METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
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San Francisco, CA 94105
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Meeting Agenda
Air Quality Conformity Task Force

Thursday, June 25, 2026	9:30 AM	Remote - Zoom

Join Zoom Meeting @ Zoom
Meeting ID: 818 4063 2584
Passcode: 600327

MTC Staff Liaison: Lyric Greif, lgreif@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 2
   ii. El Camino Real Bicycle and Pedestrian Improvements Project ..... Page 3
   iii. Highway 1 Congestion and Safety Improvements..... Page 16

b. Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern
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3. 2027 TIP Draft Transportation-Air Quality Conformity Analysis

a. Review of the 2027 TIP Draft Transportation-Air Quality Conformity Analysis ..... Page 39

4. Consent Calendar

a. May 28, 2026, Air Quality Conformity Task Force Meeting Summary ..... Page 40

5. Next Meeting

The next meeting of the Air Quality Conformity Task Force will be held on Thursday, July 23, 2026, at 9:30 a.m. via Zoom. Any changes to the schedule will be duly noticed.

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Memorandum

TO: Air Quality Conformity Task Force DATE: June 25, 2026

FR: Lyric Greif

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

One project sponsor is seeking interagency consultation with the Air Quality Conformity Task Force at today's meeting to determine their Project of Air Quality Concern (POAQC) status. One project sponsor will present updated traffic volume data for a project previously determined not to be a Project of Air Quality Concern (POAQC), for the Air Quality Conformity Task Force's awareness.

1. El Camino Real Bicycle and Pedestrian Improvements Project
2. Highway 1 Congestion and Safety Improvements

Application of Criteria for a Project of Air Quality Concern

Project Title: El Camino Real Bicycle and Pedestrian Improvements Project
Project Summary for Air Quality Conformity Task Force Meeting: June 25, 2026

Description

- The purpose of this Project is to:
  - improve multimodal infrastructure along El Camino Real (ECR)
  - improve connectivity and safety for pedestrians and bicyclists accessing the corridor
- The Project would provide intersection and local road improvements along the ECR corridor to address conflict points and safety issues within the roadway.
- The Project will improve bicycle and pedestrian mobility and connectivity within the ECR corridor and provide a comfortable and safe north-south connection for bicyclists and pedestrians.
- The Project includes one Build Alternative, which proposes to:
  - Construction of a Class IV for bicycles and pedestrians between Albert M Teglia and Mission Road, and a Class I multi-use path between Arlington Drive and Hickey Boulevard.
  - The realignment of the ECR and Mission Road Intersection.
  - The removal of one vehicle lane on the northbound side of ECR between Albert M Teglia Boulevard and Mission Road to accommodate new bicycle and pedestrian facilities
  - The installation of two new traffic signals at the intersections of ECR/Mission Road and ECR/Collins Avenue
  - The installation of two new retaining walls and the extension of the existing Colma Creek culvert to accommodate the new bicycle and pedestrian facilities
  - Relocations and improvements to existing bus stops within the Project site.

Background

- Technical studies are being prepared to support the CEQA/NEPA Categorical Exemption/Categorical Exclusion (CE/CE)
- Seeking air quality conformity determination by June 25, 2026

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

(i) New or expanded highway projects with significant number/increase in diesel vehicles?

- Not a new or expanded highway project
- Intersection improvements, safety improvements and bicycle/pedestrian improvements—no new or additional lanes on El Camino Real
- No change in truck percentages on El Camino Real
- No change to criteria pollutant and GHG emissions from vehicles as vehicle miles travelled (VMT) associated with the Build Alternative is anticipated to be consistent with existing conditions.

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

- The intersections impacted by the build alternative do not serve a significant number of diesel vehicles nor will the LOS of the intersections degrade due to increased traffic volumes from a significant number of diesel vehicles..

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

- Not Applicable

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

- Not Applicable

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

- No state implementation plans for PM10 or PM2.5.

RTP ID# *(required)* 21-T08-060

TIP ID# *(required)* SM-230202

Air Quality Conformity Task Force Consideration Date
June 25, 2026

Project Description *(clearly describe project)*
The Town of Colma (Town) and City of South San Francisco (City) in collaboration with the California Department of Transportation (Caltrans) proposes the Colma El Camino Real (ECR) Bicycle and Pedestrian Improvement Project (Project) to improve connectivity and safety for pedestrians and bicyclists accessing ECR by providing multimodal infrastructure along the corridor through the town of Colma and South San Francisco from post mile (PM) 21.9 to PM 23.4 The purpose of this Project is to improve multimodal infrastructure along the ECR corridor, and to improve connectivity and safety for pedestrians and bicyclists utilizing the corridor.

One Build Alternative was developed to meet the Project's purpose and need, while avoiding or minimizing environmental impacts. The Build Alternative includes:

- Construction of a Class IV for bicycles and pedestrians between Albert M Teglia and Mission Road, and Class I multi-use path between Arlington Drive and Hickey Boulevard
- The realignment of the ECR and Mission Road Intersection
- The installation of two new traffic signals at the intersections of ECR/Mission Road and ECR/Collins Avenue
- The installation of two new retaining walls and the extension of the existing Colma Creek culvert to accommodate the new bicycle and pedestrian facilities
- Relocations and improvements to existing bus stops within the Project site

Under the No-Build Alternative, none of the improvements proposed under the Project would occur. Other planned and approved land use development and transportation improvements along the corridor may be implemented by local agencies or under other projects. The No-Build Alternative is considered the environmental baseline against which potential environmental effects of the Build Alternative is evaluated.

Type of Project:
Circulation improvements; bicycle/pedestrian improvements

County	*Narrative Location/Route & Postmiles*
Solano	As depicted in Figure 1, the Project is located within San Mateo County, within the Town of Colma, the City of South San Francisco, and unincorporated San Mateo County. Improvements associated with the Project will occur along the El Camino Real corridor, from south of the Albert M Teglia Boulevard/El Camino Real intersection to the Hickey Boulevard/ El Camino Real Intersection in the City of South San Francisco, in San Mateo County. ***Caltrans DISTRICT 04-SM-82 PM 21.9/23.4*** ***EA# 04-2Y250*** ***Project ID 0423000090***

Lead Agency: Town of Colma

Contact Person	*Phone#*	*Fax#*	*Email*
Abdulkader Hashem	650.757.8897		abdulkaderh@csgengr.com

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: *Pending*					
NEPA Delegation – Project Type *(check appropriate box)*					
Not an exempt project	X **Section 326 – Categorical Exclusion**	**Section 327 – Non-Categorical Exclusion**			

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	February 2025			June 2028
End	August 2026	December 2027	October 2027	December 2030

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

Project Purpose:
The purpose of the Project is to:

- To improve multimodal infrastructure along El Camino Real
- To improve connectivity and safety for pedestrians and bicyclists accessing the corridor

Project Need:

- El Camino Real has gaps in pedestrian and bicycle facilities along the corridor, including:
  - The absence of continuous, ADA-compliant sidewalks forces pedestrians to walk on the shoulder or on the road itself.
  - The absence of bicycle facilities along the entire corridor, despite being a designated bicycle route.
- El Camino Real has uncontrolled intersections and consequently has a lack of adequate bicycle and pedestrian crossings. El Camino Real also has several conflicting and unprotected vehicular movements.
  - As a result, cyclists and pedestrians cross with no designated or marked crossings. This also discourages the use of public transportation facilities as users do not feel comfortable navigating to and from said facilities to their destination.

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

Land uses within the Project limits primarily include transportation uses associated with the existing roadway. As established in the Town General Plan, land use designations along ECR within the Project limits include Cemetery, Commercial, Public, and Executive Administration. Land use designations surrounding ECR beyond the Project limits include Cemetery, Commercial, Executive Administrative, Public/Quasi-Public/Utility, and Medium Density Residential uses. There are low- and high-density residential zones surrounding the northern and southern bounds of the Project limits. The Project would not affect coastal resources or wild and scenic rivers, as the Project site is not within the coastal zone or a river crossing.

Specific land uses adjacent to the ECR corridor interchange include cemeteries, retail stores, an auto dealer and service center, a storage facility, a flower shop, administrative buildings, and single-family residential areas located in the northern and southern ends of the Project site.

The Project is not a new or expanded highway Project, and it will not add additional lanes on ECR nor change the percentages of trucks in the regional study area. The Project will improve the existing bicycle and pedestrian infrastructure network and improve the safety of the corridor for motorists, cyclists, and pedestrians.

Brief summary of assumptions and methodology used for conducting analysis

Fehr and Peers worked with Caltrans and the Project team to determine appropriate modeling assumptions for the Design Year, including land use quantities, placement of growth, and assumed improvements to the Town of Colma's roadway network. The Traffic Operations Analysis Report (TOAR) examines existing conditions (2024), Opening year conditions (2028), and Design year conditions (2048). The future year traffic forecasts were developed using the joint Santa Clara Valley Transportation Authority and City/County Association of Governments Travel Demand Model (TDM). It should be noted that a VMT analysis was not performed as this Project is not a capacity improvement project and therefore does not meet the requirements identified by the Office of Planning and Research (OPR) set forth in Senate Bill 743 (SB 743).

Traffic operational analysis for the three intersections along El Camino Real was conducted for the existing year 2024, Opening year 2028, and the Design year 2048 using SimTraffic 12 software. SimTraffic is a microscopic simulation tool that models individual vehicle behavior, queuing, and stochastic traffic flow to visualize and analyze network performance. Analysis utilizing SimTraffic was performed consistent with the Highway Capacity Manual's (HCM) 7th Edition, 2021.

REGIONAL STUDY AREA

Based on agreement with the Project Team and Caltrans, Fehr and Peers propose the following study area (See Figure 1), which covers the extents of the multi-modal improvements:

STUDY INTERSECTIONS

- El Camino Real/ B Street
- El Camino Real/ C Street
- El Camino Real/ Albert M Teglia Boulevard
- El Camino Real/ F Street (North)
- El Camino Real/ F Street (South)
- El Camino Real/ Woodlawn Memorial Park Driveway
- El Camino Real/ Flowerland Floral Shop Driveway
- El Camino Real/ Colma Boulevard
- El Camino Real/ Villa Avenue
- El Camino Real/ Eternal Home Parkway
- El Camino Real/ Serramonte Boulevard
- El Camino Real/ Kohl's Driveway
- El Camino Real/ Collins Avenue
- El Camino Real/Cypress Lawn Driveway
- El Camino Real/Cypress Avenue
- El Camino Real/ Mission Road
- El Camino Real/ Arlington Drive
- El Camino Real/ Hickey Boulevard

Source:
Fehr and Peers. (February 2026). *Traffic Operations Analysis Report Final- El Camino Real Bicycle and Pedestrian Improvement Project EA 04-2Y250*

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

Project Area Roadways	2028 No Build			2028 Build		
	AADT[1]	% Truck[2]	Truck AADT	AADT[1]	% Truck[2]	Truck AADT
El Camino Real/ B Street	22,000	1.4%	300	22,000	1.4%	300
El Camino Real/ C Street	21,600	1.4%	300	21,600	1.4%	300
El Camino Real/ Albert M Teglia Boulevard	22,400	2.9%	640	22,400	2.9%	640
El Camino Real/ F Street (North)	23,400	2.4%	550	23,400	2.4%	550
El Camino Real/ F Street (South)	25,500	2.7%	690	25,500	2.7%	690
El Camino Real/ Woodlawn Memorial Park Driveway	20,600	1.7%	360	20,600	1.7%	360
El Camino Real/ Flowerland Floral Shop Driveway	20,400	1.3%	270	20,400	1.3%	270
El Camino Real/ Colma Boulevard	23,000	1.6%	360	23,000	1.6%	360
El Camino Real/ Villa Avenue	19,500	2.1%	420	19,500	2.1%	420
El Camino Real/ Eternal Home Parkway	19,800	2.2%	440	19,800	2.2%	440
El Camino Real/ Serramonte Boulevard	34,400	1.5%	500	34,400	1.5%	500
El Camino Real/ Kohl's Driveway	20,000	1.3%	260	20,000	1.3%	260
El Camino Real/ Collins Avenue	24,600	1.2%	310	24,600	1.2%	310
El Camino Real/Cypress Lawn Driveway	24,100	0.9%	220	24,100	0.9%	220
El Camino Real/Cypress Avenue	24,500	1.4%	350	24,500	1.4%	350
El Camino Real/ Mission Road	24,300	1.2%	300	24,300	1.2%	300
El Camino Real/ Arlington Drive	16,400	2.1%	350	16,400	2.1%	350
El Camino Real/ Hickey Boulevard	36,600	2.2%	810	36,000	2.2%	810

