



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Air Quality Conformity Task Force

DATE: September 15, 2017

FR: Harold Brazil

W. I.

RE: PM_{2.5} Project Conformity Interagency Consultation

Two project sponsors are seeking interagency consultation from the Air Quality Conformity Task Force (AQCTF) at today's meeting and the projects are as follows:

| No. | Project Sponsor | Project Title |
|-----|--|--|
| 1 | City of San Jose | US 101/Blossom Hill Road Interchange Improvement Project |
| 2 | Alameda County Transportation Commission (ACTC), City of Berkeley and Caltrans | I-80 Gilman Interchange Reconfiguration Project |

2ai_US_101_Blossom_Hill_Rd_Intchg_Improvement_Project_Assessment_Form.pdf (for the US 101/Blossom Hill Road Interchange Improvement project)

2aii_I-80_Gilman_Interchange_Reconfiguration_Project_Assessment_Form.pdf (for the I-80 Gilman Interchange Reconfiguration project)

MTC also requests the review and concurrence from the Task Force on projects which project sponsors have identified as exempt and likely not to be a POAQC. **2b_Exempt List 091417.pdf** lists exempt projects under 40 CFR 93.126

Project Assessment Form for PM_{2.5} Interagency Consultation

Project Title: US 101/Blossom Hill Road Interchange Improvement Project

Project Summary for Air Quality Conformity Task Force Meeting:

Description

The proposed project would modify the existing US 101/Blossom Hill Road interchange in south San Jose by constructing the following improvements:

- A new bridge structure over US 101 would be constructed between the two existing Blossom Hill Road bridge decks to accommodate one additional lane of traffic in each direction plus an eastbound dedicated lane leading to the northbound loop on-ramp.
- The existing southbound off-ramp would be widened approaching the ramp terminus to accommodate three right-turn lanes and one left-turn lane. The existing traffic signal at the intersection of this ramp with Blossom Hill Road would be also modified.
- The existing northbound off-ramp would be widened approaching the ramp terminus to accommodate two left-turn lanes, one right-through lane, and one right-turn lane.
- The eastbound approach to the Blossom Hill Road/Coyote Road/northbound off-ramp intersection would be reconfigured to accommodate two left-turn lanes and two through lanes, and Coyote Road would be widened north of the intersection to receive the two left-turn lanes. The existing traffic signal at this intersection would be also modified.
- The entrances to the existing southbound and northbound loop on-ramps would be realigned to improve traffic operations.
- The existing connector ramp from Monterey Road to eastbound Blossom Hill Road would be modified to increase the weaving distance between Monterey Road and the diagonal US 101 southbound on-ramp
- A Class I bicycle/pedestrian path, approximately 0.6 miles in length, would be constructed through the interchange between Monterey Road on the west and Coyote Road on the east. The path would be located along the north side of Blossom Hill Road and would be grade-separated from the southbound off-, southbound loop on-, and northbound on-ramps.

Background

- National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) process for a IS/EA is scheduled to be completed in 2018.
- Seeking fine particulate matter (PM_{2.5}) air quality conformity determination on September 28, 2017.

Project Assessment Form for PM_{2.5} Interagency Consultation

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?

- On US 101 and Blossom Hill Road, there will be no change in the AADT and no change in truck percentage between the Build and No-Build Alternatives.
- The truck percentage on Blossom Hill Road, where the majority of the project work that could have an effect on trucks would occur, is 4% with and without the project. The maximum AADT for trucks on Blossom Hill Road in the Horizon Year is 2,544. The other work not occurring on Blossom Hill Road involves some ramp modifications and the addition of a Class A bike/pedestrian path, which will have no effect on truck traffic on US 101. This would be considered a less-than-significant number of diesel vehicles affected by the project.

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

- Diesel vehicles represent only a small percentage of intersection traffic volume at the ramps.
- There will be no project-related changes to land use that would affect diesel traffic percentages.

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

- Not Applicable.

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

- Not Applicable.

(v) Affects areas identified in PM₁₀ or PM_{2.5} implementation plan as site of violation?

- No state implementation plan for PM_{2.5} and therefore, not identified in plan as an area of potential violation.

Project Assessment Form for PM_{2.5} Interagency Consultation

RTIP ID#: 21785

TIP ID#: SCL030006

Air Quality Conformity Task Force Consideration Date: September 28, 2017

Project Description

The proposed project would modify the existing US 101/Blossom Hill Road interchange in south San Jose by constructing the following improvements:

- A new bridge structure over US 101 would be constructed between the two existing Blossom Hill Road bridge decks to accommodate one additional lane of traffic in each direction plus an eastbound dedicated lane leading to the northbound loop on-ramp.
- The existing southbound off-ramp would be widened approaching the ramp terminus to accommodate three right-turn lanes and one left-turn lane. The existing traffic signal at the intersection of this ramp with Blossom Hill Road would be also modified.
- The existing northbound off-ramp would be widened approaching the ramp terminus to accommodate two left-turn lanes, one right-through lane, and one right-turn lane.
- The eastbound approach to the Blossom Hill Road/Coyote Road/northbound off-ramp intersection would be reconfigured to accommodate two left-turn lanes and two through lanes, and Coyote Road would be widened north of the intersection to receive the two left-turn lanes. The existing traffic signal at this intersection would be also modified.
- The entrances to the existing southbound and northbound loop on-ramps would be realigned to improve traffic operations.
- The existing connector ramp from Monterey Road to eastbound Blossom Hill Road would be modified to increase the weaving distance between Monterey Road and the diagonal US 101 southbound on-ramp.
- A Class I bicycle/pedestrian path, approximately 0.6 miles in length, would be constructed through the interchange between Monterey Road on the west and Coyote Road on the east. The path would be located along the north side of Blossom Hill Road and would be grade-separated from the southbound off-, southbound loop on-, and northbound on-ramps.

