



## Meeting Agenda Air Quality Conformity Task Force

---

Thursday, June 26, 2025

9:30 AM

Remote - Zoom

---

Join Zoom Meeting @ [Zoom Link](#)

Meeting ID: 847 6022 8836

Passcode: 154694

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

MTC Staff Liaison: Adam Noelting, [anoelting@bayareametro.gov](mailto:anoelting@bayareametro.gov)

### 1. Welcome and Introductions

### 2. PM<sub>2.5</sub> Project Conformity Interagency Consultations

- a. Consultation to Determine Project of Air Quality Concern Status
  - i. Staff Memo..... page 3
  - ii. Antioch L Street Pathways to Transit Phase 2 ..... page 4
- b. Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern
  - i. Staff Memo..... Page 12
  - ii. Project List ..... page 13

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

- a. Review of the Regional Conformity Status for New and Revised Projects
  - i. Staff Memo ..... page 15
  - ii. Project List ..... page 16

### 4. Consent Calendar

- a. May 22, 2025, Air Quality Conformity Task Force Meeting Summary ..... page 17

### 5. Other Items

### 6. Next Meeting

The next meeting of the Air Quality Conformity Task Force will be held on Thursday, July 24, 2025, at 9:30 a.m. via Zoom. Any changes to the schedule will be duly noticed.

Join Zoom Meeting

<https://bayareametro.zoom.us/j/84760228836?pwd=GnlZmWY0JM42d2kh1qS1rV3MF3blrV.1&from=addon>

Meeting ID: 847 6022 8836

Passcode: 154694

---

One tap mobile

+14086380968,,84760228836#,,,,\*154694# US (San Jose)

+16694449171,,84760228836#,,,,\*154694# US

---

Dial by your location

- +1 408 638 0968 US (San Jose)
- +1 669 444 9171 US
- +1 669 900 6833 US (San Jose)
- +1 253 205 0468 US
- +1 253 215 8782 US (Tacoma)
- +1 346 248 7799 US (Houston)
- +1 719 359 4580 US
- +1 312 626 6799 US (Chicago)
- +1 360 209 5623 US
- +1 386 347 5053 US
- +1 507 473 4847 US
- +1 564 217 2000 US
- +1 646 876 9923 US (New York)
- +1 646 931 3860 US
- +1 689 278 1000 US
- +1 301 715 8592 US (Washington DC)
- +1 305 224 1968 US
- +1 309 205 3325 US
- 833 548 0276 US Toll-free
- 833 548 0282 US Toll-free
- 877 853 5247 US Toll-free
- 888 788 0099 US Toll-free

Meeting ID: 847 6022 8836

Passcode: 154694

Find your local number: <https://bayareametro.zoom.us/u/khG6QwBiU>

---

Join by SIP

- [84760228836@zoomcrc.com](mailto:84760228836@zoomcrc.com)

---

Join by H.323

- 144.195.19.161 (US West)
- 206.247.11.121 (US East)

Meeting ID: 847 6022 8836

Passcode: 154694



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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

## *Memorandum*

TO: Air Quality Conformity Task Force

DATE: June 26, 2025

FR: Adam Noelting

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

One project sponsor is seeking interagency consultation from the Air Quality Conformity Task Force at today's meeting to determine Project of Air Quality Concern (POAQC) status for projects classified under 40 CFR §93.127. The project assessment form is on the following page.

1. Antioch L Street Pathways to Transit Phase 2

## Application of Criteria for a Project of Air Quality Concern

**Project Title:** Antioch L Street Pathways to Transit Phase 2

**Task Force Meeting:** June 26, 2025

---

### Description

The project includes Phase 2 improvements on “L” Street between 9th Street and Sycamore Drive in the City of Antioch, an approximate 0.5-mile section. These improvements include new sidewalks under the existing railroad overcrossing and along the frontage of the County fairgrounds, installing ADA compliant curb ramps, re-striping to allow for multi-modal facilities between 9th Street and Sycamore Drive, improving multimodal safety and operations along the corridor, and intersection improvements including traffic signal modifications at 10th Street, E. 18th Street and Sycamore Drive. The project includes roadway widening along L Street, between W. 10th Street and Sycamore Drive to close gaps in the sidewalk and bicycle lane network and accommodate one travel lane in each direction. The additional travel lanes are being added to address an existing bottleneck between 10th Street to 18th Street and conform to the existing lane configurations to the north and south.