Intersection Delay	AM	PM	AM	PM
El Camino Real/ B Street	6.7	3.0	6.6	3.3
El Camino Real/ C Street	2.7	1.6	1.6	1.1
El Camino Real/ Albert M Teglia Boulevard	8.4	6.9	8.9	7.2
El Camino Real/ F Street (North)	3.8	2.6	3.2	3.5
El Camino Real/ F Street (South)	11.8	12.2	11.2	13.6
El Camino Real/ Woodlawn Memorial Park Driveway	1.5	2.2	1.5	2.2
El Camino Real/ Flowerland Floral Shop Driveway	1.9	2.0	1.8	1.9
El Camino Real/ Colma Boulevard	5.5	8.1	7.2	10.4

El Camino Real/ Villa Avenue	1.8	2.7	1.9	3.2
El Camino Real/ Eternal Home Parkway	2.4	2.9	2.1	2.8
El Camino Real/ Serramonte Boulevard	26.5	35.0	34.5	50.9
El Camino Real/ Kohl's Driveway	1.9	2.2	2.1	7.9
El Camino Real/ Collins Avenue	7.1	4.7	15.0	11.6
El Camino Real/Cypress Lawn Driveway	2.6	2.3	1.8	2.8
El Camino Real/Cypress Avenue	2.2	3.0	3.1	2.9
El Camino Real/ Mission Road	4.6	6.4	17.0	21.9
El Camino Real/ Arlington Drive	3.6	4.3	5.5	4.9
El Camino Real/ Hickey Boulevard	23.8	22.1	27.7	25.3
Intersection LOS	**AM**	**PM**	**AM**	**PM**
El Camino Real/ B Street	A	A	A	A
El Camino Real/ C Street	A	A	A	A
El Camino Real/ Albert M Teglia Boulevard	A	A	A	A
El Camino Real/ F Street (North)	A	A	A	A
El Camino Real/ F Street (South)	B	B	B	B
El Camino Real/ Woodlawn Memorial Park Driveway	A	A	A	A
El Camino Real/ Flowerland Floral Shop Driveway	A	A	A	A
El Camino Real/ Colma Boulevard	A	B	A	B
El Camino Real/ Villa Avenue	A	A	A	A
El Camino Real/ Eternal Home Parkway	A	A	A	A
El Camino Real/ Serramonte Boulevard	C	C	B	D
El Camino Real/ Kohl's Driveway	A	A	A	A
El Camino Real/ Collins Avenue	A	B	B	B
El Camino Real/Cypress Lawn Driveway	A	A	A	A
El Camino Real/Cypress Avenue	A	A	A	A
El Camino Real/ Mission Road	A	A	B	C
El Camino Real/ Arlington Drive	A	A	A	A
El Camino Real/ Hickey Boulevard	C	C	C	C

[1] Estimated based on the total traffic volumes entering the intersection, using the forecasted peak hour demand and existing ADT.

[2] Estimated using the AM and PM peak hour truck percentages collected in the Existing Year (2024)

Source: Fehr and Peers. (May 2026). *AQ Conformity Data Request_FP_5.13.26*

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

Project Area Roadways	2048 No Build			2048 Build		
	AADT[1]	% Truck[2]	Truck AADT	AADT[1]	% Truck[2]	Truck AADT
El Camino Real/ B Street	27,700	1.4%	380	27,700	1.4%	380
El Camino Real/ C Street	27,200	1.4%	380	27,200	1.4%	380
El Camino Real/ Albert M Teglia Boulevard	28,100	2.9%	800	28,100	2.9%	800
El Camino Real/ F Street (North)	29,400	2.4%	690	29,400	2.4%	690
El Camino Real/ F Street (South)	32,000	2.7%	860	32,000	2.7%	860
El Camino Real/ Woodlawn Memorial Park Driveway	25,900	1.7%	450	25,900	1.7%	450
El Camino Real/ Flowerland Floral Shop Driveway	25,600	1.3%	340	25,600	1.3%	340
El Camino Real/ Colma Boulevard	28,900	1.6%	450	28,900	1.6%	450
El Camino Real/ Villa Avenue	24,500	2.1%	530	24,500	2.1%	530
El Camino Real/ Eternal Home Parkway	24,900	2.2%	560	24,900	2.2%	560
El Camino Real/ Serramonte Boulevard	43,200	1.5%	630	43,200	1.5%	630
El Camino Real/ Kohl's Driveway	25,000	1.3%	330	25,000	1.3%	330
El Camino Real/ Collins Avenue	30,800	1.2%	380	30,800	1.2%	380
El Camino Real/Cypress Lawn Driveway	30,200	0.9%	270	30,200	0.9%	270
El Camino Real/Cypress Avenue	30,800	1.4%	440	30,800	1.4%	440
El Camino Real/ Mission Road	30,500	1.2%	370	30,500	1.2%	370
El Camino Real/ Arlington Drive	20,600	2.1%	440	20,600	2.1%	440
El Camino Real/ Hickey Boulevard	46,000	2.2%	1,010	45,200	2.2%	1,010

Intersection Delay	AM	PM	AM	PM
El Camino Real/ B Street	3.4	3.8	4.7	3.8
El Camino Real/ C Street	1.6	1.7	2.1	1.8
El Camino Real/ Albert M Teglia Boulevard	8.1	8.7	7.7	8.9
El Camino Real/ F Street (North)	6.3	4.3	5.2	4.2
El Camino Real/ F Street (South)	17.1	14.7	15.6	15.1
El Camino Real/ Woodlawn Memorial Park Driveway	1.7	2.5	1.6	2.8
El Camino Real/ Flowerland Floral Shop Driveway	2.5	2.0	2.0	2.3

El Camino Real/ Colma Boulevard	6.3	9.7	7.6	12
El Camino Real/ Villa Avenue	2.3	3.2	2.0	3.8
El Camino Real/ Eternal Home Parkway	3.2	3.2	2.2	4.1
El Camino Real/ Serramonte Boulevard	32.2	62.3	55	101.9
El Camino Real/ Kohl's Driveway	1.9	18.2	9.9	12.0
El Camino Real/ Collins Avenue	12.8	46.2	21.6	40.6
El Camino Real/Cypress Lawn Driveway	5.3	31.1	2.9	7.7
El Camino Real/Cypress Avenue	5.7	41.0	4.7	12.9
El Camino Real/ Mission Road	9.7	28.7	19.7	47.3
El Camino Real/ Arlington Drive	4.6	5.8	6.0	5.5
El Camino Real/ Hickey Boulevard	34.9	38.7	32	37.6
Intersection LOS	**AM**	**PM**	**AM**	**PM**
El Camino Real/ B Street	A	A	A	A
El Camino Real/ C Street	A	A	A	A
El Camino Real/ Albert M Teglia Boulevard	A	A	A	A
El Camino Real/ F Street (North)	A	A	A	A
El Camino Real/ F Street (South)	B	B	B	A
El Camino Real/ Woodlawn Memorial Park Driveway	A	A	A	B
El Camino Real/ Flowerland Floral Shop Driveway	A	A	A	A
El Camino Real/ Colma Boulevard	A	A	A	A
El Camino Real/ Villa Avenue	A	A	A	B
El Camino Real/ Eternal Home Parkway	A	A	A	A
El Camino Real/ Serramonte Boulevard	C	E	D	A
El Camino Real/ Kohl's Driveway	A	C	A	F
El Camino Real/ Collins Avenue	B	E	C	D
El Camino Real/Cypress Lawn Driveway	A	D	A	A
El Camino Real/Cypress Avenue	A	E	A	B
El Camino Real/ Mission Road	A	D	B	D
El Camino Real/ Arlington Drive	A	A	A	A
El Camino Real/ Hickey Boulevard	C	D	C	D

[1] Estimated based on the total traffic volumes entering the intersection, using the forecasted peak hour demand and existing ADT.
[2] Estimated using the AM and PM peak hour truck percentages collected in the Existing Year (2024)
Source: Fehr and Peers. (May 2026). *AQ Conformity Data Request_FP_5.13.26*

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

The Project would improve operations, install new bike/ped facilities, and enhance safety within the roadway corridor. It will also involve modifying signals and reconfiguring intersections to improve safety and address existing conflict points. The Project does not include capacity improvements. Therefore, the No Build and Build ADT are the same. See tables above for AADT, percent and number of trucks for No Build, Opening Year, and Future.

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

The Project would improve operations, install new bike/ped facilities, enhance safety within the roadway corridor. It will also involve modifying signals and reconfiguring intersections to improve safety and address existing conflict points. The Project does not include capacity improvements. Therefore, the No Build and Build ADT are the same. See tables above for AADT, percent and number of trucks for No Build, Opening Year, and Future.

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

NA

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

NA

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

The Project would not result in the redistribution of traffic and would not change regional VMT as it is not increasing roadway capacity.

Comments/Explanation/Details (please be brief)

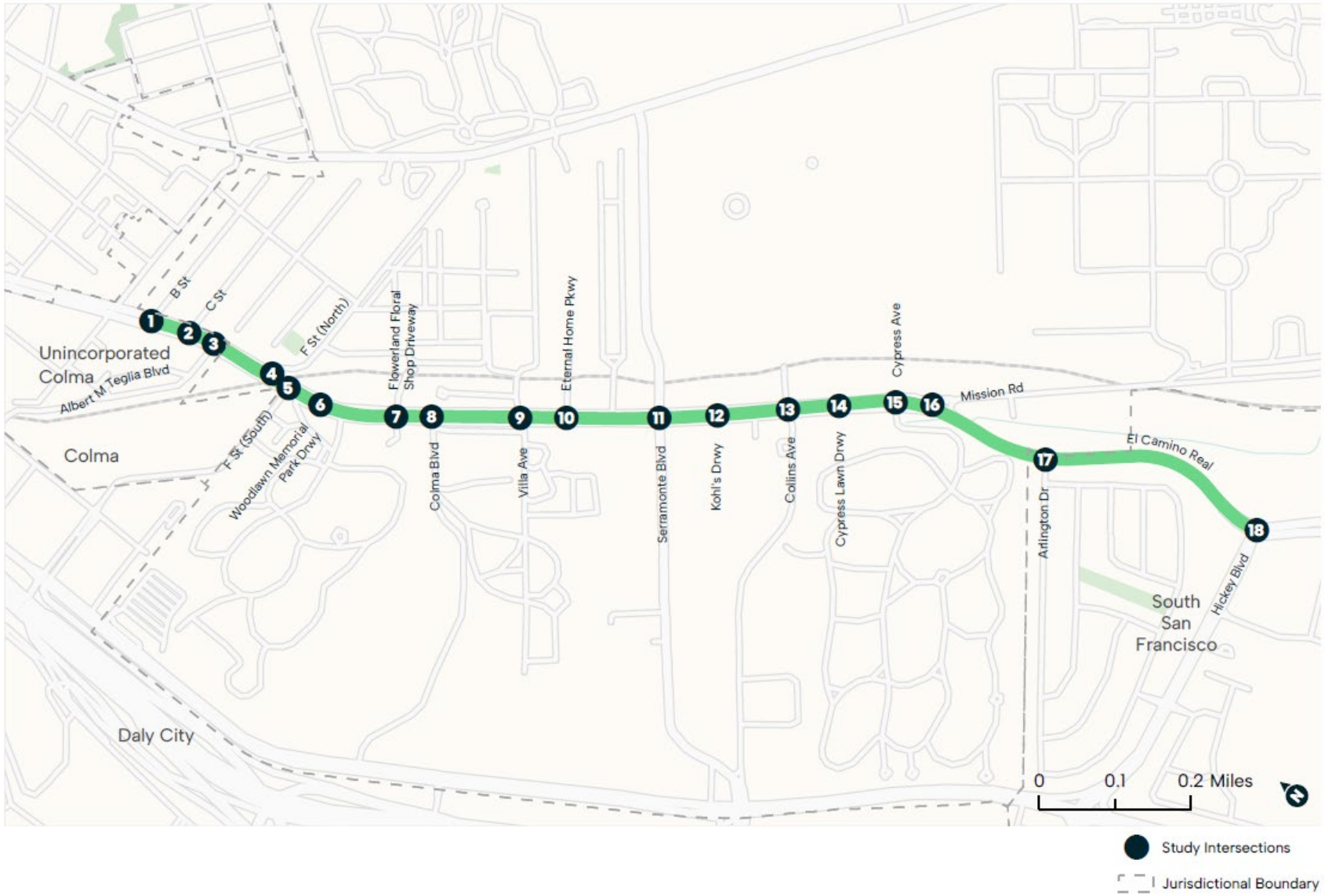
Under 40 CFR 93.123(b)(1), the following criteria are utilized to determine the potential for a proposed Project to qualify as a Project of Air Quality Concern.

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

- The Project is exempt from regional emissions analysis per 40 CFR 93.127 as it meets the definition of an intersection channelization project.
- The Project will not result in a significant number or a significant increase in diesel vehicles in the area.
- The intersections impacted by the build alternative do not serve a significant number of diesel vehicles nor will the LOS of the intersections degrade due to increased traffic volumes from a significant number of diesel vehicles.
- The Project does not involve a bus terminal, rail terminal, or transfer points involving a significant number of diesel vehicles congregating at a single location.
- The Project location is not in an area identified by the SIP as one that could violate or possibly violate the NAAQS for $PM_{2.5}$.

