7 Bay Area. 2022. Lanes reopen after crash kills 1, injures 2 on eastbound I-80 in San Pablo, CHP says. January 9, 2022. https://abc7news.com/san-pablo-deadly-crash-lanes-reopen-i-80-1-dead-in/11445506/.
[4] ABC7 Bay Area. 2023. All lanes reopen on EB I-80 near San Pablo Dam Rd. following deadly crash, police say. February 25, 2023. https://abc7news.com/san-pablo-interstate-80-dam-road-traffic-accident/12877824/.
[5] CBS News Bay Area. 2024. Westbound Highway 80 in Richmond reopened after fuel leak from big rig crash. January 16, 2024. https://www.cbsnews.com/sanfrancisco/news/highway-80-richmond-crash-big-rig-fuel-leak-lanes-blocked/.

Correct Vertical Clearance and Shoulders at SPDR Overcrossing. The existing SPDR overcrossing has a clearance of 14 feet, 8 inches (eastbound) to 14 feet, 11 inches (westbound), which do not meet the Caltrans Highway Design Manual minimum vertical clearance requirement of 16 feet, 6 inches. This has led to numerous truck strikes of the bridge deck, such as the one shown in Figure 5, below.

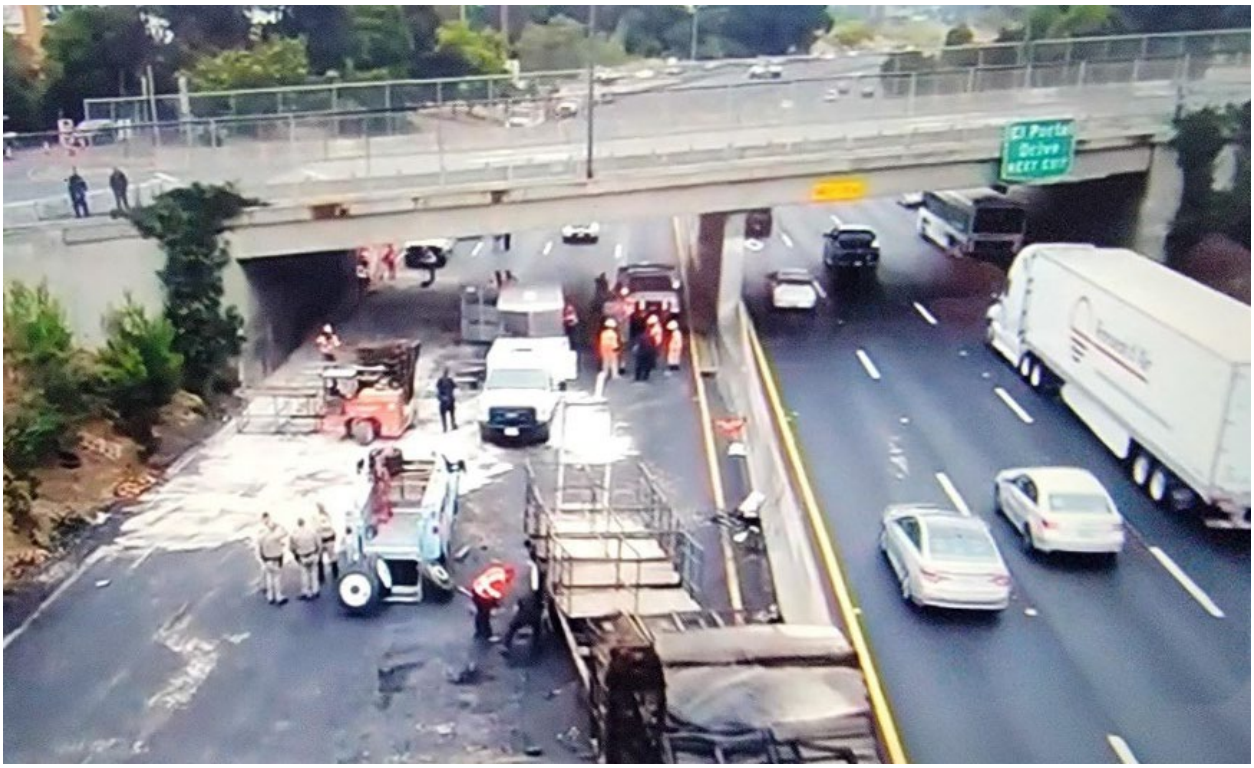

Figure 5. Looking north at SPDR overcrossing, westbound I-80 side. Incident #2 described in previous section. Photo credit: ABC Bay Area. September 5, 2019. https://abc7news.com/i-80-crash-big-rig-fire-chp/5517669/

I-80 at SPDR also has existing nonstandard inside shoulder, outside shoulder, and median widths. In particular, there are very narrow shoulders on eastbound or westbound I-80 at the SPDR overcrossing, as shown in Figures 6 and 8, below.

Figure 6. Looking north at SPDR overcrossing from eastbound I-80.

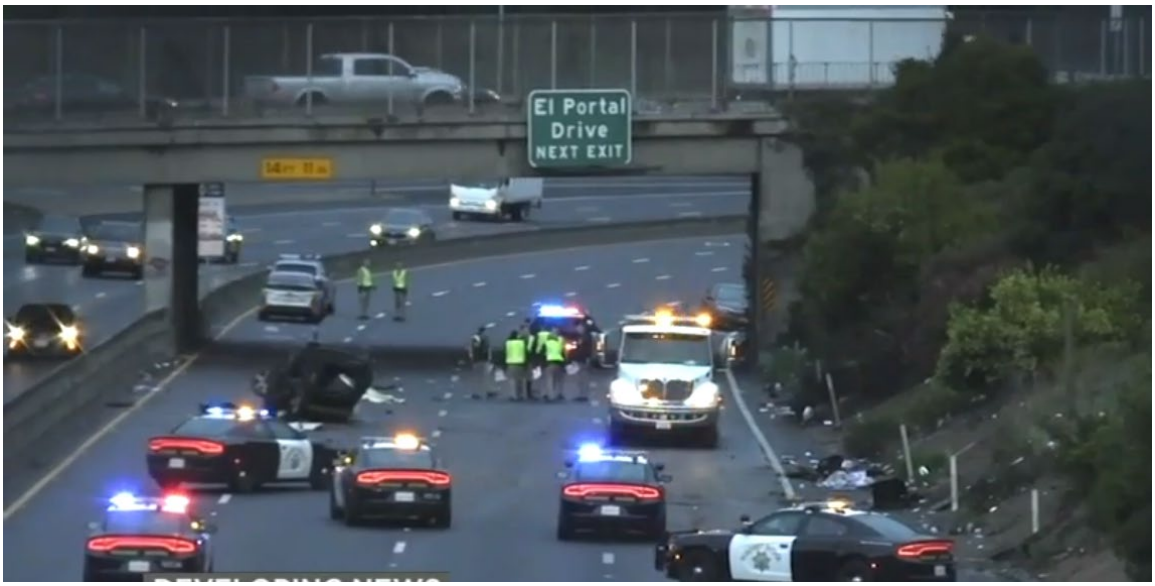

Figure 7. Same location as Figure 6, above; Incident #6 described in previous section. Photo credit: ABC7 Bay Area. January 9, 2022. https://abc7news.com/san-pablo-deadly-crash-lanes-reopen-i-80-1-dead-in/11445506/.

Figure 8. Looking south at SPDR overcrossing from westbound I-80. Scarring of the bridge soffit from truck strikes is visible below the vertical clearance sign.

Figure 9. Same location as Figure 8, above; Incident #4 described in previous section. Photo credit: The Richmond Standard, October 4, 2020. https://richmondstandard.com/community/2020/10/04/two-die-in-crash-on-i-80-in-san-pablo/.

The nonstandard vertical clearance and lack of shoulders to accommodate emergency maneuvers contribute to collisions at the I-80/SPDR interchange, including collisions of trucks with the soffit of the overcrossing. As noted in the previous section, the nonstandard vertical clearance of the SPDR overcrossing has also resulted in oversized trucks detouring off of I-80 and using nearby local roads that are not necessarily designed for large trucks, causing congestion and safety concerns in the community.