### Background

The Project limits are along L Street in the City of Antioch from Sycamore Drive to 9<sup>th</sup> Street. It is a federally funded local assistance project. Caltrans is the lead agency under the National Environmental Policy Act (NEPA) and CCTA is the lead agency for the California Environmental Quality Act (CEQA). The NEPA document is expected to be a 326 Categorical Exclusion (Cat Ex).

This Project is included in the current MTC Regional Transportation Plan (RTP), Plan Bay Area 2050, as RTP ID 21-T08-060 and MTC’s 2025 Transportation Improvement Program (TIP) as TIP ID CC-230231.

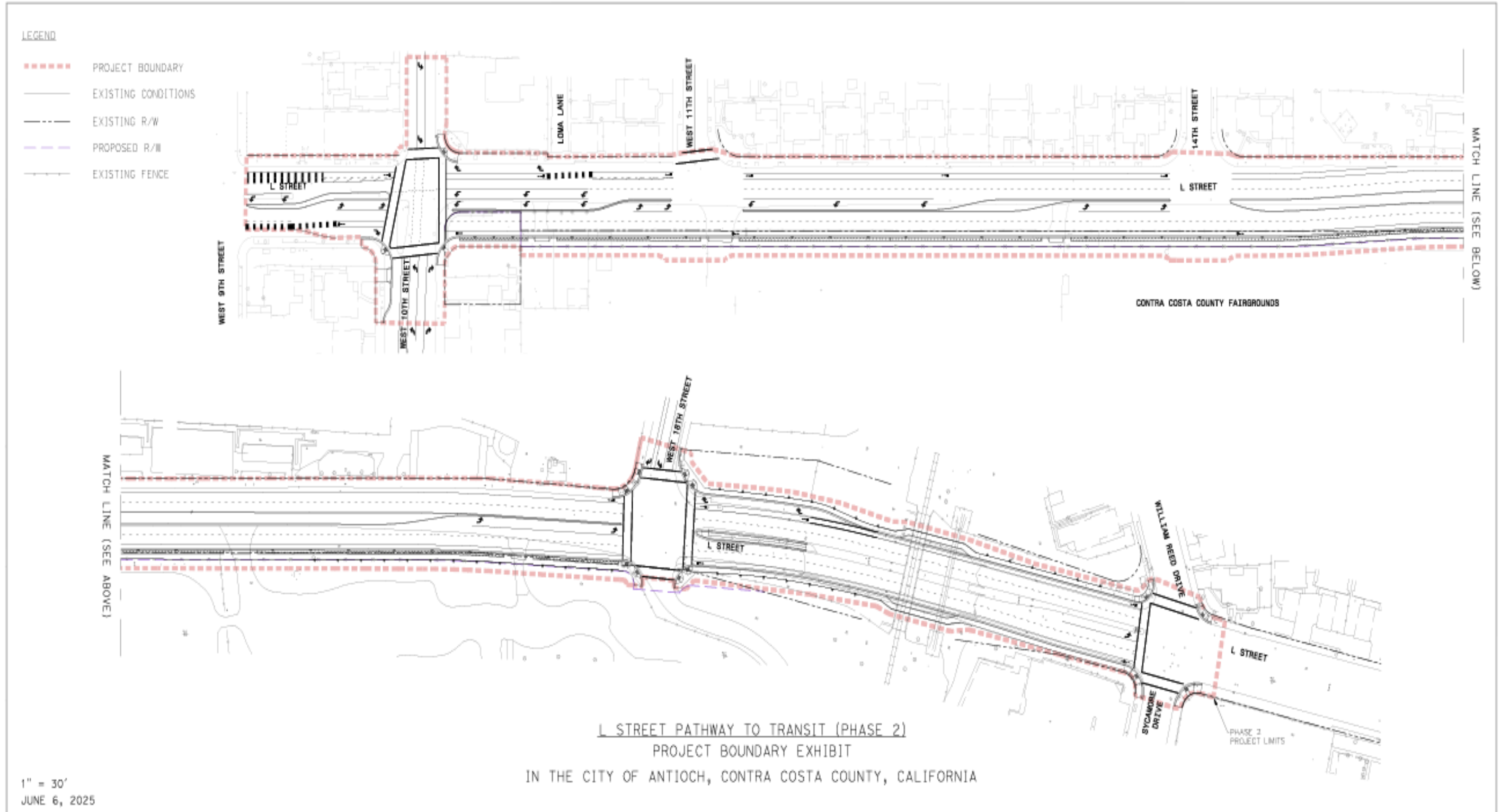
### Not a Project of Air Quality Concern (40 CFR 93.123(b)(1))