Therefore, the Project would not be considered a Project of Air Quality Concern under this criterion.

Figure 1: Study Area



Application of Criteria for a Project of Air Quality Concern

Project Title: Moss Beach State Route 1 Congestion and Safety Improvements Project (SM-170001 - Hwy 1 Congestion & Safety Improvements - AQ Review)

Project Summary for Air Quality Conformity Task Force Meeting: June 25, 2026

Description

The San Mateo County Transportation Authority (SMCTA), in partnership with Caltrans, proposes improvements to Moss Beach State Route (SR) 1 between 16th Street and Cypress Avenue (project) in the unincorporated community of Moss Beach, San Mateo County. The project proposes to make improvements to three local intersections with SR1: 16th Street, California Avenue, and Cypress Avenue. Improvements under consideration include traffic signals or roundabouts; marked pedestrian crosswalks; a Class 1 bicycle and pedestrian path on the east side of SR 1; and Class 2 bike lanes on SR 1. There are currently two design alternatives proposed for the project. Build Alternative 1 proposes a roundabout on SR 1 at Cypress Avenue, a roundabout on SR 1 at California Avenue, and a signalized intersection on SR 1 at 16th Street. Build Alternative 2 proposes signalized intersections on SR 1 at Cypress Avenue, California Avenue, and 16th Street. All alternatives include bicycle and pedestrian improvements.

Background

The project limits are along SR 1 from approximately 0.1 mile north of 16th Street (Postmile SM 36.0) to 0.2 mile south of Cypress Avenue (Postmile SM 34.8). However, these limits are subject to change depending on the final design of the preferred alternative. This is a federally funded project with Caltrans acting as the lead agency under the National Environmental Policy Act (NEPA). The NEPA document is expected to be an Environmental Assessment (EA). The project is included in the current MTC Regional Transportation Plan (RTP), Plan Bay Area 2050, as RTP ID 21-T06-030 and MTC's 2025 Transportation Improvement Program (TIP) as TIP ID SM-170001.

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

(i) New or expanded highway projects with significant number/increase in diesel vehicles?

- SR 1 is classified as a State Highway (i.e., principal arterial), and the project would not add capacity to the roadway. SR 1 does not carry a significant number of diesel vehicles, nor would it significantly increase the number of diesel vehicles using SR 1.
- The purpose of the project is to provide locally scaled transportation improvements that address multiple existing intersection deficiencies.

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

- Intersections in the project area currently experience substantial delay, resulting in unacceptable LOS.
- By 2050, intersection LOS in the area is estimated to be:
    - LOS F for most of the day at the SR 1 / Cypress Avenue intersection
    - LOS F for most of the day at the SR 1 / California Avenue intersection
    - LOS F for three hours of the day at the SR 1 / 16th Street intersection
- Trucks, including diesel trucks, represent approximately 1.5% of the daily traffic on SR 1. Annual average daily traffic in 2020 averages approximately 15,000 vehicles. This truck percentage does not represent a significant number of diesel vehicles.
- The project would improve forecasted LOS at affected intersections or result in no change when compared to the No-Build Alternative.

(iii) New bus and rail terminals and transfer points?—Not Applicable

(iv) Expanded bus and rail terminals and transfer points?—Not Applicable

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

- The project location is not in an area identified by the PM2.5 State Implementation Plan (SIP) as one that could violate or possibly violate the National Ambient Air Quality Standards (NAAQS) for PM2.5.

RTIP ID# 21-T06-030

TIP ID# SM-170001

Air Quality Conformity Task Force Consideration Date

June 25, 2026

Project Description

Description

The San Mateo County Transportation Authority (SMCTA), in partnership with Caltrans, proposes improvements to Moss Beach State Route (SR) 1 between 16th Street and Cypress Avenue (project) in the unincorporated community of Moss Beach, San Mateo County. The project proposes to make improvements to three intersections with SR1: 16th Street, California Avenue, and Cypress Avenue. Improvements under consideration include traffic signals or roundabouts; marked pedestrian crosswalks; a Class 1 bicycle and pedestrian path on the east side of SR 1; and Class 2 bike lanes on SR 1.

No Build Alternative

Under the No-Build Alternative, the three intersections along SR 1 would not be improved. The portion of SR 1 in the project area is a two-lane roadway (one lane in each direction) with unsignalized left-turn pockets at intersections with local roadways. Traffic operations, accessibility, and safety would continue to deteriorate in the project area.

Build Alternatives

Build Alternative 1 proposes a single-lane roundabout on SR 1 at Cypress Avenue, a single-lane roundabout on SR 1 at California Avenue, and a signalized intersection with design variation on SR 1 at 16th Street, with 12-foot-wide travel lanes. Both single-lane roundabouts would consist of a circle diameter of 110 feet; an 18-foot-wide circulatory roadway; raised medians at the four approaches to the roundabouts, and a 16 foot-wide truck apron with 10-foot-wide sidewalks on all four quadrants of each intersection. Carlos Street would be realigned to intersect with 16th Street just east of the reconstructed intersection rather than end at SR 1. Build Alternative 1 has two design options. Under Design Option A, the existing median left-turn lanes between Cypress Avenue and California Avenue would be removed and replaced with a variable-width raised median. The raised median would restrict left turns at the Terrace Avenue, Lancaster Boulevard, Vermont Avenue, and Virginia Avenue intersections with SR 1 and would reduce vehicle speeds and increase safety. Design Option B would not include raised medians. Instead, dedicated left-turn lanes would be constructed within the median of SR 1 at the intersections of Terrace Avenue, Lancaster Boulevard, Vermont Avenue, and Virgina Avenue.

Build Alternative 2 includes signalized intersections at SR 1 and Cypress Avenue, SR 1 and California Avenue, and SR 1 and 16th Street. All SR 1 side street intersections between Cypress Avenue and California Avenue would be modified to replace the existing dedicated left-turn lanes along the median with a two-way left-turn lane and right-turn-only lanes. Figures 1 and 2 at the end of this application show the proposed improvements under the Build Alternatives.

Both build alternatives include:

- All three intersections (Cypress Avenue, California Avenue, and 16th Street) would be reconstructed with new pavement and would be widened beyond the existing pavement.
- Existing SR 1 within the project limits would be overlaid with new hot mix asphalt (HMA) and restriped.

- A raised median would be constructed along SR 1 at the Marine Boulevard intersection. This raised median would restrict left turns to and from Marine Boulevard.
- Existing Oak Avenue would be extended to Cypress Avenue, paved with sidewalks and gutters, and be converted to one-way travel only in the northbound direction.
- Wienke Way would be realigned to intersect SR 1 at a 90-degree angle. This realignment would restrict left turns to and from Wienke Way.
- Six-foot-wide buffered Class II bicycle lanes would be added to both sides of SR 1 from south of Marine Boulevard to 14th Street.
- A 10-foot-wide sidewalk, curb, and gutter would be added to the western side of SR 1 from Marine Boulevard to Vallemar Street.
- A 12-foot-wide multimodal trail would be added to the eastern side of SR 1 from south of Marine Boulevard to Etheldore Street.
- A 10-foot-wide sidewalk, curb, and gutter would be added along the eastern side of SR 1 from approximately 280 feet south of 16th Street to 14th Street, and about 100 feet of sidewalk would be installed along the western side of SR 1 at 16th Street.
- Americans with Disabilities Act (ADA)-compliant ramps and high-visibility crosswalks across SR 1 would be installed at Cypress Avenue, Vermont Avenue, California Avenue, Etheldore Street /Vallemar Street, and 16th Street, as well as at adjacent local roadways.
- A new sidewalk would be installed along the northern side of Cypress Avenue from SR 1 to approximately 360 feet west of SR 1, with upgraded bus stops.
- SamTrans bus Routes 18 and 117 would be rerouted to cross SR 1 at the new SR 1 / Cypress Avenue roundabout or signalized intersection and connect to Marine Boulevard via Etheldore Street or Pearl Avenue.
- A new bus stop and sidewalk would be installed at the intersection of 16th Street and SR 1.
- The existing bus stops at Cypress Avenue and Oak Avenue would be upgraded.

Type of Project:

Intersection Improvement Project

County San Mateo	*Narrative Location/Route & Postmiles* State Route 1 between Cypress Avenue and 16th Street in the unincorporated community of Moss Beach, from approximately 0.1 miles north of 16th Street (Postmile SM 36.0) to 0.2 miles south of Cypress Avenue (Postmile SM 34.8). Final post miles subject to change upon final design. **Caltrans Projects – EA#** 04-0Y780; **Project ID:** 0422000339

Lead Agency:

Contact Person	*Phone#*	*Fax#*	*Email*
Chandini Singh	605-599-1452		csingh@smcgov.org

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: December 2026

NEPA Delegation – Project Type *(check appropriate box)*			
	Section 326 – Categorical Exclusion	X	**Section 327 – Non-Categorical Exclusion**

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	2026	8/2028	8/2028	2028
End	2026			

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

The purpose of this project is to improve multi-modal operations and safety along the project segment of SR 1 in each direction with the following objectives:

- improve operations and safety for all users at key intersections;
- improve pedestrian and bicycle facilities;
- encourage environmentally friendly transportation options that reduce car trips, such as walking, biking, rolling, and public transit; and
- improve vehicular traffic and multimodal connections to coastal resources for both residents and visitors.

The project is needed because the current pedestrian and bicycle conditions make it challenging for people to walk and bicycle safely within the project limits. SR 1 in Moss Beach is a heavily traveled state highway with a posted speed limit of 50 miles per hour. Several smaller roadways intersect SR 1, serving residents and providing access to housing, shopping, dining, beaches, other recreational facilities, and government services on both sides of SR 1. Vehicles traveling at high speeds present challenging conditions for residents and visitors alike, specifically when crossing SR 1. Currently, there is just one marked crosswalk on SR 1 within the project limits, and there are no dedicated bikeways.

Deficient pedestrian and bicycle facilities along the corridor, conflicting vehicular movements at minor intersections with SR 1, and congestion and delay at key intersections lead to safety concerns for all roadway users, and especially for pedestrians and bicyclists crossing SR 1. Cypress Avenue provides access to Fitzgerald Marine Reserve, Moss Beach Distillery, Pillar Point Bluff, and the approved Big Wave Development (which includes housing, office, and industrial land uses). California Avenue provides access to central Moss Beach, local stores, and the Post Office (where all residents and businesses get their mail because door-to-door postal delivery is not provided). Access to the Point Montara Lighthouse and Montara Water and Sanitary District is provided by 16th Street. The intersection of SR 1 and 16th Street is adjacent to the intersection of SR 1 and Carlos Street. There is a gravel path connecting Carlos Street to 16th Street, often used by pedestrians to access SR 1, bus stops, and the community of Montara. The County has received a coastal development permit application for a new 71 unit affordable housing development, Cypress Point, which, if constructed, will be accessed from Carlos Street near SR 1.

It is difficult for vehicles to enter or cross SR 1 from intersecting streets since traffic on SR 1 travels at high rates of speed and does not have to stop. There are no four-way stop-controlled intersections within the project limits and the nearest signal-controlled intersections are 1.9 miles south (at SR 1/Capistrano Road) and 2.6 miles north (just before the Devil's Slide tunnel entrance). Vehicles on intersecting streets typically wait for up to approximately 2 minutes to enter or cross SR 1 during the peak hours. This leads to long queues on intersecting streets and contributes to most crashes from vehicles entering SR 1 when they do not have the right of way.

SamTrans Routes 18 and 117 connect Pacifica with Half Moon Bay with bus stops along SR 1 and on intersecting streets in the project area. The buses have unpredictable travel times, in part due to the difficulty of turning left from Cypress Avenue onto SR 1 and the operational difficulties described above. Pedestrians and bicyclists have difficulty safely crossing SR 1. There are no sidewalks along SR 1 within the project limits and only one marked pedestrian crossing. The one marked pedestrian crossing

(at Virginia Avenue) is at an uncontrolled intersection (meaning there are no lights, stop signs or a signal which would stop traffic for pedestrians or bicyclists to cross). SR 1 has no designated bicycle or pedestrian facilities and there are no parallel paths to support bicyclists or pedestrians in or near the project limits.

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

SR 1 in the project area provides access to commercial, public, and single-family homes in the unincorporated community of Moss Beach. The project would not change the adjacent land uses nor would it significantly change forecasted diesel traffic.

Cypress Avenue provides access to Fitzgerald Marine Reserve, Moss Beach Distillery, Pillar Point Bluff, and the approved Big Wave Development (which includes housing, office, and industrial land uses). California Avenue provides access to the central Moss Beach shopping district and the Post Office (where all residents and businesses get their mail because door-to-door postal delivery is not provided). Access to the Point Montara Lighthouse and Montara Water and Sanitary District is provided by 16th Street. The intersection of SR 1 and 16th Street is adjacent to the intersection of SR 1 and Carlos Street. There is a gravel path connecting Carlos Street to 16th Street, often used by pedestrians to access SR 1, bus stops, and the community of Montara.