Project Assessment Form for PM_{2.5} Interagency Consultation

| | | | | |
|---|--|---|---|-------------------------------|
| Type of Project: Interchange Improvement Project. | | | | |
| County: Santa Clara County | Narrative Location/Route & Post miles: US 101 Blossom Hill Road Interchange Improvement Project US 101 PM 28.4 – 28.9 | | | |
| Lead Agency: Caltrans | | Project Sponsor: City of San Jose | | |
| Contact Person: Liza Gonzalez | Phone#: (408) 975-3256 | Fax#: (408) 292-6090 | Email: Liza.Gonzalez@sanjoseca.gov | |
| Federal Action for which Project-Level PM Conformity is Needed: <i>(check appropriate box)</i> | | | | |
| Categorical Exclusion (NEPA) | <input checked="" type="checkbox"/> EA | <input checked="" type="checkbox"/> FONSI | PS&E or Construction | Other Revalidation |
| Scheduled Date of Federal Action: 2018 | | | | |
| NEPA Delegation – Project Type: <i>(check appropriate box)</i> | | | | |
| | <input checked="" type="checkbox"/> Section 326 – Categorical Exclusion | <input checked="" type="checkbox"/> | Section 327 – Non- Categorical Exclusion | |
| Current Programming Dates: <i>(as appropriate)</i> | | | | |
| | PE/Environmental | ENG | ROW | CON |
| Start | 2016 | 2018 | | 2020 |
| End | 2018 | 2019 | | 2021 |

Project Assessment Form for PM_{2.5} Interagency Consultation

Project Purpose and Need (Summary):

Project Purpose

The purpose for this project is to improve traffic operations and improve accommodations and connectivity for pedestrians and bicyclists along Blossom Hill Road.

Project Need

Blossom Hill Road is a key east-west connector between job locations, housing, commercial and retail development, schools and recreational opportunities in southeast San Jose. In its General Plan, the City of San Jose expresses commitment to a balanced transportation system, emphasizing transit, bicycle and pedestrian travel modes, as well as adequate capacity for motor vehicle trips, on major arterials like Blossom Hill Road. Recognizing the significant environmental and recreational benefits of bicycle and pedestrian facilities, the City's General Plan also establishes an ambitious goal for the development of an urban trail system.

Roadway Capacity Deficiencies: The existing US 101/Blossom Hill Road Interchange is located in the Edenvale area of San Jose. In the City's environmental clearance documents for nearby commercial, industrial and mixed-use projects dating back to 2000, levels of service (LOS) for intersections at the US 101/Blossom Hill Road interchange are projected to be LOS F when the approved developments are completed. In response, the City adopted the Edenvale Area Development Policy (EADP), within which intersection improvements and the widening of Blossom Hill Road through the US 101 interchange are identified as priority improvements.

Bicycle and Pedestrian Facilities Deficiencies: The EADP also emphasizes the goal of providing safe and convenient multi-modal access between jobs, housing and retail development. In contrast to this goal, the existing US 101/Blossom Hill Road Interchange is not pedestrian and bicycle friendly as there are narrow shoulders, no sidewalk on the eastbound bridge, a narrow sidewalk on the westbound bridge, and pedestrians and bicyclists are required to cross high-volume and high-speed freeway ramps at-grade. The need for improved east-west pedestrian and bicycle access through the interchange is significant due to the following factors:

- The Coyote Creek Trail, a Class I bicycle and pedestrian facility along Coyote Creek just east of the US 101/Blossom Hill Road Interchange, is a major north-south trail used by active transportation commuters and recreational users.
- Just west of US 101/Blossom Hill Road Interchange, the Xander's Crossing pedestrian bridge was recently opened to provide safe connectivity across the railroad tracks and Monterey Road to access the nearby Blossom Hill Caltrain Station and recently constructed high-density mixed-use development. Xander's Crossing also facilitates access to the nearby Cottle Light Rail Transit Station.
- Students living in the residential areas located on the east side of the interchange attend elementary, middle, and high schools located on the west side of the interchange.

In the City's Bicycle Master Plan adopted in November 2009, a Class I facility is shown along Blossom Hill Road, connecting the Coyote Creek Trail and residences east of US 101 to Monterey Road and Xander's Crossing.

Project Assessment Form for PM_{2.5} Interagency Consultation

Surrounding Land Use/Traffic Generators:

Blossom Hill Road is a key east-west connector between job locations, housing, commercial and retail development, schools and recreational opportunities in southeast San Jose. Land uses along Blossom Hill Road in the project area include residential, retail, and commercial.

Brief summary of assumptions and methodology used for conducting analysis:

The Average Annual Daily Traffic (AADT) and truck percentages were provided by DKS¹. The project forecasts were prepared using recent traffic and truck counts along the US 101 and Blossom Hill Road corridors, as well as model runs using the Santa Clara Countywide Travel Demand Model.

Two analysis years, along with the existing conditions, were evaluated:

- Year 2016 represents the existing conditions.
- Year 2020 represents the possible opening year of the project.
- Year 2040 represents the planning horizon for the project.

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

n/a

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

n/a

¹ "Traffic Operations Analysis Report". DKS Traffic Engineers. April 21, 2017

Project Assessment Form for PM_{2.5} Interagency Consultation

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

| 2020 | US 101 | | Blossom Hill Road | | Coyote Road/Blossom Hill Road | |
|------------------|----------|---------|-------------------|--------|-------------------------------|--------|
| | No Build | Build | No Build | Build | No Build | Build |
| AADT | 160,069 | 160,069 | 54,950 | 54,950 | 29,988 | 29,988 |
| LOS ¹ | C | C | D | B | E | C |
| Truck AADT | 12,805 | 12,805 | 2,198 | 2,198 | 1,200 | 1,200 |
| % Trucks | 8% | 8% | 4% | 4% | 4% | 4% |

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.

| 2040 | US 101 | | Blossom Hill Road | | Coyote Road/Blossom Hill Road | |
|------------------|----------|---------|-------------------|--------|-------------------------------|--------|
| | No Build | Build | No Build | Build | No Build | Build |
| AADT | 173,255 | 173,255 | 63,600 | 63,600 | 30,013 | 30,013 |
| LOS ¹ | D | D | C | B | D | C |
| Truck AADT | 13,860 | 13,860 | 2,544 | 2,544 | 1,200 | 1,200 |
| % Trucks | 8% | 8% | 4% | 4% | 4% | 4% |

¹ During Peak Period

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; see above for highway facility.