- (i) *New or expanded highway projects with significant number/increase in diesel vehicles?*
- L Street is classified as an arterial roadway, not a highway. Despite including roadway widening (i.e., capacity expansion), it does not carry a significant number of diesel vehicles, nor would it significantly increase the number of diesel vehicles using L Street.
  - The purpose of the Project is to provide locally scaled transportation improvements that address multiple existing deficiencies.
- (ii) *Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?*
- Diesel vehicles (trucks) represent approximately 1% of the daily traffic on L Street. This is not considered a significant number of diesel vehicles.
  - Intersections in the area currently operate at an LOS of C or better. By 2030, L Street at 10<sup>th</sup> Street and L Street at 18<sup>th</sup> Street would operate at LOS F and LOS E, respectively, during the am peak hour. By 2050, L Street at 10<sup>th</sup> Street would operate at LOS F during the am peak hours and LOS E during the pm peak hour. By 2050, L Street at 18<sup>th</sup> Street would also operate at LOS F during the am peak hour.
  - The project would improve forecasted LOS at affected intersections or result in no change when compared to the No-Build Alternative.
- (iii) *New bus and rail terminals and transfer points?*
- Not Applicable
- (iv) *Expanded bus and rail terminals and transfer points?*
- Not Applicable
- (v) *Affects areas identified in PM<sub>2.5</sub> implementation plan as site of violation?*
- The Project location is not in an area identified by the PM<sub>2.5</sub> State Implementation Plan (SIP) as one that could violate or possibly violate the National Ambient Air Quality Standards (NAAQS) for PM<sub>2.5</sub>.
  - The Project would not significantly increase PM<sub>2.5</sub> emissions when compared to the No-Build Alternative.

<b>RTIP ID#</b> <i>(required)</i> 21-T08-060
<b>TIP ID#</b> <i>(required)</i> CC-230231
<b>Air Quality Conformity Task Force Consideration Date</b> June 26, 2025
<b>Project Description</b> <i>(clearly describe project)</i>  <b>Description</b> The project includes Phase 2 improvements on “L” Street between 9th Street and Sycamore Drive in the City of Antioch, an approximate 0.5-mile section. These improvements include new sidewalks under the existing railroad overcrossing and along the frontage of the County fairgrounds, installing ADA compliant curb ramps, re-striping to allow for multi-modal facilities between 9 <sup>th</sup> Street and Sycamore Drive, improving multimodal safety and operations along the corridor, and intersection improvements including traffic signal modifications at 10 <sup>th</sup> Street, E. 18 <sup>th</sup> Street and Sycamore Drive. The project includes roadway widening along L Street, between W. 10th Street and Sycamore Drive to close gaps in the sidewalk and bicycle lane network and accommodate one travel lane in each direction. The additional travel lanes are being added to address an existing bottleneck between 10 <sup>th</sup> Street to 18 <sup>th</sup> Street and conform to the existing lane configurations to the north and south.  <b>No Build Alternative.</b> Under the No-Build Alternative, L Street would not be improved or widened. L Street is a two- to four-lane roadway that terminates at the entrance to the existing multi use Delta Trail/waterfront promenade which connects and serves the Antioch Amtrak Station. Traffic operations, accessibility, and safety would continue to deteriorate in the project area.  <b>Build Alternative.</b> Figure 1 shows the proposed improvements under the Build Alternative. The Project would widen L Street between Sycamore Dive/William Reed Drive and W. 10 <sup>th</sup> Street to provide four continuous travel lanes. It would include sidewalk repairs, curb ramp reconstructions, pavement resurfacing, roadway restriping to include a continuous Class II bike lane in both directions of travel, green bike lane striping, and high visibility crosswalks to enhance visibility. Intersection improvements would be made at 10 <sup>th</sup> Street, E18 <sup>th</sup> Street and Sycamore Drive.