Brief summary of assumptions and methodology used for conducting analysis

AECOM conducted the traffic forecasting analysis for the project. To account for future increases in traffic associated with planned growth that will occur under both the No-Build and Build alternatives, forecasts for the opening year (2030) and design year (2050) were developed using the San Mateo County travel demand forecasting model for an area that includes Moss Beach. Land use forecasts were the same as those used for the Plan Bay Area 2050 RTP conformity analysis. Existing counts were collected, and a 2% growth identified from the forecast model was applied to get the AADTs. Truck percentages were taken from the main line from the forecast model.

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				
Roadway	**Segment**	**AADT (Vehicles)**	**AADT (Trucks)**	**% Daily Truck Traffic**
SR 1	South of Cypress Ave.	17,312	203	1.2
	Between Cypress Ave. and California Ave.	17,800	209	1.2
	Between California Ave. and 16th St.	16,367	192	1.2
	North of 16th St.	16,374	192	1.2
Cypress Ave.	East of SR 1	481	12	2.4
	West of SR 1	2,339	75	3.2
California Ave.	East of SR 1	1,407	31	2.2
	West of SR 1	478	12	2.5
	Wienke Way	300	1	0.1
16th St.	East of SR 1	39	1	0.1
	West of SR 1	79	1	0.1

Note: The traffic volumes in the No Build and both Build Alternatives remain similar because the primary difference between them is only the intersection control type.

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/Design Year - 2050							
		No Build			Build		
Roadway	Segment	AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic	AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic
SR 1	South of Cypress Ave.	23,495	243	1.0	23,495	243	1.0
	Between Cypress Ave. and California Ave.	24,157	249	1.0	24,157	249	1.0
	Between California Ave. and 16th St.	22,212	229	1.0	22,212	229	1.0
	North of 16th St.	22,222	229	1.0	22,222	229	1.0
Cypress Ave.	East of SR 1	653	16	2.4	653	16	2.4
	West pf SR 1	3,174	102	3.2	3,174	102	3.2
California Ave.	East of SR 1	1,909	42	2.2	1,909	42	2.2
	West of SR 1	649	16	2.5	649	16	2.5
	Wienke Way	407	1	0.1	407	1	0.1
16th St.	East of SR 1	53	1	0.1	53	1	0.1
	West of SR 1	107	1	0.1	107	1	0.1

Note: The traffic volumes in the No Build and both Build Alternatives remain similar because the primary difference between them is only the intersection control type.

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

N/A

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

N/A

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

N/A

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

N/A

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

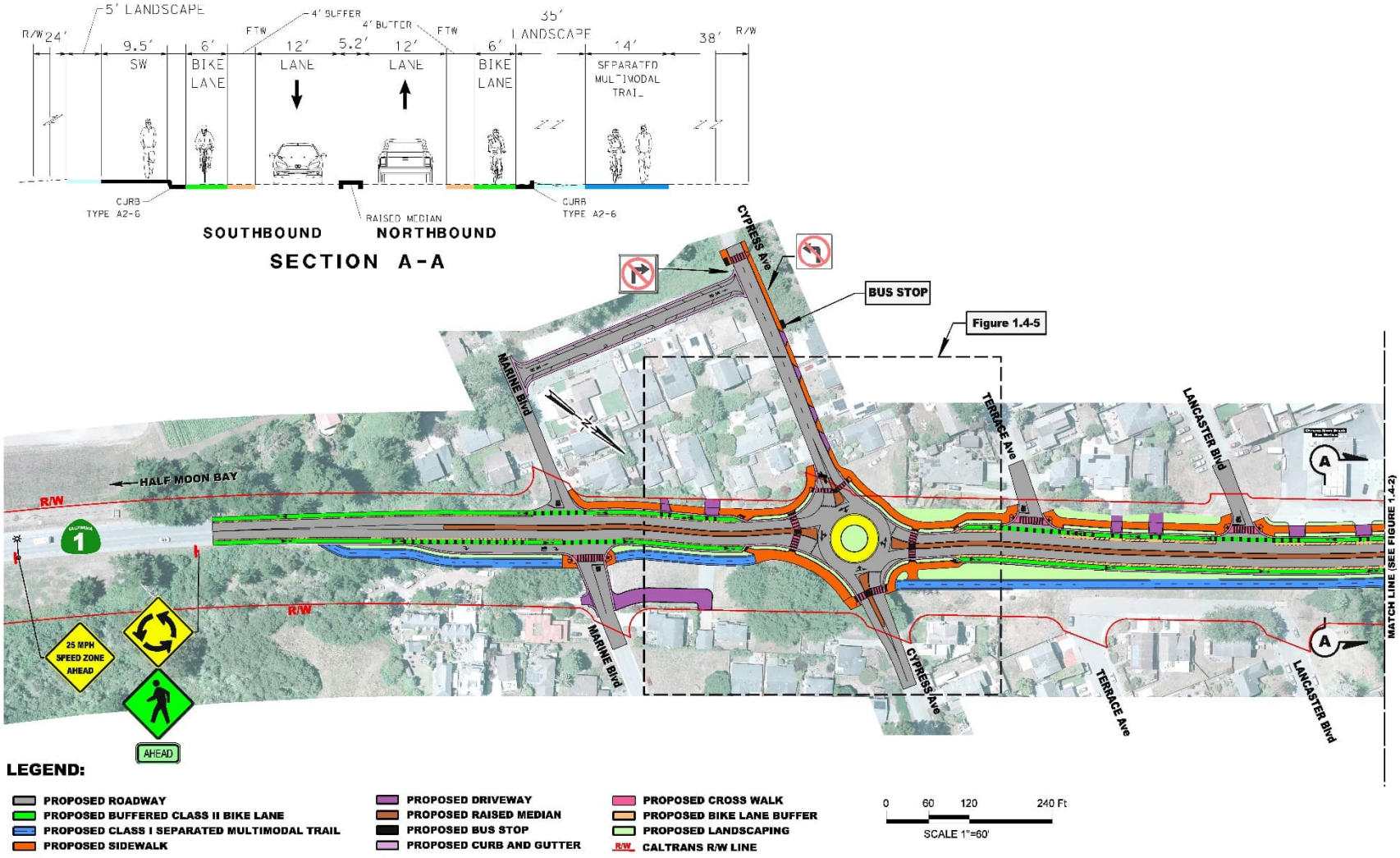
The Build Alternatives would result in a slight redistribution of traffic to the improved intersections of SR 1 with 16th Street, California Avenue, and Cypress Avenue. Speeds along the impacted section of SR 1 would likely increase, reducing delay along the route.

Comments/Explanation/Details (please be brief)

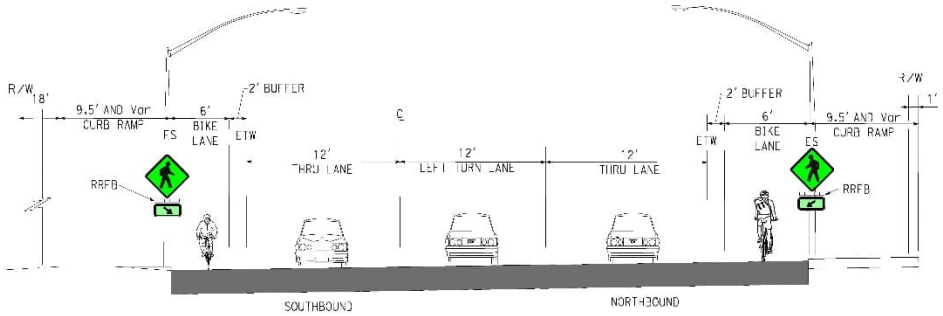
This project does not meet the definition of a Project of Air Quality Concern (POAQC) as defined by 40 CFR 93.123(b)(1). Specifically:

1. The project is not a new or expanded highway project that would have a significant number of or increase in the number of diesel vehicles (40 CFR Section 93.123 (b)(1)(i)).
   - The project will not result in a significant number or significant increase in diesel vehicles in the area.
2. The project is not likely to affect any intersections (40 CFR Section 93.123 (b)(1)(ii)).
   - The intersections affected by the Build Alternatives do not serve a significant number of diesel vehicles nor will the LOS of the intersections degrade due to increased traffic volumes from a significant number of diesel vehicles.
3. The project does not include the construction of a new bus or rail terminal with a significant number of diesel vehicles congregating at a single location (40 CFR Section 93.123 (b)(1)(iii)).
   - The project does not involve a bus terminal, rail terminal, or transfer points involving a significant number of diesel vehicles congregating at a single location.
4. The project does not expand an existing bus or rail terminal with significant increases in the number of diesel vehicles congregating at a single location (40 CFR Section 93.123 (b)(1)(iv)).
   - The project does not involve a bus terminal, rail terminal, or transfer points involving a significant number of diesel vehicles congregating at a single location.
5. The project is not in or affecting locations, areas or categories of sites that are identified in the PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation (40 CFR Section 93.123 (b)(1)(v)).
   - The project location is not in an area identified by the SIP as one that could violate or possibly violate the NAAQS for PM2.5.

Figure 1: Build Alternative 1

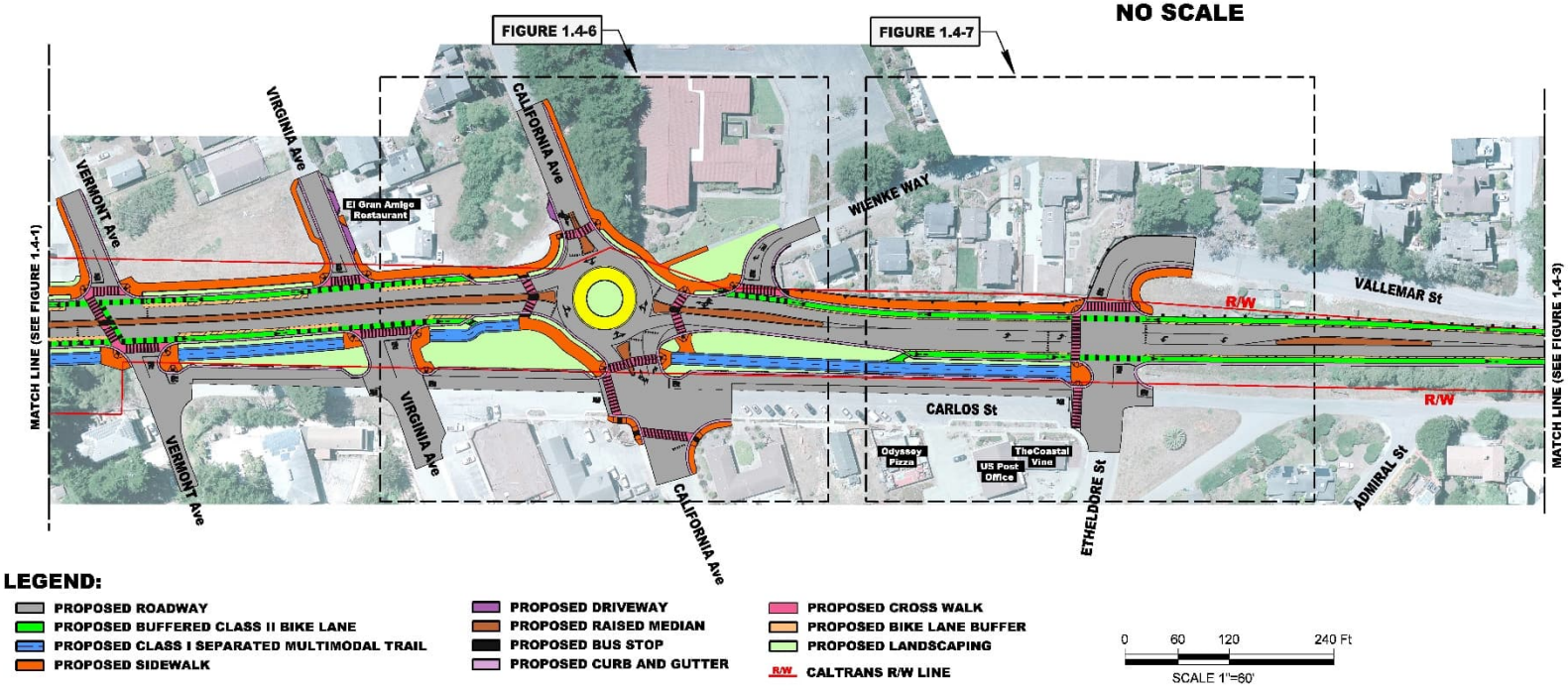


BUILD ALTERNATIVE 1 (1 OF 4)