The proposed overcrossing will meet the vertical clearance standards, and the abutment support of the new bridge will be set back from the existing shoulder to provide a standard (10-foot) outside shoulder. Correction of the nonstandard bridge will allow large trucks to stay on I-80 without having to detour to local roads and other ramps to get back onto I-80. The project would also upgrade the concrete median barrier to current standards, which improves safety for road users.

As noted above, the existing SPDR overcrossing has two lanes in each direction: one through lane and one combined left-turn and through lane. The new SPDR overcrossing would have three lanes in each direction: one through lane, one combined left-turn and through lane, and one left-turn-only lane. The additional left-turn-only lanes are included both to provide safe separation for left turning movements to the eastbound and westbound I-80 ramps, where clusters of local street collisions have occurred (see next section); and to provide adequate storage capacity to avoid blocking through traffic on SPDR, including for emergency response vehicles (see Figure 10).

Figure 10. Looking west on SPDR from the westbound I-80 on-ramp, where an ambulance is using the ramp turn lane to bypass congestion in the through lanes. Photo credit: AECOM, no date.

The spacing between the ramp termini require the addition of these turning lanes to provide safe access and eliminate traffic congestion within the proposed overcrossing.

Five-Legged Intersection East of I-80. Amador Street intersects SPDR adjacent to the eastbound I-80 off-ramp, forming a five-legged intersection. Because of the short spacing between the SPDR eastbound off-ramp terminus and Amador Street, and to reduce the potential for wrong-way movements onto the off-ramp, left turns from westbound SPDR to southbound Amador Street are not permitted, as shown in Figure 11. However, some motorists still choose to make the left turn in this location.

Figure 11. Top: aerial view. Bottom: view from westbound SPDR toward intersection with Amador Street (upper left of image) where no left turns are permitted due to close spacing of the SPDR eastbound off-ramp. Photo credit: Google. August 2022.

Five-legged intersections are not common and can be confusing for motorists not familiar with them. This intersection, in particular, is awkward for motorists for a couple of reasons:

- The eastbound off-ramp and Amador Street are less than 100 feet apart. Motorists traveling eastbound on SPDR can easily mistake the off-ramp for Amador Steet and inadvertently make a right turn (a wrong-way movement) into oncoming traffic on the off-ramp. Even if wrong-way movements are avoided, the close proximity of the ramp to Amador Street can cause motorists to hesitate and slow down unexpectedly, causing other motorists following behind to brake suddenly and increase the risk of rear-end collisions.

- Although signage is provided prohibiting left turns onto Amador Street from westbound SPDR, vehicles are physically able to make this turn. Motorists making left turns onto Amador Street, intentionally ignoring the signs or not, can catch other motorists off guard, forcing sudden stops or lane changes to avoid vehicles making these unexpected maneuvers. This increases the risk of sideswipe, rear-end, and head-on collisions.

According to California Statewide Integrated Traffic Records System (SWITRS) data, there were eight separate motor vehicle accidents with a total of nine people injured at this location over the 3-year period between May 2021 and April 2024 (see Figure 12). Three of the collisions were head-on, three were rear-end, one was broadside, and one was sideswipe. In general, head-on collisions are unusual on low speed (35 mph) local streets. Though no severe or fatal injuries occurred, individuals had visible injuries in three of the collisions and reported pain in four of the collisions.[6]

[6] Transportation Injury Mapping System 2024. SWITRS Crash Summary & Map. October 10, 2024. Case IDs 9289463, 81824573, 81971249, 82010696, 82169300, 82176457, 82179784, and 82264776.

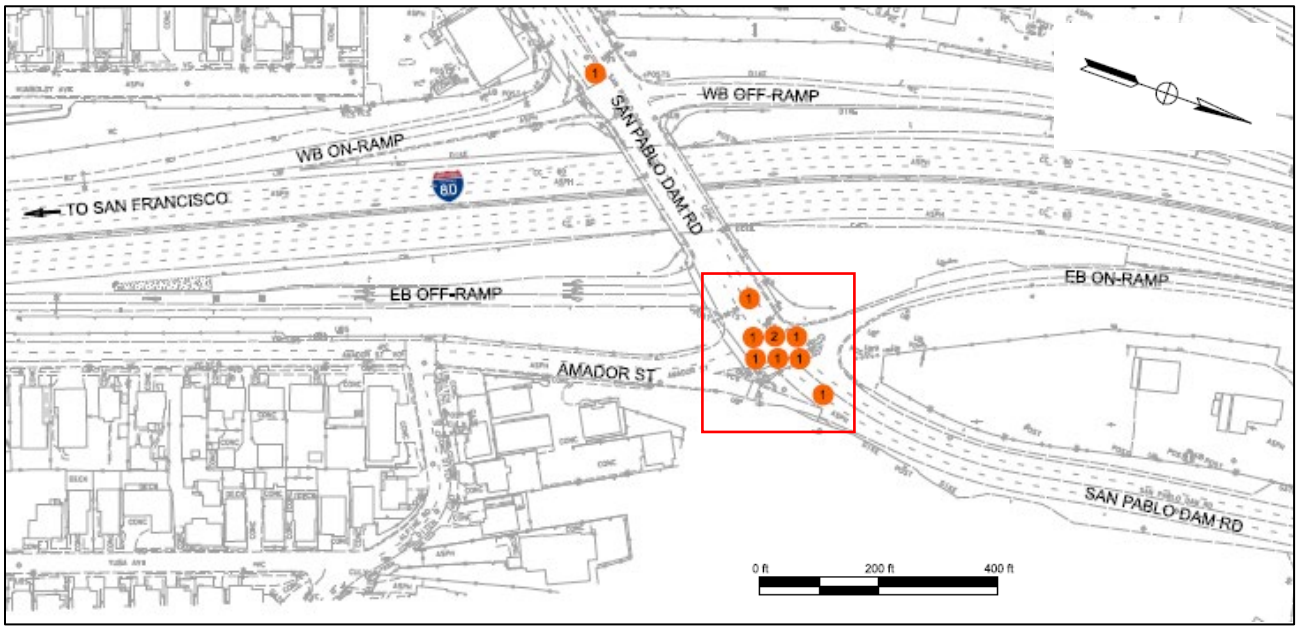

Figure 12. Motor vehicle collision locations (orange circles) and number of people injured in each collision (#) at five-legged intersection of SPDR, Amador Street, and the eastbound I-80 off-ramp and on-ramp (red square), May 2021 to April 2024. Note the additional collision at SPDR and the I-80 westbound ramps.

The project will realign Amador Street to the east to create a separate intersection with SPDR, away from the eastbound I-80 off-ramp and westbound I-80 on-ramp. The intersection ramps would "line up," which is a more familiar ramp configuration to drivers (Figure 4). In addition, the raised median barrier on SPDR is anticipated to minimize head-on collisions.

Amador Street is the primary access route to Riverside Elementary School, which is approximately 0.2 mile south of SPDR; therefore, the realignment of Amador Street would also increase safety for school-related travel. The section of Amador Street directly adjacent to, and for over 100 feet south of, SPDR has no sidewalks. Due to the absence of continuous pedestrian facilities in this area, most people traveling on foot must use the Riverside Avenue pedestrian overcrossing constructed as part of Phase 1 of this project (Figure 3). The project would provide pedestrian and bicycle facilities along SPDR as described in "Pedestrian and Bicycle Facility Deficiencies" below, as well as extend the existing sidewalk on the east side of Amador Street to SPDR and along SPDR to Morrow Drive. Therefore, the project would increase safety for not only school-related motor vehicle travel but also pedestrian travel in this area.

Short Weaving Distance on Westbound I-80 Between SPDR and McBryde Avenue. The westbound I-80/McBryde Avenue off-ramp is less than 0.2 mile from the westbound I-

80/SPDR on-ramp, and the weaving distance between ramps is only about 970 feet, which is less than the 1,600-foot-long standard weaving length recommended between interchanges (Figure 13). Westbound vehicles on the freeway destined for McBryde Avenue must move one lane to their right to exit the freeway. Conversely, vehicles entering westbound I-80 from SPDR must move one lane to their left to avoid being forced to exit at McBryde Avenue. These lane changes must occur over this relatively short 'weaving distance,' giving motorists little time to choose a gap in traffic to make this lane change maneuver, resulting in sudden braking and/or lane changes, which increase the risk of sideswipe and rear-end collisions. Closure and removal of the westbound I-80/McBryde Avenue off-ramp and construction of a new 0.4-mile connector road on the west side of I-80 will eliminate the vehicle conflicts over the short weaving distance that contribute to safety and operational issues on westbound I-80.