<b>Type of Project:</b> Roadway Improvement			
<b>County</b> Contra Costa	<b>Narrative Location/Route &amp; Postmiles</b> L Street between 9th Street and Sycamore Drive in the City of Antioch, about 0.5-mile section  <b>Caltrans Projects – EA#</b> SS4AL – 6072 (042)		
<b>Lead Agency:</b> Contra Costa Transportation Authority			
<b>Contact Person</b> Andrew Dillard	<b>Phone#</b> 925-256-4751	<b>Fax#</b> 925-256-4701	<b>Email</b> adillard@ccta.net

Figure 1. Build Alternative



Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>					
X	<i>Categorical Exclusion (NEPA)</i>	<b>EA or Draft EIS</b>	<b>FONSI or Final EIS</b>	<b>PS&amp;E or Construction</b>	<i>Other</i>
<b>Scheduled Date of Federal Action:</b> March 2026					
<b>NEPA Delegation – Project Type</b> <i>(check appropriate box)</i>					
	X	<b>Section 326 – Categorical Exclusion</b>	<b>Section 327 – Non-Categorical Exclusion</b>		
<b>Current Programming Dates</b> <i>(as appropriate)</i>					
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>	
<b>Start</b>	2024	2024	2026	2027	
<b>End</b>	2026	2027	2027	2029	
<b>Project Purpose and Need (Summary):</b> <i>(please be brief)</i>					
<p>The purpose of the proposed Project is:</p> <ul style="list-style-type: none"> <li>• Equitably improve safety and connectivity of the L Street corridor for all modes of travel with an emphasis on pedestrians and bicyclists.</li> <li>• Improve corridor operations for all users.</li> <li>• Close bicycle and pedestrian gaps by connecting to existing and planned multimodal improvements.</li> </ul> <p>The project is needed for the following reasons:</p> <ul style="list-style-type: none"> <li>• Lack of multimodal connectivity – particularly for bicycle and pedestrian access – along L Street.</li> <li>• Lack of ADA-compliant curb ramps.</li> <li>• Vehicle bottleneck constraints between 10<sup>th</sup> Street and 18<sup>th</sup> Street cause vehicle queues and delays, which are anticipated to worsen and will cause the L Street intersections with 10<sup>th</sup> Street and 18<sup>th</sup> Street to operate at unacceptable conditions by the year 2040.</li> </ul>					

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

L Street in the Project area is a minor arterial roadway that provides access to Antioch high School, the Contra Costa County Fair Grounds/Event Center, and Antioch Flea Market, as well as single family homes west of L Street and north of Antioch High School. There are some light industrial/commercial land uses near the intersection of L Street and W. 10<sup>th</sup> Street. The Project would not change the adjacent land uses nor would it significantly change forecasted diesel traffic.

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

Kittleson conducted the traffic forecasting analysis for the Project. To account for future increases in traffic associated with planned growth that will occur under both the No-Build and Build alternatives, forecasts for the opening year (2030) and design year (2050) were developed using the CCTA travel demand forecasting model for an area that includes the City of Antioch. Land use forecasts were the same as those used for the Plan Bay Area 2050 RTP conformity analysis.

**Opening Year 2030: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

2030								
Location		Direction	No Build			Build		
			Total	Truck	% Truck	Total	Truck	% Truck
<b>L Street</b>	South of Sycamore Drive	NB	8,272	75	0.9	8,312	75	0.9
		SB	7,271	68		7,326	69	
	South of 18 <sup>th</sup> Street	NB	8,788	83	1.0	8,861	83	1.0
		SB	7,056	72		7,092	72	
	North of 18 <sup>th</sup> Street	NB	6,404	57	0.9	6,548	57	0.9
		SB	5,456	45		5,475	45	
	South of 10 <sup>th</sup> Street	NB	4,646	46	1.0	4,682	45	1.0
		SB	3,647	33		3,661	33	
	North of 10 <sup>th</sup> Street	NB	2,020	19	0.9	2,038	19	0.9
		SB	1,478	13		1,474	13	

Intersection	2030 No Build LOS		2030 Build LOS	
	AM	PM	AM	PM
L Street at W. 10 <sup>th</sup> Street	F	C	C	C
L Street at W. 18 <sup>th</sup> Street	E	B	B	B
L Street at Sycamore Drive	B	C	B	C

**RTP Horizon Year / Design Year 2050: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

2050								
Location		Direction	No Build			Build		
			Total	Truck	% Truck	Total	Truck	% Truck
<b>L Street</b>	South of Sycamore Drive	NB	9,459	85	0.9	9,751	85	0.9
		SB	8,979	88		9,123	88	
	South of 18 <sup>th</sup> Street	NB	10,211	112	1.1	10,435	112	1.1
		SB	9,133	99		9,072	99	
	North of 18 <sup>th</sup> Street	NB	7,488	92	1.2	9,165	104	1.1
		SB	7,095	80		8,323	85	
	South of 10 <sup>th</sup> Street	NB	6,777	86	1.2	7,547	96	1.2
		SB	6,392	72		6,767	75	
	North of 10 <sup>th</sup> Street	NB	3,020	43	1.3	2,985	37	1.2
		SB	2,230	27		2,159	25	

