METROPOLITAN
TRANSPORTATION
COMMISSION

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

Meeting Agenda – Revised 09/16/2025
Air Quality Conformity Task Force

Thursday, September 25, 2025	9:30 AM	Remote - Zoom

Join Zoom Meeting @ Zoom Link
Meeting ID: 841 6656 6689
Passcode: 630295
(Additional Zoom Meeting Call-In Info on Next Page)

MTC Staff Liaison: Adam Noelting, anoelting@bayareametro.gov

1. **Welcome and Introductions**

2. **$PM_{2.5}$ Project Conformity Interagency Consultations**
   a. Consultation to Determine Project of Air Quality Concern Status
      i. Staff Memo ..... Page 3
      ii. SR 121 at 8th Street East Intersection Improvement ..... Page 4
      iii. CCJPA SR84 Intermodal Bus Facility ..... Page 13
      iv. Manor Drive Overcrossing and Milagra On Ramp ..... Page 36

   b. Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern
      i. Staff Memo ..... Page 50
      ii. Project List ..... Page 51

3. **Projects with Regional Air Quality Conformity Concerns**
   a. Review of the Regional Conformity Status for New and Revised Projects
      i. Staff Memo ..... Page 52
      ii. Project List ..... Page 53

4. **Consent Calendar**
   a. August 28, 2025, Air Quality Conformity Task Force Meeting Summary ..... Page 62

5. **Other Items**

6. **Next Meeting**
   The next meeting of the Air Quality Conformity Task Force will be held on Thursday, October 23, 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/84166566689?pwd=rns2h1UabuaGs2IUYavCXrzvMm8xez.1&from=addon

Meeting ID: 841 6656 6689
Passcode: 630295

One tap mobile
+16694449171,,84166566689#,,,,*630295# US
+16699006833,,84166566689#,,,,*630295# US (San Jose)

Join by SIP
• 84166566689@zoomcrc.com

Join instructions
https://bayareametro.zoom.us/meetings/84166566689/invitations?signature=40im-FfPd772gSdUrfcw1628L4dkieTD51LHaQujdG4

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Bay Area Metro Center
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WEB www.mtc.ca.gov

Memorandum

TO: Air Quality Conformity Task Force DATE: September 25, 2025

FR: Adam Noelting

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

Three project sponsors are seeking interagency consultation with the Air Quality Conformity Task Force at today's meeting to determine their Project of Air Quality Concern (POAQC) status.

- SR 121 at 8th Street East Intersection Improvement (Sonoma)
- CCJPA SR84 Intermodal Bus Facility (CCJPA)
- Manor Drive Overcrossing and Milagra On Ramp (Pacifica)

RTIP ID# *(required)* 21-T01-006

TIP ID# *(required)* SON230209

Air Quality Conformity Task Force Consideration Date
September 25, 2025

Project Description *(clearly describe project)* The project is located in Sonoma County and will complete intersection operation and safety improvements to the existing side-street-stop-controlled intersection of SR 121 and 8th Street East. Caltrans and SCTA have begun to analyze alternatives that maximize intersection safety and increase multimodal access while achieving acceptable operations. These alternatives include either a modern roundabout or a traffic signal at the intersection of SR 121 and 8th Street East.

Roundabout Alternative: Under this alternative, a single-lane roundabout would be constructed at SR 121 and 8th Street East. The existing two-lane roadway would be widened west and east of the intersection to accommodate travel lanes, a median with splitter islands, and active transportation features including a bike ramp and a buffer-separated Class I Shared Use Path. These features would taper back to existing conditions beyond the project limits. North of the roundabout, 8th Street East would also be widened to include travel lanes, shoulders, a painted median, and a shared use path that would connect to the future Sonoma-Schellville trail.

Traffic Signal Alternative: Under this alternative, a signalized intersection would be constructed at SR 121 and 8th Street East. The surrounding roadways would be widened to add travel lanes, turn lanes, and a Class I Shared Use Path for pedestrians and cyclists. The improvements would extend west and east of the intersection, tapering back to existing conditions beyond the project area. The Arroyo Seco Bridge would be modified to accommodate the new roadway. North of the intersection, 8th Street East would also be widened up to the Victory Station driveway.

Type of Project:
Intersection Channelization / Intersection Signalization

County Sonoma	*Narrative Location/Route & Postmiles* SR 121 at 8th Street East, south of the City of Sonoma, SR 121 Postmile 8.1 **Caltrans Projects – EA#** 04-1Y1700

Lead Agency:

Contact Person	*Phone#*	*Fax#*	*Email*
Nicholas Piucci	(510) 926-0604		nicholas.piucci@dot.ca.gov

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

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

Scheduled Date of Federal Action: August 2026

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

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

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	03/01/2024	07/01/2026	09/01/2026	12/14/2029
End	04/30/2026	03/31/2028	03/31/0208	08/31/2032

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

Purpose:

The project aims to achieve the following objectives:

a. Provide an intersection that improves safety for all users while also enhancing multimodal mobility through the intersection.
b. Improve the intersection to provide drivers with the necessary gaps to reduce delay and collision potential at the intersection.
c. Address existing pedestrian deficiencies and accommodate regional trail projects by adding bicycle and pedestrian facilities at the intersection to create a safe multimodal facility that meets the demand from all modes of transportation.
d. Provide safe and sustainable access at the existing intersection.

Need:

The project is needed to improve intersection operations, reduce vehicular delay, enhance safety, and support current and future multimodal networks in the area. Specific project needs include the following:

e. SR 121 and 8th Street East are regionally significant facilities experiencing high commute volumes, resulting in insufficient gaps for left turns in and out of 8th Street East. This induces significant motorist delay and increases safety challenges.
f. The 8th Street East and SR 121 intersection operates at LOS E in the AM and LOS F in the PM peak hour.
g. The current intersection's lack of multimodal facilities acts as a barrier for pedestrians, cyclists, and other non-motorized users. Addressing this lack is necessary to support future expansion of planned multimodal networks in the area.

Forty collisions were reported along the SR 121 segment from postmile 7.8 to 8.5, with the total collision rate within the study area being higher than the statewide average for similar facilities.

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

The project area crosses the southern portion of the unincorporated community of Schellville in Sonoma County. Land uses along SR 121 and 8th Street East in the project area include open lots, agricultural fields, single-family residences, rail facilities, and other commercial and industrial uses.

Brief summary of assumptions and methodology used for conducting analysis
To support this assessment, information and data was compiled from the Project's Traffic Operations Analysis Report (TOAR).

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

Opening Year (2030) Build and No Build AADT, % and # Trucks and Truck AADT are identical. Please note, the truck/non-truck split does not differentiate between diesel/gas/electric and includes all truck types. As such, the truck percentage in the table includes non-diesel-fueled trucks.

Opening Year (2030)

Parameter	No Build	Build Alternatives	
		Roundabout	Signal
AADT			
Total AADT	19,000	19,000	19,000
Truck AADT	1,216	1,216	1,216
LOS			
AM Peak	LOS E	LOS A	LOS A
PM PEAK	LOS F	LOS A	LOS B
Truck/Non-Truck Split			
Truck	6%	6%	6%
Non-Truck	94%	94%	94%

RTP Horizon Year / Design Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
RTP Horizon Year (2050) Build and No Build AADT, % and # Trucks and Truck AADT are identical. Please note, the truck/non-truck split does not differentiate between diesel/gas/electric and includes all truck types. As such, the truck percentage in the table includes non-diesel-fueled trucks.

RTP Horizon Year (2050)

Parameter	No Build	Build Alternatives	
		Roundabout	Signal
AADT			
Total AADT	22,500	22,500	22,500
Truck AADT	1,440	1,440	1,440
LOS			
AM Peak	LOS F	LOS A	LOS A
PM PEAK	LOS F	LOS A	LOS B
Truck/Non-Truck Split			
Truck	6%	6%	6%
Non-Truck	94%	94%	94%

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

Cross-Street Opening Year (2030)

Parameter	No Build	Build Alternatives	
		Roundabout	Signal
Southbound			
AADT Total	8,440	8,440	8,440
AADT Truck	940	940	940
% Truck	11%	11%	11%
Northbound			
AADT Total	9,720	9,720	9,720
AADT Truck	1,080	1,080	1,080
% Truck	11%	11%	11%
Total Cross-Street			
AADT Total	18,160	18,160	18,160
AADT Truck	2,020	2,020	2,020
% Truck	11%	11%	11%

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

Cross-Street RTP Horizon Year (2050)

Parameter	No Build	Build Alternatives	
		Roundabout	Signal
Southbound			
AADT Total	9,920	9,920	9,920
AADT Truck	1,100	1,100	1,100
% Truck	11%	11%	11%
Northbound			
AADT Total	11,200	11,200	11,200
AADT Truck	1,240	1,240	1,240
% Truck	11%	11%	11%
Total Cross-Street			
AADT Total	21,120	21,120	21,120
AADT Truck	2,340	2,340	2,340
% Truck	11%	11%	11%

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

Not Applicable

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

Not Applicable

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

Not Applicable

Comments/Explanation/Details (please be brief)

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

POAQC Criteria (i) New or expanded highway projects that have a significant number of or significant increase in diesel vehicles.

The Project is not a new highway or expanded highway. Additionally, the Project would not facilitate a significant number of diesel vehicles or result in an increase in diesel vehicles.

For reference, the Federal Highway Administration (FHWA) provides that projects on new highways that serve a significant volume of diesel truck traffic would include facilities with greater than:

- 125,000 AADT *AND*
- 8% or more of such AADT is diesel truck traffic
  (which equates to 10,000 AADT from diesel truck traffic)

The Project maximum AADT (projected for RTP Horizon year of 2050) is anticipated to be 22,500 AADT, which would be less than 20% of the FWHA's guidance. Additionally, the Project's truck traffic, including non-diesel trips, are estimated to be 1,440 AADT at 2050, which is approximately 15% of the FHWA's guidance for AADT from diesel truck traffic.

POAQC Criteria (ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;

The Project intersection is anticipated to operate at LOS E or worse at 2030 and 2050 under the No Build conditions. Both Build Alternatives would improve the intersection to LOS B or better. Additionally, the Project would not increase traffic volumes, including diesel vehicles, from the No Build scenario.

POAQC Criteria (iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;

This criteria is not applicable; the Project does not include new bus or rail terminals.

POAQC Criteria (iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and

This criteria is not applicable; the Project does not include expanding bus or rail terminals.

POAQC Criteria (v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The Project area is designated as nonattainment for the federal PM2.5 ambient air quality standard. The applicable implementation plan is the Bay Area Air Quality Management District (BAAQMD) Final 2017 Clean Air Plan. As detailed in the 2017 Clean Air Plan, monitoring data shows that the area meets national standards for PM2.5; the current non-attainment designation will continue until the BAAQMD submits (and the EPA approves) a redesignation request and maintenance plan. The 2017 Clean Air Plan does not identify the Project area as a site of violation or possible violation. Additionally, the Project is anticipated to reduce PM emissions by reducing the number of vehicles that stop at the intersection and idle. The table below identifies the amount of delay, in seconds, for each alternative.

Intersection Delay

Parameter	No Build	Build Alternatives	
		Roundabout	Signal
Opening Year			
Delay AM Peak Hour	42.9	5.1	8.9
Delay PM Peak Hour	66.2	4.8	11.0
RTP Horizon Year			
Delay AM Peak Hour	61.3	5.1	9.5
Delay PM Peak Hour	129.6	4.9	11.9

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SON	121	7.8/8.4	##	--

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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GHD Inc.
943 RESERVE Dr
ROSEVILLE, CA 95678

SCTA
411 KING STREET
SANTA ROSA, CA 95404

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE
2. PROPOSED RIGHT OF WAY IS FOR DESIGN STANDARD APPLICABILITY PURPOSES ONLY. ACTUAL RIGHT OF WAY LIMITS WILL BE DETERMINED IN LATER PHASES.

LAYOUT

SCALE: 1" = 100'

L-1

REVISED BY	DATE REVISED

NATHAN PENRY
MICHAEL PITCOCK
CALCULATED-DESIGNED BY
CHECKED BY
CONSULTANT FUNCTIONAL SUPERVISOR
LINDSEY VAN PARYS

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION 06-30-23
DATE PLOTTED = 6/13/2025
TIME PLOTTED = 12:13 PM

BORDER LAST REVISED 7/2/2010
USERNAME = NATHAN PENRY
DGN FILE = 0422000442EX016-SIGNAL AERIAL GEOMETRICS.DWG
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT XXXX
PROJECT NUMBER & PHASE XXXXXXXXXXX

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE
2. PROPOSED RIGHT OF WAY IS FOR DESIGN STANDARD APPLICABILITY PURPOSES ONLY. ACTUAL RIGHT OF WAY LIMITS WILL BE DETERMINED IN LATER PHASES.

ABBREVIATION:

SUP SHARED USE PATH

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SON	121	7.8/8.4	##	--

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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GHD Inc.
943 RESERVE Dr
ROSEVILLE, CA 95678

SCTA
411 KING STREET
SANTA ROSA, CA 95404

LAYOUT

SCALE: 1" = 50'

INTERIM

L-1

REVISED BY | DATE REVISED
MELISSA HIGHT | MICHAEL PITCOCK
CALCULATED- DESIGNED BY | CHECKED BY
CONSULTANT FUNCTIONAL SUPERVISOR: LINDSEY VAN PARYS
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

LAST REVISION 06-30-23 | DATE PLOTTED = 6/2/2025 TIME PLOTTED = 12:16 PM

BORDER LAST REVISED 7/2/2010 | USERNAME = MELISSA HIGHT DGN FILE = 0422000442EX009.DWG | RELATIVE BORDER SCALE IS IN INCHES 12 0 1 2 3 | UNIT XXXX | PROJECT NUMBER & PHASE XXXXXXXXXXX

RTIP ID# *(required)* 21-T11-111

TIP ID# (*required)* ALA210033

Air Quality Conformity Task Force Consideration Date

September 25, 2025

Project Description

The California Department of Transportation (Caltrans), District 4, in cooperation with the Capitol Corridor Joint Powers Authority (CCJPA), proposes a bus station facility on State Route 84 (SR 84) from the Thornton Avenue Overcrossing (OC) to 0.1 mile east of the Lake Boulevard OC (post mile [PM] realignment [R] 3.8 and PM R5.5) including over the Union Pacific Railroad (UPRR) Coast Subdivision (Figure 1-1). Currently, it is anticipated that the project alternatives would include a median bus stop with center platform (Build Alternative 1) or median bus stops with outboard platforms (Build Alternative 2). A No-Build Alternative would also be evaluated. The project is intended to improve access, reliability, and travel times for regional buses along the SR 84 corridor; encourage mode shift from single-occupant vehicle travel to transit services in the SR 84 corridor and promote and improve multimodal Transbay connectivity at the Ardenwood Park-and-Ride facility, building upon other planned regional transit efforts.

This new bus station facility would allow transit and private employee shuttles to service the existing park-and-ride facility without leaving SR 84 and would enhance regional transit between Alameda, San Mateo, and Santa Clara counties and future planned rail connections.

Caltrans is the lead agency under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

No Build Alternative

The No-Build Alternative would make no improvements along SR 84. Traffic congestion would continue to affect Transbay bus and shuttle services, and buses/shuttles would continue to use circuitous routes to access the Ardenwood Park-and-Ride facility. These conditions would limit the effectiveness of other current and future regional transit planning efforts.

Project Build Alternatives

Shared Features to Both Build Alternatives. The existing structures at the westbound and eastbound Newark Overhead (OH) bridges over UPRR westbound and eastbound and Newark Boulevard UC bridges over Ardenwood Boulevard and Lake Boulevard OC would remain in place. The decks for the existing structures would be widened, and new piers would be constructed.

A drainage system at Newark Boulevard would need to be relocated, with excavation depths up to 7 feet deep, to accommodate the widening of the Newark Boulevard UC. Appropriate methods would be used during construction to protect any nearby utilities near the widening of Newark OH and Newark Boulevard UC bridges and the proposed retaining walls.

Build Alternatives would require acquisition of right-of-way (ROW). Permanent aerial and subsurface easements from UPRR would be needed to accommodate the proposed widening of the Newark OH. Access easements for Caltrans maintenance operations would be acquired from five parcels north of SR 84 and west of the UPRR track. Temporary construction easements (TCEs) would be required for proposed work adjacent to the Newark OH to allow for access and staging activities.

Improvements would be made to the existing Ardenwood Park-and-Ride facility on the north side of SR 84. Because buses and shuttles would no longer need to enter the Ardenwood Park-and-Ride facility,

The existing passenger loading area may also remain to serve local transit providers. The decision regarding the passenger loading area would be made in future phases of this project in consultation with Caltrans, AC Transit, and other transit providers.

Tree removal and vegetation clearing would occur within the median of SR 84, along the highway shoulders, and along entrance/exit ramps to accommodate proposed pavement widening and retaining walls.

Drainage inlets, dikes, or roadside ditches would be modified, as needed, to meet drainage requirements.

During construction, staging areas may be required for equipment storage and laydown. Potential staging areas are located southwest of where Ardenwood Boulevard crosses over the UPRR Coast Subdivision track and in existing parking lots of private properties (Figure 1-2).

Build Alternative 1 – Median Bus Stop with Center Platform. Build Alternative 1 would extend from PM R3.8 to PM R5.5 (Figure 1-3). This alternative would construct a bus stop with a center platform within the median of SR 84 just east of the existing UPRR Coast Subdivision track.

Bus Platform

The median bus stop would consist of a 280-foot-long, 16-foot-wide, shared platform that would serve both eastbound and westbound buses and shuttles (Figure 1-6). Free-standing bus shelters would be provided with benches, lighting, and windscreens.

The bus platform would connect to the proposed minimum 8-foot-wide shared-use path located at ground level along the east side of the UPRR track. Passengers would use this path to reach the existing Ardenwood Park-and-Ride facility to the northeast. The shared-use path would have 3-foot-wide shoulders. Elevators, stairs, and/or ramps would connect the bus platform to the shared-use path and would require excavation up to 30 feet. Two retaining walls, each up to 160-foot-long, would be constructed along the shared-use path to retain the embankment slope. Excavation up to 14 feet deep would be required to construct the proposed retaining walls and adjacent shared-use path.

In lieu of a second exit from the bus platform, a safe dispersal area would be provided to the east. An emergency egress gate—used only by passengers during an emergency—would separate the bus platform from the safe dispersal area. A 3-foot 6-inch-tall concrete barrier with chain link railing on top would separate the safe dispersal area from the adjacent bus lanes.

Bus Lanes

Bus-only entrance and exit lanes, each 12 feet wide, would be constructed along westbound and eastbound SR 84 to connect to the median bus stop (Figures 1-4 to 1-8). Concrete barriers that are 3 feet 6 inches high would separate these lanes from travel lanes along SR 84. A barrier would be installed opposite the bus platform to buffer noise and wind for passengers and protect against roadway debris. The exit and entrance lanes would allow buses to decelerate before reaching the bus stop and then accelerate to rejoin SR 84. Excavation up to 4 feet deep would be required in the median to install the proposed bus lanes.

Crossovers would be provided along the bus lanes in the median (Figures 1-6 and 1-7). After exiting the highway and decelerating, buses would pass through the first crossover, which would allow them to switch sides of the highway. This would facilitate passenger drop-off and pick-up at the proposed median bus platform. After passing through a second crossover, buses would return to their associated side of the highway and then rejoin SR 84. Both crossovers would use traffic control measures (e.g., stop signs, signals, and/or gates) to prevent vehicles from moving in the wrong direction along SR 84. Concrete barriers separating the bus lanes from travel lanes on SR 84—where the buses would travel in the same direction as adjacent traffic—would be 3 feet 6 inches tall. These concrete barriers would be taller (4 feet 8 inches tall) between the two crossovers—where the buses would travel in the opposite direction of adjacent traffic—to reduce oncoming headlight glare.