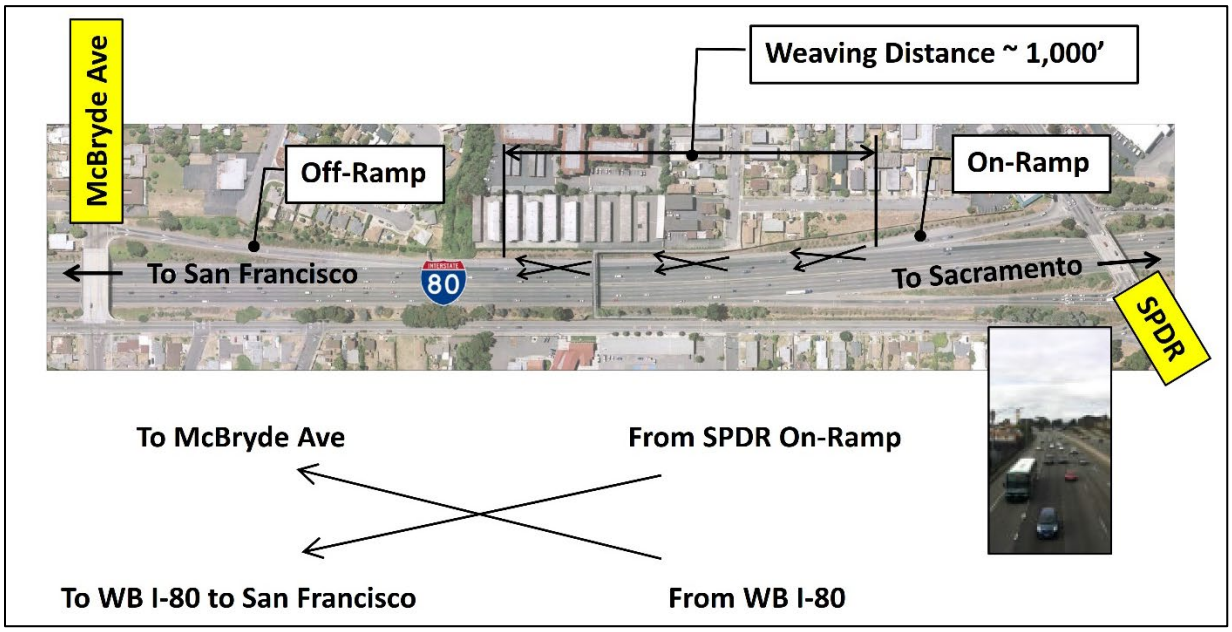

Figure 13. Short weaving distance on westbound I-80 between SPDR on-ramp and McBryde Avenue off-ramp. Graphic credit: AECOM 2024.

Pedestrian and Bicycle Facility Deficiencies. The existing SPDR overcrossing has 4-foot sidewalks in each direction, no shoulders, and no bike lanes. Existing sidewalks in the project area are narrower than the City of San Pablo standard of 7 feet, and sidewalks on the SPDR overcrossing do not meet American Disabilities Act (ADA) requirements (Figure 14).

Figure 14. On SPDR overcrossing looking west, with 4-foot-wide sidewalk on north side of structure. Photo credit: AECOM.

There is no sidewalk on the north side of SPDR east of the overcrossing, and no marked pedestrian crossing on the north side of the intersection of the eastbound I-80 on- and off-ramps and SPDR (Figure 15).

Figure 15. Looking east on SPDR at westbound I-80 off-ramp terminus; no crosswalk or bike lane striping is present on SPDR; 4-foot-wide sidewalk on north side of overcrossing visible in center left of photo. Photo credit: Google.

SPDR from San Pablo Avenue to El Portal Drive, including the overpass of I-80, is a designated Class III bikeway. However, high traffic volumes present safety concerns for bicyclists sharing lanes with vehicles, and the five-way intersection at SPDR, the eastbound I-80 on- and off-ramps, and Amador Street constrains bicycle travel. As the SPDR westbound left-turn movement to southbound Amador Street is not allowed, bicyclists have a tendency to cut through the opposing traffic to make this movement.

The new overcrossing will have Class IV (separated) bikeways and 7-foot-wide sidewalks in each direction of travel. The project includes sidewalks and crosswalks on both sides of SPDR across I-80 and the on- and off-ramps. Sidewalks and crosswalks will be installed on the north side of SPDR east of eastbound I-80, which currently lacks pedestrian facilities across the eastbound on-ramp. With the project, pedestrians will be able to walk on either side of SPDR between the commercial area on the west side of I-80 to east of Amador Street.

In addition, a "bike box" will be provided on westbound SPDR at Amador Street to allow bicyclists to make left turns onto southbound Amador Street. No crosswalk is proposed at this location because SPDR lacks a sidewalk east of the I-80 eastbound on-ramp.

I-80 / San Pablo Dam Road (SPDR) Interchange Improvements

Phase 2 PS&E

Bay Area Air Quality Conformity Task Force Presentation

October 24, 2024

Delivering a better world

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Project History

2006 – Project initiated

2009 – FHWA Project-Level Conformity Determination issued

2010 – NEPA completed (Environmental Assessment/Finding of No Significant Impact)

2011 – Project design started; Task Force Consultation completed *(Not a POAQC)*

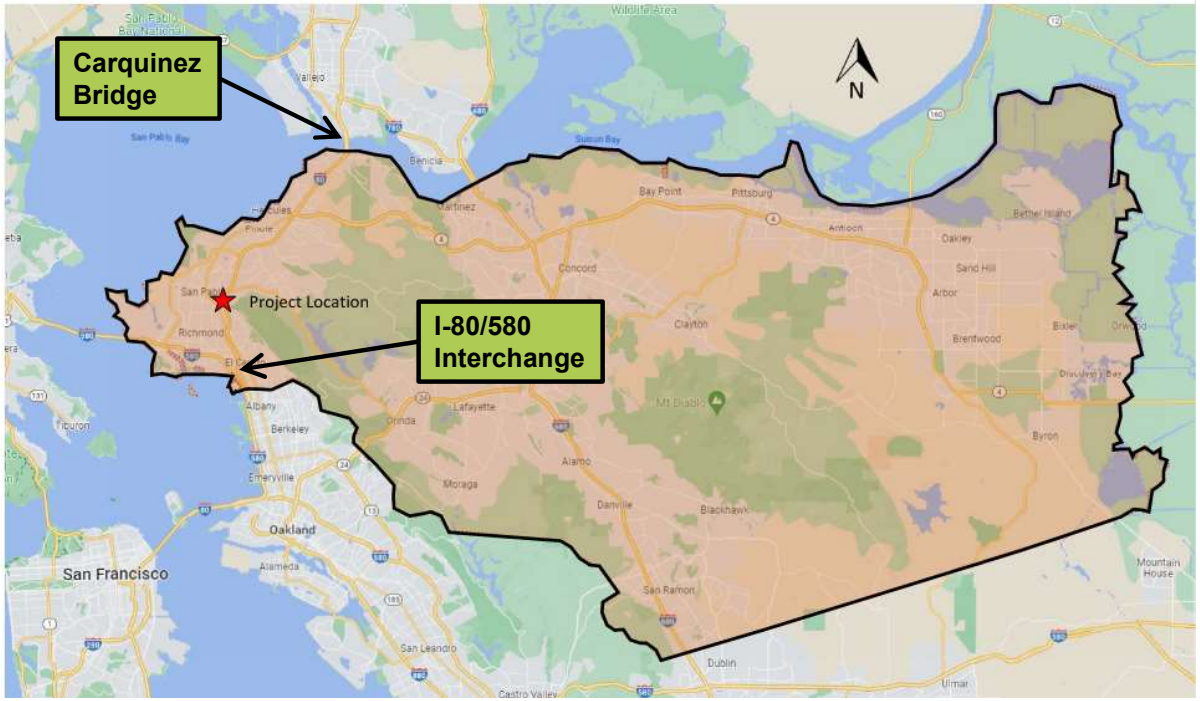
2012 – Project split into two phases; updated FHWA Conformity Determination issued