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; see above for highway facility.

Describe potential traffic redistribution effects of congestion relief:

The results of the traffic study indicate that the project would not cause an increase in the AADT on US 101 or Blossom Hill Road for the Design Year of 2020 or the Horizon Year of 2040 and there would be no degradation of the LOS. The truck AADT percentage would not change in the Design or Horizon years with the project. The addition of the additional lane across US 101 and the improvements to the existing ramps would add capacity to reduce congestion during the peak periods, but not increase AADT

Project Assessment Form for PM_{2.5} Interagency Consultation

Comments/Explanation/Details:

The proposed project is in a nonattainment area for federal PM_{2.5} standards. Therefore, according to 40 CFR Part 93, a hotspot analysis is required for conformity purposes. However, the Environmental Protection Agency (EPA) does not require a quantitative hotspot analysis for projects that are not a project of air quality concern (POAQC). Five types of projects listed in 40 CFR Section 93.123(b)(1) qualify as a POAQC. The following discussion evaluates whether the proposed project falls into any of these POAQC categories.

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 traffic report for this phase of the project shows that the percentage of trucks will remain the same with and without the project and the AADT will remain the same with and without the project. The LOS on US-101 Northbound Off-Ramp - Coyote Road / Blossom Hill Road will improve from a worst-case LOS F without the project to LOS C with the project and the LOS at the US-101 Southbound Off-Ramp / Blossom Hill Road will improve from a worst-case LOS D without the project to LOS C with the project. The LOS will remain the same at all other locations.

2. The project is not likely to affect any intersections (40 CFR Section 93.123 (b)(1)(ii)).

The project will not have an effect on any intersections with 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)).

Not applicable - No bus or rail terminals are affected by the project.

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)).

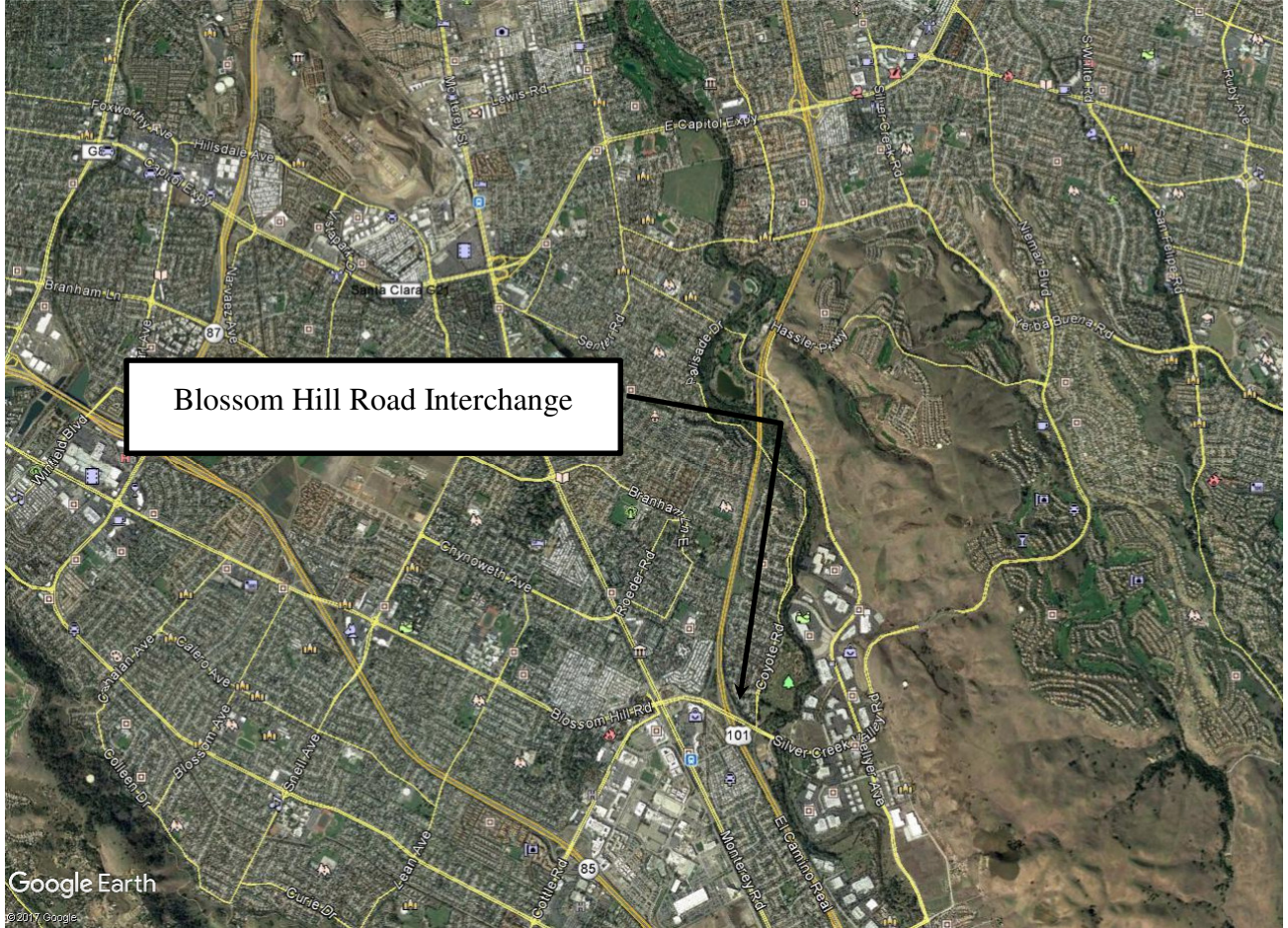
Not applicable - No bus or rail terminals are affected by the project.

5. The project is not in or affecting locations, areas or categories of sites that are identified in the PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation (40 CFR Section 93.123 (b)(1)(v)).