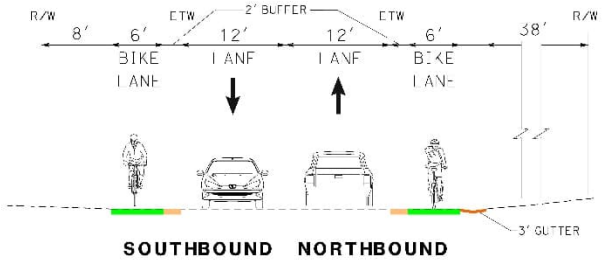


MID-BLOCK CROSSWALK AT ETHELDORE St / VALLEMAR St

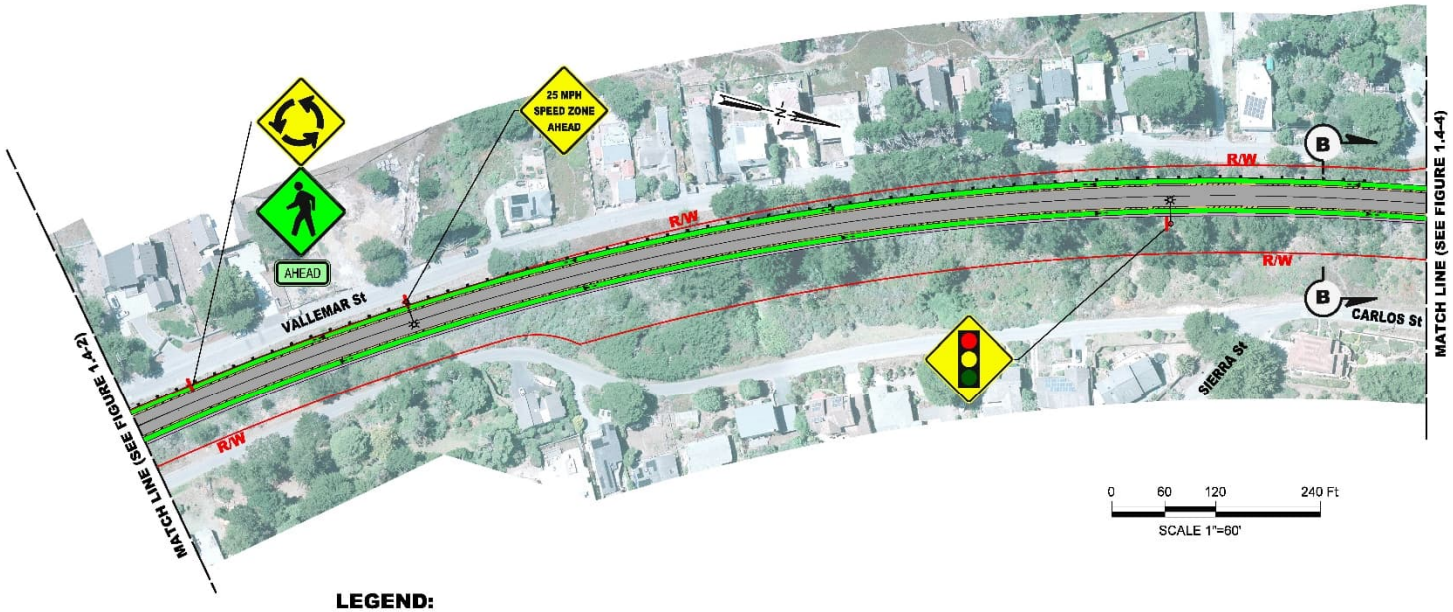
NO SCALE



BUILD ALTERNATIVE 1 (2 OF 4)



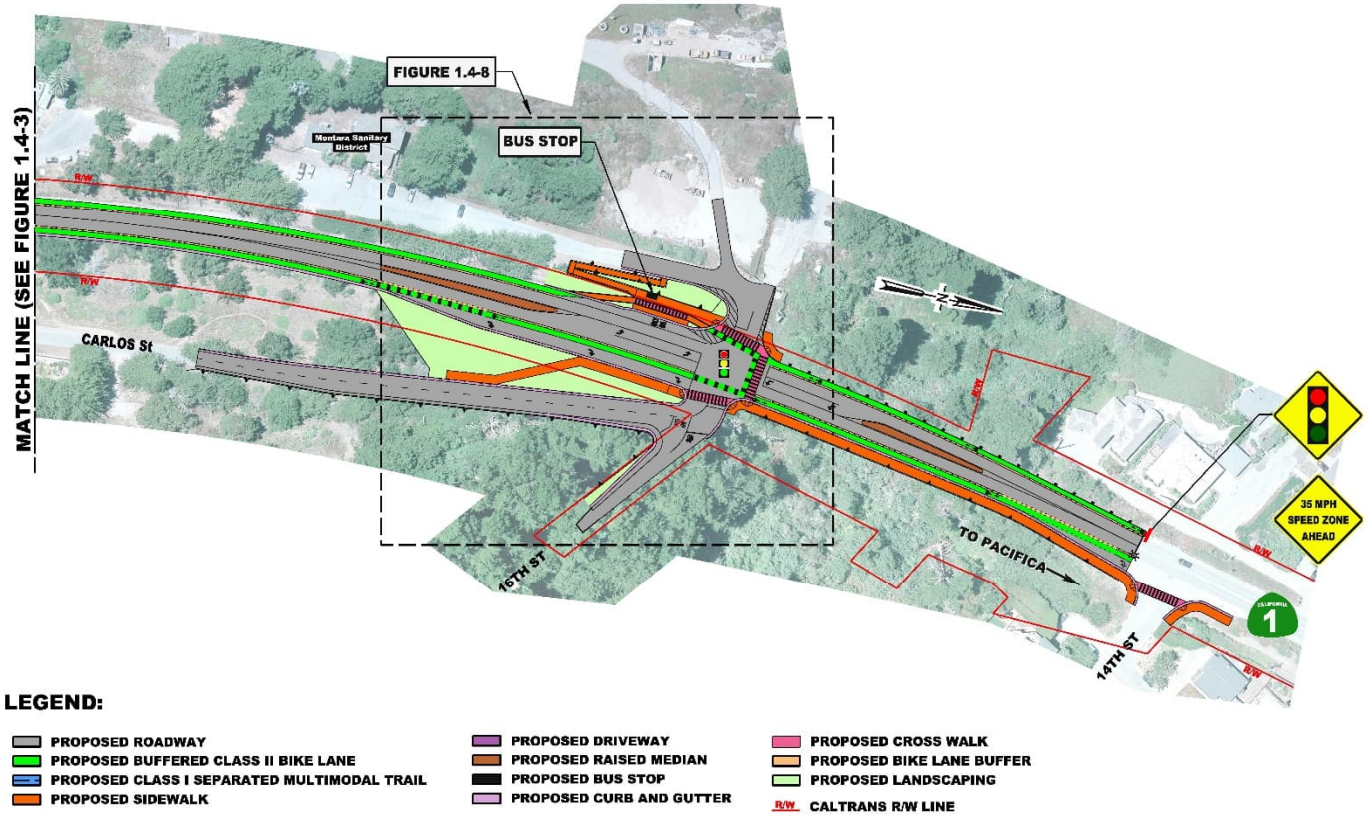
SECTION B-B



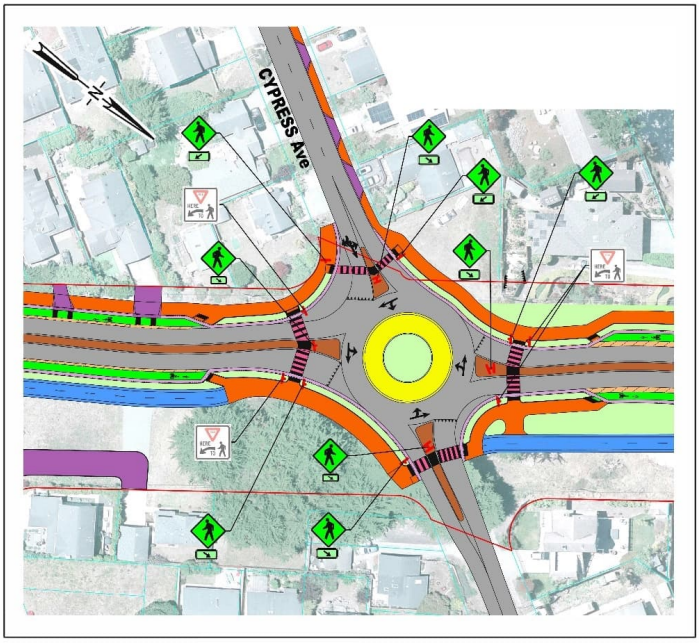
LEGEND:

- PROPOSED ROADWAY
- PROPOSED BUFFERED CLASS II BIKE LANE
- PROPOSED CLASS I SEPARATED MULTIMODAL TRAIL
- PROPOSED SIDEWALK
- PROPOSED DRIVEWAY
- PROPOSED RAISED MEDIAN
- PROPOSED BUS STOP
- PROPOSED CURB AND GUTTER
- PROPOSED CROSS WALK
- PROPOSED BIKE LANE BUFFER
- PROPOSED LANDSCAPING
- R/W CALTRANS R/W LINE

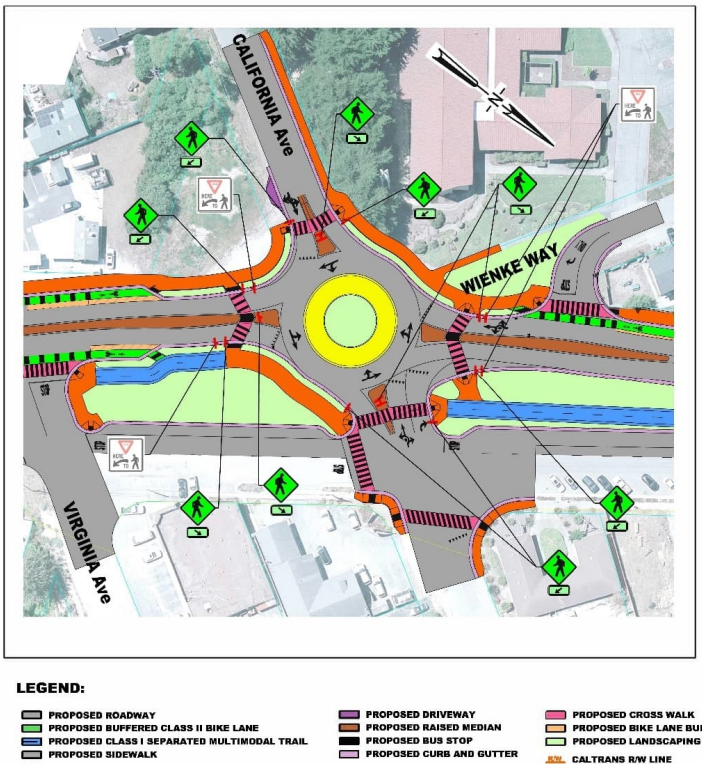
BUILD ALTERNATIVE 1 (3 OF 4)



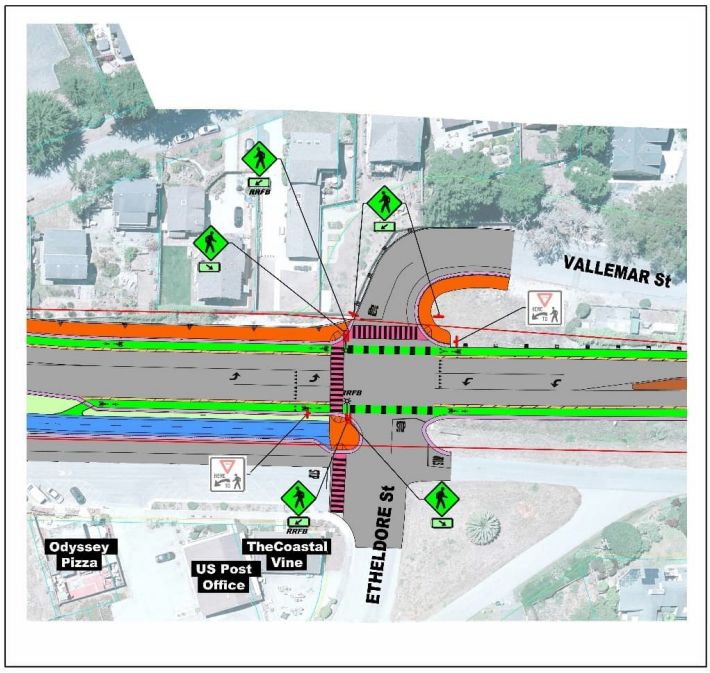
BUILD ALTERNATIVE 1 (4 OF 4)