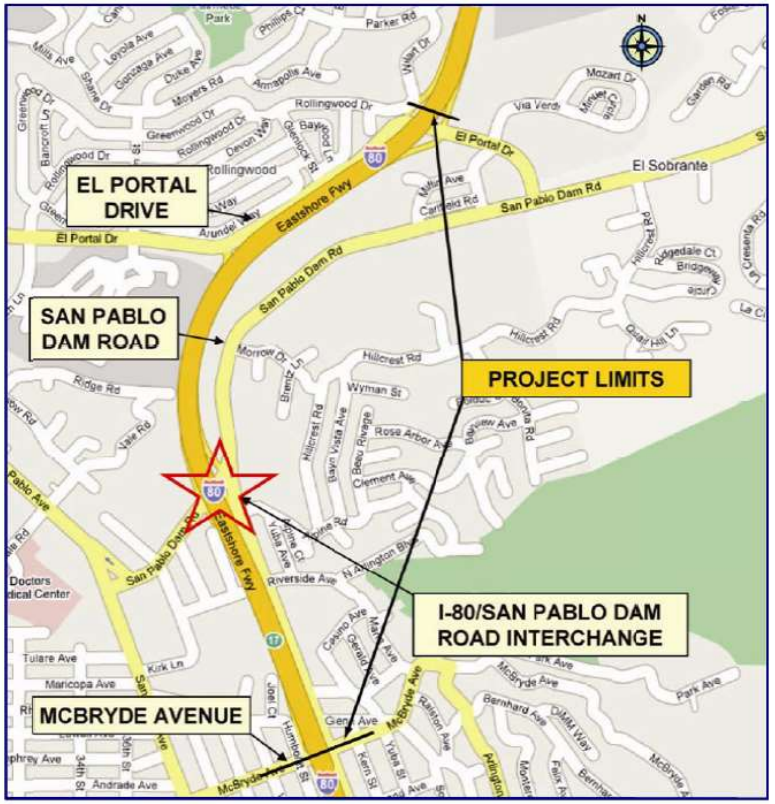
2017 – *FHWA Conformity Determination expired*

2018 – Phase 1 construction completed

2024 – Phase 2 design begins; exemption or new conformity determination needed for June 2025 RTL

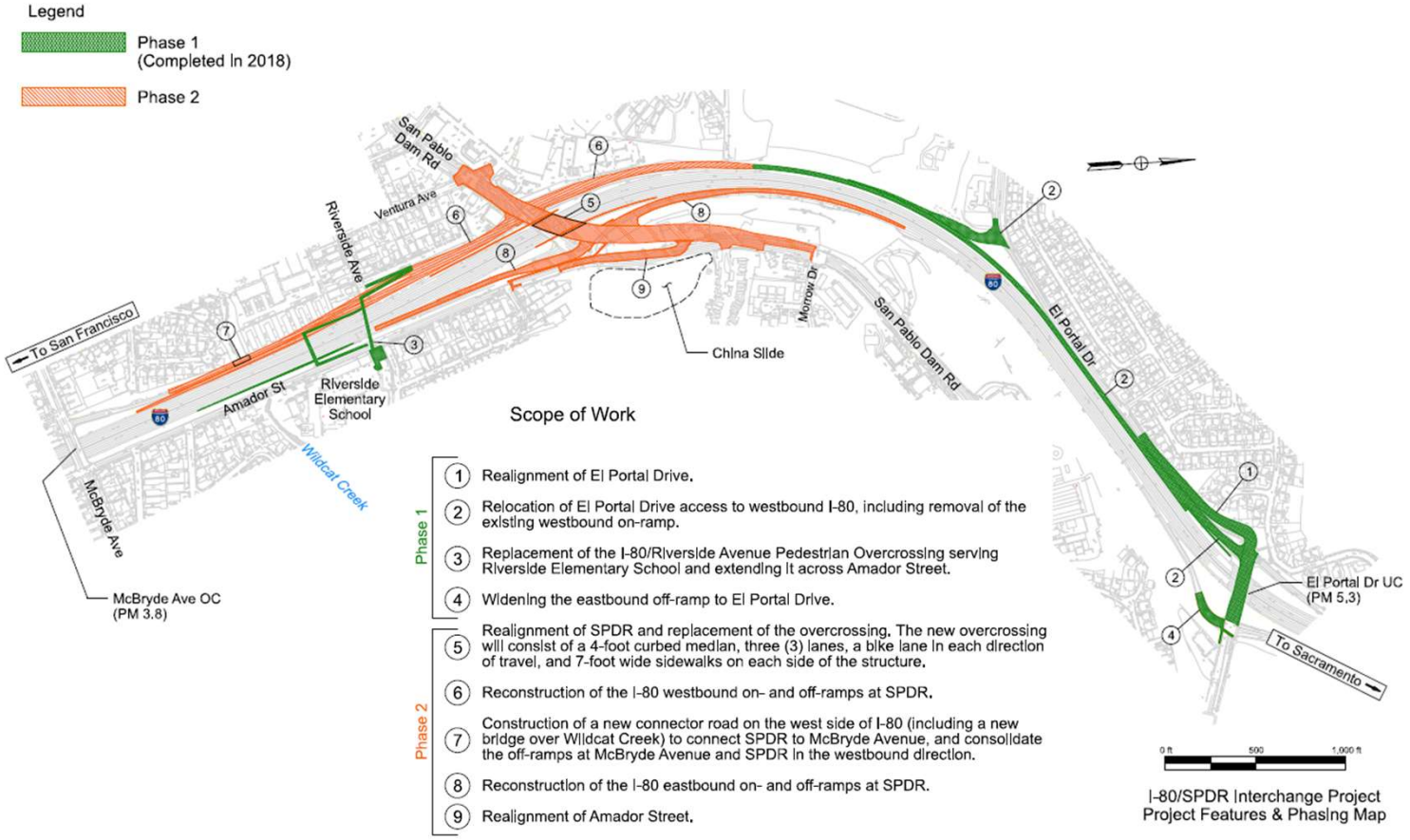
Project Overview: Location (NW Contra Costa County)





LOCATION MAP

Project Overview: Phasing



Phase 1 eliminated a hazard for pedestrians and bicyclists (including elementary school children) by reconstructing the Riverside Avenue POC to extend across Amador Street

Project Overview: 40 CFR 93.126

- No change to Phase 2 project components since 2011 Task Force consultation and 2012 Air Quality Conformity determination
- Project would not be a Project of Air Quality Concern under 40 CFR 93.123(b)(1)
- Project would **correct, improve, or eliminate a hazardous location or feature** in accordance with 40 CFR 93.126 Table 2

Photo credit: ABC7 Bay Area. January 9, 2022

Justification of Need

- 5-mile stretch of I-80 that includes the SPDR interchange is the **third deadliest in California***

- Fatal collision, total collision rates are higher than those on similar facilities throughout the state (2018-2023)
  - *Fatal collision rate is **over 3 times higher** than the statewide average*
  - *Fatal collision and total collision rates in the period ending 2023 are higher than in the period ending 2007, when the NEPA document was prepared*

Period ending	Actual			Statewide Average		
	F	F + I	Total	F	F + I	Total
2007	**0.012**	0.27	1.03	0.007	0.39	1.23
2023	**0.016**	0.37	**1.47**	0.005	0.40	1.21

Bold indicates actual collision rate that is higher than the corresponding average collision rates for similar facilities statewide.
col/mvm = collisions per million vehicle miles; F = fatal collision(s); I = injury collision(s); PM = post mile(s)

- Local street data show a cluster of collisions around the five-legged intersection east of the SPDR overcrossing

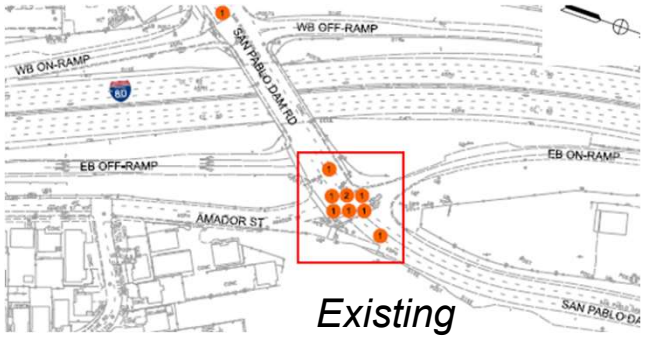
** Complete references for data cited are provided in the Exemption Request form*