Project does not affect locations identified in an applicable implementation plan or implementation plan submission. On January 9, 2013, the US EPA issued a final rule that determined the San Francisco Bay Area air basin has attained the 24-hour PM_{2.5} National Ambient Air Quality Standards (NAAQS). As a result, new state implementation plan (SIP) provisions are not necessary to demonstrate how the air basin will attain the standard.

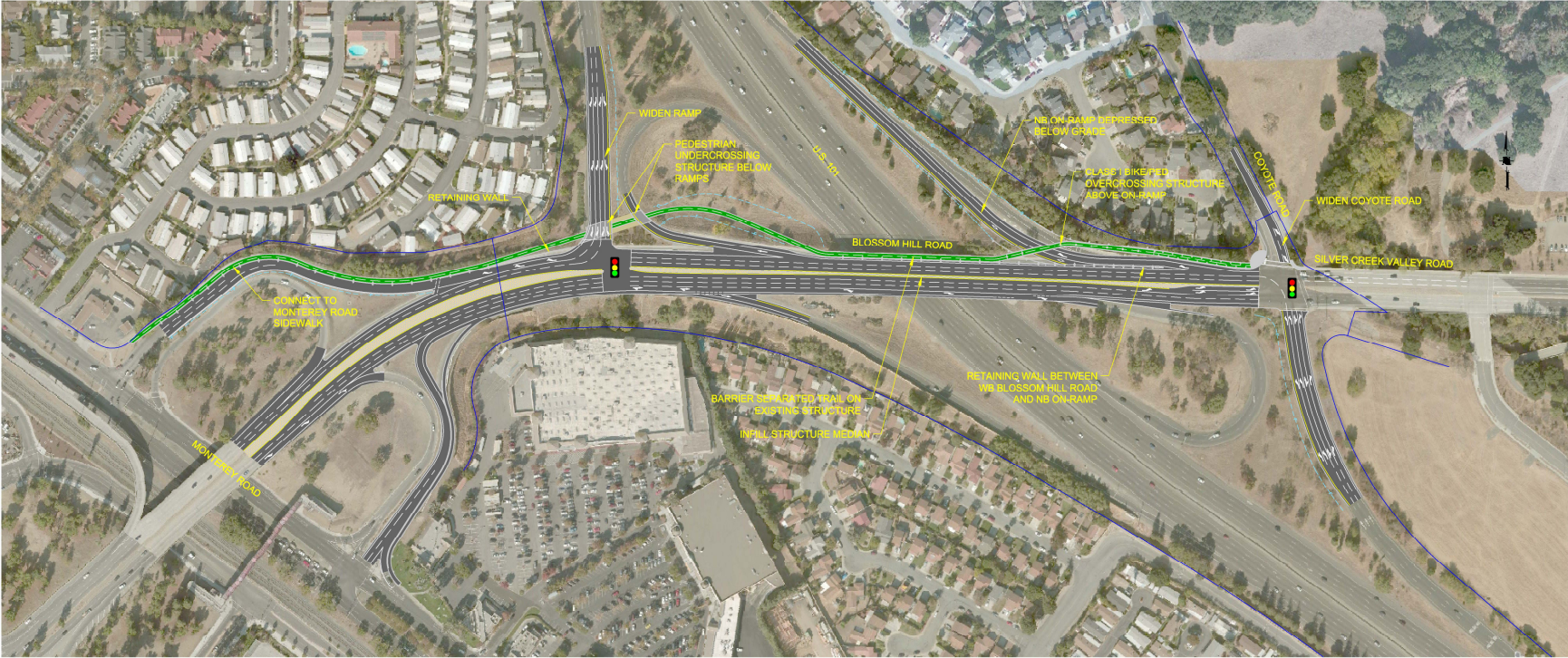
Based on the evaluation above, the project should not be considered a POAQC and not require a quantitative hot-spot analysis to demonstrate that it will not cause or worsen an existing PM_{2.5} violation.

Project Assessment Form for PM_{2.5} Interagency Consultation



Project Assessment Form for PM_{2.5} Interagency Consultation

U.S. 101 / BLOSSOM HILL ROAD
The City of San Jose



PROPOSED BUILD ALTERNATIVE

Scale: 1" = 100'
Drawn: ANI Reviewed: WJW
HMM# 4306.00 07/20/17

Application of Criteria for a Project of Air Quality Concern
Project Title: Interstate 80 (I-80)/Gilman Street Interchange Improvements Project
Project Summary for Air Quality Conformity Task Force Meeting: September 28, 2017

Description

- Project will reconfigure the I-80/Gilman Street interchange located in northwest Berkeley near its boundary with the City of Albany
- Replace non-signalized intersection configuration with two hybrid single-lane roundabouts with multilane portions on Gilman Street at the I-80 ramp terminals
- Reconstruct portions of Gilman Street, West Frontage Road and Eastshore Highway to allow for the minimum amount of spacing between ramp intersections and local intersections
- Construct shared-use Class I path on the south side of the Gilman Street undercrossing to Eastshore Highway
- Construct two-way cycle track on the south side of Gilman Street between eastern roundabout and 4th Street
- Build pedestrian/bicycle overcrossing over I-80, connecting to the Bay Trail, Class I path, and two-way cycle track
- PG&E utility relocations
- EBMUD pipeline relocation and extension
- No change to I-80 mainline

Background

- NEPA process for Initial Study/Environmental Assessment (IS/EA) is ongoing; Draft IS/EA anticipated to be circulated for public review in early 2018
- Seeking air quality conformity determination on or before January 2018

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
- Interchange improvement – no change to I-80 mainline
- No change in traffic volume or truck percentages

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

- Intersections at LOS D, E, or F improve and delays decrease
- No project changes to land use that would affect diesel traffic percentage

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

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

(v) Affects areas identified in PM₁₀ or PM_{2.5} implementation plan as site of violation?