Highway Pavement Work

The existing travel lane and shoulder widths along SR 84 do not meet current Caltrans standards. The project would widen the westbound highway up to 24 feet to the north (Figures 1-4 to 1-8). This work would begin near PM R3.8 and end near PM R5.4. Highway widening would accommodate standard 12-foot-wide travel lanes with 10-foot-wide median and outside shoulders. Multiple retaining walls—totaling approximately 5,000 feet long—would support the outside shoulder. Retaining walls would be up to 20 feet tall and require excavation up to 6 feet deep. In addition, retaining walls 10 feet in height or greater would require piles, likely cast-in-drilled-hole (CIDH) piles extending approximately 60 feet deep. Excavation up to 2 feet deep would be required to construct the median shoulders and remove the existing outside shoulders for highway widening.

Eastbound SR 84 would be widened up to 26 feet to the south to accommodate standard 12 foot-wide travel lanes and 10-foot-wide median and outside shoulders (Figures 1-4 to 1-8). This widening would start near PM R4.2 and end near PM R5.5. Multiple retaining walls—totaling approximately 4,000 feet long—would support the widened roadway. Retaining walls would be up to 16 feet tall and would require excavation up to 6 feet deep. In addition, retaining walls 10 feet in height or greater would require piles, likely CIDH piles extending approximately 60 feet deep. Excavation up to 2 feet deep would be required to construct the median shoulders and to remove existing outside shoulders for the highway widening.

Bridge Widening

The proposed bus lanes would require bridge widenings at two locations along SR 84: Newark OH and Newark Boulevard UC. At the Newark OH, bridges span the existing UPRR track (Figure 1-6).

The existing westbound and eastbound Newark OH bridges are approximately 53 feet and 42 feet 6 inches wide, respectively, and consist of three spans totaling approximately 184 feet long. A new bridge structure would be constructed between the existing bridges and connected to each bridge with closure pours, creating a single bridge structure to accommodate the proposed bus lanes. In addition to median construction, the bridges would be widened up to 22 feet on the north side and up to 24 feet on the south side of SR 84 to accommodate highway widening. This would result in a single westbound/eastbound structure approximately 181 feet wide. Concrete barriers would replace existing median bridge railings. The height of concrete barriers between the bus lanes and highway travel lanes would be 4 feet 8 inches tall. Bridge railings (3 feet tall) with 7-foot-tall chain link railing would be constructed along the outsides of the structure. Bridge abutments and bents to support the proposed median bridge structure and widenings would require excavation to about 15 feet deep, with CIDH piles extending about 80 feet deep.

At the Newark Boulevard UC, bridges span Ardenwood Boulevard/Newark Boulevard (Figure 1-7). The three-span westbound and eastbound Newark Boulevard UC bridges are each 42 feet 6 inches wide, and approximately 190 feet long. A new bridge structure would be constructed between the existing bridges and connected to each bridge with closure pours, creating a single bridge structure to accommodate the proposed bus lanes. In addition to median construction, the bridges would be widened up to 20 feet on the north side and up to 25 feet on the south side to accommodate highway widening along SR 84. This would provide a single westbound/eastbound structure that is approximately 170 feet wide. A 3 foot 6-inch-tall concrete barrier would separate each bus lane. Bridge railings (3 feet tall) would be constructed along the outsides of the structure. Bridge abutments and bents to support the proposed median bridge structure and widenings would require excavation to about 15 feet deep, with CIDH piles extending about 80 feet deep.

Build Alternative 2 – Median Bus Stops with Outboard Platforms. Build Alternative 2 would extend from PM R3.8 to PM R5.4 (Figure 1-9). This alternative would construct two bus stops, each with an outbound platform within the median of SR 84 just east of the existing UPRR Coast Subdivision track.

Bus Platform

Two bus platforms would be constructed in the median. Each platform would be 16 feet wide and approximately 280 feet long (Figure 1-12). Free-standing bus shelters would be provided with benches, lighting, and windscreens.

Each bus platform would connect to the proposed minimum 8-foot-wide shared-use path located at ground level along the east side of the UPRR track. Passengers would use this path to reach the existing Ardenwood Park-and-Ride facility to the northeast. The shared-use path would have 3-foot-wide shoulders. Elevators, stairs, and/or ramps would connect the platform to the shared-use path and would require excavation up to 30 feet deep. Two retaining walls, each up to 160 feet long, would be constructed along the shared-use path to retain the embankment slope. Excavation up to 14 feet deep would be required to construct the proposed retaining walls and adjacent shared-use path.

Safe dispersal areas would be provided to the east of each platform. Emergency egress gates—used only by passengers during an emergency—would separate the bus platforms. A 3-foot 6-inch-tall concrete barrier with chain link railing on top would separate the safe dispersal areas from the adjacent bus lanes.

Bus Lanes

Bus-only entrance and exit lanes, each 12 feet wide, would be constructed along westbound and eastbound SR 84 to connect to the median bus stops (Figures 1-10 to 1-14). Concrete barriers 3 feet 6 inches high would separate these lanes from travel lanes along SR 84. A barrier would be installed adjacent to the bus platforms to buffer noise and wind for passengers and protect against roadway debris. The exit/entrance lanes would allow buses to decelerate before reaching the bus stops and then accelerate to rejoin SR 84. Excavation up to 4 feet deep would be required in the median to install the proposed bus lanes.

Highway Pavement Work

The existing travel lane and shoulder widths along SR 84 do not meet current Caltrans standards. Westbound SR 84 would be widened up to 29 feet to the north (Figures 1-10 to 1-14). This work would begin near PM R3.8 and end near PM R5.2. Highway widening would accommodate standard 12-foot-wide travel lanes with 10-foot-wide median and outside shoulders. Multiple retaining walls totaling approximately 5,000 feet in length would support the outside shoulder. Retaining walls would be up to 20 feet tall and would require excavation up to 6 feet deep. In addition, retaining walls 10 feet in height or greater would require piles, likely CIDH piles extending approximately 60 feet deep. For the highway widening, excavation up to 2 feet deep would be required to construct the median shoulders and remove the existing outside shoulders.

Eastbound SR 84 would be widened to the south up to 29 feet to accommodate standard 12-foot-wide travel lanes and 10-foot-wide median and outside shoulders (Figures 1-10 to 1-14). This widening would start near PM R4.3 and end near PM R5.4. Multiple retaining walls about 4,000 feet long would support the widened roadway. Retaining walls would be up to 16 feet tall and would require excavation up to 6 feet deep. In addition, retaining walls 10 feet in height or greater would require piles, likely CIDH piles extending approximately 60 feet deep. For highway widening, excavation up to 2 feet deep would be required to construct the median shoulders and remove the existing outside shoulders.

Bridge Widening

The proposed bus lanes would require bridge widenings at two locations along SR 84: Newark OH and Newark Boulevard UC. At Newark OH, bridges span the existing UPRR track (Figure 1-12). The existing westbound and eastbound Newark OH bridges are approximately 53 feet and 42 feet 6 inches wide, respectively, and have three spans totaling approximately 184 feet long. A new bridge structure would be constructed between the existing bridges and connected to each bridge with closure pours, creating a single bridge structure to accommodate the proposed bus lanes. In addition to median construction, the bridges would be widened up to 28 feet on the north side and up to 29 feet on the south side of SR 84 to accommodate highway widening. This would provide a single westbound/

eastbound structure with an approximate width of up to 194 feet. Concrete barriers would replace existing median bridge railings. The height of concrete barriers between the bus lanes and highway travel lanes would be 3 feet 6 inches tall. Bridge railings (3 feet tall) with 7-foot-tall chain link railing would be constructed along the outsides of the structure. Bridge abutments and bents to support the proposed median bridge structure and widenings would require excavation to about 15 feet deep, with CIDH piles extending about 80 feet deep.

At the Newark Boulevard UC, bridges span Ardenwood Boulevard/Newark Boulevard (Figure 1-13). The three-span westbound and eastbound Newark Boulevard UC bridges are each 42 feet 6 inches wide and approximately 190 feet in length. A new bridge structure would be constructed between the existing bridges and connected to each bridge with closure pours, creating a single bridge structure to accommodate the proposed bus lanes. In addition to median construction, the bridges would be widened up to 22 feet on the north side and up to 27 feet on the south side of SR 84 to accommodate highway widening along SR 84. This would provide a single westbound/eastbound structure with a width of approximately 173 feet. A 3-foot, 6-inch-tall concrete barrier would separate each bus lane. Bridge railings (3 feet tall) would be constructed along the outsides of the structure. Bridge abutments and bents to support the proposed median bridge structure and widenings would require excavation to about 15 feet deep, with CIDH piles extending about 80 feet deep.

Type of Project:

New Bus Facility

County	*Narrative Location/Route & Postmiles*
Alameda	SR 84 (PM R3.8 to R5.5) Caltrans Projects – EA# 04-0W400

Lead Agency: Caltrans, District 4

Terence Lai	*(510) 926-0182*	*N/A*	*terence.lai@dot.ca.gov*

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

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

Scheduled Date of Federal Action: September 2027

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

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

Current Programming Dates *(as appropriate)*

	PE/Environmental	ENG	ROW	CON
Start	2022	2027	N/A	2030
End	2027	2029	N/A	2033

Project Purpose and Need (Summary): *(please be brief)*
The purpose of the proposed project is the following:

- Improve access, reliability, and travel times for regional buses along the SR 84 corridor.
- Encourage mode shift from single-occupant vehicle travel to transit services in the SR 84 corridor.
- Promote and improve multimodal Transbay connectivity at the Ardenwood Park-and-Ride facility, building upon other planned regional transit efforts.

The need for the project is based on the following conditions:

- Before 2020, the SR 84 corridor experienced heavy traffic congestion during weekday peak periods. During the morning peak period, westbound SR 84 was congested from 6:30 a.m. to 9:30 a.m.
- The location of the current Ardenwood Park-and-Ride facility requires Transbay buses to travel a circuitous route, which results in delays and longer travel times. A more efficient multimodal connection would maximize express bus services through operational time savings.
- Per the City of Fremont General Plan, approximately 77% of its residents drive alone to work while only 5% use public transportation, indicating limited use of transit by local residents.
- Several transit planning efforts are advancing in southern Alameda County and western San Mateo County. The existing passenger loading configuration of and access to SR 84 from the Ardenwood Park-and-Ride facility would limit the effectiveness of regional connectivity improvements facilitated by these independent projects.

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

Surrounding land uses include agricultural, commercial, retail, industrial, office, open space, residential (low- to high-density), and transportation. A portion of the proposed project would be constructed in the SR 84 freeway median. The proposed project is expected to result in a transportation mode shift which would reduce travel by highway vehicles along the SR 84 corridor.

Brief summary of assumptions and methodology used for conducting analysis

The project would construct new bus lanes along eastbound SR 84 (PM R4.2 – PM R5.5) and westbound SR 84 (PM R3.8 – PM R5.4). The project would improve access from the Ardenwood Park-and-Ride facility to the regional buses along the SR 84 corridor. As the project would not alter the number of lanes on SR 84 and would not change the number of bus arrivals or departures associated with the proposed intermodal facility, the project would not change traffic volumes or truck percentages (i.e., diesel vehicles) on SR 84. Therefore, A Design Year (2053) analysis was determined not to be required. The existing and opening year (2033) traffic conditions along SR 84 are provided below. As construction would be completed within approximately three years, no construction activities are anticipated to last more than five years at any individual site. Emissions from construction-related activities are thus considered temporary as defined in 40 Code of Federal Regulations (CFR) 93.123(c)(5); and are not required to be included in PM hot-spot analyses to meet conformity requirements.

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

Existing

No Build: AADT = 91,200; Truck AADT = 3,648 (4%); LOS F

Build Alt 1: AADT = 91,200; Truck AADT = 3,648 (4%); LOS F

Build Alt 2: AADT = 91,200; Truck AADT = 3,648 (4%); LOS F

Opening Year (2033)

No Build: AADT = 111,300; Truck AADT = 4,452 (4%); LOS F

Build Alt 1: AADT = 111,300; Truck AADT = 4,452 (4%); LOS F

Build Alt 2: AADT = 111,300; Truck AADT = 4,452 (4%); LOS F

Source: Fehr and Peers (2024)

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

Not applicable. A Design Year (2053) analysis was determined not to be required as the project is an operational improvement, and not a capacity-enhancing project.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
Not applicable

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
Not applicable

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
Not applicable

RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses
Not applicable

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
Because of the trip and VMT reductions resulting from the commuter mode shift from single-occupant vehicle travel to transit services, there would be no direct impact to other facilities. A potential benefit of the project would be congestion relief due to the commuter mode shift to transit services and fewer vehicles that would have commuted by highway.

Where the project would be constructed in the existing SR 84 median, the freeway would be widened to accommodate the bus lanes and passenger platform in the SR 84 median. The capacity and number of mixed-flow lanes would not be changed.

Comments/Explanation/Details (please be brief)

See attached analysis.

Hot-Spot Analysis

In October 2021, U.S. EPA released an updated version of the Transportation Conformity Guidance for quantifying the local air quality impacts of transportation projects and comparing them to the particulate matter NAAQS (75 *Federal Register* 79370). U.S. EPA originally released the quantitative guidance in December 2010; it released a revised version in November 2013 to reflect approval of EMFAC 2011 and U.S. EPA's 2012 particulate matter NAAQS final rule. The October 2021 version reflects MOVES3.1 to revise design value calculations to be more consistent with other U.S. EPA programs and to reflect guidance implementation and experience in the field (U.S. EPA 2021b). Note that EMFAC, not MOVES, should be used for project hot-spot analysis in California. The Transportation Conformity Guidance requires a hot-spot analysis to be completed for a project of air quality concern (POAQC). The final rule in 40 CFR 93.123(b)(1) defines a POAQC as:

(i) New or expanded highway projects with a significant number of diesel vehicles or increase in the number of diesel vehicles.

(ii) Projects affecting intersections that are at level of service (LOS) D, E, or F with a significant number of diesel vehicles or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.

(iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location.

(iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location.

(v) Projects in or affecting locations, areas, or categories of sites identified in the applicable PM2.5 and PM10 implementation plan or implementation plan submission, as appropriate, as sites with violations or possible violations.

The project is within a nonattainment area for the federal $PM_{2.5}$ standards and within an attainment area for the federal PM_{10} standards. Therefore, per 40 CFR, Part 93, analyses are required for conformity purposes. However, the U.S. EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in Section 93.123(b)(1) as an air quality concern. The project does not qualify as a POAQC because of the following reasons:

(i) The purpose of the project is to improve bus travel times within the corridor. The project would not change traffic volumes or truck percentages (i.e., diesel vehicles) on SR 84. Therefore, the project would not significantly increase the number of diesel vehicles.

(ii) As discussed in response to (i), the project would not significantly increase the number of diesel vehicles operating within the project study area. Therefore, the project would not affect intersections that are at LOS D, E, or F with a significant number of diesel vehicles.

(iii) The project does not include the construction of a new bus or rail terminal.

(iv) The project does not expand an existing bus or rail terminal that would significantly increase the number of diesel vehicles congregating at a single location. The project would not change the number of bus arrivals or departures associated with the proposed intermodal facility.

(v) The project is not in or affecting locations, areas, or categories of sites that are identified in the $PM_{2.5}$ and PM_{10} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Therefore, the project meets the FCAA requirements and 40 CFR 93.116 without any explicit hot-spot analysis. It is not expected to create a new, or worsen an existing, $PM_{2.5}$ or PM_{10} violation.

Figure 1-1. Map of the Project Location.

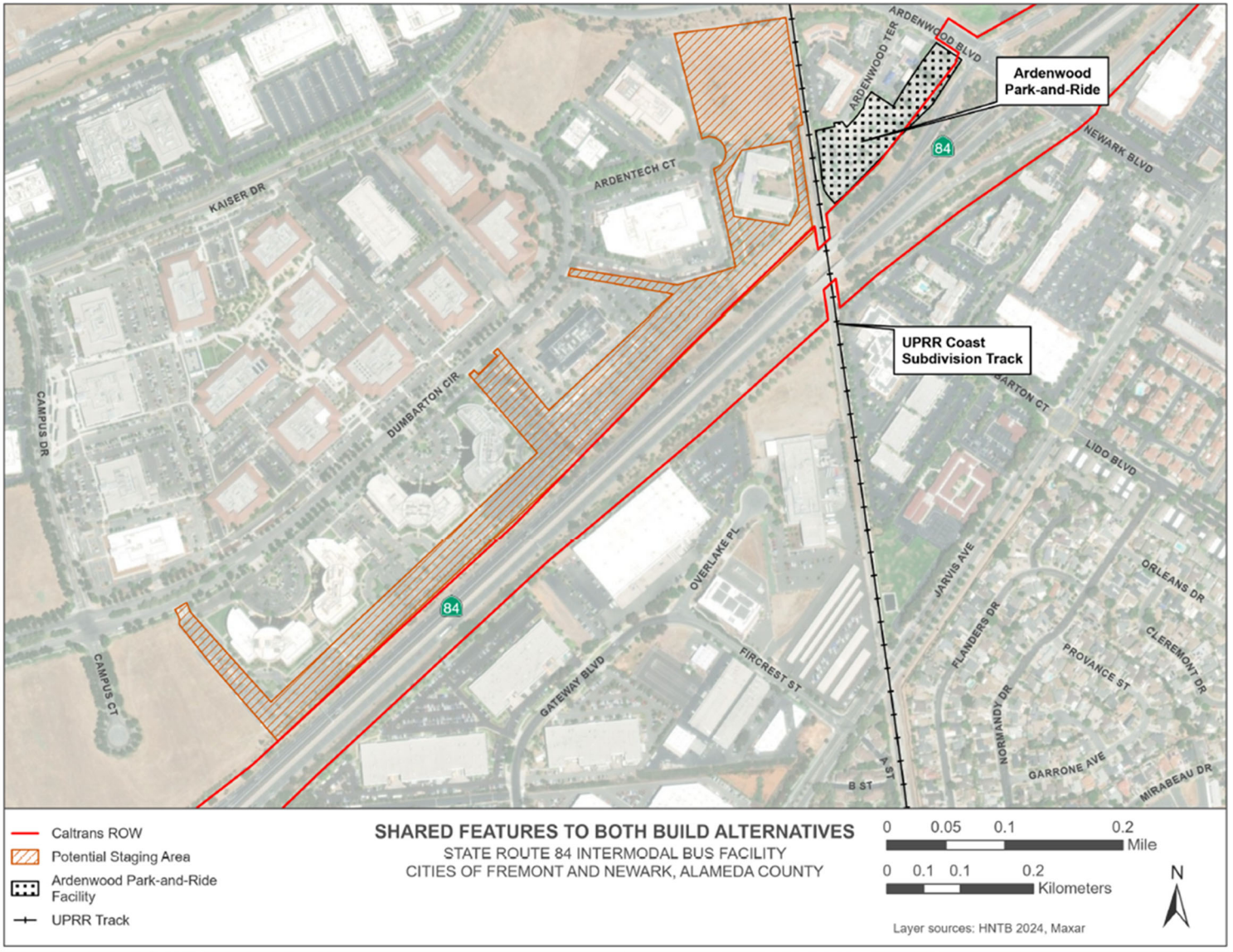


Figure 1-2. Shared Features to Both Build Alternatives.