SPDR Overcrossing

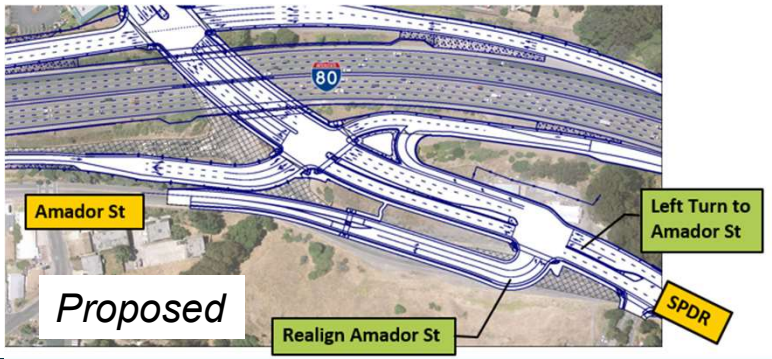
Hazardous Location or Feature	Correct, Improve, or Eliminate?
Nonstandard bridge clearance at SPDR OC (14’ 8” EB/14’ 11” WB), leading to truck strikes of bridge soffit and the need for oversized trucks to detour of I-80 and use local roads to avoid bridge	**Correct/Eliminate.** Replacement OC will meet standard (16’ 6”) and accommodate high-clearance vehicles, eliminating the need for oversized trucks to detour to local streets
Nonstandard shoulder widths at SPDR OC, with insufficient space for disabled vehicles, sudden maneuvers by motorists, and emergency vehicle access	**Improve**. Standard 10’ outside shoulders will accommodate disabled vehicles, sudden maneuvers by motorists, and emergency vehicle access
Lack of dedicated left-turn lanes on SPDR OC to WB and EB I-80 on-ramps, which contribute to through-traffic congestion (including for emergency responders) and local street collisions	**Correct.** Left-turn-only lanes will be added to provide safe separation for I-80-bound vehicles

Five-Legged Intersection East of I-80

Hazardous Location or Feature	Correct, Improve, or Eliminate?
EB I-80 off-ramp and Amador Street are less than 100 feet apart, leading to confusion/sudden braking for EB motorists on SPDR due to potential for wrong-way movement (right turn onto off-ramp) and contributing to cluster of collisions	**Correct/Eliminate**. Project will realign Amador Street to the east, away from EB and WB I-80 ramps; provide signalized intersection at Amador Street/SPDR; construct raised medians on SPDR; and improve striping for bicyclists. Together, these changes will minimize driver confusion and the potential for wrong-turn movements
No physical barrier preventing prohibited left turn for WB SPDR to Amador Street, leading to vehicle conflicts at intersection and contributing to collisions	**Correct/Eliminate**. In addition to realigning Amador Street to the east, project will provide a dedicated left-turn lane with signal control on WB SPDR
Lack of sidewalks on Amador Street, the primary access route to Riverside Elementary School, in intersection area	**Improve**. Project will extend the existing sidewalk on the east side of Amador Street to SPDR and along SPDR to Morrow Drive



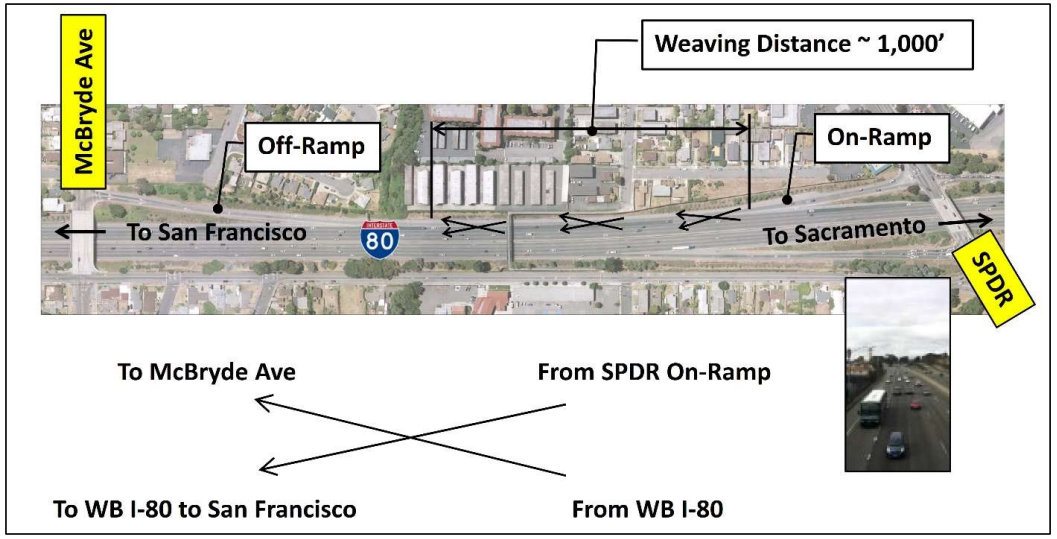
Existing



Proposed

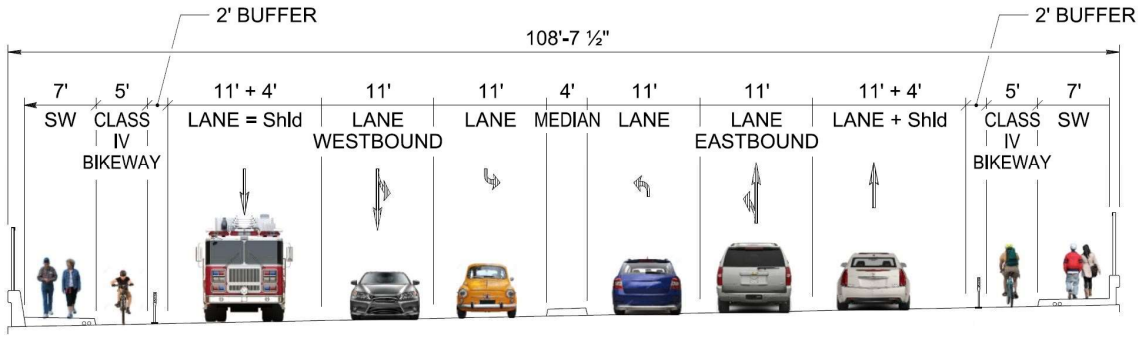
Short Weave on WB I-80 between SPDR and McBryde Avenue

Hazardous Location or Feature	Correct, Improve, or Eliminate?
Weaving distance between WB I-80 on-ramp from SPDR and WB off-ramp to McBryde Avenue approx. 970 feet (1,600 feet standard), resulting in sudden braking and lane changes	**Correct/Eliminate**. Project will close and remove the WB I-80/McBryde Avenue off-ramp and construct a new 0.4-mile connector road on the west side of I-80. The connector will physically separate McBryde Avenue-bound traffic from I-80



Lack of Pedestrian and Bicycle Facilities

Hazardous Location or Feature	Correct, Improve, or Eliminate?
SPDR overcrossing has 4-foot sidewalks in each direction, no shoulders, and no bike lanes; facilities do not meet ADA requirements	**Correct/Eliminate.** Project will provide Class IV (separated) bikeways and 7-foot-wide sidewalks on both sides of new SPDR overcrossing
Project area sidewalks are narrower than the City of San Pablo standard of 7 feet	**Improve.** Sidewalks will generally be improved to 7-foot minimum on both the EB and WB approaches to the SPDR OC, including on Amador Street
There is no sidewalk on the north side of SPDR east of the overcrossing, and no marked pedestrian crossing on the north side of the intersection of the EB I-80 on- and off-ramps and SPDR	**Correct/Eliminate.** Sidewalks and crosswalks will be installed on the south side of SPDR east of EB I-80 ramps