- The intersection area has not been identified as a possible violation site

RTIP ID# 21144

TIP ID# ALA050079

Air Quality Conformity Task Force Consideration

Date September 28, 2017

Project Description (*clearly describe project*)

The Interstate-80 (I-80)/Gilman Street Interchange Improvement Project would reconfigure the interchange located in northwest Berkeley near its boundary with the City of Albany. The project includes one build alternative, the Roundabout Alternative. The Roundabout Alternative includes the reconfiguration of I-80 ramps and intersections at Gilman Street. The existing non-signalized intersection configuration with stop-controlled ramp terminuses would be replaced with two hybrid single-lane roundabouts with multilane portions on Gilman Street at the I-80 ramp terminals. The I-80 ramps and frontage road intersections at each ramp intersection would be combined to form one single roundabout intersection. Gilman Street would be reconstructed from approximately 300 feet west of West Frontage Road to approximately 100 feet east of 4th Street. Work would also include reconstruction of West Frontage Road and Eastshore Highway to allow for the minimum amount of spacing between ramp intersections and local intersections. Eastshore Highway would be converted from two lanes to one lane entering the roundabout in order to reduce the number of conflicts. During this reconfiguration, pavement preservation (mill and overlay) would be implemented. There are no proposed improvements to the freeway mainline.

A shared-use Class I path for pedestrians and bicyclists would be constructed on the south side of the Gilman Street undercrossing. The shared-use path would extend south along Eastshore Highway, where it would then connect to a proposed bicycle/pedestrian overcrossing. The overcrossing would be constructed over I-80, merging into the existing San Francisco Bay Trail (Bay Trail) that runs parallel to West Frontage Road. The shared-use path would terminate at the Bay Trail on the west and at the eastern roundabout on the east side of the project. From the eastern roundabout, it would join a two-way cycle track and the existing sidewalk. The Roundabout Alternative also includes a two-way cycle track on the south side of Gilman Street between the eastern roundabout and 4th Street.

Figures 1 and 2 show the regional and local project location. The Roundabout Alternative is shown in Figure 3. The figures are presented below at the end of this form.

Type of Project: Reconfigure Existing Interchange

| | |
|---------------|--|
| County | <i>Narrative Location/Route & Postmiles</i> |
| Alameda | The project is located in Alameda County at the I-80/Gilman Street interchange in the City of Berkeley (Post Miles 6.4 to 6.82). |
| | Caltrans Projects – EA# 04-0A7700 |

Lead Agency: California Department of Transportation

| | | | |
|-----------------------|----------------|-------------|------------------------|
| <i>Contact Person</i> | <i>Phone#</i> | <i>Fax#</i> | <i>Email</i> |
| Paul Herman | (510) 286-5701 | | Paul.Herman@dot.ca.gov |

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

| | | | | | |
|-------------------------------------|---|------------------------|---------------------------|---------------------------------|--------------|
| <i>Categorical Exclusion (NEPA)</i> | X | EA or Draft EIS | FONSI or Final EIS | PS&E or Construction | <i>Other</i> |
|-------------------------------------|---|------------------------|---------------------------|---------------------------------|--------------|

Scheduled Date of Federal Action: June 2018

| NEPA Delegation – Project Type <i>(check appropriate box)</i> | | | | |
|---|--|----------|---|-------|
| | Section 326 – Categorical Exclusion | X | Section 327 – Non- Categorical Exclusion | |
| Current Programming Dates <i>(as appropriate)</i> | | | | |
| | PE/Environmental | ENG | ROW | CON |
| Start | 10/15 | 10/15 | 3/18 | 10/19 |
| End | 6/18 | 1/19 | 4/19 | 11/21 |
| Project Purpose and Need (Summary): <i>(please be brief)</i> | | | | |
| Purpose | | | | |
| <ul style="list-style-type: none"> • Simplify and improve navigation and traffic operations on Gilman Street between the West Frontage Road and 2nd Street through the I-80 interchange • Reduce congestion, vehicle queues, and conflicts • Improve safety at Gilman Street intersections; • Improve local and regional bicycle and pedestrian facilities through the I-80/Gilman Street interchange • Improve safety at the I-80/Gilman Street interchange | | | | |
| Project goal | | | | |
| <ul style="list-style-type: none"> • A goal of the proposed project is to improve and enhance the Gilman Street entry corridor into west Berkeley | | | | |
| Need | | | | |
| <ul style="list-style-type: none"> • Nonstandard spacing between I-80 ramp intersections and frontage roads combined with free-flow traffic on Gilman Street without turn channelization creates poor intersection operations due to short weaving lengths, left turn storage in through lanes, and complex vehicle navigation through multiple points of conflict; • Existing and future poor Level of Service (LOS) conditions at the I-80 ramp intersections and Eastshore Highway intersections with Gilman Street during weekday and weekend peak hours due to stop-controlled intersections; • Existing vehicle queue spillback from the I-80/Gilman Street ramp intersections onto the freeway off-ramps, especially in the westbound I-80 direction; • Gap in the local and regional bikeway system exists on Gilman Street between the Class II facility east of 2nd Street and the Class I Bay Trail facility. | | | | |
| Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i> | | | | |
| <p>The project area is bounded by a mix of industrial, commercial, and recreational developments. I-80 is a transcontinental east-west freeway. Gilman Street is an east-west arterial that extends from Buchanan Street Extension to the west and Hopkins Street to the east, and is a major vehicle route for accessing the freeway. Gilman Street provides primary access from the Cities of Berkeley and Albany to Golden Gate Fields horse racing track, the Tom Bates Recreational Complex, and the waterfront shoreline areas. Diesel traffic in the project area is related to commercial and light industrial land uses.</p> | | | | |

Brief summary of assumptions and methodology used for conducting analysis

The information presented in this form was obtained from the Traffic Operations Analysis Report (Traffic Report) prepared by TJKM on June 22, 2017. The Traffic Report focused on peak hour traffic volumes instead of average annual daily traffic (AADT) because peak hour volumes are pertinent to assessing operations of the Roundabout Alternative. However, the Traffic Report provided existing AADT for I-80 and Gilman Street. The project would not change truck AADT in the interchange area. There may be a slight change in peak period truck volumes due to improved traffic flow associated with the Roundabout Alternative. However, on a daily basis, the implementation of a roundabout would not affect local truck trip generation and roadway volumes. Therefore, truck volumes were derived using the existing truck percentage relative to total AADT.