Intersection	2050 No Build LOS		2050 Build LOS	
	AM	PM	AM	PM
L Street at W. 10 <sup>th</sup> Street	F	E	C	C
L Street at W. 18 <sup>th</sup> Street	F	B	C	B
L Street at Sycamore Drive	B	C	B	C

**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**

NA

**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**

NA

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

The Build Alternatives would result in a slight redistribution of traffic from G street and the connecting roadways of W. 18<sup>th</sup> Street, W 14<sup>th</sup> Street, W, 10<sup>th</sup> Street. Speeds along the impacted section of L Street would likely increase, reducing delay along the route.

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

This project does not meet the definition of a Project of Air Quality Concern (POAQC) as defined by 40 CFR 93.123(b)(1). Specifically:

1. The project is not a new or expanded highway project that would have a significant number of or increase in the number of diesel vehicles (40 CFR Section 93.123 (b)(1)(i)).
  - The Project will not result in a significant number or significant increase in diesel vehicles in the area.
2. The project is not likely to affect any intersections (40 CFR Section 93.123 (b)(1)(ii)).
  - The intersections impacted by the Build Alternative do not serve a significant number of diesel vehicles nor will the LOS of the intersections degrade due to increased traffic volumes from a significant number of diesel vehicles.
3. The project does not include the construction of a new bus or rail terminal with a significant number of diesel vehicles congregating at a single location (40 CFR Section 93.123 (b)(1)(iii)).
  - The Project does not involve a bus terminal, rail terminal, or transfer points involving a significant number of diesel vehicles congregating at a single location.
4. The project does not expand an existing bus or rail terminal with significant increases in the number of diesel vehicles congregating at a single location (40 CFR Section 93.123 (b)(1)(iv)).
  - The Project does not involve a bus terminal, rail terminal, or transfer points involving a significant number of diesel vehicles congregating at a single location.
5. The project is not in or affecting locations, areas or categories of sites that are identified in the PM<sub>2.5</sub> applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation (40 CFR Section 93.123 (b)(1)(v)).
  - The Project location is not in an area identified by the SIP as one that could violate or possibly violate the NAAQS for PM<sub>2.5</sub>.



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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

## *Memorandum*

TO: Air Quality Conformity Task Force

DATE: June 26, 2025

FR: Adam Noelting

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

Four project sponsors are seeking interagency consultation from the Air Quality Conformity Task Force at today's meeting for projects classified under 40 CFR §93.126. The projects are on the following page.

40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Expanded Description	Project Type under 40 CFR 93.126
CC	CC-TR0201	Concord	Citywide Installation / Upgrade of Traffic Signs	Concord : Various locations throughout the City of Concord : Install/upgrade signs with new fluorescent sheeting (regulatory or warning)	Proposed project would install/upgrade signs with new fluorescent sheeting (regulatory or warning).  Citywide installation and upgrade of all Regulatory, Warning, and Guide traffic signs with new fluorescent sheeting. Additionally, bigger speed limit signs and stop signs at unsignalized locations will be considered where appropriate to improve sign visibility for drivers. Along with that, standard replacement, relocation, and installation of warning, guide, and regulatory signs will be researched as part of the City's Roadway Safety Sign and Safety Audit as a part of this project. All signs will be reviewed for their location, size, information, and retro-reflectivity per CA MUTCD. Any and all missing signs will be identified and replaced, and a sign replacement plan will be created and implemented to maintain sign retro-reflectivity for all regulatory, guide, and warning signs.	Safety - Highway Safety Improvement Program implementation
NAP	NAPTR0202	Napa County	HSIP Cycle 12 - Guardrail Improvements	Napa County : 1+ miles of guardrail upgrades within Napa County along Howell Mountain Rd, White Cottage Rd, Oakville Cross Rd, Silverado Trail, Deer Park Rd, Oak Knoll Ave, and Larkmead Ln. : Guardrail and end treatment upgrades along Silverado Trail, Petrified Forest Road, Deer Park Road, Howell Mountain Road, and Tubbs Lane in Napa County.	Upgrade guardrails and end treatments (24 sections in total) along Howell Mountain Rd (5 sections), White Cottage Rd (2 sections), Oakville Cross Rd (6 sections), Silverado Trail (1 section), Deer Park Road (1 section), Oak Knoll Avenue (6 sections), and Larkmead Lane (3 sections).	Safety - Highway Safety Improvement Program implementation
REG	REG230209	BAAQMD	SF Bay Area Electric Vehicle Charging Project	OTHER : SF Bay Area - Regional : Utilize the Air District's established EV charging incentive program to add hundreds of EV charging stations to the Bay Area's public charging network with a focus on projects in environmental justice communities.	This project will use FHWA CFI funding to help create a more robust, accessible, and equitable electric vehicle (EV) charging network in the nine county San Francisco Bay Area (Bay Area). The proposed project will utilize the Air District's established EV charging incentive program to add hundreds of EV charging stations to the Bay Area's public charging network with a focus on projects in environmental justice communities.	Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
VAR*	VARTR0201	MTC	Dumbarton Bike Access Improvements	Mentlo Park, Newark, Redwood City : Various locations in San Mateo and Alameda Counties : The project focuses on delivering bicycle access improvements to encourage safe bicycling and support modes of transportation across the SR 84-Dumbarton Bridge-Bayfront Expressway corridor. It aims to improve safety and connectivity for bicyclists by completing critical gaps in the existing bike network, signage, and intersection crossings.	The project focuses on delivering bicycle access improvements to encourage safe bicycling and support modes of transportation across the SR 84-Dumbarton Bridge-Bayfront Expressway corridor. It aims to improve safety and connectivity for bicyclists by completing critical gaps in the existing bike network, signage, and intersection crossings.	Air Quality - Bicycle and pedestrian facilities