Summary

- Project would not be a Project of Air Quality Concern (POAQC) under 40 CFR 93.123(b)(1)—no change since previous (2011) Task Force consultation
- Phase 1 eliminated a hazard for pedestrians and bicyclists (including elementary school children) by reconstructing the Riverside Avenue POC to extend across Amador Street
- Caltrans collision data for the mainline of I-80 in the project limits demonstrate that **fatal and total injury rates have increased** since NEPA document preparation and issuance of the original FHWA conformity determination (2009)
- By modifying the roadway design and further improving pedestrian and bicycle facilities, Phase 2 would **correct, improve, or eliminate a hazardous location or feature** in accordance with 40 CFR 93.126 Table 2
- ***Task Force concurrence on exemption requested***

Tiles created by elementary school children installed on Phase 1 Riverside Avenue POC

Questions and Discussion

Phase 1 Riverside Avenue POC

40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Additional Description	Project Type under 40 CFR 93.126
CC	CC-190012	CC County	Treat Boulevard Corridor Improvements	Contra Costa County : Along Treat Boulevard between North Main Street and Jones Road, Unincorporated Walnut Creek, Contra Costa County : Install bicycle and pedestrian infrastructure	Contra Costa County: Implement bicycle infrastructure and pedestrian enhancements along Treat Boulevard between North Main Street and Jones Road in unincorporated Walnut Creek. Improvements include creating buffered bicycle lanes and a mixed-use path, existing crosswalk enhancements, closing three free right-turn lanes, eliminating a traffic bottle-neck, signal relocations, and signal improvements.	Air Quality - Bicycle and pedestrian facilities
CC	CC-230226	Danville	Danville - Townwide Traffic Signal Modernization	Danville : Traffic Signals along the corridors of Camino Tassajara, Crow Canyon Road, Sycamore Valley Road and El Cerro Boulevard : Project activities consists of project construction including design, signal synchronization and project management.	The Townwide Traffic Signal Modernization/ITS project in the Town of Danville will modernize its traffic signal network, including replacing the Town's aging traffic signal hardware, vehicular detection systems, and communications infrastructure. It would improve bicycle, pedestrian, and vehicular safety; air quality and GHG emission reductions; connectivity; and reduce travel time.	Safety - Traffic control devices and operating assistance other than signalization projects
SCL	10451	Campbell	Hamilton Avenue Rehabilitation and Complete Street	Campbell : Hamilton Avenue : The roadway will be redesigned to incorporate safety enhancements by adjusting vehicle lane widths and creating continuous and comfortable bicycle lanes, regrading areas with known water ponding issues; fixing uplifted sidewalks; constructing new ADA compliant curb ramps; and implementing minor traffic signal modification work at intersections to facilitate better pedestrian accessibility.	The project will repave 2.8 miles of Hamilton Avenue from the western city limits located approximately 640' west of Phoenix Drive to the eastern city limits, located at the centerline intersection with Hurst Avenue. The roadway will be redesigned to incorporate safety enhancements by adjusting vehicle lane widths and creating continuous and comfortable bicycle lanes throughout this major arterial corridor. Other improvements include regrading areas with known water ponding issues; fixing uplifted sidewalks; constructing new ADA compliant curb ramps; and implementing minor traffic signal modification work at intersections to facilitate better pedestrian accessibility.	Safety - Pavement resurfacing and/or rehabilitation
SCL	SCLTR0201	MTC	East San Jose Safety Corridor Senter Road Bus Aid	San Jose : San Jose - Senter Road (various locations) : Project will improve bus on-time reliability and safety for people on bikes and pedestrians. Project will add bus bulb-outs, protected bikeways at the bus boarding bulb outs, along with two protected intersections and signal improvements.	Project will improve bus on-time reliability and safety for people on bikes and pedestrians. Project will add bus bulb-outs, protected bikeways at the bus boarding bulb outs, along with two protected intersections and signal improvements. The bus bulb-outs will also be equipped with new bus shelters and new pedestrian-scale lighting. Bus bulb-out locations will be prioritized in coordination with VTA..	Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)

40 CFR 93.128 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Additional Description	Project Type under 40 CFR 93.128
CC	CC-230227	CCTA	Concord Smart Signals Project	Concord : Concord : Project activities consists of project construction including design, signal synchronization and project management.	The Concord Smart Signals Project will upgrade traffic signals to a smart signal system within the City of Concord to help reduce congestion and emissions, prioritize transit and emergency vehicles, and protect vulnerable road users.	Traffic signal synchronization projects may be approved, funded, and implemented without satisfying the requirements of this subpart.. However, all subsequent regional emissions analyses required by §§ 93.118 and 93.119 for transportation plans, TIPs, or projects not from a conforming plan and TIP must include such regionally significant traffic signal synchronization projects.

METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
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San Francisco, CA 94105
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www.mtc.ca.gov

TO: Air Quality Conformity Task Force DATE: October 24, 2024

FR: John Saelee

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 2025 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 2025 TIP

Staff is proposing to add a number of new projects to the 2025 TIP through future revisions. 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	ALA	N/A	AC Transit	AC Transit: D4 Self Generation of Power	Alameda Contra Costa Transit District (AC Transit) : 1100 Seminary Avenue, Oakland, CA 94621 : Implement self-generation of power at AC Transit's East Oakland facility	The Project will implement self-generation of power at AC Transit's East Oakland facility (Division 4) located at 1100 Seminary Avenue.	Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and communications systems
2	ALA	N/A	AC Transit	AC Transit: Purchase 10 35ft Battery Electric Buses	Alameda Contra Costa Transit District (AC Transit) : Districtwide : Purchase 10 35ft Battery Electric Buses (BEBs) to replace 10 diesel buses that have reached the end of their useful life	Purchase 10 35ft Battery Electric Buses (BEBs) to replace 10 diesel buses that have reached the end of their useful life.	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
3	ALA	N/A	LAVTA	LAVTA Hydrogen Fueling Station Expansion Project	Livermore Amador Valley Transit (LAVTA) : 875 Atlantis Court, Livermore, CA 94551 : Expands an existing hydrogen fueling station capital project at LAVTA's Atlantis Maintenance Facility to include a secondary 15,000-gallon hydrogen tank.	This project expands an existing hydrogen fueling station capital project at LAVTA's Atlantis Maintenance Facility to include a secondary 15,000-gallon hydrogen tank. The FTA Project ID is 2024-CMPJ-019.	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)
4	ALA	N/A	MTC	Marshland Road Bay Trail Project	Fremont : Marshland Road, Fremont, CA : Project management and oversight of PA&ED and partial PS&E phase of project including environmental work, a variety of studies to move the project forward, stakeholder coordination, Caltrans coordination, and up to 35% PS&E.	Project management and oversight of PA&ED and partial PS&E phase of project including environmental work, a variety of studies to move the project forward, stakeholder coordination, Caltrans coordination, and up to 35% PS&E.	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities
5	CC	N/A	Concord	Citywide Traffic System Upgrade Phase 2 Project	Concord : Citywide : Upgrade traffic signal cabinets and controllers, pedestrian push buttons, and ADA curb ramps	Upgrade traffic signal cabinets and controllers, pedestrian push buttons, and ADA curb ramps Citywide	Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization projects.
6	CC	N/A	WCCTA	WCCTA Hydrogen Fuel Cell Bus and Hydrogen Fueling	Western Contra Costa Transit Authority (WestCAT) : Countywide : The Western Contra Costa Transit Authority will purchase hydrogen fuel cell buses to replace older diesel buses, modify maintenance facility and install a its hydrogen fueling station	The Western Contra Costa Transit Authority will purchase hydrogen fuel cell buses to replace older diesel buses, modify maintenance facility and install a its hydrogen fueling station. This project will provide workforce training to support WCCTA's transition to an entirely zero-emission fleet and improve regional air quality.	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
7	MRN	N/A	GGBHTD	Replace Paratransit Cutaways	Golden Gate Bridge, Highway and Transit District : Systemwide : Replace 17 diesel paratransit cutaways	Replace 17 diesel paratransit cutaways	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
8	MRN	N/A	MCTD	Hybrid Battery Refresh	Marin County Transit District : Systemwide : Hybrid battery refresh for 20 vehicles	Mid Life Battery Refresh for 20 Hybrid vehicles; 9 are 2017 and 11 are 2019.	Exempt (40 CFR 93.126) - Mass Transit - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)
9	MRN	N/A	MCTD	Replace 1 30ft. Hybrid with 30ft. Hybrid	Marin County Transit District : Systemwide : Replace vehicle that is beyond its useful life	Purchase 1 30' Hybrid Bus to replace a 2015 hybrid bus that is beyond its useful life	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
10	MRN	N/A	MCTD	Replace 22 Paratransit Vehicles	Marin County Transit District : Systemwide : Replace vehicles that are beyond their useful life	Purchase 22 Paratransit Vehicles (Vans and Cutaways) to replace 3-2018 Cutaways and 4- 2018 vans, and 15 -2021 cutaways that are beyond their useful lives.	Exempt (40 CFR 93.126) - Mass Transit - Purchase of support vehicles
11	MRN	N/A	MCTD	Replace 4 30ft. Hybrids with Electric	Marin County Transit District : Systemwide : Replacing vehicles that are beyond their useful life.	Purchase 4 30' Electric buses to replace 2015 hybrid buses that have reached the end of their useful life.	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
12	MRN	N/A	MCTD	Replace 4 Diesel XHF Vehicles with 30 ft. Hybrids	Marin County Transit District : Systemwide : Replace buses that have reached the end of their useful life.	Purchase 4 30ft. hybrid electric buses to replace 2008 and 2011 diesel buses that have reached the end of their useful life.	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
13	MRN	N/A	MCTD	Replace 5 buses with 5 - 40ft Hybrids	Marin County Transit District : Systemwide : Replace 4 vehicles that are beyond their useful life and 1 totaled vehicle.	Purchase 5 40ft hybrid electric buses to replace 4 Diesel XHF and 1 totaled 40ft. bus	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
14	MRN	N/A	MCTD	Replace 7 40ft. Hybrid buses with 40ft. Hybrids	Marin County Transit District : Systemwide : Replace vehicles that are beyond their useful life	Purchase 7 40'ft Hybrid Buses to replace 2015 hybrid buses that are beyond their useful lives.	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