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

NOT APPLICABLE (facility is not a highway or street)

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 (facility is not a highway or street)

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

| Segment | AADT | | | | | |
|--------------------------------------|-----------------|-------------|----------|-----------------------|-------------|----------|
| | Existing (2014) | | | Build/No Build (2040) | | |
| | Total AADT | Trucks AADT | % Trucks | Total AADT | Trucks AADT | % Trucks |
| I-80 Mainline | 274,000 | 10,960 | 4% | 290,430 | 11,617 | 4% |
| I-80 EB Off Ramp at Gilman | 5,900 | 236 | 4% | 5,900 | 236 | 4% |
| I-80 EB On Ramp at Gilman | 9,000 | 360 | 4% | 9,920 | 397 | 4% |
| I-80 WB Off Ramp at Gilman | 10,600 | 424 | 4% | 21,160 | 846 | 4% |
| I-80 WB On Ramp at Gilman | 6,300 | 252 | 4% | 13,300 | 532 | 4% |
| Gilman St Between 2nd and 4th Sts EB | 9,532 | 763 | 8% | 13,656 | 1,092 | 8% |
| Gilman St Between 2nd and 4th Sts WB | 9,532 | 477 | 5% | 13,656 | 683 | 5% |
| Gilman St Between 7th and 8th Sts EB | 7,589 | 607 | 8% | 9,486 | 759 | 8% |
| Gilman St Between 7th and 8th Sts WB | 7,589 | 379 | 5% | 9,486 | 474 | 5% |

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 (facility is not an intermodal facility/terminal/transfer point)

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 (facility is not an intermodal facility/terminal/transfer point)

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 (facility is not an intermodal facility/terminal/transfer point)

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 (facility is not an intermodal facility/terminal/transfer point)

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

The decisive goal of the project is to simplify and improve navigation, mobility, reduce congestion, and improve safety at the I-80/Gilman Street interchange. The short- and long-term benefits related to congestion relief are summarized below from the Traffic Report.

2020 Opening Year

- The Gilman Street/Frontage Road and the Gilman Street/westbound I-80 ramps intersections improve from LOS F to LOS A during the AM peak hour.
- The Gilman Street/eastbound I-80 ramps intersection improves from LOS D to LOS A and the Gilman Street/Eastshore Highway intersections improves from LOS F to LOS A during the AM peak hour.
- The Gilman Street/Frontage Road and the Gilman Street/westbound I-80 ramps intersections improve from LOS F to LOS A during the PM peak hour.
- The Gilman Street/eastbound I-80 ramps and the Gilman Street/Eastshore Highway intersections improve from LOS F to LOS B during the PM peak hour.

2040 Horizon Year

- The Gilman Street/Frontage Road and the Gilman Street/westbound I-80 ramps intersections improve from LOS F to LOS C during the AM peak hour.
- The Gilman Street/eastbound I-80 ramps intersection improves from LOS C to LOS A and the Gilman Street/Eastshore Highway intersections improves from LOS F to LOS A during the AM peak hour.
- The Gilman Street/Frontage Road and the Gilman Street/westbound I-80 ramps intersections improve from LOS F to LOS A during the PM peak hour.
- The Gilman Street/eastbound I-80 ramps intersection level of service remains the same at LOS C and the Gilman Street/Eastshore Highway intersections improve from LOS F to LOS C during the AM peak hour.

Roundabout Alternative Level of Service Analysis

| Intersection | 2020 Opening Year Roundabout Alternative Level of Service | | 2040 Horizon Year Roundabout Alternative Level of Service | |
|---------------------------------------|---|---------|---|---------|
| | AM Peak | AM Peak | AM Peak | PM Peak |
| | LOS | LOS | LOS | LOS |
| Gilman Street at Frontage Road | A | C | C | A |
| Gilman Street at westbound I-80 ramps | | | | |
| Gilman Street at eastbound I-80 ramps | A | A | A | C |
| Gilman Street at Eastshore Highway | | | | |

It is also important to recognize that the queue lengths are projected to reduce significantly on the I-80 eastbound off-ramp and on the I-80 westbound off-ramp to Gilman Street under both 2020 and 2040 Conditions.

Comments/Explanation/Details (please be brief)

For the following reasons, the project would not be considered a “project of air quality concern” (according to 40 CRF 93.123(b)(1)) and would not trigger the need for a PM_{2.5} hot-spot modeling analysis:

1. New or expanded highway projects that have a significant number of or significant increase in diesel vehicles (significant number is defined as greater than 125,000 AADT and 8 percent or more of such AADT is diesel truck traffic, or in practice 10,000 truck AADT or more regardless of total AADT; significant increase is defined in practice as a 10 percent increase in heavy duty truck traffic);

The Roundabout Alternative would reconfigure the existing non-signalized intersection configuration with stop-controlled ramp terminuses with two hybrid single-lane roundabouts with multi-lane portions on Gilman Street at the I-80 ramp terminals. The I-80 ramps and frontage road intersections at each ramp intersection would be combined to form one single roundabout intersection. According to the Traffic Report, this action would improve peak hour traffic flow. As discussed above, the Roundabout Alternative would not change the AADT on Gilman Street or I-80. On Gilman Street, the No Build and Roundabout Alternative truck AADT is between 1,342 and 1,977 trucks in 2020 and 1,469 and 2,470 trucks in 2040

2. Projects affecting intersections that are at a Level of Service D, E, or F, with a significant number of diesel vehicles, or that 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 purpose of the Roundabout Alternative is to simplify and improve navigation, mobility and traffic operations, reduce congestion, vehicle queues and conflicts, improve local and regional bicycle connections and pedestrian facilities, and improve safety at the I-80/Gilman Street interchange. The Traffic Report determined that the Roundabout Alternative would result in 2020 and 2040 benefits at the following intersections: Gilman Street/Frontage Road, Gilman Street/Westbound I-80 Ramps, Gilman Street/Eastbound I-80 Ramps, and Gilman Street /Eastshore Highway. The traffic study also concluded that the queue lengths would be reduced significantly on the I-80 eastbound off-ramp and on the I-80 westbound off-ramp to Gilman Street under both 2020 and 2040 conditions. The reduced delay and improved flow would improve localized PM emissions by reducing engine idling and associated exhaust emissions;

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

The Roundabout Alternative does not include a new bus or rail terminal or transfer point.

4. Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; or

The Roundabout Alternative does not include an expanded bus or rail terminal or transfer point.

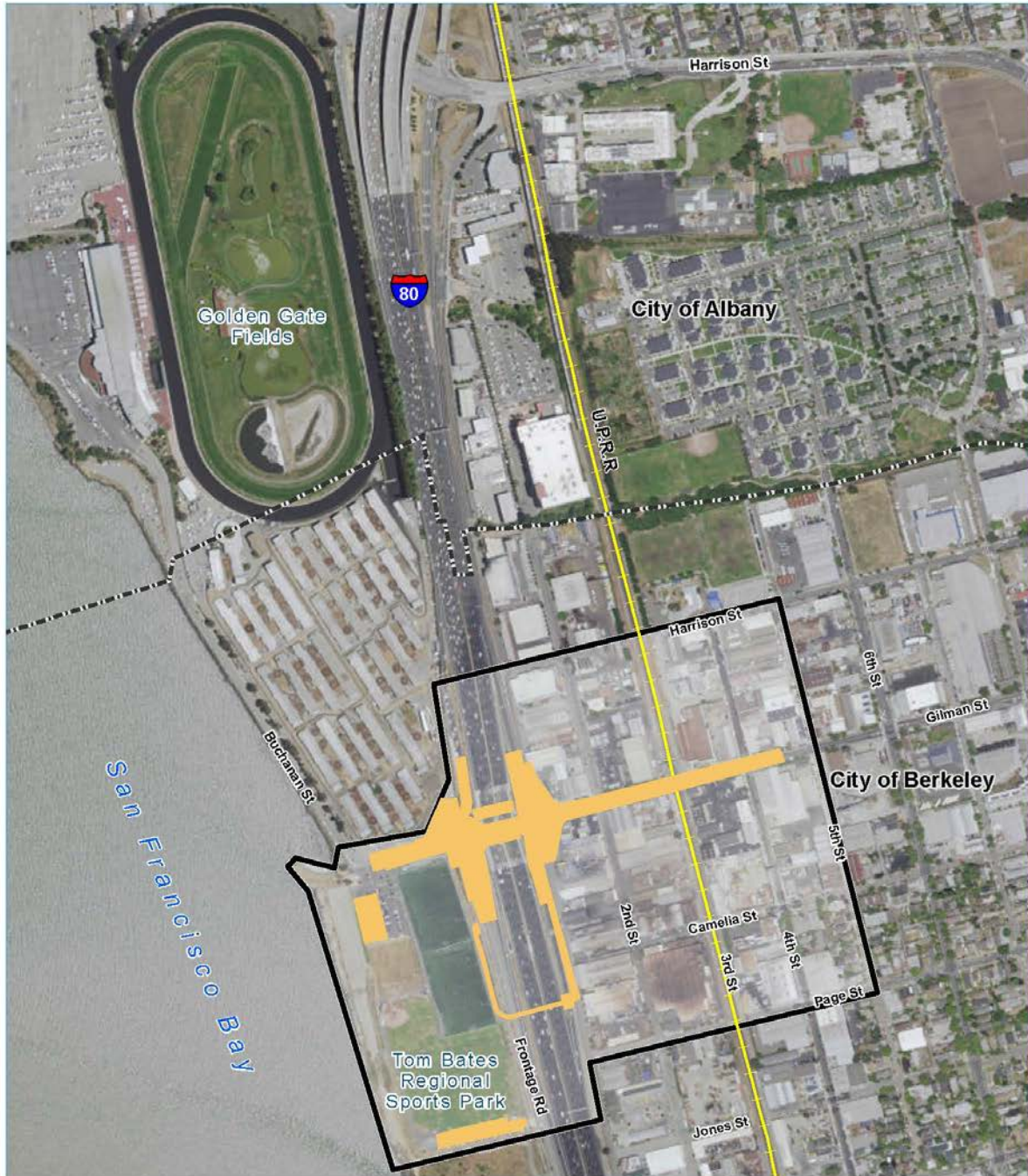
5. Projects in or affecting locations, areas, or categories of sites which are identified in the PM_{2.5} or PM₁₀ Implementation Plan or Implementation Plan submission, as appropriate, as sites of possible violation;





The intersection area has not been identified as a possible violation site.