# Transportation Improvement Program (TIP) Programming Information for Federal Request for Authorization (RFA)

- To Be Submitted To Caltrans With Request For Authorization Of Federal Highway Funding -

<b>Freeway Performance Program: SR-84</b>			<b>ACTIVE</b>			<b>CTIPS ID: 2060006291</b>		
<b>TIP ID:</b> VAR170023	<b>TIP Status:</b> ACTIVE	<b>Version:</b> 14	<b>FMS ID:</b> 6730	<b>TIP Revision:</b> 2025-01	<b>TIP Revision Federal Approval:</b> 02/28/2025			
<b>Sponsor:</b> Metropolitan Transportation Commission (MTC)			<b>Implementing Agency:</b> Metropolitan Transportation Commission (MTC)					
<b>County:</b> Various/Multi-County	<b>Investment Category:</b> SYSTMGMT:100%				<b>State Highway Rte:</b> 84			
<b>Trans. System:</b> State Highway	<b>Sub Mode:</b> Auto:100%							
<b>Primary Mode:</b> Auto:100%								

**Project Name:** Freeway Performance Program: SR-84

**Project Description:** Alameda County, San Mateo County : Along the Dumbarton Corridor : Deliver operational strategies including adaptive ramp metering, advanced technologies, arterial/transit priority signal upgrades, higher vehicle occupancy strategies & bicycle access improvements

**Expanded Description:** Alameda & San Mateo Counties: Along the Dumbarton Corridor: Deliver operational strategies to improve traffic operations along the SR-84 Dumbarton Corridor, including adaptive ramp metering, advanced technologies, arterial/transit priority signal upgrades, higher vehicle occupancy strategies, and bicycle access improvements along the Dumbarton Corridor. The freeway performance program (FPP) is a comprehensive operations program that diagnoses key transportation problems, assesses and recommends specific mitigations, and implements recommended mitigations within available resources and partnership support. More specifically, major transportation corridors are analyzed and effective operational strategies for congestion mitigation and demand management are identified and prioritized. FPP delivers cost-effective operational strategies (such as adaptive ramp metering, and HOVs, advanced technologies, arterial/transit priority signal upgrades, higher vehicle occupancy strategies, and bicycle access) that complement and support the successful implementation of other regional and local transportation programs, including incident management strategies, Integrated Corridor Management (ICM) strategies, Connected Vehicles, and the Regional Express Lane Network. It also looks to implement person throughput strategies and policy changes called for in the Managed Lanes Implementation Plan. Overall, the FPP planning and capital projects aim to better manage and operate Bay Area freeways, arterials, and transit systems.