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
15	MRN	N/A	San Rafael	South Merrydale Road - Civic Center Connector Path	San Rafael : Northern San Rafael; north of the Rafael Meadows neighborhood : Creation of a multi-use path to link Rafael Meadows and neighborhoods west of US Highway 101	This project will connect the physically isolated Rafael Meadows neighborhood on the west side of the US-101 freeway to key destinations, including schools, the Marin Civic Center, SMART train station, retail, employment, and open spaces. By installing a new multi-use pathway along a freeway rail underpass, the project fills a critical gap in the existing network and will provide the only facility accessible to all ages and abilities of people walking, biking, and using other non-motorized modes traveling between Rafael	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities
16	NAP	N/A	NVTA	Airport/SR12/North Kelly Intersection	Napa Valley Transportation Authority : Intersections of SR 29/Airport Blvd and SR 12/North Kelly Road : SR 29-SR 12: Intersection Improvements at SR 29 and Jameson Canyon/Airport Road and SR 12/Kelly Road	The intersection of SR 29 & Airport Blvd/SR 12 would be transformed from an at-grade signalized intersection into a grade-separate roundabout interchange. It is still to be determined if SR 29 would be improved to either an overcrossing structure or depressed (sunk into the ground) design. The Airport Boulevard / SR 12 roadway would become a double roundabout “dogbone” with a single westbound lane and two eastbound lanes. Roundabouts are also proposed at Airport Boulevard & Devlin Road, and SR 29 & North/South Kelly Road. Project Status – need to complete preliminary design work and environmental document.	Exempt (40 CFR 93.127) - Intersection channelization projects
17	NAP	N/A	NVTA	Carneros SR 12/121	Napa (City) : Intersection of SR 12 and SR 121 : Intersection and operational improvements at SR 12/121/29 include multimodal enhancements.	Intersection and operational improvements at SR 12/121/29 include multimodal enhancements. Project status: need preliminary environmental and design.	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature
18	NAP	N/A	NVTA	Emergency Evacuation Routes and Battery Storage	Napa County : Napa County, Various Locations : Highway Operations and Traffic Management - Would allow proactive management of the highway facilities and include adaptive messaging signs and battery back-up storage for the Vine emergency operations.	Highway Operations and Traffic Management - Would allow proactive management of the highway facilities and include adaptive messaging signs and battery back-up storage for the Vine emergency operations.	Exempt (40 CFR 93.126) - Other - Directional and informational signs
19	REG	N/A	San Jose	Regional Speed Safety Camera Campaign	Oakland,San Francisco City/County,San Jose : San Jose, San Francisco, Oakland : The Regional Speed Safety Camera Campaign will educate residents on the program’s safety benefits using digital ads, social media, printed materials, and other outreach methods throughout the entire program.	The Regional Speed Safety Camera Campaign aims to raise awareness about automated speed enforcement in Oakland, San Jose, and San Francisco. This campaign aims to educate residents about the purpose and benefits of the program in reducing speeding and improving road safety.	Exempt (40 CFR 93.126) - Other - Planning and technical studies
20	SCL	N/A	Campbell	Hamilton Avenue Rehabilitation and Complete Street	Campbell : Hamilton Avenue : The roadway will be redesigned to incorporate safety enhancements by adjusting vehicle lane widths and creating continuous and comfortable bicycle lanes, regrading areas with known water ponding issues; fixing uplifted sidewalks; constructing new ADA compliant curb ramps; and implementing minor traffic signal modification work at intersections to facilitate better pedestrian accessibility.	The project will repave 2.8 miles of Hamilton Avenue from the western city limits located approximately 640' west of Phoenix Drive to the eastern city limits, located at the centerline intersection with Hurst Avenue. The roadway will be redesigned to incorporate safety enhancements by adjusting vehicle lane widths and creating continuous and comfortable bicycle lanes throughout this major arterial corridor. Other improvements include regrading areas with known water ponding issues; fixing uplifted sidewalks; constructing new ADA compliant curb ramps; and implementing minor traffic signal modification work at intersections to facilitate better pedestrian accessibility	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
21	SCL	N/A	Palo Alto	South Palo Alto Bikeways Demonstration Project	Palo Alto : East Meadow Drive and Fabian Way : This project will improve bikeways and crossings on East Meadow Drive and Fabian Way to reduce conflicts between road users by separating them and enhancing visibility.	This project will provide for a "road diet" by improving bikeways and crossings on East Meadow Drive and Fabian Way to reduce conflicts between road users by separating them and enhancing visibility. By removing parking on one side of the street, East Meadow Drive between Alma Street and Waverley Street will gain bike lanes separated by wide buffers and vertical elements or parked vehicles. East Meadow Drive between Waverley Street and Middlefield Road will feature a buffered bike lane on one side and a separated bike lane one the other side with some parking removal. Angled parking near Fairmeadow Elementary School will remain, and a dashed green bike lane will be added in this zone. East Meadow Drive between Middlefield Road and Fabian Way will receive green-painted bike lanes, adding dashed green bike lanes to intersections, high visibility crosswalks, and painted curb extensions with delineators at the intersections of East Meadow Circle/East Meadow Drive and Louis Road/East Meadow Drive. The project converts Fabian Way from four lanes to three lanes (one eastbound, one westbound, and one two-way center left turn lane) between East Charleston Road and East Meadow Drive. This reconfiguration allows for existing bike lanes to upgrade to separated bikeways which will be parking-protected on one side. The existing bike lanes will be extended so that they are contiguous between Federation Way and East Charleston Road. Green bike lane	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature
22	SCL	N/A	San Jose	Montague Expwy/McCarthy Blvd-O'Toole Ave Grade Sep	Milpitas,San Jose,Santa Clara County,Santa Clara Valley Transportation Authority (VTA) : Santa Clara County - Montague Expressway/McCarthy Blvd/ O-Toole Ave : Create a grade separated interchange with on and off-ramps making connections between Montague Expressway and the local streets (McCarthy Blvd and O'Toole Ave). Provide full connectivity for bicycles-pedestrians with connections to bus transit.	Eliminate the signalized intersection on Montague Expressway and McCarthy Blvd-O'Toole Ave by creating a grade separated interchange with on and off-ramps making connections between Montague Expressway and the local streets (McCarthy Blvd and O'Toole Ave). Provide full connectivity for bicycles-pedestrians with connections to bus transit	Exempt (40 CFR 93.127) - Interchange reconfiguration projects
23	SCL	N/A	VTA	Guadalupe Train Wash Replacement	Santa Clara Valley Transportation Authority (VTA) : Guadalupe Light Rail Division: Remove and replace vehicle wash system (Train Wash) that has reached the end of its useful life. : Remove and replace vehicle train wash system and make site improvements for installation of a new roof structure to prevent the mixing of wash water discharges with rainwater.	Replace wash slab that has deteriorated and does not provide adequate drainage and collection of water for the reclamation and recycling process of the train wash system. In addition, make site improvements for installation of a new roof structure to prevent the mixing of wash water discharges with rainwater.	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)