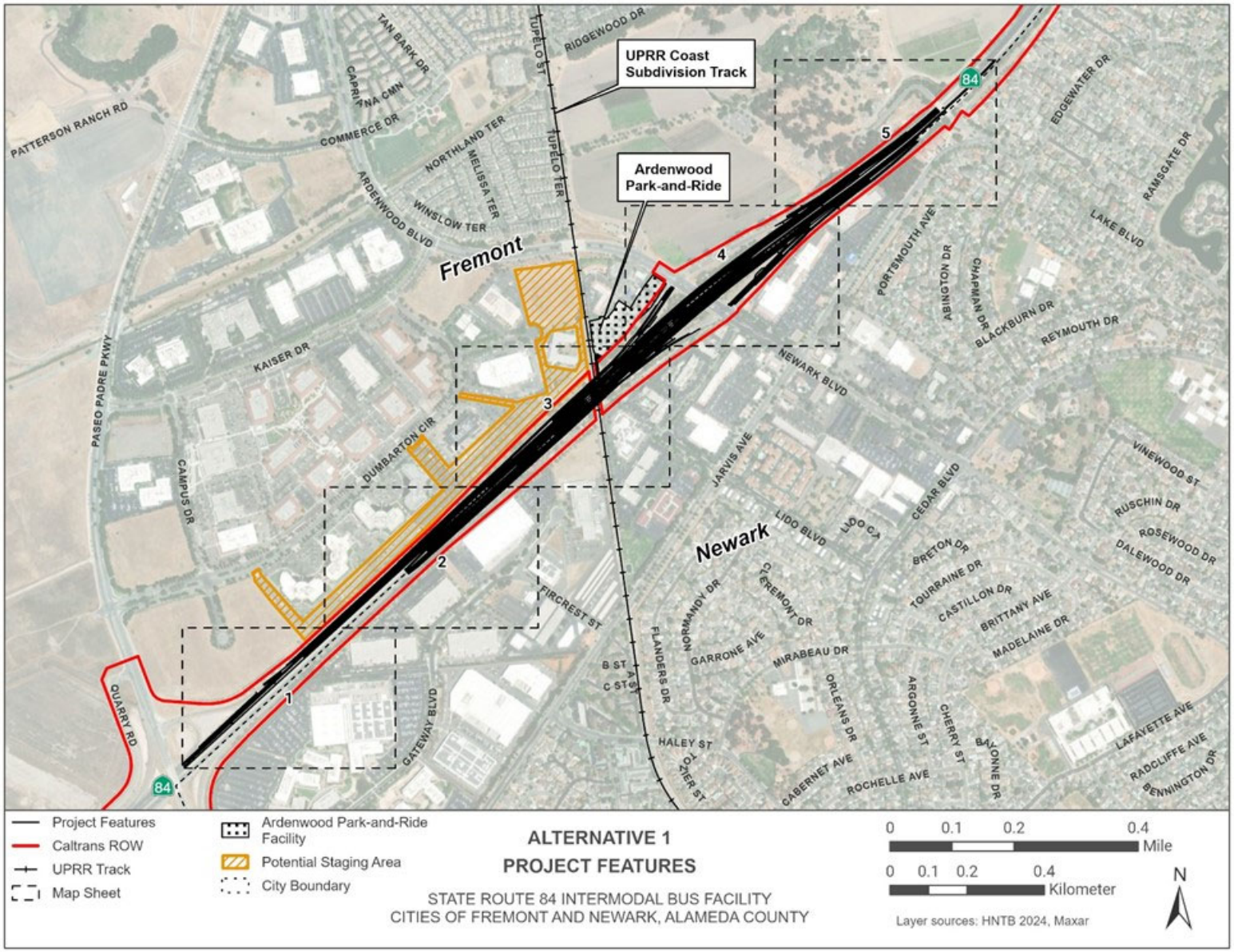


Figure 1-3. Alternative 1 Project Features Map Index

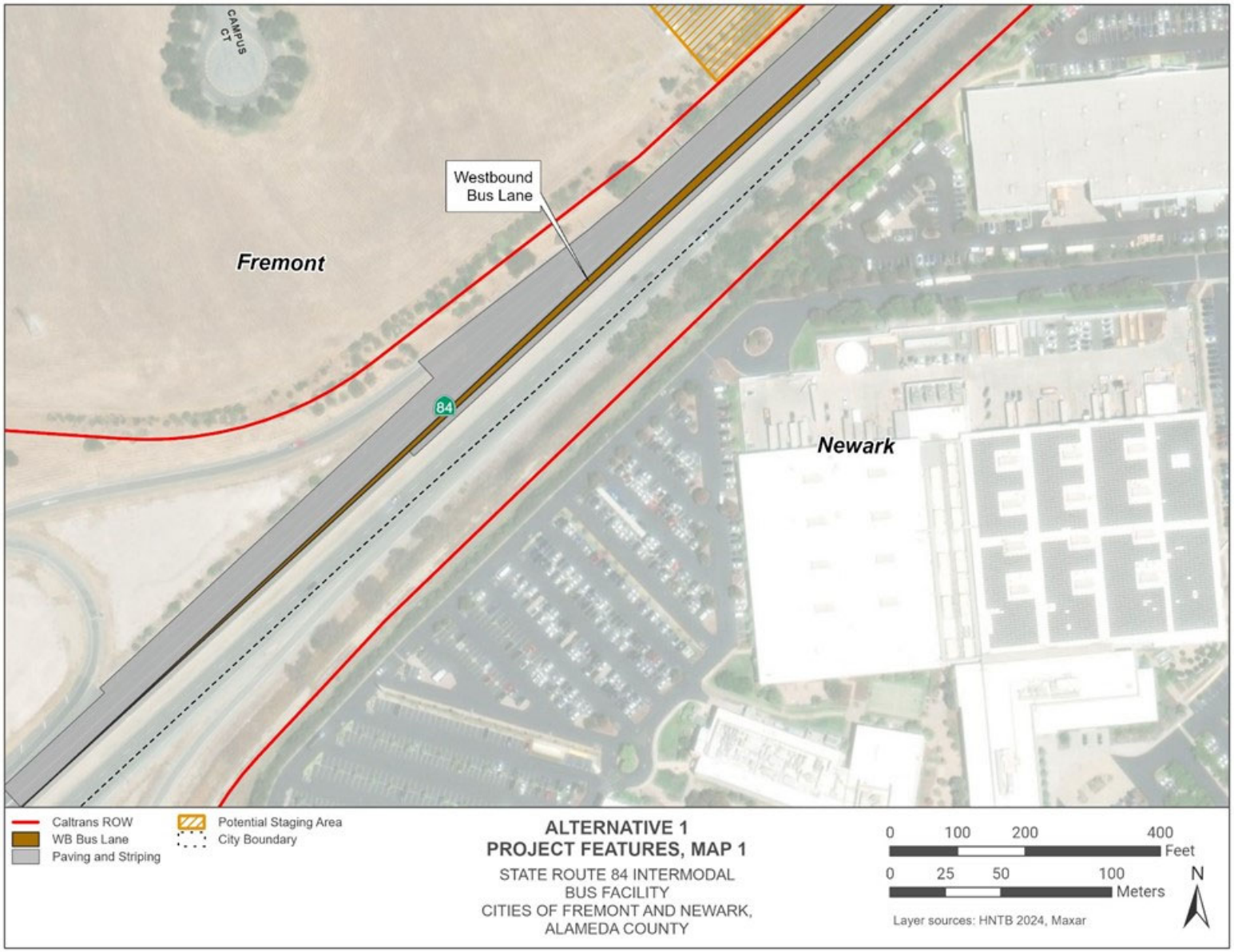


Figure 1-4. Alternative 1 Project Features, Map 1

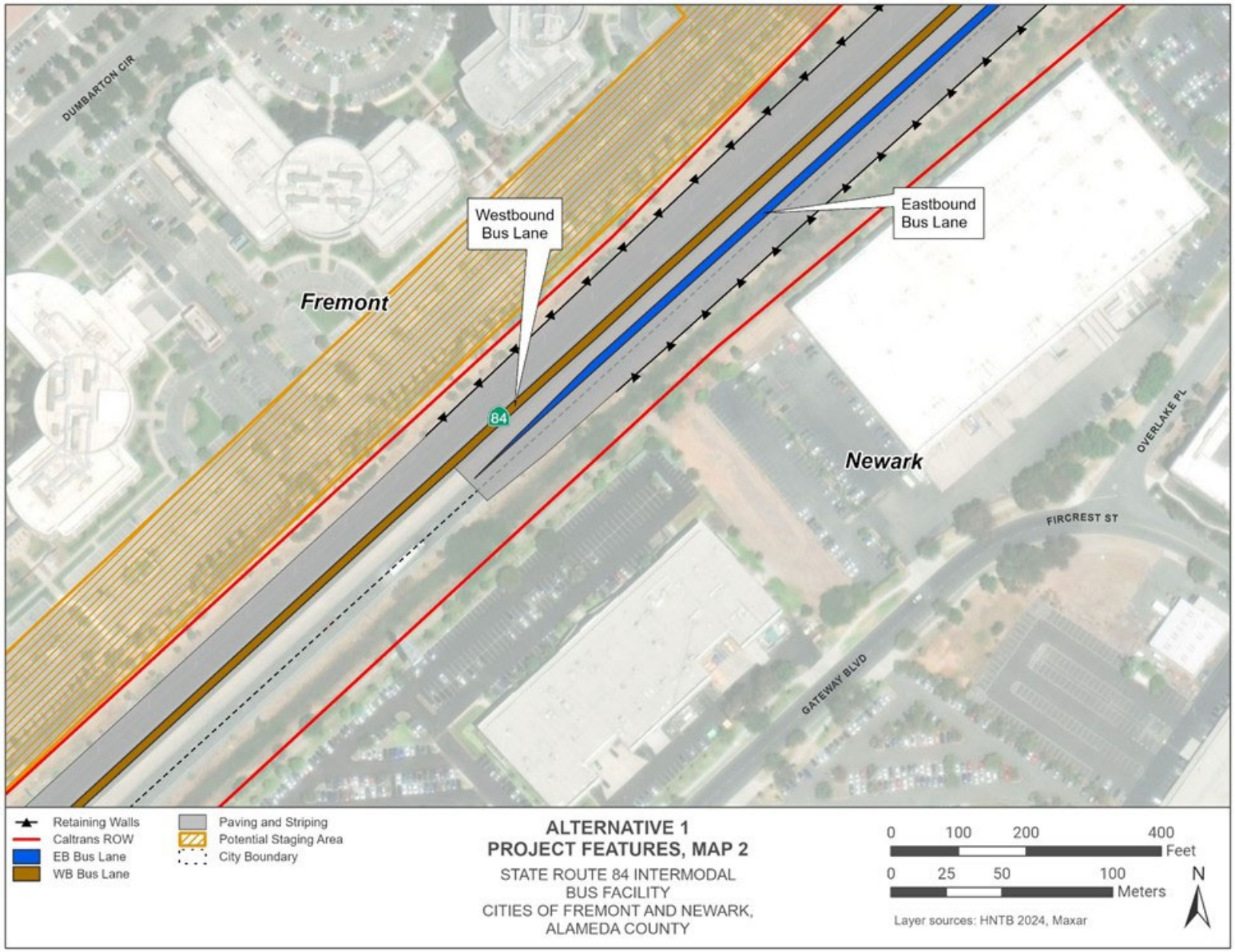


Figure 1-5. Alternative 1 Project Features Map, Map 2

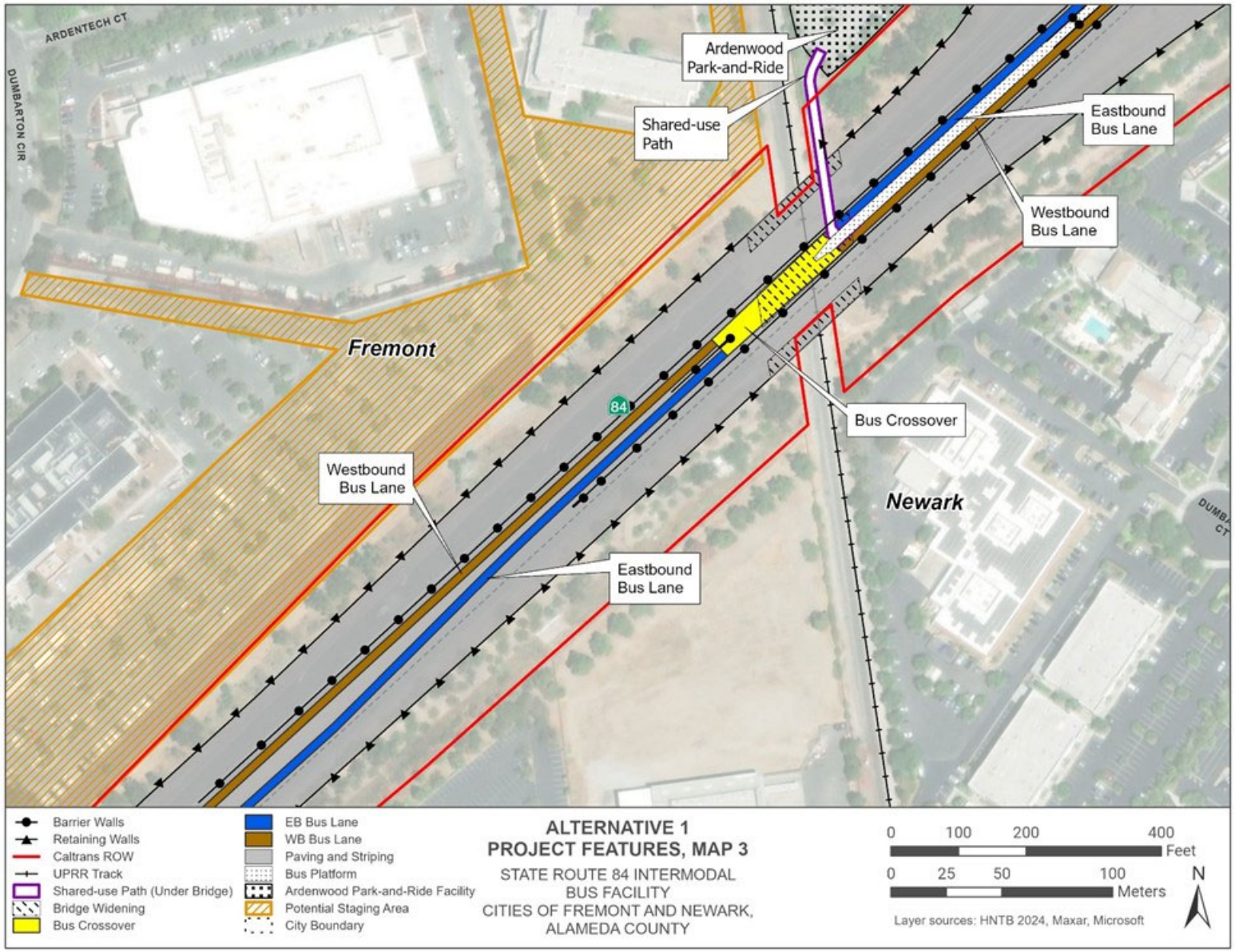


Figure 1-6. Alternative 1 Project Features, Map 3

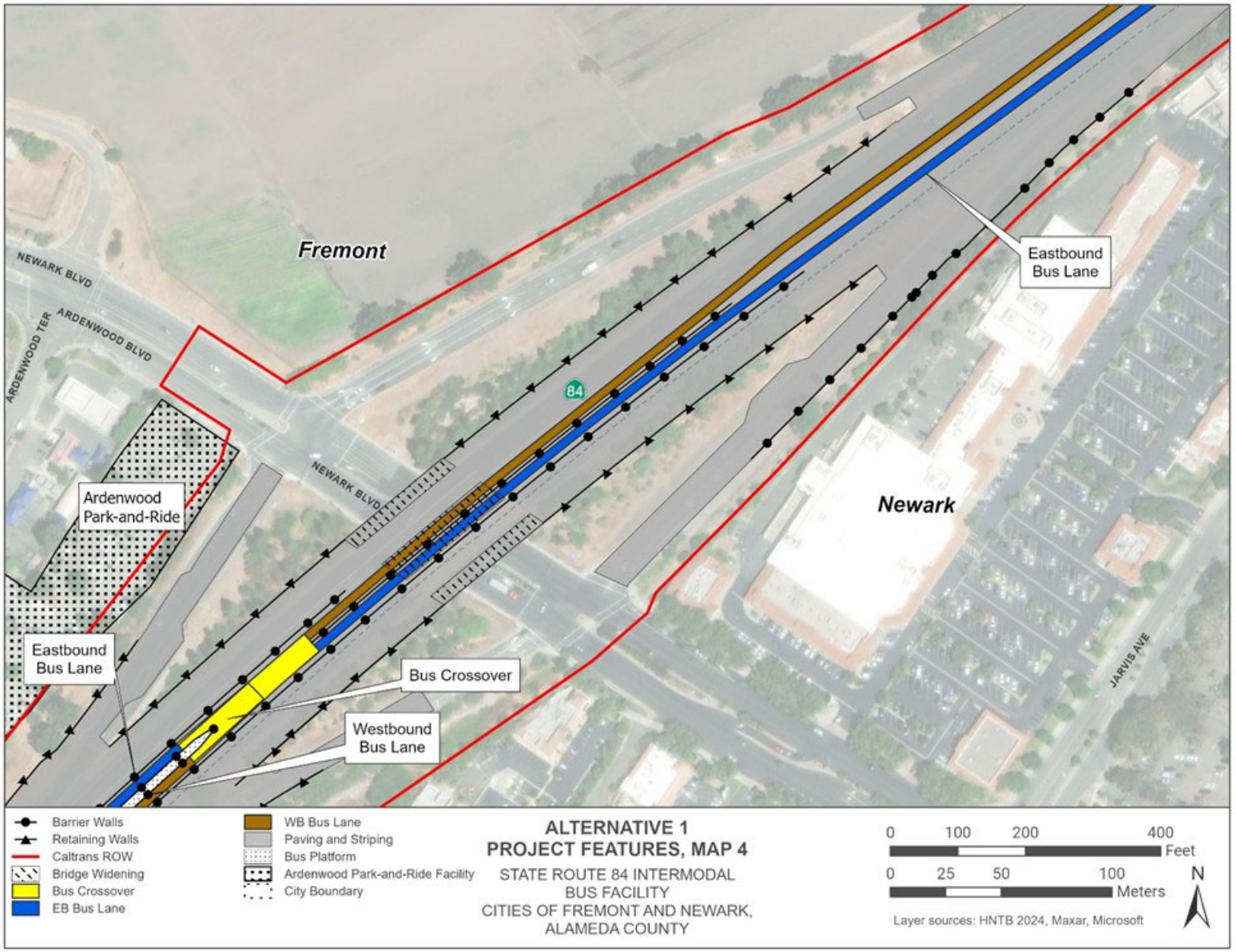


Figure 1-7. Alternative 1 Project Features, Map 4

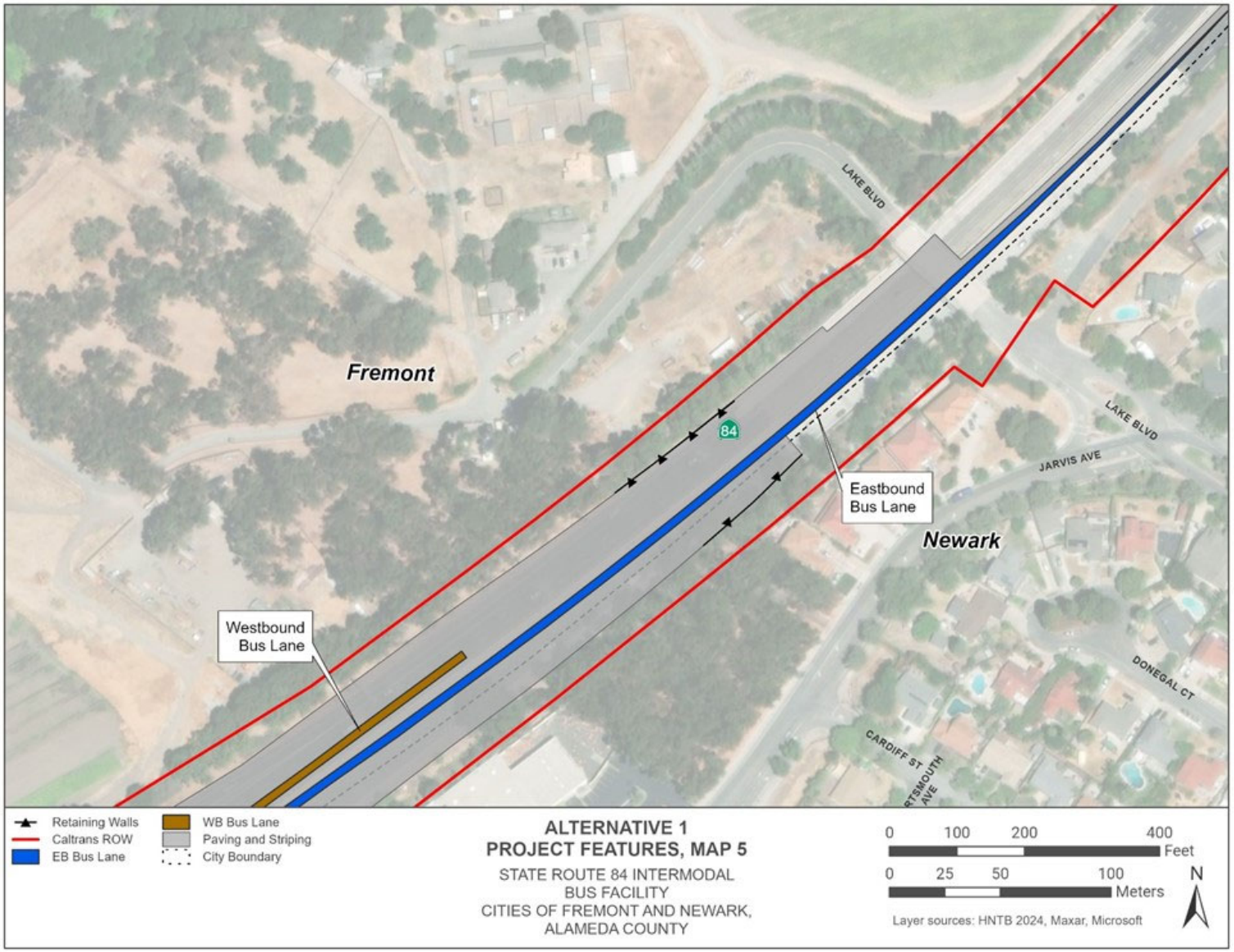


Figure 1-8. Alternative 1 Project Features, Map 5

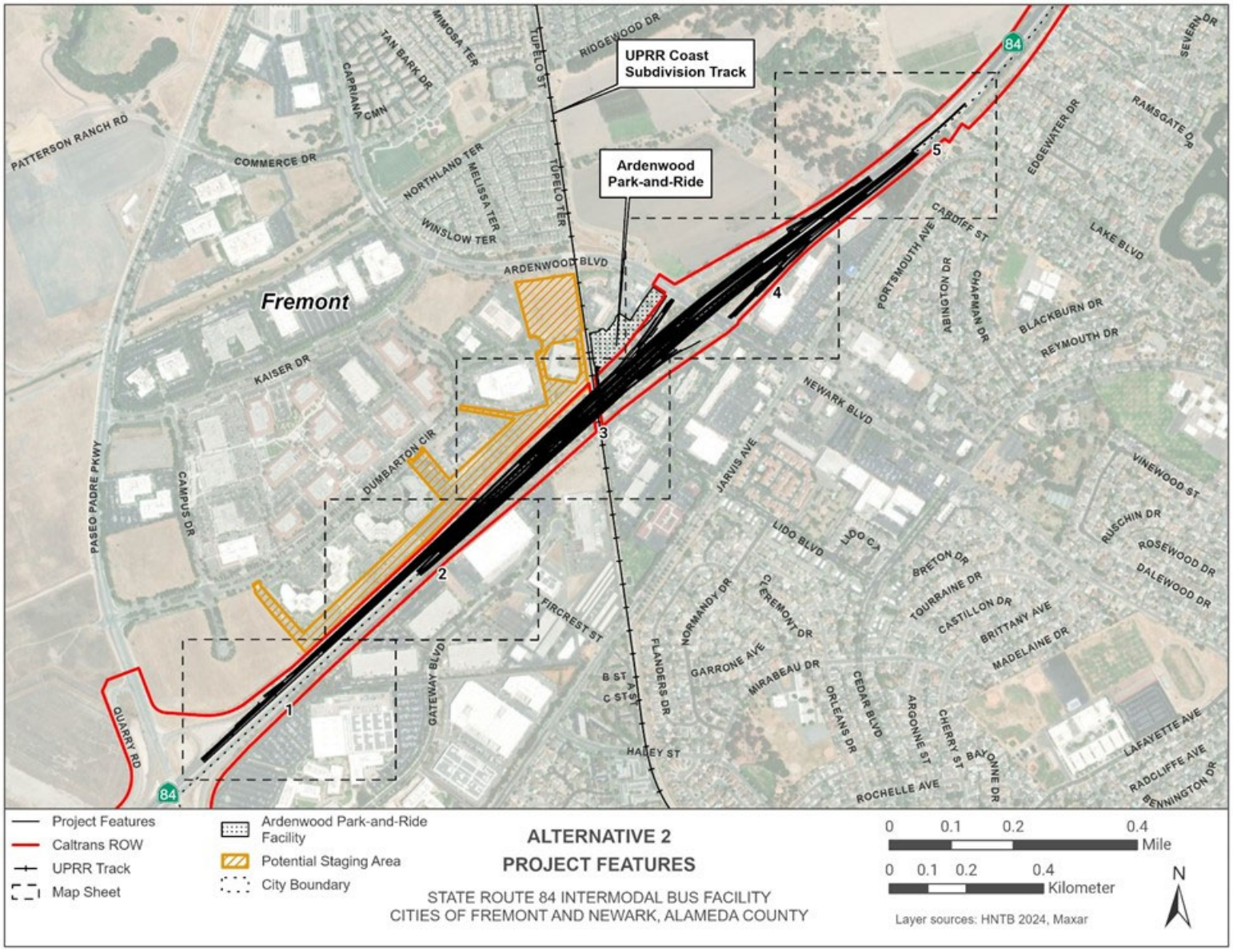


Figure 1-9. Alternative 2 Project Features Map Index

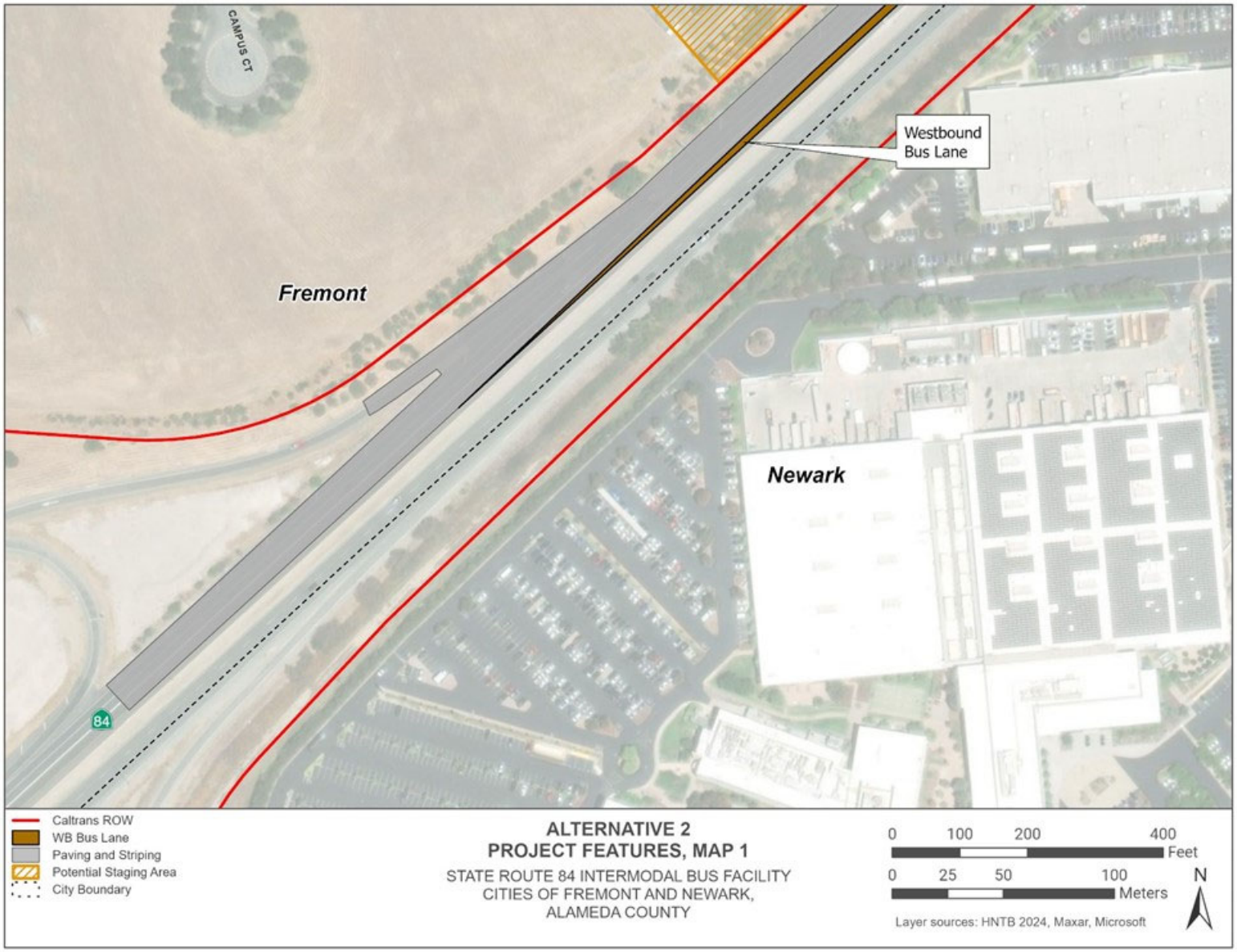


Figure 1-10. Alternative 2 Project Features, Map 1

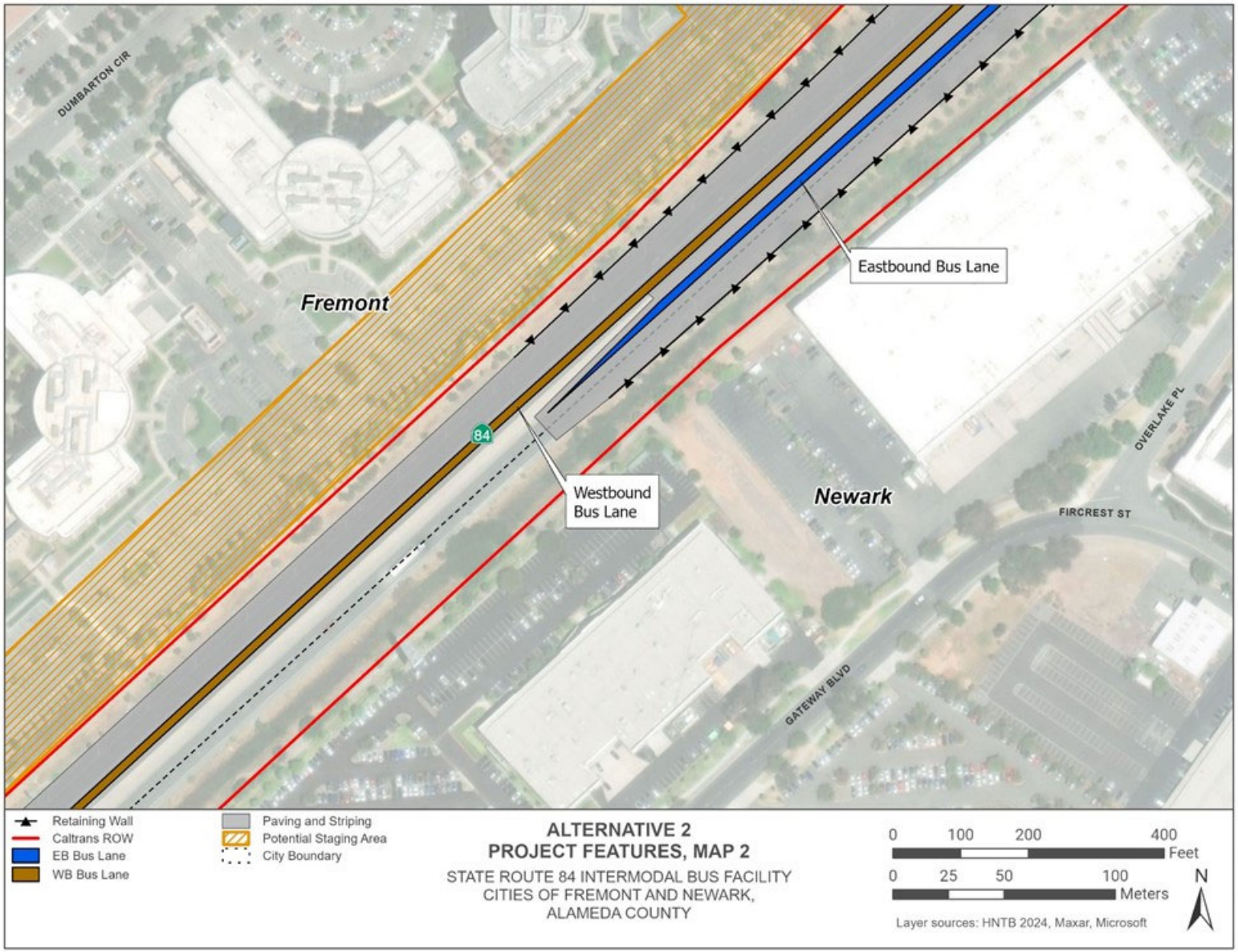


Figure 1-11. Alternative 2 Project Features, Map 2

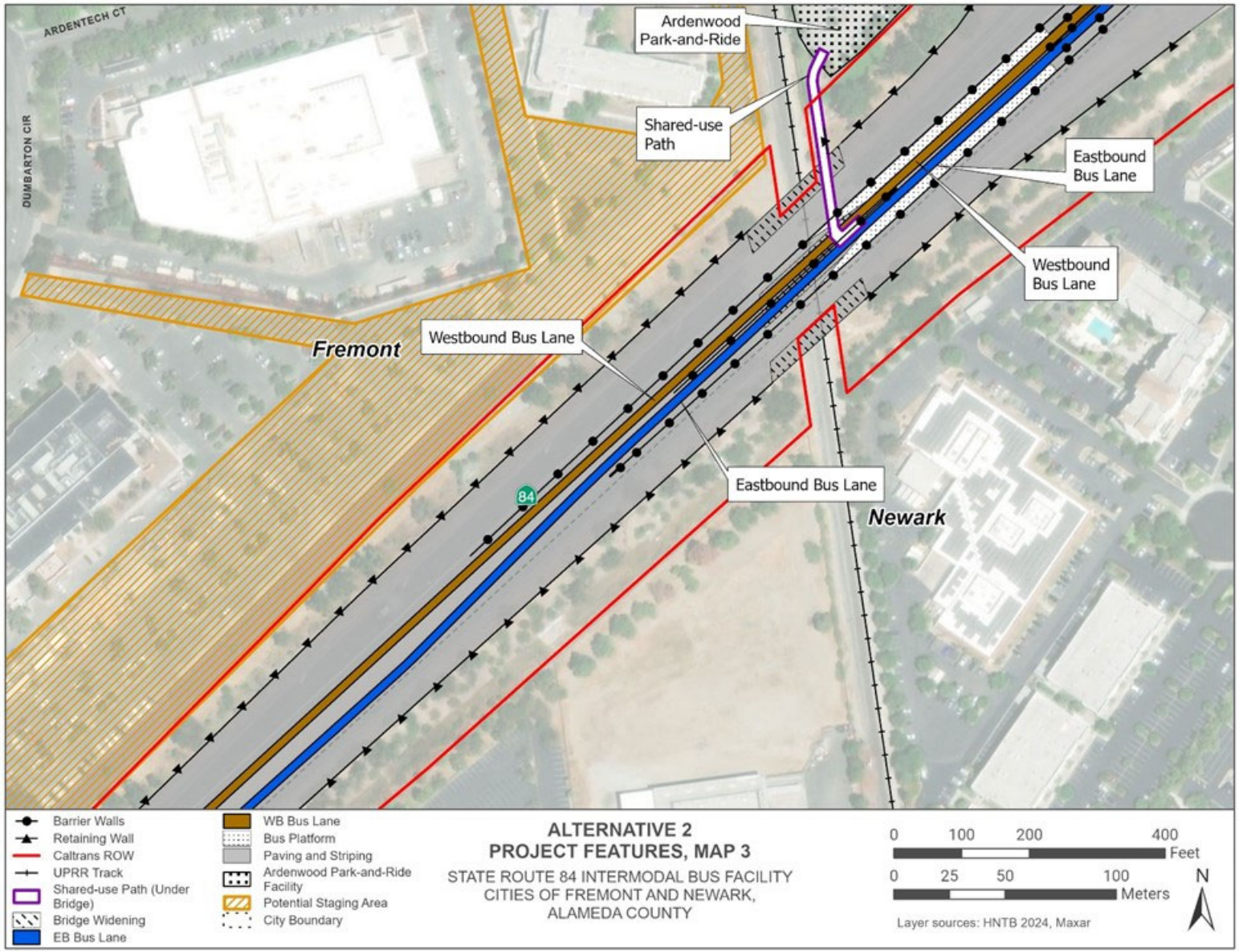


Figure 1-12. Alternative 2 Project Features, Map 3

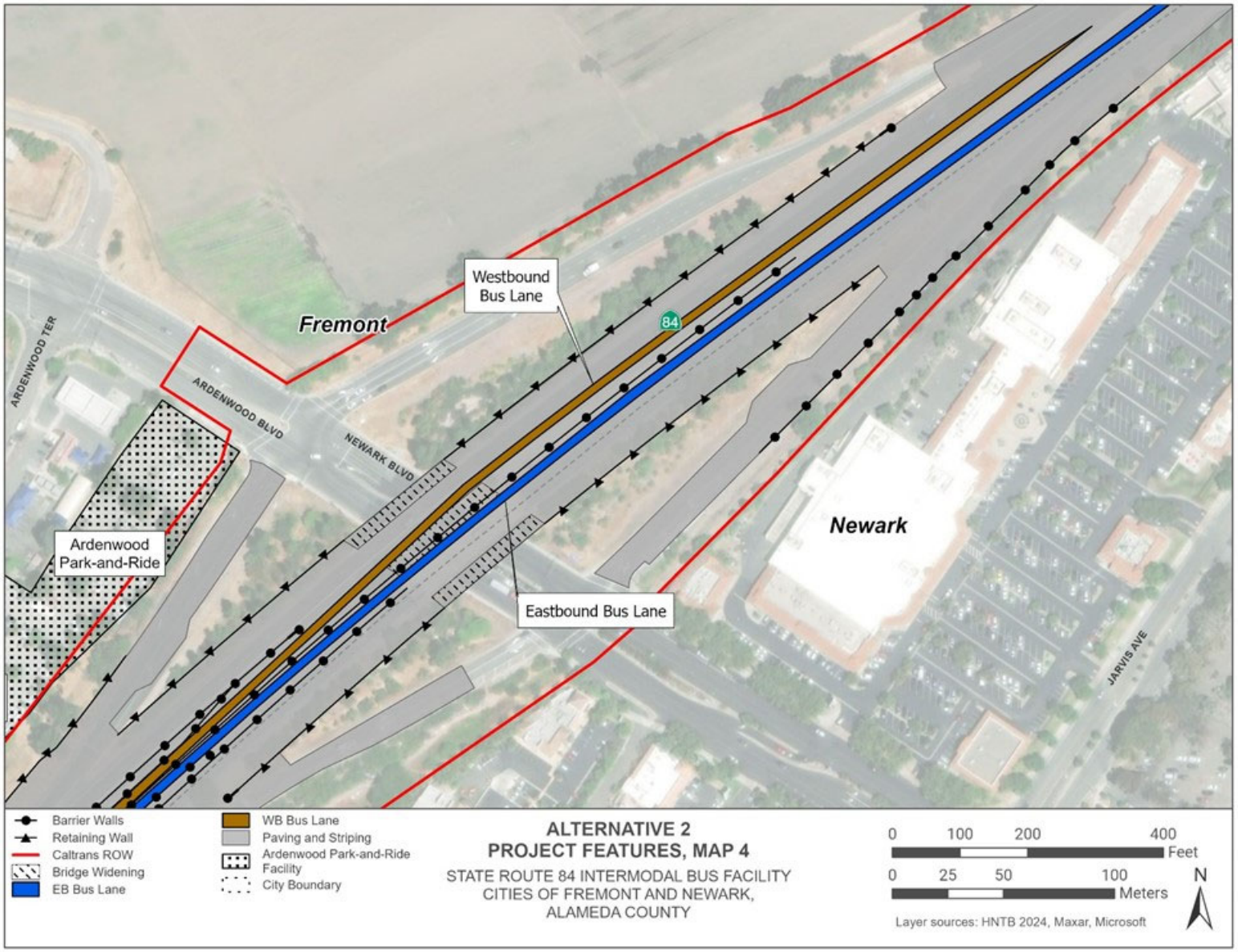


Figure 1-13. Alternative 2 Project Features, Map 4

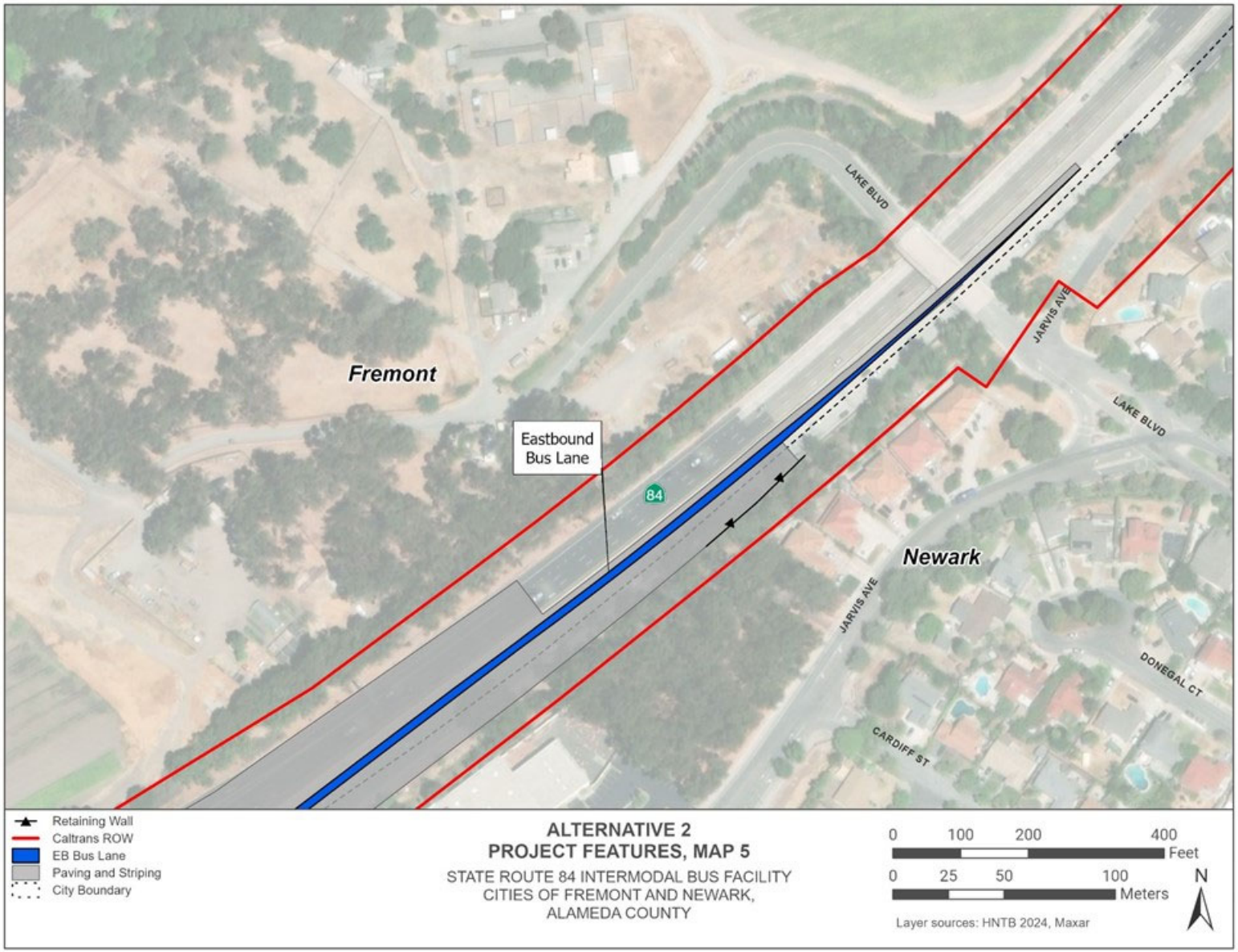


Figure 1-14. Alternative 2 Project Features, Map 5

RTIP ID# *(required)* 21-T06-030

TIP ID# *(required)* SM-170004

Air Quality Conformity Task Force Consideration Date
September 25, 2025

Project Description *(clearly describe project)*

The California Department of Transportation (Caltrans), in cooperation with the City of Pacifica (City) and the San Mateo County Transportation Authority (SMCTA), proposes to modify the State Route (SR) 1/Manor Drive overcrossing. The SR 1/Manor Drive Overcrossing Improvement Project (project) would widen the Manor Drive overcrossing of SR 1 between Palmetto Avenue and Oceana Boulevard, replace the existing stop signs with traffic and pedestrian signals, and construct new sidewalks and bicycle lanes. The project may include the construction of a new on-ramp to northbound SR 1 at Milagra Drive and Oceana Boulevard, utilizing an existing bus pull-out/bus stop that is no longer in use. The project area extends for approximately 0.7 mile along SR 1, from post mile (PM) R44.77 to R45.48. The project includes portions of Manor Drive, Palmetto Avenue, Oceana Boulevard, and Milagra Drive in Pacifica and San Mateo County. The project location is shown in Figure 1. *All figures are included after this form.*

Two build alternatives and a No Build alternative are under consideration. The build alternatives are described as follows.

Alternative 1 (Manor Drive Improvements Without Milagra Drive On-Ramp to Northbound SR 1)

With Alternative 1, the Manor Drive overcrossing of SR 1 between Palmetto Avenue and Oceana Boulevard would be widened or replaced. The overcrossing would consist of one 12-foot dedicated left-turn lane and one 14-foot combined through and right-turn lane in each direction. The overcrossing would have 10-foot sidewalks, 7-foot Class IV bicycle lanes, and a wider turning radius at each corner of the overcrossing to accommodate bus and truck turning movements. The project would construct new Americans with Disabilities Act (ADA) ramps for ease of access by persons with disabilities, with enhanced visibility crosswalks. The overcrossing profile would be maintained at the existing standard vertical clearance of 16 feet, 6 inches over SR 1.

Alternative 1 would replace the existing all-way-stop-controlled intersections at the Manor Drive/Palmetto Avenue and Manor Drive/Oceana Boulevard with traffic signals and pedestrian signal heads. Existing angled parking along Manor Drive between the U.S. Post Office and Mazzetti's Bakery will be converted to back-in angled parking to maintain the existing number of on-street parking spaces within the project limits. Parking along Oceana Boulevard will remain as parallel parking, while existing parking on Milagra Drive in the eastbound direction will also be converted to back-in angled parking. On-street parking will be a mix of back-in angled and parallel parking.

Minimum 10.5-foot dedicated left-turn lanes and combined through and right-turn lanes would be added to both Oceana Boulevard/Manor Drive in the northbound direction and Manor Drive/Oceana Boulevard in the westbound direction. The existing lane configuration along Palmetto Avenue would remain unchanged. The existing combined through and right-turn lane along Manor Drive west of Palmetto Avenue would be extended to increase queuing capacity.

The existing bus stop located along the southeast quadrant of the Manor Drive/Oceana Boulevard intersection will be relocated by approximately 0.21 mile to the south, to the northeast quadrant of the Oceana Boulevard/Milagra Drive intersection.

Figure 2 shows the proposed design features under Alternative 1.

Alternative 2 (Manor Drive Improvements With Milagra Drive On-Ramp to Northbound SR 1)