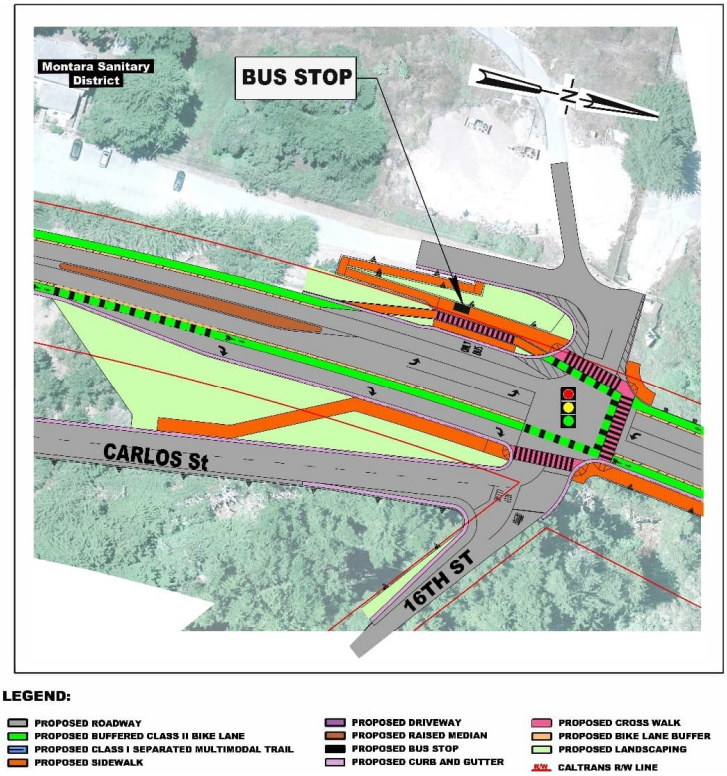
BUILD ALTERNATIVE 1 SR 1/CYPRESS AVENUE ROUNDABOUT



BUILD ALTERNATIVE 1 SR 1/CALIFORNIA AVENUE ROUNDABOUT

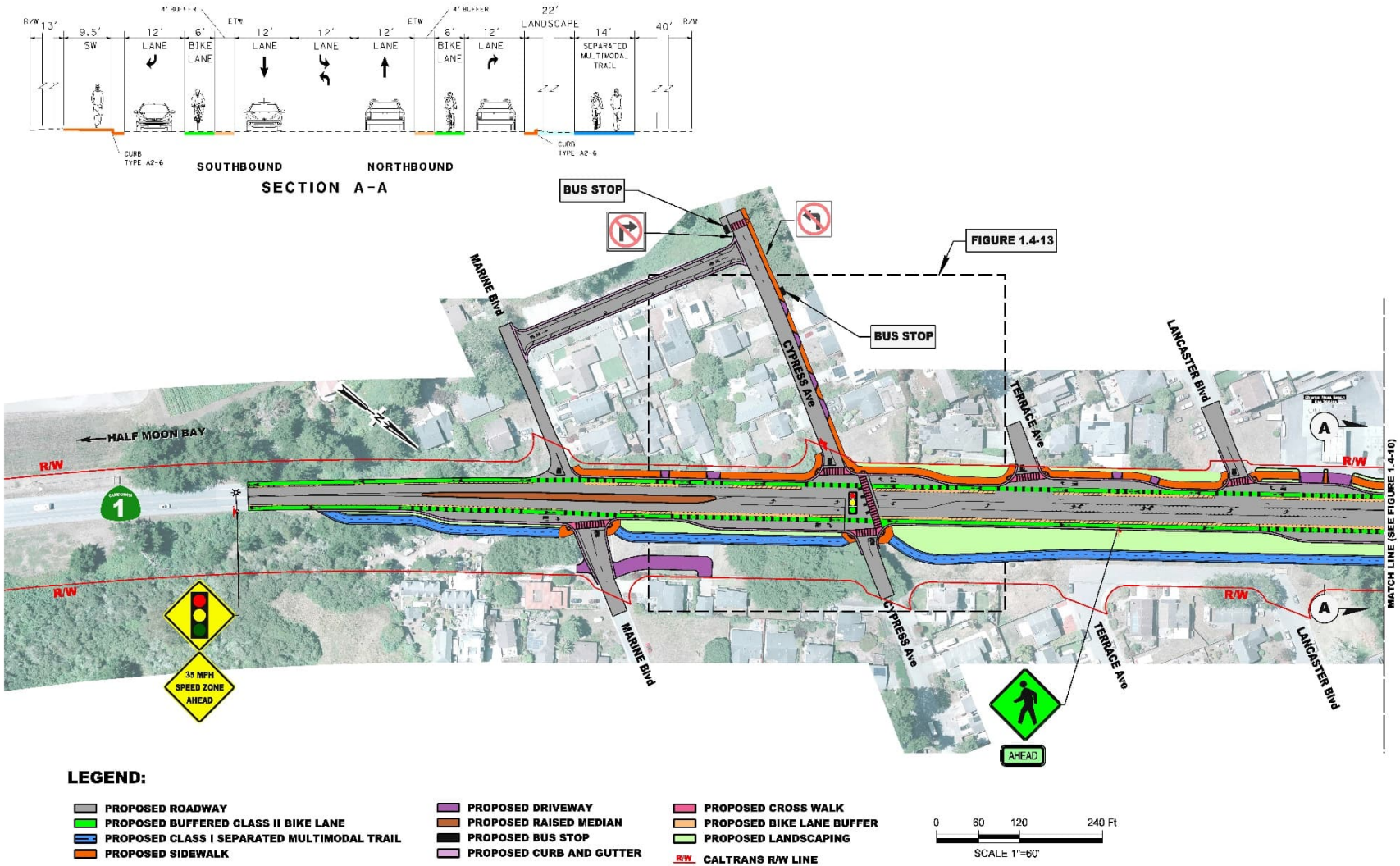


BUILD ALTERNATIVE 1 SR 1/ETHELDORE STREET VALLEMAR STREET CROSSWALK

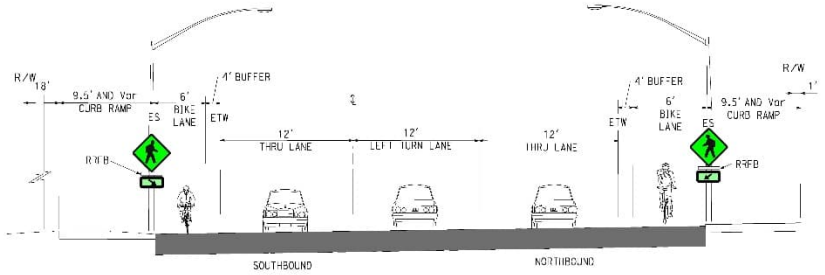


BUILD ALTERNATIVE 1 SR 1/16TH STREET SIGNALIZED INTERSECTION

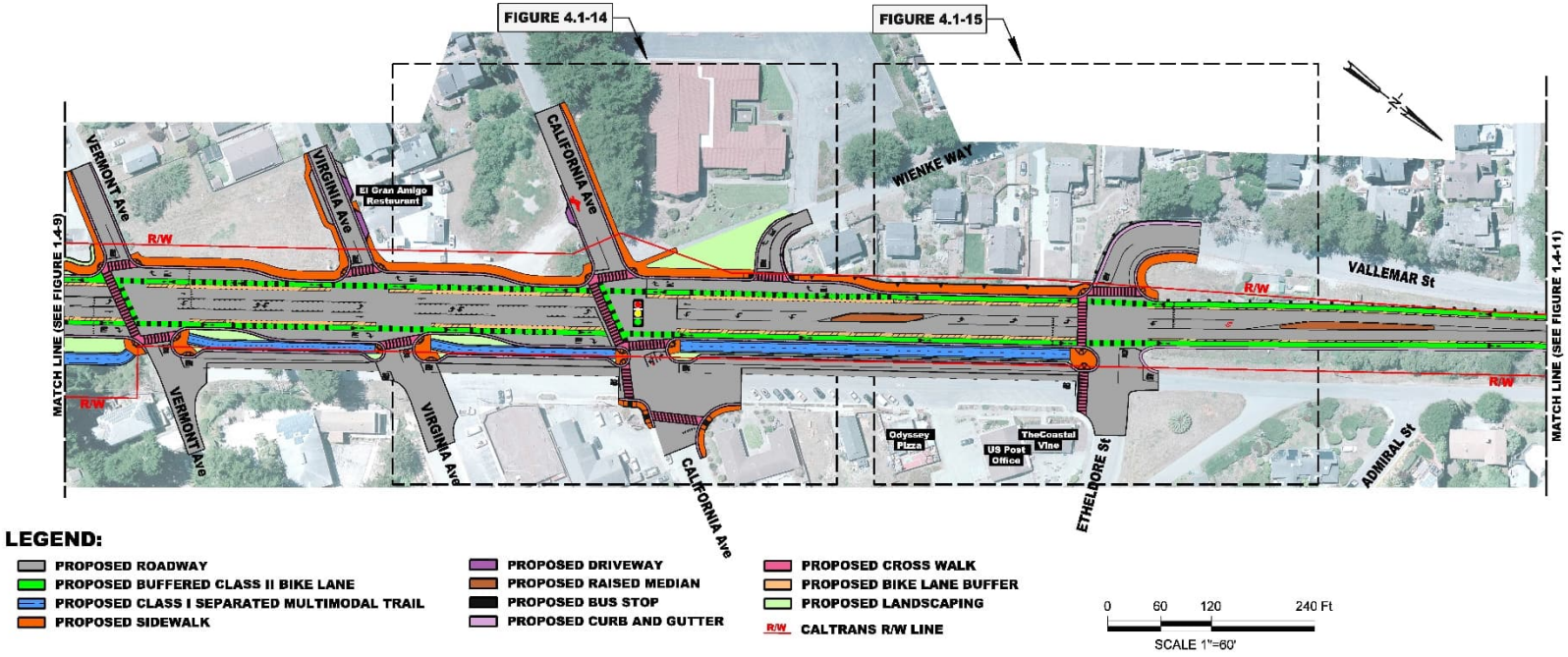
Figure 2: Build Alternative 2



BUILD ALTERNATIVE 2 (1 OF 4)



MID-BLOCK CROSSWALK AT
VERMONT Ave / ETHELDORE St / VALLEMAR St
NO SCALE

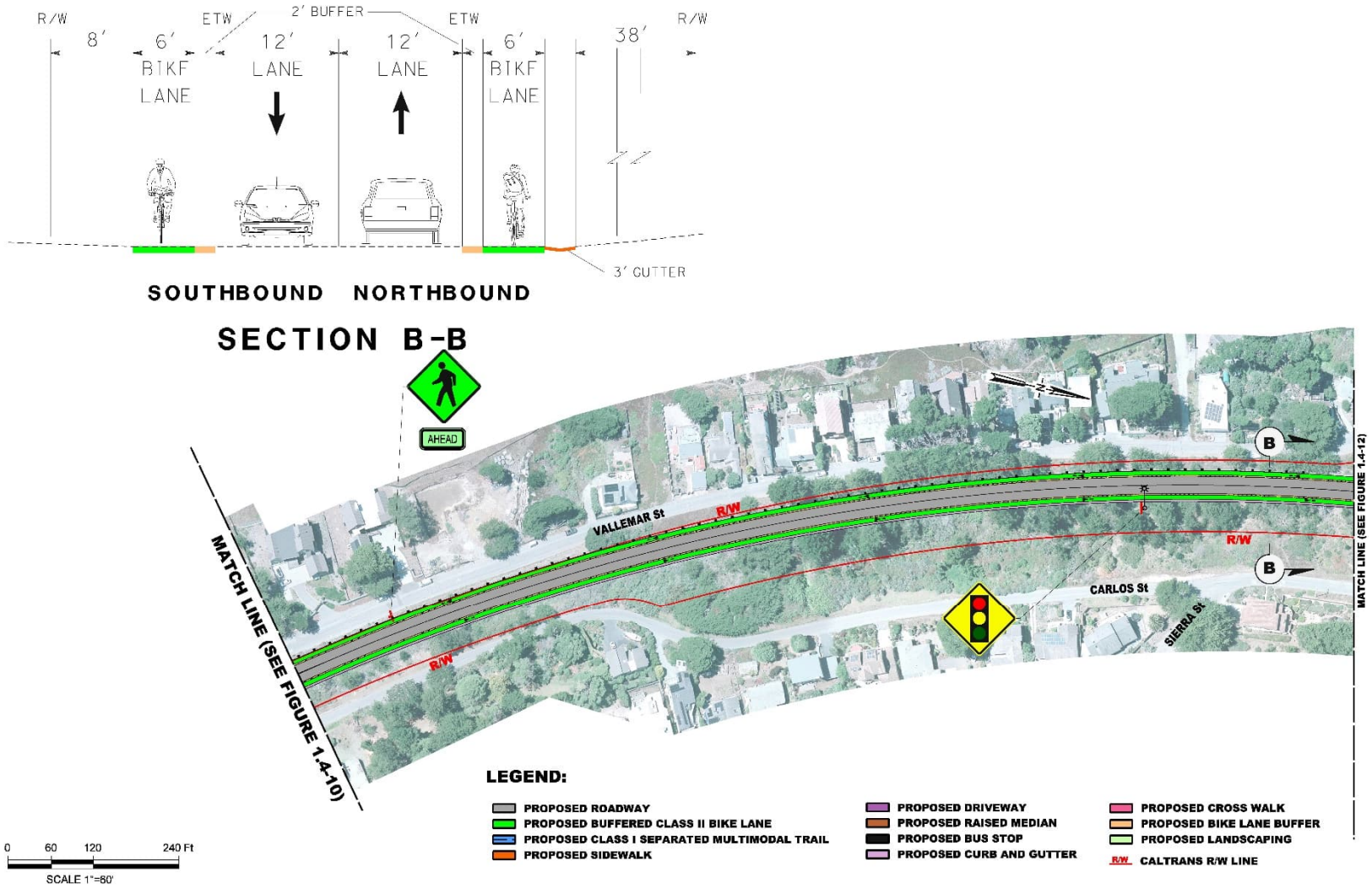


LEGEND:

- PROPOSED ROADWAY
- PROPOSED BUFFERED CLASS II BIKE LANE
- PROPOSED CLASS I SEPARATED MULTIMODAL TRAIL
- PROPOSED SIDEWALK
- PROPOSED DRIVEWAY
- PROPOSED RAISED MEDIAN
- PROPOSED BUS STOP
- PROPOSED CURB AND GUTTER
- PROPOSED CROSS WALK
- PROPOSED BIKE LANE BUFFER
- PROPOSED LANDSCAPING
- R/W CALTRANS R/W LINE

0 60 120 240 Ft
SCALE 1"=60'

BUILD ALTERNATIVE 2 (2 OF 4)



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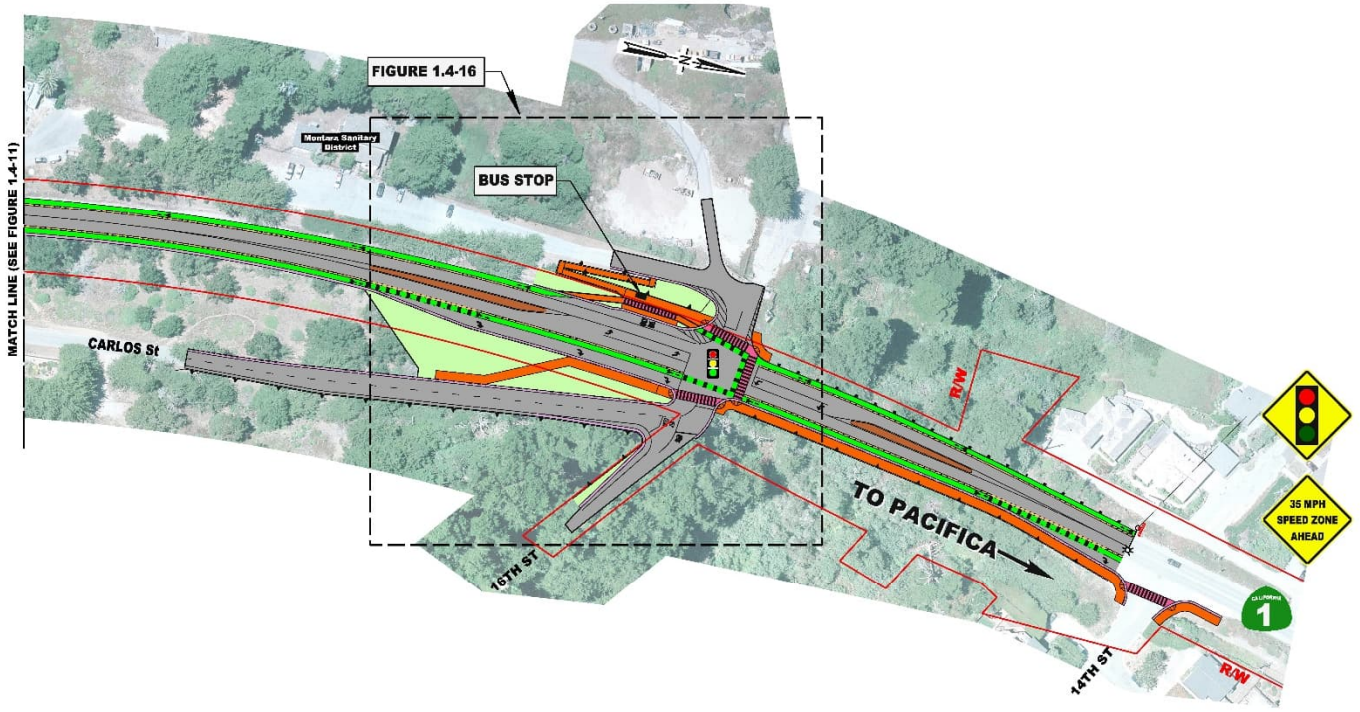

LEGEND:

- PROPOSED ROADWAY
- PROPOSED BUFFERED CLASS II BIKE LANE
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- PROPOSED DRIVEWAY
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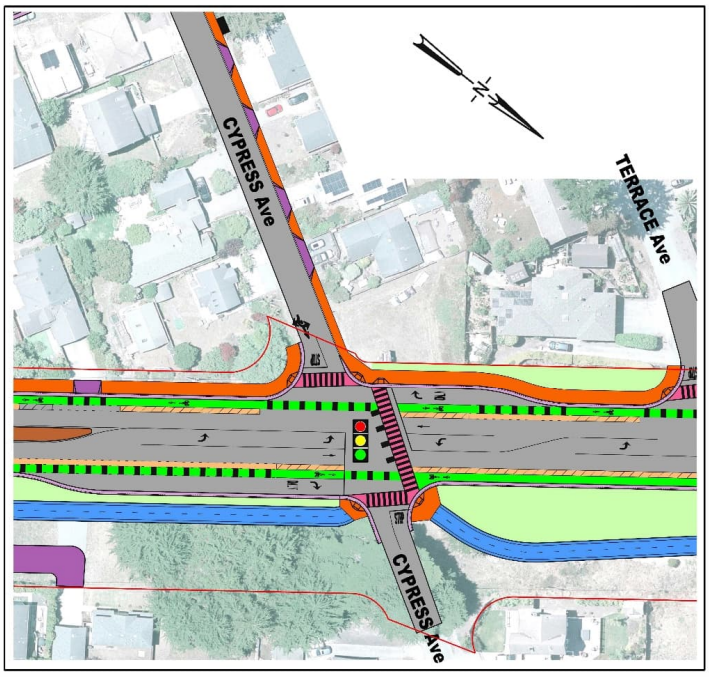
- PROPOSED CURB AND GUTTER
- PROPOSED CROSS WALK
- PROPOSED BIKE LANE BUFFER
- PROPOSED LANDSCAPING
- R/W CALTRANS R/W LINE

0 60 120 240 Ft

SCALE 1"=60'

BUILD ALTERNATIVE 2 (4 OF 4)



LEGEND:

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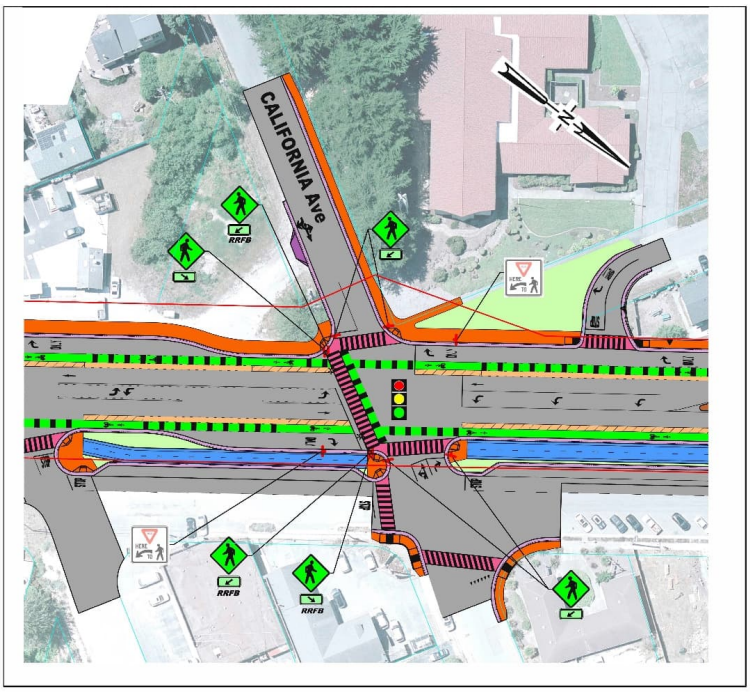
- PROPOSED BIKE LANE BUFFER
- PROPOSED LANDSCAPING
- R/W CALTRANS R/W LINE

BUILD ALTERNATIVE 2 SR 1/CYPRESS AVENUE SIGNALIZED INTERSECTION



LEGEND:

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- PROPOSED BUFFERED CLASS II BIKE LANE
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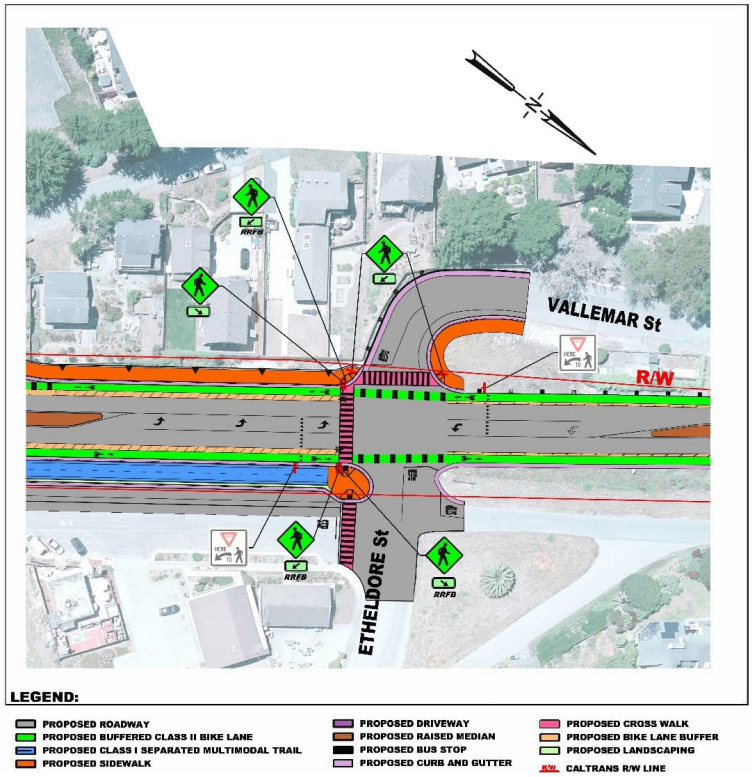
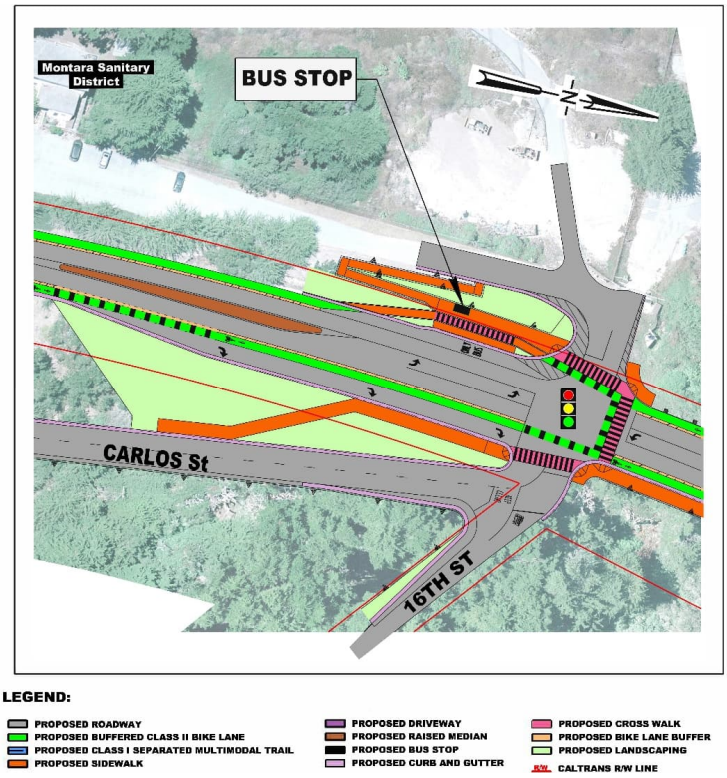
- PROPOSED CROSS WALK
- PROPOSED BIKE LANE BUFFER
- PROPOSED LANDSCAPING
- R/W CALTRANS R/W LINE

BUILD ALTERNATIVE 2 SR 1/CALIFORNIA AVENUE SIGNALIZED INTERSECTION



BUILD ALTERNATIVE 2 SR 1/ETHELDORE STREET VALLEMAR STREET CROSSWALK



BUILD ALTERNATIVE 2 SR 1/16TH STREET SIGNALIZED INTERSECTION

METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Air Quality Conformity Task Force DATE: June 25, 2026