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	SCL	N/A	VTA	Spooky Knoll Trail Project	Santa Clara Valley Transportation Authority (VTA) : El Sereno Open Space Preserve, Spooky Knoll Trail, Santa Clara County, CA : Improve an existing 1.25 mile long road/trail to MROSD trail standards for a multi-use trail.	The project proposes to improve an existing 1.25 mile long road/trail to MROSD trail standards for a multi-use trail. The Proposed work will include the following: 1. Brush Cleaning 2. Realign 150 ft of trail to avoid sensitive species 3. Replace one existing undersized watercourse culvert with a new culvert 4. Upgrade three existing earth ford crossings to rock fords 5. Maintain and clean seven existing earth ford crossings 6. Road to trail conversion by pulling back perched and unstable fill material to narrow the trail to a 5 to 6 ft width 7. Upgrade trail drainage by installing reverse grade dips at 150 to 200 foot spacings	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities
25	SCL	N/A	VTA	US101/Monterey Road Wildlife Crossings	Santa Clara Valley Transportation Authority (VTA) : Along US 101 and Monterey Road in the City of San Jose : Construct wildlife crossing structures on US 101 and Monterey Rd.	On US 101 and Monterey Road in the City of San José: Construct wildlife crossing structures on US 101 and Monterey Rd along with associated wildlife fencing, jump outs, treatment of intersecting roads and supporting features.	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
26	SM	N/A	Daly City	Serramonte Boulevard Street Surfacing Project	Daly City : Serramonte Boulevard between I-280 Off-Ramp and Serramonte Shopping Center entrance : Repair and overlay, repair and improve curb ramps within project limits to meet current accessibility standards. Construct Low Impact Development (LID), which mimics drainage patterns of more natural landscapes as required by Provisions C.3 of MRP 3.0.	Repair and overlay Serramonte Boulevard between I-280 Off-Ramp and the entrance to Serramonte Shopping Center. Repair and improve curb ramps within project limits to meet current accessibility standards. Construct Low Impact Development (LID), which mimics drainage patterns of more natural landscapes as required by Provisions C.3 of MRP 3.0.	Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation
27	SM	N/A	SamTrans	Replace 26 Paratransit Vehicles	San Mateo County Transit District (SAMTRANS) : Systemwide : Replace vehicles that have reached the end of their useful life.	Purchase paratransit vehicles to replace those that have reached the end of their useful life. These are included in the SamTrans fleet plan and published in the SamTrans Zero Emission Transition ICT Plan, approved by the SamTrans Board in December 2023.	Exempt (40 CFR 93.126) - Mass Transit - Purchase of support vehicles
28	SM	N/A	SamTrans	Replace 29-40' Diesel Buses with Fuel Cell	San Mateo County Transit District (SAMTRANS) : Systemwide : Replace buses that have reached the end of their useful life	SamTrans Bus Fleet: Purchase 29-40' Fuel Cell buses to replace diesel buses that have reached the end of their useful life.	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
29	SM	N/A	SamTrans	Replace 33 40' Diesel Buses with Fuel Cell	San Mateo County Transit District (SAMTRANS) : Systemwide : Replace buses that have reached the end of their useful life	Purchase 40' Fuel Cell buses to replace diesel buses that have reached the end of their useful life. These are included in the SamTrans fleet plan and published in the SamTrans Zero Emission Transition ICT Plan, approved by the SamTrans Board in December 2023	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
30	SON	N/A	Cotati	Highway 116/West Cotati Avenue Intersection Safety	Cotati : SR 116 between Redwood Dr and 500 feet west of Alder Ave. : Construction of raised median, paving, bike lane striping and signage, installation of a new traffic signal, dedicated turn lanes and associated pedestrian and bicycle safety upgrades.	The Project proposes improvements to State Route 116 to provide road safety and traffic management including additional turn lanes, bike and pedestrian facilities, and a raised median from Redwood Drive to approximately 500 feet west of Alder Avenue. The Project includes the realignment of W. Cotati Ave., signalization, addition of dedicated turn lanes, construction of a Class 1 bike and pedestrian path and associated pedestrian/bike safety upgrades.	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature

Air Quality Conformity Task Force
Summary Meeting Notes
September 26, 2024

Participants:

Karishma Becha – Caltrans
Celine Chen – FTA
Michael Dorantes – EPA
Cidney Chiu – Caltrans
Libby Nachman – MTC
Jasmine Amanin – FHWA
Eden Winniford – YSAQMD
Andrea Gordon – BAAQMD
Mallory Atkinson – MTC
John Saelee – MTC
Adam Crenshaw – MTC
Harold Brazil – MTC
Shilpa Mareddy – Caltrans
Erika Espinosa Araiza – Caltrans
Erika Vaca – Caltrans

1. **Welcome and Self Introductions**: Harold Brazil (MTC) called the meeting to order at 10:05 am.

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

   a. **Confirm Project Projects Exempt from $PM_{2.5}$ Conformity**

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

   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_091924.pdf** are exempt from $PM_{2.5}$ project level analysis.

3. **Projects with Regional Air Quality Conformity Concerns**

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

Libby Nachman (MTC) notified the Task Force that MTC staff have included a listing of a projects MTC is proposing to add to the 2023 TIP and mentioned MTC staff had updated the exemption type for projects listed as "other transportation enhancement activities" to "mass transit construction or renovation of power, signal and communication systems" based on the air quality, conformity tasks, force recommendations on the use of the transportation enhancement activities, exemption, and MTC staff determined that construction or renovation and power exemption was more suited for these projects.

Michael Dorantes (EPA) reminded the Task Force – from earlier in the year – that, in terms of which exemption we're trying to settle on using and for the sake of consistency and in the interim, EPA cannot guarantee how long it will persist using the "transportation, enhancement, activity" type exemption code and this type of code was meant for EV installation or EV infrastructure installation projects. Mr. Dorantes added to use the "mass transit construction or renovation of power, signal and communication systems" exemption type code, there needs to be mass transit station or transit component included in the two projects and there are not and therefore the projects need to use the "other transportation enhancement activities" code to maintain statewide practice consistency. Erika Espinosa Araiza (Caltrans) and Jasmine Amanin (FHWA) both concurred with Mr. Dorantes and both Ms. Nachman and John Saelee (MTC) confirmed the change back to the "other transportation enhancement activities" code.

Final Determination: MTC staff concurred with Task Force members and confirmed the exemption code type change back to the "other transportation enhancement activities".

4. Draft Plan Bay Area 2050 Amendment: Sonoma-Marin Rail Transit to Healdsburg Conformity Analysis – Comment Response Discussion

Harold Brazil (MTC) stated that the comment period for the Draft Plan Bay Area 2050 Amendment conformity analysis to add the Sonoma-Marin Rail Transit extension to Healdsburg ended September 11, 2024 and while there were no public comments addressing the document itself, at last month's meeting, multiple Task Force members had comments.

Mr. Brazil listed the following comments addressed in the Draft Plan Bay Area 2050 Amendment conformity analysis:

1. Caltrans – for their checklist and supplemental conformity analysis submitted materials
2. FHWA – documentation of conformity analysis highway/transit modeling project changes
3. FTA – documentation of conformity analysis transit modeling assumptions

Celine Chen (FTA) asked when MTC's next transit assumptions update will occur, and Mr. Brazil responded by saying the modeling assumption updates are made when the agency prepares a new regional transportation plan – which will be next year with Plan Bay Area 2050+. Jasmine Amanin (FHWA) confirmed receipt of the highway/transit modeling project changes in the Draft Plan Bay Area 2050 Amendment conformity analysis and Erika Espinosa Araiza (Caltrans) commented on the need for the page numbering in the document to be edited.

5. Consent Calendar

a. September 26, 2024 Air Quality Conformity Task Force Meeting Summary

The Task Force members had no comments.