Alternative 2 includes all proposed improvements under Alternative 1, plus the construction of a new single lane, at-grade on-ramp connection to northbound SR 1 at Milagra Drive and Oceana Boulevard. The on-ramp location would be directly adjacent to an existing northbound off-ramp. The on-ramp would replace an existing bus pull-out on-ramp that is no longer in use. The existing bus pull-out ramp would be realigned and widened to provide standard lane and shoulder widths. A section of the existing raised median divider between the northbound shoulder and bus pull-out on-ramp would also be removed to accommodate the proposed on-ramp. The existing triangular raised median adjacent to the existing off-ramp and the existing bus stop sidewalk would be removed. The northbound traffic lanes would be shifted to the west to accommodate the proposed northbound on-ramp.

Approximately 1,330 feet of the inside (right) shoulder of northbound SR 1 would be widened by up to 17 feet to accommodate the proposed on-ramp. The existing metal beam guardrail along the center median of SR 1 would be replaced with an approximately 700-foot-long concrete barrier within the proposed widening area.

The right shoulder of the Milagra Drive off-ramp would also be widened to conform to Caltrans design standards for shoulder width.

Build Alternative 2 would have the same bicycle facilities as Build Alternative 1. Milagra Drive would be improved to include a left-turn lane and a combined through and right-turn lane in the westbound direction along with enhanced visibility crosswalks and new ADA-compliant sidewalks with curb ramps. Other improvements include upgraded sidewalks along Oceana Boulevard between Avalon Drive and just south of Milagra Drive.

Figure 3 shows the proposed design features under Alternative 2.

Type of Project: Intersection control changes, bicycle and pedestrian facility improvements. Alternative 2 only: Additional single-lane connection to northbound SR 1.

County San Mateo	**Narrative Location/Route & Postmiles:** Construction on and adjacent to State Route 1 in San Mateo County in Pacifica from 0.3 mile south to 0.2 mile north of Manor Drive overcrossing **Caltrans Projects – EA#** 04-1Y230

Lead Agency: City of Pacifica

Contact Person	**Phone#**	**Fax#**	**Email:**
Roland Yip	(650) 738-3767		ryip@pacifica.gov

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

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

Scheduled Date of Federal Action: March 2026

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

Exempt	**Section 6004 – Categorical Exemption**	**X**	**Section 6005 – Non-Categorical Exemption**

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	July 2023	May 2026	May 2026	July 2029
End	April 2026	August 2028	October 2028	November 2031

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

The purpose of this project is to:

- Improve traffic circulation and operations on and adjacent to the Manor Drive overcrossing;
- Provide enhanced pedestrian and bicycle facilities with access across the Manor Drive overcrossing; and
- Enhance the overall safety and structural stability of the facility.

The existing traffic controls on each side of the Manor Drive overcrossing hinder efficient traffic circulation and operations. The lane, shoulder, and sidewalk widths of the Manor Drive overcrossing do not accommodate pedestrian and bicycle facilities that meet current standards. The project is needed to address existing and future congestion, gaps in the sidewalk and bicycle lane network, and roadway and structure deficiencies; and to provide enhanced safety for motorists, pedestrians, and bicyclists in the project area.

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

The project is in public roadways, including SR 1, Manor Drive, Oceana Boulevard, Palmetto Avenue, and Milagra Drive in the City of Pacifica, in San Mateo County. Existing land use types in the project vicinity include the SR 1 transportation corridor, retail commercial, public and semi-public (schools), mixed-use neighborhood, single and multi-family residential, and auto services. Figure 4 shows existing land uses adjacent to the project area.

SR 1 has low levels of truck travel for goods movement; it primarily serves the local populations along its hilly terrain. SR 1 south is a designated Surface Transportation Assistance Act Terminal Access Route that allows truck travel with few limitations except for the Tom Lantos Tunnels, where no explosives, flammables, or combustibles are allowed. The project would not result in changes to land use that would increase diesel truck traffic in the area.

Brief summary of assumptions and methodology used for conducting analysis *(please keep this concise – specifics may include date of when traffic counts were conducted, studies where truck percentages were derived)*

Data collection efforts for the project were undertaken in October 2023 while schools were in session to determine existing AM and PM peak hour transportation volumes (including bicyclists and pedestrians), truck percentages, and bottleneck locations and queues within the traffic study area. The traffic study area is shown in Figure 5. The study area includes the following mainline segments of northbound SR 1:

- Paloma Avenue on-ramp gore to Milagra Drive off-ramp gore
- Milagra Drive off-ramp gore to Monterey Road on-ramp gore
- Monterey Road on-ramp gore to SR 35 off-ramp gore

The project would not affect traffic operations on southbound SR 1; therefore, the southbound direction is not included in the study area.

The study area also includes the following six local street intersections:

1. Palmetto Avenue/Monterey Road
2. Palmetto Avenue/Manor Drive
3. Oceana Boulevard/Monterey Road
4. Oceana Boulevard/Manor Drive
5. Oceana Boulevard/Avalon Drive
6. Oceana Boulevard/Milagra Drive

Fehr & Peers collected the following data:

- Turning movement, pedestrian, and bicycle counts at the six study intersections listed above (October 12, 2023) and along the following local roadways (October 10–13, 2023)
    - Oceana Boulevard between Milagra Drive and Connemara Drive
    - Oceana Boulevard between Avalon Drive and Manor Drive
    - Milagra Drive between Oceana Boulevard and Edgemar Avenue
    - Manor Drive between Manor Plaza and Palmetto Avenue
    - Manor Drive between Palmetto Avenue and Oceana Boulevard
    - Manor Drive between Oceana Boulevard and Edgemar Avenue
- INRIX speed data for northbound SR 1 for October 10–11, 2023
- Three-day video counts at the following northbound SR 1 mainline segments (October 10–12, 2023):
    - between Paloma Avenue and Milagra Drive,
    - south of W Manor Drive, and
    - north of Monterey Road.
- Northbound SR 1 ramp counts for the Monterey Road on-ramp and Milagra Road off-ramp (October 12, 2023)

Future traffic conditions were evaluated for an opening year of 2028 and a design year of 2048. The Annual Average Daily Traffic (AADT) presented below for the RTP horizon year of 2050 was developed by applying a 2 percent multiplication factor to the 2048 AADT, based on a forecasted average 1 percent growth rate in households and jobs per year for both San Mateo County and the City of Pacifica (Plan Bay Area 2050 and the joint Santa Clara VTA and City/County Association of Governments of San Mateo County [C/CAG] travel demand model [VTA-C/CAG Model]).

The project is not assumed to substantially change truck origins/destinations or truck routing in the area. Therefore, opening year and horizon year truck percentages were assumed to be 2 percent based on existing truck percentage data.

Source

Fehr & Peers. 2025. Traffic Operations Analysis Report. SR 1/Manor Drive Overcrossing Improvement Project EA04-1Y230.

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

Table 1. Opening Year (2028) AADT, % Trucks, and Truck AADT

Alternative	AADT[1]	% Trucks	Truck AADT[1]
No Build	1,153,560	2	23,071
Alternative 1	1,153,560	2	23,071
Alternative 2	1,153,067	2	23,061

1. AADT values represent the AADT within the City of Pacifica.

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

Table 2. Horizon Year (2050) AADT, % Trucks, and Truck AADT

Alternative	AADT[1]	% Trucks	Truck AADT[1]
No Build	1,456,990	2	29,140
Alternative 1	1,456,990	2	29,140
Alternative 2	1,454,475	2	29,090

1. AADT values represent the AADT within the City of Pacifica.

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

Not applicable

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

Not applicable

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

Not applicable

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

Not applicable

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

Both build alternatives would widen the Manor Drive overcrossing but would not add through lanes for motor vehicles. On Oceana Boulevard, both northbound and westbound lane striping would be modified to include a left-turn and a combined through and right-turn lane at the Manor Drive intersection as part of both build alternatives. Neither build alternative would increase the capacity of SR 1 or other roads.

Alternative 2 would also construct a new single-lane on-ramp to northbound SR 1 at Milagra Drive and Oceana Boulevard. Alternative 2 would provide a more direct route for local drivers traveling toward northbound SR 1 than under existing conditions. The next available northbound on-ramp is at Monterey Road, approximately 0.5 mile to the north. Alternative 2 would allow local traffic to access SR 1 without contributing to congestion at the Manor Drive overcrossing and along Oceana Boulevard.

Both build alternatives include active transportation improvements on Manor Drive, Oceana Boulevard, and Milagra Drive that are anticipated to encourage more biking, walking, and transit trips via SamTrans bus routes in the study area.

Since neither Alternative 1 nor Alternative 2 would increase capacity for vehicle traffic, no impacts to other facilities would occur from traffic redistribution.