FR: Lyric Greif

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

Four 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-TR0209	Antioch	H11-04-003 - 69 Signalized Intersections	Antioch : Citywide : Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number; Install pedestrian countdown signal heads; and Install advance stop bar before crosswalk (Bicycle Box)	69 Signalized Intersections along Multiple Roadway Segments. Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number; Install pedestrian countdown signal heads; and Install advance stop bar before crosswalk (Bicycle Box) H11-04-003	Safety - Highway Safety Improvement Program implementation
SM	SM-250217	Redwood City	Jefferson Avenue Traffic Safety Improvement	Redwood City : Jefferson Avenue from El Camino Real to Farm Hill Blvd. : Adding crosswalks, controlled crossings like HAWK signals, road diet, and bike facilities.	The project is focused on traffic safety and crossing improvements on Jefferson Avenue in Redwood City from El Camino Real to Farm Hill Boulevard. The project scope includes adding new ADA curb ramps, crosswalks, controlled crossings HAWK and RRFB signals, pavement overlay, and bike facilities. The segment between Alameda de las Pulgas and Iris Street includes a road diet that will consists of one travel lane removal in each direction, and a center turning lane and buffered bike lane will be added.	Safety - Projects that correct, improve, or eliminate a hazardous location or feature
SM	SM-250226	Menlo Park	EV Charging Infrastructure	Menlo Park : City Hall Adminstrative Lot at 701 Laurel Street and Downtown : Installation of 25 dual-port Level 2 (L2) chargers and 8 dual-port Direct Current Fast Chargers (DCFC) and conduit and electrical infrastructure for additional chargers.	Install electric vehicle (EV) charging infrastructure across City Hall and downtown parking areas, ensuring accessibility and promoting the transition to clean mobility. The project integrates advanced charge management equipment and upgraded electrical systems to ensure efficient, reliable operation.	Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
MRN	VAR170002	Marin	H11-04-024 - Install Radar Signs	Marin County: Install radar signs to improve traffic safety of bicyclist and pedestrians.	Install Radar Signs in various locations of County of Marin: Los Ranchitos Rd (San Rafael), Vineyard Rd (Novato) and Auburn Street (San Rafael). Install radar signs to improve traffic safety of bicyclist and pedestrians. H11-04-024	Safety - Highway Safety Improvement Program implementation

METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Air Quality Conformity Task Force DATE: June 25, 2026

FR: Lyric Greif

RE: **Review of 2027 TIP Draft Transportation-Air Quality Conformity Analysis**

MTC staff has completed the Draft Transportation-Air Quality Conformity Analysis for the 2027 Transportation Improvement Program (2027 TIP). A 30-day public review and comment period will be conducted following the release of the draft conformity report, from July 14, 2026, through August 12, 2026. The Final 2027 TIP and associated draft conformity report are expected to be adopted by the Commission in September 2026.

Attachment A includes the schedule for review and approval of the conformity analysis for the 2027 TIP.

Attachment A: Air Quality Conformity Analysis Schedule

Activity	Timeline
AQCTF Reviews Conformity Approach	April 23, 2026
AQCTF Reviews Revised Conformity Approach	May 28, 2026
MTC Staff Conducts Technical Analysis & Report Preparation	May – June 2026
Provide Update on Draft Conformity Analysis to AQCTF	June 25, 2026
Release Draft Conformity Analysis for Public Review and Begin Public Comment Period	July 14, 2026
Close of Public Comment Period for Draft Conformity Analysis	August 12, 2026
AQCTF Briefing on Responses to Comments	August 27, 2026
MTC Committee Approval	September 9, 2026
MTC Commission Approval	September 23, 2026
Expected FHWA/FTA Final Approval of 2027 TIP AQ Conformity Analysis	December 15, 2026

Meeting Notes
Air Quality Conformity Task Force Meeting
Metropolitan Transportation Commission
Date: 5/28/26

Time: 9:30AM
Location: Zoom
Facilitator: Lyric Greif, MTC
Attendees:

- **John Saelee, MTC**
- **Adam Noelting, MTC**
- **Mallory Atkinson, MTC**
- **Monte DiPalma, BAAD**
- **Erika Vaca, Caltrans**
- **Kevin Hernandez Rios, Caltrans**
- **Cid Chiu, Caltrans**
- **Shilpa Mareddy, Caltrans**
- **Tom Holstein, Caltrans**
- **Rodney Tavitas, Caltrans**
- **Jennifer Ashby-Camp, Caltrans**
- **Michael Dorantes, EPA**
- **Jasmine Amanin, FHWA**
- **Sarah Chan, Fehr and Peers**
- **Gillian Zhao, Fehr and Peers**
- **Noemi Wyss, Kimley Horn**
- **Thomas Warner, LSA**
- **Bianca Martinez, LSA**
- **Yesica Alvarez, Ramboll**
- **Catarina Kidd, FivePoint**
- **Mehrashk Meidani, City of Fairfield**

1. **Welcome and Introductions**

   The meeting began with introductions led by MTC staff.

2. **PM2.5 Project Conformity Interagency Consultations**
   a. **Consultation to Determine POAQC Status**

   i. **Bayview Connections Project (San Francisco Public Works)**
   Presenters: Sarah Chan, Yesica Alvarez

The Bayview Connections Project was presented by staff from Fehr & Peers and Ramboll as a follow-up to a prior consultation held in February 2026. The project consists of roadway extensions, widening, and multimodal improvements in southeast San Francisco to support the Candlestick Point–Hunters Point Shipyard development. These improvements include expanded roadways such as Harney Way and Aurelius Walker, new bicycle and pedestrian facilities, and bus rapid transit lanes.

Project staff explained that the project is intended to accommodate significant future growth associated with the development, which includes more than 10,000 residential units and substantial commercial space. They emphasized that roadway improvements are not expected to generate new trips but instead serve travel demand driven by the planned land uses. With the project, traffic operations are expected to improve, with intersections performing at level of service D or better. Without the project, conditions would likely degrade due to limited existing roadway capacity. The team also noted that San Francisco's transit fleet is expected to transition toward zero-emission buses, reducing future diesel emissions.

EPA staff raised several questions regarding the traffic data used in the analysis. Specifically, EPA requested clarification on differences between opening-year and long-term (horizon year) traffic projections, as well as clearer distinctions between build and no-build scenarios. Concerns were also raised about the use of older baseline data (from 2007) and the need to confirm its validity, along with documentation supporting assumptions about truck traffic percentages.

While EPA indicated that overall concerns about the project's air quality impacts are low, the agency stated that it could not make a final POAQC determination until the requested opening-year traffic data and clarifications are provided. The project team agreed to revise the analysis accordingly and resubmit the information for further review.

ii. US-101 / SR-92 Interchange Direct Connector Project
Presenters: Noemi Wyss

Kimley-Horn staff presented the US-101/SR-92 Interchange Direct Connector Project, which proposes to create a dedicated connection between State Route 92 and US 101 express lanes. This connection aims to improve travel time reliability and reduce congestion at the US-101/SR-92 in San Mateo County. The project proposes constructing managed-lane connectors between the two highways, including alternatives that would provide reversible express lanes to accommodate peak-direction demand. The project is designed to improve traffic flow and promote carpooling and transit use.

The presenters highlighted that the project would not introduce new capacity for general-purpose traffic and would not serve trucks, meaning there would be no increase in diesel vehicle activity. Instead, the improvements are expected to reduce delays and improve operational efficiency.

Determination: Based on the analysis, the project was determined not to meet any criteria for a Project of Air Quality Concern. Both EPA and FHWA concurred with this determination during the meeting. No major concerns were raised, and the agencies agreed that the project's design and operational characteristics support the conclusion that it will not result in localized air quality impacts of concern.

iii. Jepson Parkway Phase 2B/2C Project (Fairfield)
Presenters: Thomas Warner, Gillian Zhao, Bianca Martinez

The Jepson Parkway Phase 2B/2C Project was presented by LSA and Fehr & Peers as part of a segment of a larger corridor project originally evaluated in a 2011 EIS. This phase involves widening an existing two-lane segment of Vanden Road to a four-lane divided roadway, completing a gap between already improved segments to the north and south. The project also includes a realignment to accommodate a future grade-separated crossing.

Project staff explained that the primary purpose of the project is to eliminate an existing bottleneck that disrupts traffic flow along the corridor. Traffic forecasts showed that future volumes would remain within the capacity of the improved roadway, and the project is expected to restore continuity and improve operations without significantly altering overall traffic demand patterns. Truck volumes were projected to remain consistent with existing conditions.

During the discussion, BAAD staff raised broader questions about how to consider regional versus project-level impacts, particularly regarding induced demand and potential shifts in traffic patterns across the corridor. EPA staff clarified that project-level conformity analysis focuses on localized impacts, while broader system effects are addressed through regional conformity and NEPA processes.

The Task Force discussed ongoing coordination challenges related to delays in the federal review process for conformity determinations and the need to align project descriptions with the TIP description for consistency. MTC staff confirmed that a TIP amendment is scheduled for the Jepson Parkway Phase 2B/2C project at the June Commission meeting, noting that the amendment is tentative due to the project's non-exempt status and MTC's current conformity lapse grace period.

Determination: EPA and FHWA concurred that the project is not a Project of Air Quality Concern, while noting that continued coordination is necessary to address administrative and regulatory requirements.

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

The Task Force reviewed three projects for concurrence on exemption classifications under 40 CFR 93.126. EPA, FHWA, and Caltrans all concurred that the proposed exemption classifications were appropriate for LAMMPS Phase 2 and 3, and for the Expanding Access to Charging in EPC Project.

The Task Force raised questions about the exemption category for the Page St. Bike Boulevard Project because the description suggested it currently involves only engineering and design activities rather than construction. EPA recommended clarifying the project description before finalizing the exemption category, noting that the classification should align with the project's actual scope and intended outcomes. MTC staff agreed to revise the TIP description and exemption category in an upcoming TIP revision.

Determination: EPA, FHWA, and Caltrans confirmed that the LAMMPS and Expanding Access to Charging in EPC projects were exempt from regional air quality conformity.

Following the May 28 meeting, MTC staff confirmed that the Page St. Bike Boulevard Project will not include construction activities and includes design activities only. MTC staff proposed to reclassify the project in an upcoming TIP revision, from 40 CFR 93.126 – Air Quality - Bicycle and pedestrian facilities to 40 CFR 93.126 – Other - Planning and technical studies. EPA, FHWA, and Caltrans confirmed that the Page St. Bike Boulevard Project is exempt from regional air quality conformity under the revised classification on June 2, 2026.

SOL 113 Roadway Rehabilitation 3R Project
Presenter: Shilpa Mareddy, Caltrans

Caltrans staff presented the Sonoma 113 Rehabilitation Project, which involves roadway reconstruction, widening to address deteriorating pavement, inadequate geometry, and recurring flooding along the corridor. The project includes both vertical and horizontal realignment, along with drainage improvements and multimodal improvements.

The discussion focused on determining the appropriate exemption category for the project. While the project team initially proposed treating it as a safety project due to flooding concerns, EPA and FHWA noted that the lack of specific crash data tied to a hazardous

location made this classification less appropriate. The agencies instead considered whether the project qualified under emergency relief or rehabilitation-related exemptions.

Determination: The Task Force determined that the project should be classified under the pavement resurfacing and rehabilitation exemption. EPA, FHWA, and Caltrans staff concurred that the project is exempt under 40 CFR 93.126 – Safety - Pavement resurfacing and/or rehabilitation.

SR 116 Pine View Way Reactive Safety Project
Presenter: Shilpa Mareddy, Caltrans

Caltrans staff presented an update to the SR 116 Pine View Way Reactive Safety Project. The project aims to reduce collision risks at an intersection with a documented history of broadside crashes by either installing a traffic signal or constructing a roundabout. The updated scope includes a new bypass lane associated with the roundabout alternative.

Although the project had previously been reviewed, it was brought back to the group because of this scope change. After discussion, agencies agreed that the addition of the bypass lane does not alter the project's fundamental purpose as a safety improvement. EPA, FHWA, and Caltrans confirmed that the project continues to qualify as exempt under 40 CFR 93.126, and concurrence was reaffirmed.

3. **Projects with Regional Air Quality Conformity Concerns**
   Presenter: John Saelee, MTC

MTC staff provided an update on a current project in the 2025 TIP that will receive an exemption classification update due to the addition of a road diet component. The proposed change would reclassify the Jefferson Avenue Traffic Safety Improvement Multimodal Project from 40 CFR 93.126 – Air Quality - Bicycle and pedestrian facilities to 40 CFR 93.126 - Safety -Projects that correct, improve, or eliminate a hazardous location or feature. The Task Force confirmed that road diets are eligible for this exemption category, and no concerns were raised.

4. **Regional Air Quality Conformity Assumptions and Methodology**
   Presenter: Lyric Greif, MTC

MTC staff provided an update on the conformity analysis approach for the 2027 Transportation Improvement Program, noting that the analysis will use updated CARB

adjustment factors from both November 2025 and May 2026. No changes were made to the overall methodology.

5. Consent Calendar

April 23, 2026, Air Quality Conformity Task Force Meeting Summary

The meeting concluded with a review of the prior meeting summary, with no comments.

6. Next Meeting

MTC Staff gave a reminder that the next meeting of the Air Quality Conformity Task Force is scheduled for June 25, 2026.