**RTP Description:**

**RTP ID:** 21-T06-049    **RTP Cycle:** PLANBAYAREA2050

**Regional Air Quality Status:** Non-Exempt (N/A) - N/A

**Air Basin:** San Francisco Bay Area      **Air District:** BAAQMD

**CMAQ Emissions Reduction Benefit (kg/day):**    **VOC:** 0.0000    **NOX:** 0.0000    **PM2.5:** 0.0000    **PM10:** 0.0000    **CO :** 0.0000    **CO2 :** 0.0000

**TIP Funding:** (All Funding in Whole Dollars)

Fund Code	Phase	Prog Year	Total	Prior	TIP 4-Year Period				Later	Obligation Information			Toll Credits
					FY 24/25	FY 25/26	FY 26/27	FY 27/28		Fed Proj No.	Date	Amount	
STP-T5-OBAG2-REG-AOM	PE	2018	\$375,000	\$375,000						STPL-6084(228)	02/22/18	\$375,000	\$43,012
STP-T5-OBAG2-REG-AOM	PE	2023	\$800,000	\$800,000						STPL-6084(291)	10/31/22	\$4,000,000	\$91,760
RTP-LRP	CON	2029	\$4,000,000					\$4,000,000					
STP-T5-OBAG2-REG-AOM	CON	2025	\$3,200,000		\$3,200,000								\$367,040
<b>Project Totals</b>			\$8,375,000	\$1,175,000	\$3,200,000	\$0	\$0	\$0	\$4,000,000			\$4,375,000	\$501,812

Contact Information	Name & Title	Agency	Phone	Email
<b>Project Contact:</b>	Cathy Chea, Transportation Planner	MTC	415-778-6774	cchea@bayareametro.gov
<b>Sponsor Single Point of Contact:</b>	Kenneth Kao, Sr. Planner/Analyst	MTC	415-778-6768	kkao@bayareametro.gov
<b>Implementing Agency SPOC:</b>	Kenneth Kao, Sr. Planner/Analyst	MTC	415-778-6768	kkao@bayareametro.gov

**End of Project Version: 14**

**End of TIP ID: VAR170023**



## *Memorandum*

TO: Air Quality Conformity Task Force

DATE: June 26, 2025

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	ALA250239	Oakland	LAMMPS Phase 2 & 3 (Laurel Access to Mills+)	Oakland : MacArthur Blvd. between Richards Rd. and Seminary Ave. (Phase 2); Seminary Ave. between Sunnymere Ave. and Camden St. (Phase 3) : Construct new Class I path, connecting to the completed LAMMPS Phase I project at MacArthur/Richards Rd. Additional complete streets improvements include lighting, high-visibility crosswalks, new sidewalks, curb ramps, RRFBS, and traffic calming.	Construct Class 1 off-street biking and walking paths and additional complete streets improvements to improve safety and connectivity for bicyclists, pedestrians, and transit users	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities
2	ALA	ALA250240	Oakland	42nd Ave and High St I-880 Access Improvements	Oakland : In the vicinity of the I-880/42nd & High interchange : Extend 42nd Ave to Alameda Ave and from Alameda Ave to High St, install traffic signals, widen the roadway for vehicles, bicycles, sidewalks and ADA compliant ramps, traffic signals and signal interconnect cables, roadway markings and signage	The project comprises of various element of roadway features to improve access for traffic to and from the I-880 freeway ramps, the City of Oakland, and the City of Alameda. The improvements include construction of an extension of 42nd Ave from the off-ramp to Alameda Avenue, and an extension from High Street to Alameda Avenue. The project will implement elements including traffic signals, roadway widening for vehicles, bicycles, sidewalks and ADA compliant ramps, traffic signals and signal interconnect cables, roadway markings and signage.	Non-Exempt (40 CFR 93.101) - <b>Non-Exempt</b> - Not Regionally Significant Project
3	SCL	SCL250235	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
4	SCL	SCL250236	VTA	Blossom Hill Station Transit-Oriented Development	San Jose : Blossom Hill Road and Highway 85 Off-ramp; cross-street Chesbro : Reconstruction of VTA's Blossom Hill Road frontage including new signal and new 4-way crosswalk. New bus stop and duckout on Blossom Hill Road. Renovated transit plaza including bike share, scooter share, bike lockers, bike fix-it station, benches and seating, and accessible pathway from new bus stop to LRT platform	At the Blossom Hill LRT Station, VTA will construct a new bus stop with a new 4-way crosswalk across Blossom Hill Road; and a new LRT transit plaza with bikeshare and e-scooter share	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)
5	SM	SM-250216	Pacifica	Resurfacing Sharp Park Priority Development Area	Pacifica : Sharp Park Rd from City Limits to Francisco Blvd and Francisco Blvd from Sharp Park Rd to Paloma Ave : Pavement rehabilitation; pavement grinding for base repairs, installation of concrete curb ramps, thermoplastic traffic striping, markings, pavement markers, and miscellaneous work	The work consists generally of pavement rehabilitation along Sharp Park Road from City Limits to Francisco Boulevard and Francisco Boulevard from Sharp Park Road to Paloma Avenue by grinding 2 inches of asphalt and 2 inches asphalt overlay. This project will also include pavement grinding for base repair as well as installation of concrete curb ramps, thermoplastic traffic striping, markings, pavement markers, and miscellaneous work, in accordance with the approved plans and specifications and City standards and as directed by the City Engineer.	Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation
6	SOL	SOL250209	MTC	Solano I-80 Adaptive Ramp Metering Implementation	Solano County : I-80 in Solano County, from PM 4.0 to PM 29. : Upgrade local responsive ramp metering to an adaptive ramp metering system	I-80 Adaptive Ramp Metering Implementation in Solano County, from PM 4.0 to PM 29. The Adaptive Ramp Metering (ARM) Implementation program offers a cost-effective path to upgrade traditionally ramp-metered congested corridors, enhancing corridor-level system management to improve corridor operational improvements.	Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization projects
7	VAR	VAR250202	MTC	Marin-Sonoma US 101 Adaptive Ramp Metering	Marin County, Sonoma County : US 101 in Marin County and Sonoma County : Upgrade local responsive ramp metering to an adaptive ramp metering system	US 101 Adaptive Ramp Metering Implementation in Marin County and Sonoma County. The Adaptive Ramp Metering (ARM) Implementation program offers a cost-effective path to upgrade traditionally ramp-metered congested corridors, enhancing corridor-level system management to improve corridor operational improvements.	Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization projects