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

The project is not considered a POAQC, as defined in 40 CFR 93.123(b), for the following reasons:

- The project is not a new or expanded highway project with a significant number of or increase in diesel vehicles.
  - *Not a new or expanded highway project*
  - *No additional through lanes on SR 1 or local streets*
  - *No increase in truck percentages on SR 1 or local streets*

- The project does not include intersections that are or will be at LOS D, E, or F with a significant number of diesel vehicles.
  - *Diesel vehicles represent a maximum of 2% of traffic volume in the study area, which does not constitute a significant portion of total traffic*
  - *No project changes to land use that would affect diesel traffic percentage*

- 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.
  - *Not applicable*

- 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.
  - *Not applicable*

- The project is not in or affecting locations, areas, or categories of sites that are identified in the PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.
  - *No state implementation plan for $PM_{2.5}$ (due by December 2012)*
  - *Therefore, not identified in plan as an area of potential violation*

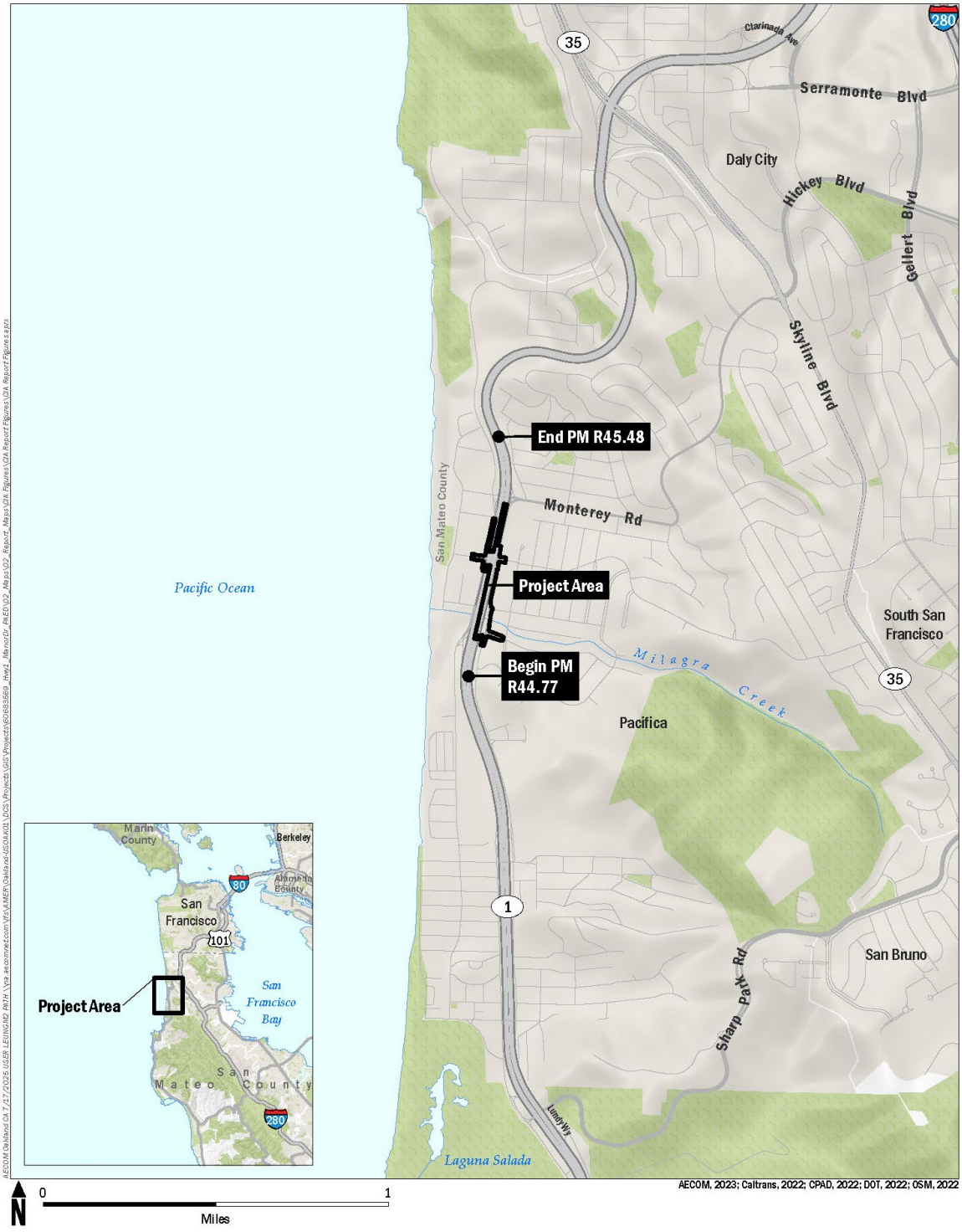
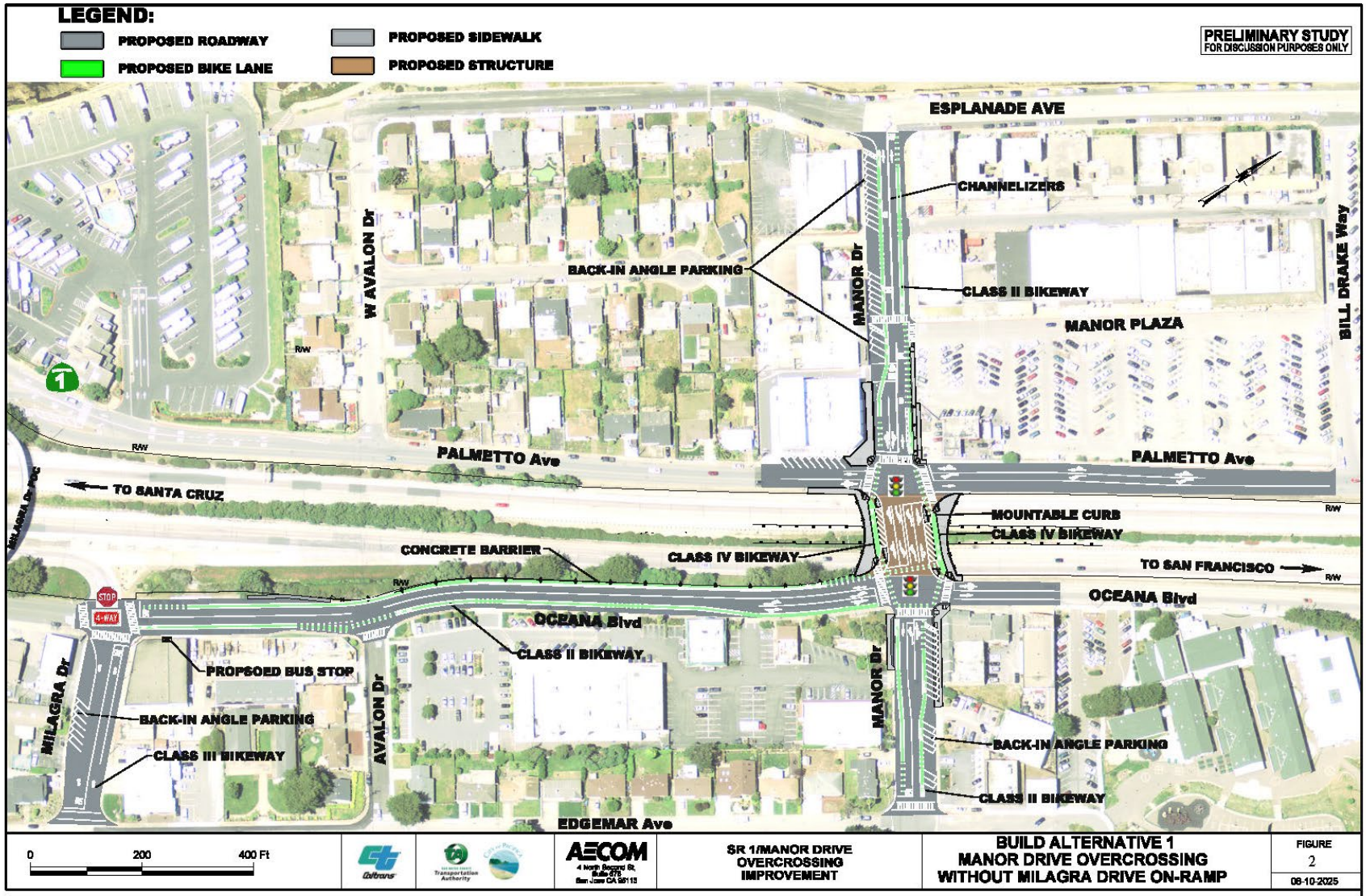


Figure 1. Project Location, State Route 1/Manor Drive Overcrossing Improvement Project


LEGEND:
PROPOSED ROADWAY
PROPOSED BIKE LANE
PROPOSED SIDEWALK
PROPOSED STRUCTURE
PRELIMINARY STUDY
FOR DISCUSSION PURPOSES ONLY
ESPLANADE AVE
CHANNELIZERS
BACK-IN ANGLE PARKING
CLASS II BIKEWAY
MANOR PLAZA
BILL DRAKE Way
W AVALON Dr
MANOR Dr
R/W
PALMETTO Ave
TO SANTA CRUZ
MOUNTABLE CURB
CLASS IV BIKEWAY
CONCRETE BARRIER
TO SAN FRANCISCO
OCEANA Blvd
PROPSOED BUS STOP
MILAGRA Dr
AVALON Dr
BACK-IN ANGLE PARKING
CLASS III BIKEWAY
EDGEMAR Ave
0
200
400 Ft
Caltrans
AECOM
4 North Second St, Suite 275, San Jose CA 95113
SR 1/MANOR DRIVE OVERCROSSING IMPROVEMENT
BUILD ALTERNATIVE 1
MANOR DRIVE OVERCROSSING
WITHOUT MILAGRA DRIVE ON-RAMP
FIGURE
2
08-10-2025

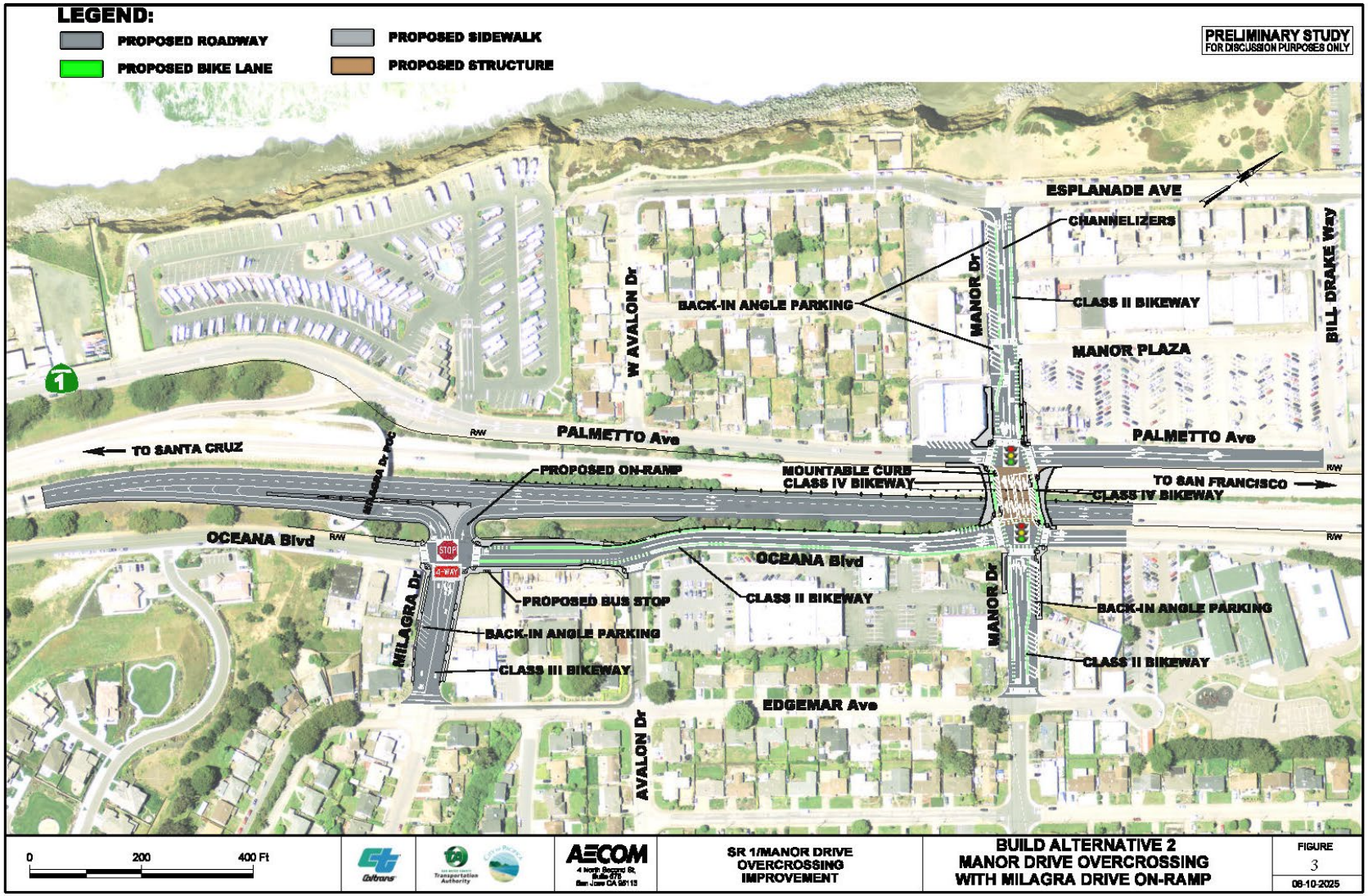

LEGEND:
PROPOSED ROADWAY
PROPOSED BIKE LANE
PROPOSED SIDEWALK
PROPOSED STRUCTURE
PRELIMINARY STUDY
FOR DISCUSSION PURPOSES ONLY
ESPLANADE AVE
CHANNELIZERS
BILL DRAKE Way
MANOR Dr
W AVALON Dr
BACK-IN ANGLE PARKING
CLASS II BIKEWAY
MANOR PLAZA
1
TO SANTA CRUZ
MILAGRA Dr
RW
PALMETTO Ave
PROPOSED ON-RAMP
MOUNTABLE CURB
CLASS IV BIKEWAY
TO SAN FRANCISCO
CLASS IV BIKEWAY
OCEANA Blvd
STOP
4-WAY
PROPOSED BUS STOP
CLASS II BIKEWAY
BACK-IN ANGLE PARKING
CLASS III BIKEWAY
EDGEMAR Ave
AVALON Dr
0
200
400 Ft
Caltrans
AECOM
4 North Second St, Suite 675
San Jose CA 95113
SR 1/MANOR DRIVE OVERCROSSING IMPROVEMENT
BUILD ALTERNATIVE 2
MANOR DRIVE OVERCROSSING
WITH MILAGRA DRIVE ON-RAMP
FIGURE
3
08-10-2025

Figure 4. Project Area Land Use, State Route 1/Manor Drive Overcrossing Improvement Project

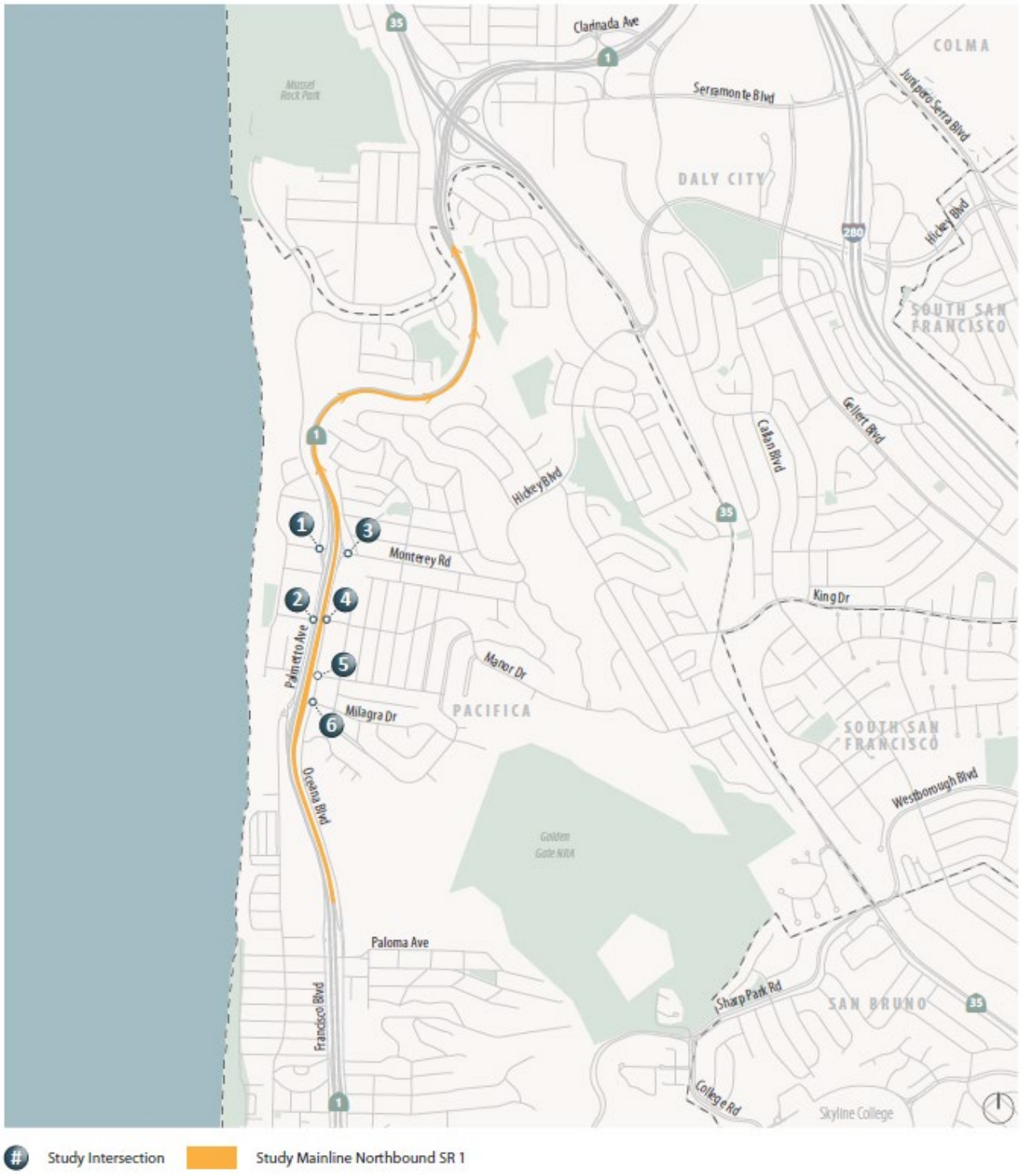


Figure 5. Traffic Study Area, State Route 1/Manor Drive Overcrossing Improvement Project

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COMMISSION

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WEB www.mtc.ca.gov

Memorandum

TO: Air Quality Conformity Task Force DATE: September 25, 2025

FR: Adam Noelting

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

Six project sponsors are seeking interagency consultation with the Air Quality Conformity Task Force at today's meeting to obtain concurrence on their exemption classifications under 40 CFR §93.126. The list of projects follows on the next 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-170062	CCTA	Innovate680:Coordinated Adaptive Ramp Metering Ph1	Contra Costa County : on NB I-680 between Alcosta Blvd and Willow Pass Rd : Implement Coordinated Adaptive Ramp Metering	Contra Costa County : on NB I-680 between Alcosta Blvd and Willow Pass Rd : Implement Coordinated Adaptive Ramp Metering	Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization project
CC	FMS ID - 10777	Pittsburg	Buchanan Road Slope Repair	The work consist of the repair and re-establishment of the slope which will include removal of unsuitable soil, rebuilding and strengthening the terraces with suitable imported material, geotechnical fabrics, and retaining walls.	The work consist of the repair and re-establishment of the slope which will include removal of unsuitable soil, rebuilding and strengthening the terraces with suitable imported material, geotechnical fabrics, and retaining walls.	Exempt (40 CFR 93.126) - Safety - Emergency relief (23 USC 125)
CC	CC-TR0203	Walnut Creek	HBP Walnut Creek Bancroft Bridge Widening Bridge No.: 28C0062	Widen Bancroft Road Bridge 28C0052 in Walnut Creek to accommodate sidewalk and protected bike lane for both directions of travel.	BRIDGE NO. 28C0052, BANCROFT RD, OVER WALNUT CREEK, 0.1 MI N DAVID ST. Bridge Rehabilitation. Widen existing two-lane bridge to two-lane bridge. Widen Bancroft Road Bridge 28C0052 in Walnut Creek to accommodate sidewalk and protected bike lane for both directions of travel.	Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
MRN	MRNTR0202	Novato	Citywide Bridge Preventive Maintenance-Group 1	Novato : Bridge No. 27C0156: South Novato Blvd over Warner Creek Bridge No. 27C0024: Novato Blvd over Novato Creek : Bridge No. 27C0156 - re-treat the deck with methacrylate to re-seal the previously existing cracks which have begun to work open again. Replace the pourable joint seal at both abutment joints. Bridge No. 27C0024 - a polyester concrete overlay is recommended to seal the cracking and prevent further water infiltration, which will prolong the service life of the reinforcing steel and ultimately the bridge deck.	BRIDGE NO. PM00205, Bridge Preventive Maintenance Program. Project 5361(032) Per Caltrans Bridge Inspection Report: Bridge No. 27C0156 - re-treat the deck with methacrylate to re-seal the previously existing cracks which have begun to work open again. Replace the pourable joint seal at both abutment joints. Bridge No. 27C0024 - a polyester concrete overlay is recommended to seal the cracking and prevent further water infiltration, which will prolong the service life of the reinforcing steel and ultimately the bridge deck.	Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
SF	SF-TR0201	SFMTA	Safer Streets for Schools and Pedestrians Initiati	San Francisco City/County : Various Locations : Install new and replace existing signs (e.g., No Turn on Red, Speed Limit near schools, “Slow—School Xing”, and Yield/Ped Signs) to feature advanced high-visibility fluorescent sheeting.	Enhance school and pedestrian safety in San Francisco by installing new and replacing existing signs (e.g., No Turn on Red, Speed Limit near schools, “Slow—School Xing”, and Yield/Ped Signs) to feature advanced high-visibility fluorescent sheeting. Additionally, install speed humps, speed cushions, speed tables, and/or raised crosswalks corresponding paint/sign work at schools to reinforce existing school speed limits.	Safety - Highway Safety Improvement Program implementation
SOL	SOL050009	Dixon	Parkway Blvd/UPRR Grade Separation	Dixon : Parkway Blvd from Valley Glen Dr. to Pitt School Rd : Construct a grade-separated overcrossing of the Union Pacific Railroad and S. Porter Rd from Pitt School Rd to Valley Glen Dr and permanently close the at-grade railroad crossing on Pitt School Rd about 2,000 feet south of the new grade separation.	Dixon: Parkway Blvd from Valley Glen Drive to Pitt School Road: Construct a grade-separated overcrossing of the Union Pacific Railroad (UPRR) corridor and S. Porter Road and permanently close the at-grade railroad crossing on Pitt School Road about 2,000 feet southwest of the new grade separation. Scope of work for the project also includes, undergrounding of utilities, drainage improvements, barricades and fencing for the at-grade closure, and roadway approach construction. The grade separated overcrossing provides a new safe rail crossing for motorized vehicles, bicyclists, and pedestrians and improves response and travel times for emergency service providers.	Safety - Railroad/highway crossing

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Memorandum

TO: Air Quality Conformity Task Force DATE: September 25, 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	ALA250253	ACTC	I-580 Express Lanes Toll System Replacement	Alameda County : I-580 from 0.2 miles west of Dougherty Road/Hopyard Road (PM 20.1) to Greenville Road (PM 8.1) : Replace I-580 Express Lanes toll system equipment	The project will remove or replace electronic toll system equipment on the I-580 Express Lanes in Alameda County that has reached the end of its useful life.	Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization project
2	ALA	ALA250254	LAVTA	LAVTA Rutan Facility Rehabilitation and Modernizat	Livermore Amador Valley Transit (LAVTA) : 1362 Rutan Court, Livermore : Replace and modernize components of LAVTA's Rutan Operations & Maintenance Facility.	Replace and modernize components of LAVTA's Rutan Operations & Maintenance Facility.	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)
3	ALA	ALA250249	Livermore	Arroyo Road Trail Project	Livermore : City of Livermore/unincorporated Alameda Country, between Wetmore Road and the existing Arroyo Del Valle Regional Trail within Sycamore Grove Park : Install 1.4 mile of Class 1 Trail	The Arroyo Road Trail Project, as identified in the first phase of priority projects in the Livermore Bicycle, Pedestrian, and Trails Active Transportation Plan, will install a Class 1 bicycle/pedestrian path to extend the Livermore trail network across the unincorporated Alameda County and connect to the existing regional trail.	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities
4	ALA	ALA250247	MTC	Bay Bridge Forward: I-80 EB HOV Connector Bus lane	Bay Bridge Forward: I-80 EB HOV Connector Bus lane	Alameda County : I-80 eastbound between SFOBB and including the I-80 eastbound HOV connector : The project proposes to implement bus on shoulder on I-80 eastbound after the SFOBB touchdown adjacent to the HOV lane and on the I-80 eastbound HOV connector.	Non-Exempt (N/A) - N/A
5	ALA	ALA250248	MTC	Bay Bridge Forward: I-580 WB to I-80 EB Connector	Alameda County : I-580 WB to I-80 EB connector : The project proposes to improve bus travel time and reliability by converting an existing shoulder on the I-580 WB to I-80 EB connector.	The project proposes to improve bus travel time and reliability by converting an existing shoulder on the I-580 WB to I-80 EB connector.	Non-Exempt (N/A) - N/A
6	ALA	ALA250242	Oakland	I-580/Golf Links Road/98th Avenue Ramps Imp.	Oakland : I-580/Golf Links Road interchange : Widen both off-ramps at interchange, including placement of RSP, concrete barriers, and paving removal. Reconstruct raised median at I-580 underpass and stripe Class II bike lanes in both directions.	In Oakland, at I-580/Golf Links Road: widen both off-ramps at interchange, including placement of RSP, concrete barriers, and paving removal. Reconstruct raised median at I-580 underpass and stripe Class II bike lanes in both directions.	Exempt (40 CFR 93.127) - Interchange reconfiguration projects
7	ALA	ALA250245	Union C Transit	Replace 2 Gas Paratransit Vans with EV	Union City Transit : Districtwide : Replace 2 Gas Paratransit Vans with EV	Replace 2 Gas Paratransit Vans with EV	Exempt (40 CFR 93.126) - Mass Transit - Purchase of support vehicles
8	CC	CC-250234	AC Transit	Cutting Blvd Transit Priority Project	Alameda Contra Costa Transit District (AC Transit) : Cutting Blvd in Richmond, CA : The Project seeks to improve transit access and operations in the Richmond-San Rafael Bridge corridor by implementing transit signal priority (TSP) and bus stop improvements	The Project seeks to improve transit access and operations in the Richmond-San Rafael Bridge corridor by implementing transit signal priority (TSP) and bus stop improvements along Cutting Boulevard in the City of Richmond for the Golden Gate Transit Route 580, which travels across the Richmond-San Rafael Bridge.	Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and communications systems
9	CC	CC-250230	BATA	I-580 Richmond Parkway Interchange Operational Imp	Contra Costa County : In City of Richmond, Contra Costa County, on route Interstate 580 (I-580) at Castro Street interchange. : Convert the inside southbound through lane at the I-580/Castro Street ramp intersection to a left turn lane that would allow dual left turn lanes at the intersection.	The I-580/Richmond Parkway Operational Improvements project seeks to improve access to westbound I-580 at Castro Street in the City of Richmond to address traffic operation as local and regional traffic attempt to access WB I-580. The project proposes to convert the inside southbound through lane at the I-580/Castro Street ramp intersection to a left turn lane that would allow	Exempt (40 CFR 93.127) - Interchange reconfiguration projects

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**
10	CC	CC-250227	ECCTA	ECCTA 25 Diesel Bus Replacement	Eastern Contra Costa Transit Authority (Tri Delta) : Districtwide : Replacement of revenue vehicles	This project will replace 25 40-ft diesel buses used in MB-PT service that have reached the end of their useful life with 25 40-ft diesel buses. The replacement buses will have a useful life of 12 years.	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
11	CC	CC-250228	MTC	CC I-680 Adaptive Ramp Metering Implementation	Contra Costa County : I-680 both directions within Contra Costa County except NB between Alameda County line and SR-4 : 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	I-680 adaptive ramp metering implementation in Contra Costa County except NB between Alameda County line and SR-4. 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 improvements.	Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization projects
12	CC	CC-250231	Richmond	Point Richmond Traffic Improvements	ichmond : Railroad Avenue, intersection with W. Cutting Blvd. and Canal Blvd., Park Place and W. Richmond Ave. intersection, Tunnel Ave. intersection : Changing signal times along Cutting Blvd, narrowing and striping lanes on Railroad Ave, adding speed humps, raised crossing, and a new all-way stop.	This project will address the issue of vehicles cutting through the Point Richmond neighborhood to avoid the congestion on the westbound I-580 approach. This project will use multiple context-specific strategies implemented for disincentivizing cut-through traffic, including changing signal times along Cutting Boulevard for cut-through turning movements, narrowing and striping lanes on Railroad Avenue, and adding speed humps, raised crossings, and a new all-way stop in the Point Richmond neighborhood to slow vehicle traffic.	Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization projects
13	CC	CC-250232	Richmond	Richmond Wellness Trail Phase II	Richmond : Marina Way South between Cutting Boulevard to Richmond Ferry Terminal : Protected cycle tracks and shaded pedestrian routes to provide a continuous route from the combined BART/Amtrak station to the new Ferry terminal	The Richmond Wellness Trail, Phase 2, project includes development of protected cycle tracks and shaded pedestrian routes to provide a continuous route from the combined BART/Amtrak station to the new Ferry terminal. The project directly implements the City of Richmond's General Plan, Pedestrian Plan, and Bicycle Master Plan.	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities
14	MRN	MRN250212	San Rafael	Downtown San Rafael North-South Greenway	San Rafael : Mission Ave. (Tamalpais Ave. to Hetherton St.), Tamalpais Ave. (Mission Ave. to 4th St.), and 4th St. (Tamalpais Ave. to Grand Ave.) : The project would implement a two-way bike facility, enhanced pedestrian crossings, wider sidewalks, and new signage along Mission Ave. The project would close a gap in the Sonoma-Marin Area Rail Transit District's (SMART) Pathway/Great Redwood Trail and complete one of the remaining gaps in the Marin's North-South Greenway, as well as connect to other existing bicycle facilities.	San Rafael: spans Mission Ave. (Tamalpais Ave. to Hetherton St.), Tamalpais Ave. (Mission Ave. to 4th St.), and 4th St. (Tamalpais Ave. to Grand Ave.) in Downtown San Rafael, Ca. Install a two-way bicycle facility, enhanced pedestrian crossings, wider sidewalk, and signage.	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
15	REG	REG250208	MTC	Bay Bridge Forward: I-80, SFOBB, & Carquinez Bridg	Alameda County,Contra Costa County,SF Bay Area,Solano County : I-80 between and including the Carquinez Bridge toll plaza and the SFOBB toll plaza, and the I-880, I-580 and West Grand Avenue approaches to the SFOBB toll plaza : The project proposes to analyze and extend the HOV hours of operation on I-80 between and including the Carquinez Bridge toll plaza and the SFOBB toll plaza, and the I-880, I-580 and West Grand Avenue approaches to the SFOBB toll plaza up to everyday (including weekdays and weekends) between 5:00 AM – 8:00 PM to improve HOV lane operations and encourage mode shift.	The project proposes to analyze and extend the HOV hours of operation on I-80 between and including the Carquinez Bridge toll plaza and the SFOBB toll plaza, and the I-880, I-580 and West Grand Avenue approaches to the SFOBB toll plaza up to everyday (including weekdays and weekends) between 5:00 AM – 8:00 PM to improve HOV lane operations and encourage mode shift. The exact physical limits and time period for the policy change will be determined through the project's analysis.	Exempt (40 CFR 93.126) - Other - Planning and technical studies
16	REG	REG250209	MTC	Regional Transportation Demand Management (TDM)	SF Bay Area : Nine-County San Francisco Bay Area : The Regional TDM strategy will develop shared goals and actions and define roles to ensure TDM programs are supporting regional mobility, climate and safety goals and are designed to be meaningful and appropriate based on specific context for different communities across the region. The strategy will assess the needs and opportunities, funding, performance metrics, effective delivery, and actions.	The Regional TDM strategy will develop shared goals and actions and define roles to ensure TDM programs are supporting regional mobility, climate and safety goals and are designed to be meaningful and appropriate based on specific context for different communities across the region. The strategy will assess the needs and opportunities, funding, performance metrics, effective delivery, and actions.	Exempt (40 CFR 93.126) - Other - Planning and technical studies
17	REG	REG250211	MTC	Regional Bikeshare Procurement Strategy	SF Bay Area : SF Bay Area - Regionwide : This project will develop a strategy for the next procurement for a contract for the Bay Wheels regional bikeshare program. This work may include but is not limited to: feasibility and suitability analysis, financial and partnership model analysis, stakeholder engagement, developing a request for information, developing a request for proposals, and contract negotiations	This project will develop a strategy for the next procurement for a contract for the Bay Wheels regional bikeshare program. This work may include but is not limited to: feasibility and suitability analysis, financial and partnership model analysis, stakeholder engagement, developing a request for information, developing a request for proposals, and contract negotiations	Exempt (40 CFR 93.126) - Other - Planning and technical studies
18	REG	REG250213	MTC	Bay Area Vision Zero (BayVIZ) System Support	SF Bay Area : Regionwide : This project is to enhance and expand the Bay Area Vision Zero (BayVIZ) data system which provides traffic safety-related data and analysis tools to city and county partner agencies with the goal of reducing traffic fatalities in the nine-county region.	This project is to enhance and expand the Bay Area Vision Zero (BayVIZ) data system which provides traffic safety-related data and analysis tools to city and county partner agencies with the goal of reducing traffic fatalities in the nine-county region. Funds will support the operations of BayVIZ and acquisition of non-pavement asset data related to traffic safety.	Exempt (40 CFR 93.126) - Other - Planning and technical studies
19	REG	REG250212	SMART	SMART Rail System Extension to Healdsburg	Sonoma Marin Area Rail Transit (SMART) : Town of Windsor, City of Healdsburg, Unincorporated Sonoma County. : In Sonoma County, benefitting communities along the SMART corridor. SMART Rail system extension north of Windsor through Healdsburg, including passenger and freight rail and SMART Pathway/Great Redwood Trail.	n Sonoma County, benefitting communities along the SMART corridor. SMART Rail system extension north of Windsor through Healdsburg, including passenger and freight rail and SMART Pathway/Great Redwood Trail.	Non-Exempt (N/A) - N/A

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
20	SCL	SCL250250	Gilroy	Local Road Safety Plan	Gilroy : Citywide : The project will include hiring a consultant to analyze roadway safety conditions and create a prioritized list of improvement projects based on a data-driven andcollaborative approach	The project will include hiring a consultant to analyze roadway safety conditions and create a prioritized list of improvement projects based on a data-driven and collaborative approach.	Exempt (40 CFR 93.126) - Other - Planning and technical studies
21	SCL	SCL250256	Palo Alto	Quarry Road Connection Project	Palo Alto : Quarry Road at El Camino Real and Palo Alto Transit Center : Improvements to the intersection at Quarry Road intersection at El Camino Real (State 82)	The Quarry Road Connection Project will extend Quarry Road to create a direct connection between the Palo Alto Transit Center and El Camino Real (State Route 82) for use exclusively by public buses and shuttles. This project enables the transformation of a currently congested transit center by enhancing public transit efficiency, reducing traffic congestion, and improving safety and convenience for cyclists and pedestrians. The project will create this direct transit connection via an underutilized 0.33-acre portion of the adjacent El Camino Park (see Attachment A), allowing public buses and shuttles to bypass the University Avenue Circle and reduce travel times by an estimated five to eight minutes per trip. In addition to the transit connection, the project includes pedestrian and bicycle upgrades at the Quarry Road/El Camino Real intersection and through El Camino Park to improve safety, access, and connectivity to the broader pedestrian and bicycle network.	Exempt (40 CFR 93.127) - Bus terminals and transfer points.
22	SCL	SCL250255	San Jose	SJ Advancing Curb Management	San Jose : San Jose - Downtown : Implementing data-informed curb reallocation, piloting additional technologies, and building a public-facing platform within the San José Downtown Core.	This project will continue the SMART Stage 1-funded Curb Management Pilot by implementing data-informed curb reallocation, piloting additional technologies, and building a public-facing platform within the San José Downtown Core.	Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation
23	SCL	SCL250249	Santa Clara Co	County of Santa Clara EV Charging Project	Santa Clara County : San Jose: Charcot campus at 2310 N 1st St and our Civic Center campus at 70 W Hedding St. : Install 10 level II and 4 DC fast charging stations at 2 differentCounty facilities	nstall 10 level II and 4 DC fast charging stations at 2 different County facilities. (San Jose: Charcot campus at 2310 N 1st St and our Civic Center campus at 70 W Hedding St.)	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
24	SCL	SCL250240	VTA	Signal Improvements - Tasman East Design 2	Santa Clara Valley Transportation Authority (VTA) : Districtwide : Perform assessment/study of future improvements along the Tasman East line and establish priorities and procurenew signaling equipment for system resiliency	The project will prepare Tasman East for future improvements and for greater resiliency	Exempt (40 CFR 93.126) - Other - Planning and technical studies
25	SCL	SCL250241	VTA	San Carlos / Woz Way TSP	Santa Clara Valley Transportation Authority (VTA) : San Jose: San Carlos / Woz Way : Relocate TSP (traffic signal priority) detector for westbound light rail	Relocate the TSP (traffic signal priority) detector for westbound light rail vehicles at the Woz Way/San Carlos intersection, to trigger the service call earlier and reduce delays for westbound light rail vehicles	Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization projects