# Meeting Notes

## Air Quality Conformity Task Force Meeting Metropolitan Transportation Commission

**Date:** May 22, 2025

**Time:** 9:30 AM PST

**Location:** Virtual (Zoom)

**Facilitator:** Adam Noelting, MTC

**Attendees:**

- Julia Leo, EPA Region 9
- Roxana Sierra, EPA Region 9
- Jasmine Amanin, FHWA
- Karishma Beccha, Caltrans HQ
- Eirka Vaca, Caltrans HQ
- Kevin Hernandez Rios, Caltrans HQ
- Nicole Lewis, Caltrans HQ
- Nick Compin, Caltrans HQ
- Shilpa Mareddy, Caltrans D4
- Cid Chiu, Caltrans D4
- Mark Tang, Bay Area Air District
- John Salee, MTC/ABAG
- Libby Nachman, MTC/ABAG
- Adam Crenshaw, MTC/ABAG

---

## Key Discussion Points and Actions

### 1. Welcome and Introductions

- Adam Noelting (MTC) opened the meeting and welcomed attendees.

---

### 2. PM2.5 Project Conformity Interagency Consultations

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

- No projects for discussion or review.

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

- **Presenter:** Adam Noelting (MTC)
- **Discussion:** The task force reviewed a list of five projects. During the discussion, EPA Region 9 requested clarification on the East 5th Street PDA project, specifically about the extent of construction for angled and parallel parking and crosswalk striping.
- **Determination:** EPA, FHWA, and Caltrans confirmed no regional air quality conformity concerns for the reviewed projects.
- **Action:** MTC to reach out to the sponsor of the East 5th Street PDA project for more details and add the clarification to next month's meeting agenda.

### 3. Regional Air Quality Conformity Review

- **Presenter:** John Saelee (MTC)
- **Discussion:** The task force reviewed a list of nineteen TIP projects and their proposed regional air quality exemption classifications. The task force discussed the proposed classification of the Port of Oakland project, which involves buying electric vehicles. MTC suggested using the mass transit exemption typically applied to new buses and rail cars, even though this isn't a mass transit project. FHWA indicated they plan to contact FTA to confirm whether this exemption is appropriate.
- **Determination:** EPA, FHWA, and Caltrans confirmed no regional air quality conformity concerns for the reviewed projects.
- **Action:** FHWA to reach out to FTA to confirm whether the Port of Oakland project's exemption classification is appropriate.

---

### 4. Consent Calendar

- **Discussion:** The task force reviewed the meeting summary from April 24, 2025. No comments were received.

---

### 5. Other Items

- No other items for discussion or review.

---

### Next Meeting:

- **Date:** June 26, 2025
- **Time:** 9:30 AM PST
- **Location:** Virtual