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
26	SCL	SCL250242	VTA	Traction Power Substation Replacement - Phase 4	Santa Clara Valley Transportation Authority (VTA) : VTA Five substations #18, #19, #20, #21, #22, are on Tasman West, and #23 on Tasman East and #11 is on Guadalupe's Lick Spur. : The scope of this project is to design, procure, install, and test the new traction power substations. The work includes removing the old substation and performing all necessary integrated testing to put the new substation into service.	This project consists of removal and replacement of seven existing traction power substations (TPSS) and the exterior platforms that have reached their end of life. Five substations#18, #19, #20, #21, #22, are on Tasman West, and #23 on Tasman East and #11 is on Guadalupe's Lick Spur.	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 structure)
27	SCL	SCL250243	VTA	Light Rail Station Rehabilitation FY26	Santa Clara Valley Transportation Authority (VTA) : Districtwide : The scope will include repainting, crack sealing, light pole replacement; replace tree grate; replace tactile warning band; replace fence; concrete repair; replace faded signs; replace shelter panels; and replace joint caulking.	Project will provide rehabilitation and repair of maintenance issues outlined in the condition assessment for various light rail stations.	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 structure)
28	SCL	SCL250244	VTA	Bridge Structure Repairs FY26/27	Santa Clara Valley Transportation Authority (VTA) : Districtwide : This project will provide funding for corrective work as necessary on VTA's bridges and structures to follow CaliforniaPublic Utilities Commission (CPUC) regulations	Biennial inspection of the VTA Light Rail Bridge and Structure has been completed in accordance with CPUC requirements. The findings indicate that several structures show defects that require further investigation or corrective actions. This project will address the cause and provide an appropriate corrective work necessary to be in compliance with CPUC regulations.	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 structure)
29	SCL	SCL250245	VTA	ADA Upgrades at Facilities FY26/27	Santa Clara Valley Transportation Authority (VTA) : Districtwide : Modify and upgrade ADA non-compliant items at various VTA facilities to bring them up to current ADA codes and fullycompliant.	This project will modify, construct and mitigate ADA non-compliant items at various passenger facilities (including transit centers, park-n-rides and bus stops) and at Administrative and Maintenance, and Operating Facilities to bring facilities up to current code and fully complaint. Sample items for upgrading include parking stalls, striping and signage, ramps, walkways, stairs/steps, restroom facilities, corridors, entrances, doors.	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 structure)
30	SCL	SCL250246	VTA	VTA Cybersecurity	Santa Clara Valley Transportation Authority (VTA) : Districtwide : Enhance cybersecurity for VTA's Enterprise, BSVII, and SCADA by protecting operational networks and critical systems from ransomware, insider, and nation-state threats to ensure uninterrupted transit service	Procurement of advanced hardware, software, professional services, and implementation to secure VTA's Enterprise, BSV Phase II, and SCADA networks, which form part of the agency's critical transportation infrastructure. In compliance with TSA Security Directive 1582-21-01, this project fortifies cyber resilience across operational technology (OT), Internet of Things (IoT) devices, and business systems. It addresses a broad spectrum of threats—including ransomware, insider threats, state-sponsored attacks, and disruptions targeting industrial control systems—ensuring the confidentiality, integrity, and availability of essential transit operations. By enhancing network monitoring, threat detection, and incident response, the project safeguards operational continuity, protecting employees, customers, and the public from potentially severe service disruptions and safety risks	Exempt (40 CFR 93.126) - Mass Transit - Purchase of office, shop, and operating equipment for existing 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
31	SCL	SCL250247	VTA	Expand VTA's North Yard for Electric Bus	Santa Clara Valley Transportation Authority (VTA) : VTA North Division Yard : Design and construction of hydrogen storage and dispensing infrastructure, along with necessary facility upgrades and modifications to support a mixed fleet of fuel-cell electric (FCEB), battery-electric (BEB), and diesel-hybrid buses at North Division	This project will provide the necessary infrastructure and facility upgrades at North Division to comply with the Innovative Clean Transit (ICT) regulation enacted by the California Air Resources Board (CARB), which mandates 100% zero-emission fleets by 2040. Key components include infrastructure and equipment for hydrogen storage and dispensing and bus charging infrastructure. Facility upgrades will include upgrades and replacement of facility elements necessary to safely operate and maintain a mixed-fleet of bus technologies, including diesel-hybrids, battery-electric (BEB), and fuel-cell electric (FCEB) buses	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 structure)
32	SCL	SCL250253	VTA	Replace (27) Paratransit Vehicles with New Cutaway	Santa Clara Valley Transportation Authority (VTA) : Districtwide : This project will replace existing fleet units that have exceeded their FTA-defined useful life of 4 years and/or 100,000miles	This project will replace existing fleet units that have exceeded their FTA-defined useful life of 4 years and/or 100,000 miles, resulting in increased downtime, higher maintenance costs, and reduced service reliability. Each vehicle will be equipped with a wheelchair lift/ ramp, securement systems that meet ADA requirements, in-vehicle technology including a public announcement system, and agency graphics to meet revenue service requirements. The vehicles will have a modified floorplan to accommodate up to 10 occupants including operator, 3 WC & 2AM or 6AM with a side-mounted lift with a capacity of at least 1000lbs.	Exempt (40 CFR 93.126) - Mass Transit - Purchase of support vehicles
33	SCL	SCL250257	VTA	I-880 Express Lanes (SR 237 to US 101)	Santa Clara Valley Transportation Authority (VTA) : I-880 from SR 237 to US 101 : Santa Clara County : On I-880, continue to implement a roadway pricing system by converting theexisting carpool lanes to express lanes from the US 101/I-880 interchange to the Alameda County line in Santa Clara County.	Santa Clara County : On I-880, from US 101 to the Santa Clara/Alameda County line: Convert existing carpool lanes to HOV/express lanes.	Non-Exempt (N/A) - N/A
34	SCL	SCL250258	VTA	Silicon Valley Express Lanes - US 101 South County	Santa Clara Valley Transportation Authority (VTA) : US 101 from the Santa Clara/San Benito County line to Cochrane Road in the City of Morgan Hill : Santa Clara County : On US101, widen existing freeway to add a new HOV/express lane in each direction from the Santa Clara/San Benito County line to Cochrane Road in Morgan Hill.	Santa Clara County : On US 101, from the Santa Clara/San Benito County line to Cochrane Road in the City of Morgan Hill: Construct new HOV/express lanes.	Non-Exempt (N/A) - N/A
35	SCL	SCL250259	VTA	Fiber Optic Replacement Phase 2 FY26	Santa Clara Valley Transportation Authority (VTA) : Districtwide : The scope of work is to design, procure, install, and perform all integrated testing for the removal of the existing fiber optic network and its replacement with a higher-capacity fiber system.	This project will replace the fiber optic network along the Tasman West Light Rail line between Whisman Station and Baypointe Station. Tasman West fiber optic was installed in the 1980s, and it has reached its 25 years end of life. The current system consists of 24 strands at maximum capacity, and it requires frequent maintenance. This network is the backbone for all the SCADA and other equipment installed on the line, such as CCTV and signal systems.	Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and communications systems
36	SCL	SCL250260	VTA	Rail Replacement and Rehabilitation FY26	Santa Clara Valley Transportation Authority (VTA) : Districtwide : Scope includes further rehab of various track components (such as replacing ties, ballast, and special trackwork) and repair/replacement of grade crossings with embedded rail	This project is part of an on-going program to ensure the light rail track infrastructure is safe, reliable and in an enhanced state of good repair	Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way

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
37	SF	SF-250211	San Francisco	Smart and Integrated Management and Fleet Charging	San Francisco City/County : SFMTA - Woods Yard Facility : SFMTA will prototype an AI-powered system at Woods Yard to automate dispatch, track buses in real time, and managecharging for 24 BEBs and 200 hybrids, scaling to all yards during fleet transition.	The SFMTA must automate its yard management and implement a charge management system to successfully transition to a fully electric bus fleet while we operate a mixed fleet for foreseeable future. To begin this process, the SFMTA will develop a prototype of an automated and integrated system for managing bus depot activities including automating dispatch function and provide real-time visibility of buses in the yards to our operations and maintenance to successfully manage and charge its fleet using AI. The prototype will be developed for the Woods Yard where there are currently 12 and soon will be 24 battery electric buses in addition to over 200 hybrid diesel buses and then applied to all remaining bus yards as they transition to battery electric buses while operating mixed fleet	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)
38	SF	SF-250210	SFMTA	Lincoln Way Traffic Signals	San Francisco City/County : 45th Avenue/Lincoln Way and La Playa Street/Lincoln Way : Install new signals at 45th/Lincoln and La Playa/Lincoln. Includes poles, countdowns,accessible signals, and curb ramps.	The project will construct new traffic signals at 45th Avenue/Lincoln Way and La Playa Street/Lincoln Way to improve safety and right-of-way allocation, and to reduce vehicle and transit delays associated with the closure to restrict vehicles on Great Highway due to the passage of Proposition K in November 2024. The scope of work includes all necessary signal infrastructure including new 12” signal heads and mast arms, new signal poles, pedestrian countdown signals, accessible pedestrian signals, and related infrastructure such as curb ramps	Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections
39	SM	SM-250224	Burlingame	Old Bayshore Highway Safety and Economic Revitaliz	San Mateo County : Old Bayshore Highway : Improvements to: roadway pavement, street intersections, sidewalk accessibility, bike lanes, traffic calming measures, streetlighting, andtransit stop enhancements.	The Old Bayshore Highway Safety and Economic Revitalization Project will include redesign and engineering of the Old Bayshore Highway Corridor. This will include but not limited to improvements to: roadway pavement quality, street intersections, sidewalk accessibility, bike lanes, traffic calming measures, streetlighting, and transit stop enhancements	Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation
40	SM	SM-250227	East Palo Alto	East Palo Alto/San Mateo Co. Regional EV Charging	East Palo Alto : Various locations in East Palo Alto/San Mateo County : Installation of publicly accessible electric vehicle (EV) charging stations across East Palo Alto and San Mateo County	The San Mateo County Regional EV Charging Project will include the installation of 66 publicly accessible electric vehicle (EV) charging stations across East Palo Alto, San Carlos, Half Moon Bay, and Portola Valley. Our strategic siting prioritizes areas near multi-unit housing (MUH), transit-oriented communities (TOCs), and neighborhood hubs. 24 of these chargers will be installed in East Palo Alto	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
41	SM	SM-250221	Half Moon Bay	Half Moon Bay/San Mateo Co. Regional EV Charging	Half Moon Bay : Various locations in Half Moon Bay/San Mateo County : Installation of publicly accessible electric vehicle (EV) charging stations across Half Moon Bay and San Mateo County	The City of Half Moon Bay/San Mateo County Regional EV Charging Project will include the installation of publicly accessible electric vehicle (EV) charging stations across East Palo Alto, San Carlos, Half Moon Bay, and Portola Valley to support the County's transition to zero-emission transportation. This application represents an individual jurisdictional effort that is a part of a coordinated, county-wide approach. A total of 66 publicly available charging stations will be deployed across the county, including 62 Level 2 Chargers and 4 DC Fast Chargers (DCFC), at strategically selected locations. Within Half Moon Bay, there will be 17 Level 2 Chargers installed in six different sites throughout the City of Half Moon Bay	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or 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
42	SM	SM-250225	Portola Valley	Portola Valley/SM County Regional EV Charging	East Palo Alto,Half Moon Bay,Portola Valley,San Carlos : Various locations in Portola Valley and San Mateo County : Installation of publicly accessible electric vehicle (EV) charging stations across Portola Valley and San Mateo County	The San Mateo County Regional EV Charging Project will include the installation of publicly accessible electric vehicle (EV) charging stations across East Palo Alto, San Carlos, Half Moon Bay, and Portola Valley to support the County's transition to zero-emission transportation. A total of 66 publicly available charging stations will be deployed across the county, including 62 Level 2 Chargers and 4 DC Fast Chargers (DCFC), at strategically selected locations. Within Portola Valley, there will be 7 Level 2 Chargers installed.	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
43	SM	SM-250222	San Carlos	San Carlos/San Mateo County Regional EV Charging I	San Carlos : Various locations in San Carlos/San Mateo County : Installation of publicly accessible electric vehicle (EV) charging stations	The San Mateo County Regional EV Charging Project will include the installation of publicly accessible electric vehicle (EV) charging stations across East Palo Alto, San Carlos, Half Moon Bay, and Portola Valley to support the County's transition to zero-emission transportation. A total of 66 publicly available charging stations will be deployed across the county, including 62 Level 2 Chargers and 4 DC Fast Chargers (DCFC), at strategically selected locations. The San Carlos project includes a total of 18 publicly available chargers.	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
44	SON	SON250204	Son Co Transit	Sonoma County Transit: 40' Bus Replacement	Sonoma County Transit : Districtwide : Replace 40' buses that have reached the end of their useful life.	Replace 40' 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
45	VAR	VAR250210	ACTC	I-680 Express Lane Striping and Signing	Alameda County,Santa Clara County : I-680 from Auto Mall Parkway (ALA PM 4.0) to SR-237/Calaveras Boulevard (SCL PM7.6) : Modify striping and signage to transition fromexpress lane to High-Occupancy Vehicle (HOV) lane	The project will modify striping and signage to transition the existing I-680 southbound express lane to a High-Occupancy Vehicle (HOV) lane. Improvements include modifications to existing express lane signage, addition of new signage, pavement striping modifications, and removal of unused toll infrastructure.	Exempt (40 CFR 93.126) - Safety - Pavement marking
46	VAR	VAR250204	Caltrain	Caltrain Grade Crossing Improvements	Caltrain : San Francisco, San Mateo, and Santa Clara Counties. : The program will provide immediate benefits to rail service and surrounding communities by improving safety, security and mobility for all users—motorists, bicyclists, pedestrians, and Caltrain passengers. Projects may include rapid-deployment measures such as intrusion detection systems, solar lane markers, delineators, and pavement markings, as well as broader upgrades including lighting, drainage improvements, quad gates, and queue mitigation strategies	The Grade Crossing Improvements program includes the coordination, planning, design and delivery of at-grade safety, security, mobility and operational enhancement projects at existing at-grade crossings in San Francisco, San Mateo and Santa Clara Counties. This program aims at delivering immediate benefits for rail service and local communities by improving safety for all users, including vehicles, bicyclists, pedestrians, and Caltrain passengers. The projects delivered as part of the program include, but are not limited to, the deployment of rapid improvements such as intrusion detection, solar lane markers, delineators, and pavement markings, as well as other improvements such as lighting, drainage improvements, quad gates, queue mitigations, etc. Caltrain has assessed all existing at-grade crossings using evaluation criteria related to existing safety conditions including rail incidents and street incidents within 250 feet of the crossings, and prioritized work for 41 crossings on Caltrain right-of-way. This scope will support work at multiple crossings, in alignment with the program's priorities and local funding availability. The scope also includes priorities reassessment activities and administration of the program.	Exempt (40 CFR 93.126) - Safety - Railroad/highway crossing

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
47	VAR	VAR250206	MTC	BBF: I-80 HOV Lane Access Restrictions	Alameda County,Contra Costa County : I-80 in Alameda and Contra Costa counties : The project proposes to designate some segments of the HOV lane as restricted, using double white lines to indicate that it is illegal to enter and exit the lane. The purpose of access restrictions is to improve the operations of the HOV lane.	The Project proposes to evaluate and implement access restrictions along the existing HOV lanes on the I-80 corridor between the San Francisco Oakland Bay Bridge and the Carquinez Bridge. The project proposes to designate some segments of the HOV lane as restricted, using double white lines to indicate that it is illegal to enter and exit the lane. The purpose of access restrictions is to improve the operations of the HOV lane	Exempt (40 CFR 93.126) - Safety - Pavement marking
48	VAR	VAR250207	MTC	SM&SCL US 101 Optimized Corridor Operations	San Mateo County,Santa Clara County : US 101 in San Mateo and Santa Clara Counties : Implement near-term strategies to integrate and optimize corridor operations, including data sharing platform and system integration. Toll credits will be used for CMAQ funds	Along the US 101 corridor in San Mateo and Santa Clara Counties: Implement near-term strategies to integrate and optimize corridor operations, including data sharing platform and system integration. The US 101 corridor serves an integral role in the Bay Area transportation network. The goal of this project is to develop and implement strategies to integrate the various existing and planned ITS/operational infrastructure to improve the corridor operational performance. The existing ITS/operational infrastructure includes adaptive ramp metering, express lanes, incident management, and others. The project may also evaluate opportunities to integrate operations with key parallel arterial	Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization projects
49	VAR	VAR250208	MTC	BBF I-80 Localized Transit/HOV Strategies	lameda County,Contra Costa County : Various on-ramp locations along I-80 in Alameda and Contra Costa counties between University Avenue and SR-4. : As part of the Bay Bridge Forward 2020 program, the project proposes to implement transit signal priority and HOV preferential lane improvements at various on-ramp locations along I-80 in Alameda and Contra Costa counties between University Avenue and SR-4	As part of the Bay Bridge Forward 2020 program, the project proposes to implement transit signal priority and HOV preferential lane improvements at various on-ramp locations along I-80 in Alameda and Contra Costa counties between University Avenue and SR-4.	Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization projects
50	VAR	VAR250209	MTC	Dumbarton Forward - Operational Improvement Projec	Alameda County,San Mateo County : On SR-84 along Dumbarton Bridge Corridor : Conversion of the existing outside shoulder on SR 84 I Bayfront Expressway to a PTBOL, which will operate in the westbound and eastbound directions along identified segments of the roadway during the morning and afternoon peak periods, respectively and implementation of an additional traffic signal phase at the Bayfront Expressway intersections with Marsh Road and Willow Road to accommodate a dedicated westbound left-tum phase for buses using the outside bus-only lane	Caltrans and the Bay Area Toll Authority proposes to implement a part-time bus-only lane (PTBOL) on SR 84/Bayfront Expressway to improve mobility between southern Alameda County and San Mateo County, incentivize bus use, increase person throughput, and reduce congestion along the Dumbarton Bridge corridor. The Project would complete operational improvements, including: Implement a contiguous preferential bus-only lane along the right side of Bayfront Expy in both directions, between Marsh Rd and the Dumbarton Bridge (< 3 mi), by use of signing, striping, and signals Operate the PTBOL in the WB direction during the AM peak period, and in the EB direction during the PM peak period, at a maximum speed of 35 mph (Note: the PTBOL is closed all other times). Implement an additional traffic signal phase at the intersections with Marsh Rd and Willow Rd, to accommodate a dedicated left-turn phase for buses (in the WB direction). Deploy Transit Signal Prioritization at the following five intersections: Marsh Rd, Chrysler Dr, Chilco St, and the two Facebook Wy intersections. Complete other minor improvements – relocations and/or protection of fixed objects, cold planing and overlaying pavement sections, modifying curb ramps and sidewalks	Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project

Meeting Notes

Air Quality Conformity Task Force Meeting
Metropolitan Transportation Commission

Date: August 28, 2025
Time: 9:30 AM PST
Location: Virtual (Zoom)
Facilitator: Adam Noelting, MTC
Attendees:

- Roxana Sierra, EPA Region 9
- Jasmine Amanin, FHWA CA
- Rodney Tavitas, Caltrans HQ
- Jennifer Ashby-Camp, Caltrans HQ
- Karishma Beccha, Caltrans HQ
- Noe Puente, Caltrans HQ
- Kevin Hernandez Rios, Caltrans HQ
- Nick Compin, Caltrans HQ
- Shilpa Mareddy, Caltrans D4
- Alesia Lau, Bay Area Air District
- Eden Winniford, Yolo-Solano Air District
- John Salee, MTC-ABAG
- Mallory Atkinson, MTC-ABAG
- Anthony Do, City of San Jose
- Kyle Tanhueco, City of San Jose
- Kyle Wong, City of San Jose
- Jordan Santos, City of Dixon
- Rob Todland, TYLin (City of Dixon)
- Adam Forbes, TYLin (City of Dixon)
- Bethany Lopez, City of San Mateo
- Juliet Martin, Circlepoint (City of San Mateo)

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**
      i. **Signalized Intersections Pedestrian Safety Improvements (City of San Jose):**
         - **Presenter:** Anthony Do, City of San Jose
         - **Discussion:** The task force reviewed San Jose's project and agreed it was not a project of air quality concern. However, members raised procedural questions. Specifically, they asked whether the project fell under Section 326 (Caltrans) or Section 327 (FHWA) authority for concurrence. The sponsor indicated that both had been selected. The task force emphasized the importance of correctly identifying the applicable number in order to proceed with concurrence.

- **Determination:** EPA, FHWA, and Caltrans concurred that the project was not a project of air quality concern. However, they requested an updated form clarifying whether the project is designated as 326 or 327, as this determines which agency (Caltrans or FHWA) will issue the formal concurrence.
- **Follow up Action:** The City of San Jose will confirm the correct project designation (326 or 327) and resubmit the form to continue the concurrence process.

ii. Parkway Blvd/UPRR Grade Separation (City of Dixon)

- **Presenter:** Jordan Santos (City of Dixon)
- **Discussion:** The task force reviewed Dixon's project details. The sponsor explained that the project was originally submitted as a non-exempt road expansion, but the roadway widening component has since been removed. As a result, the project is now being reclassified as exempt under 40 CFR 93.126. The task force concurred that the project qualifies as exempt but raised concerns about the use of the hazardous location safety exemption. Members questioned why the grade separation safety exemption was not selected instead. They emphasized that the hazardous location safety exemption requires additional safety analysis and should be applied sparingly.
- **Determination:** EPA, FHWA, and Caltrans concurred that the revised project is exempt. However, they requested additional safety information to confirm whether the hazardous location safety exemption is appropriate. The task force also noted that the grade separation safety exemption would be applicable for this project.
- **Follow up Action:** The City of Dixon will provide the requested safety data to EPA and MTC and return the project to the task force at the September meeting.

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

i. **Presenter:** Adam Noelting (MTC), John Saelee (MTC)

ii. **Discussion:** The task force reviewed a list of seven projects—five new submissions and two carried over from prior meetings. MTC staff highlighted the Dumbarton Bike Access project, which was revisited from the July meeting. They explained that this project has been separated from the broader SR-84 program, and that the project's NEPA document is limited solely to the bike access component within the project scope.

iii. **Determination:** EPA, FHWA, and Caltrans confirmed that the reviewed projects were exempt from regional air quality conformity.

iv. **Follow up Action:** No follow up actions.

3. Regional Air Quality Conformity Review

- **Presenter:** John Saelee (MTC)
- **Discussion:** The task force reviewed a list of proposed new TIP projects and along with their proposed regional air quality conformity exemption classifications. MTC staff clarified that the purpose of this item was to solicit initial feedback on staff's initial recommendations for projects exempt from regional conformity and their exemption classification. In accordance with federal interagency consultation procedures for project-level conformity, project sponsors will still be required to request formal concurrence at a future Task Force meeting. EPA, FHWA, and Caltrans confirmed

these projects were exempt from regional conformity and had several comments on revisions to proposed exemption classifications.

4. Consent Calendar

- **Discussion:** The Task Force reviewed the July 24, 2025, meeting summary. With no comments received, the summary was accepted as final.

5. Other Items

Next Meeting:

- **Date:** September 25, 2025
- **Time:** 9:30 AM PST
- **Location:** Virtual