Figure 1. Regional Location



Figure 2. Project Location



-  Project Area
-  Project Study Area
-  City Limits
-  Rail

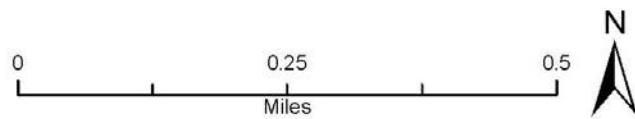


Figure 3. Roundabout Alternative

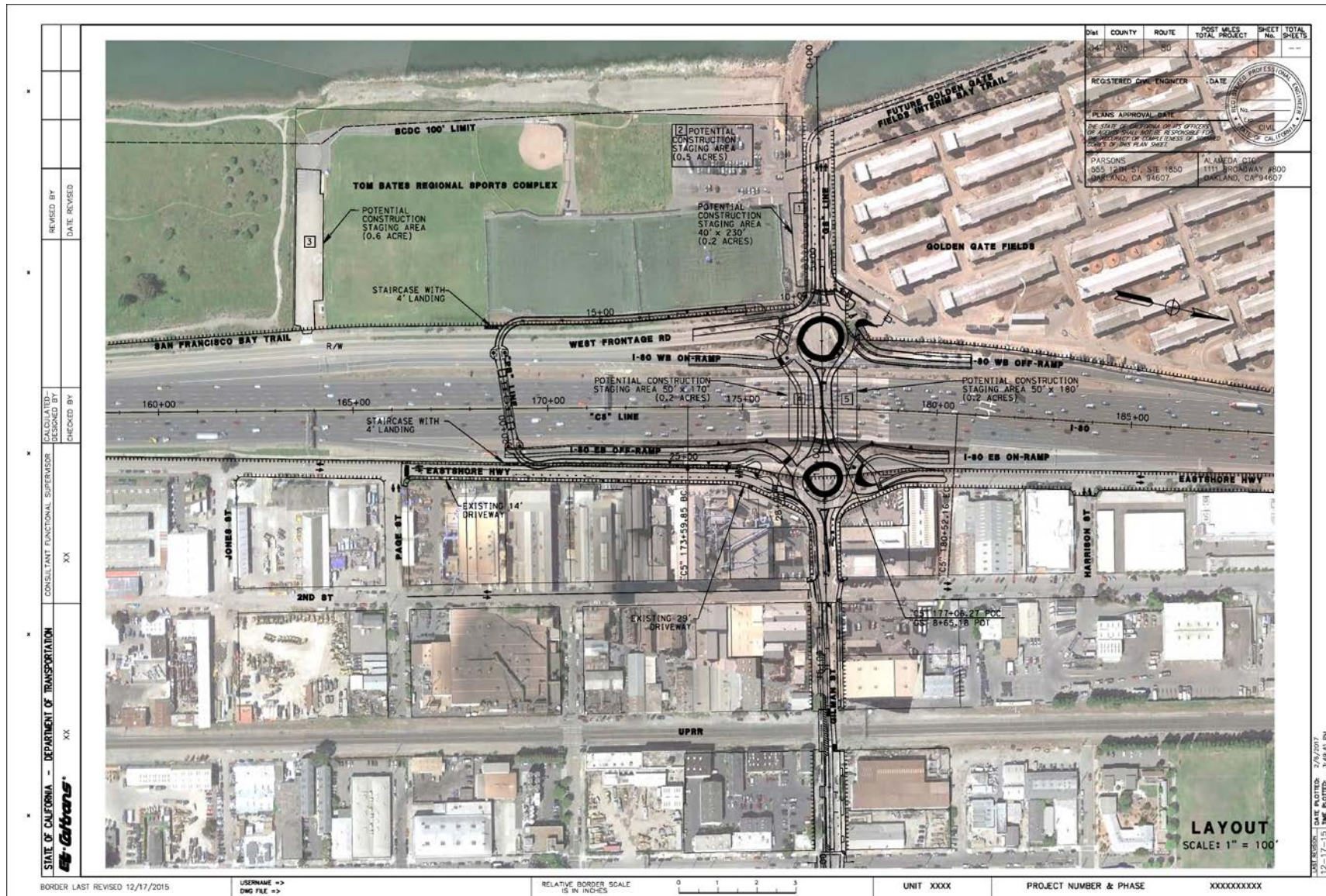
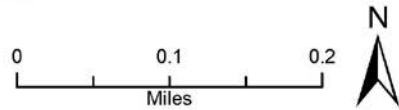
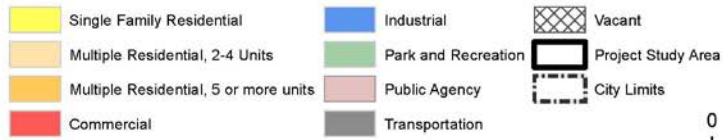


Figure 4. Land Use



40 CFR 93.126 Exempt Projects List

| County | TIP ID | Sponsor | Project Name | Project Description | Expanded Description | Project Type under 40 CFR 93.126 |
|--------|-----------|-----------|---|--|--|---|
| ALA | ALA170052 | Oakland | Oakland Fruitvale Ave Bike/Ped Imprvmnts H8-04-014 | H8-04-014. In Oakland, on Fruitvale Ave (E 10th St to E 23th St). Install crosswalk enhancements, RRFBs, signal upgrades and modifications, signing, striping, markings. Implement road diet, parking lane reduction and Class II bicycle lane. | H8-04-014. In Oakland, on Fruitvale Ave (E 10th St to E 23th St). Install crosswalk enhancements, RRFBs, signal upgrades and modifications, signing, striping, markings. Implement road diet, parking lane reduction and Class II bicycle lane. Existing Fruitvale has 3 lanes (2 NB, 1 SB), 2 parking lanes, and Sharrow on through lanes. To convert to 2 travel lanes (1 NB, 1 SB) with left turn storage lane at intersections, and 2 Class II bicycle lanes (1 NB, 1 SB). CounterMeasures = S6, R36, NS18. | Safety - Safety improvement program |
| ALA | ALA170053 | Oakland | Oakland 35th Ave Bike/Ped Improvements H8-04-015 | H8-04-015. In Oakland, on 35th Ave (San Leandro St to Sutter St). Install crossing enhancements, HAWKS, RRFBs, signal upgrades/modifications, signing, striping, markings. Implement road diet, Class II buffered bicycle lane from Int Blvd to E 12th St. | H8-04-015. In Oakland, on 35th Ave (San Leandro St to Sutter St). Install crossing enhancements, HAWKS, RRFBs, traffic signal upgrades and modifications (include left turn phase), signing, striping, markings. Implement road diet, Class II buffered bicycle lane between International Blvd and E 12th St. Existing 35th Ave is 4 travel lanes (2 NB, 2 SB). To convert to 2 travel lanes, 2 buffered bicycle lanes (1 NB, 1 SB). CounterMeasures: NS19, NS18, S6. | Safety - Safety improvement program |
| CC | CC-170014 | San Ramon | Iron Horse Trail Bike and Pedestrian Overcrossings | In San Ramon: At the intersections of Bollinger Canyon Road and the Iron Horse Trail and Crow Canyon Road and the Iron Horse Trail: Construct two bicycle/pedestrian overcrossings | In San Ramon, construct two bicycle/pedestrian overcrossings at the intersections of Bollinger Canyon Road and the Iron Horse Trail and Crow Canyon Road and the Iron Horse Trail. This work includes construction of the overcrossings, utility work, stormwater mitigation, ADA compliance, and landscape restoration. | Air Quality - Bicycle and pedestrian facilities |
| CC | CC-170022 | Concord | Commerce Ave Complete Streets | Concord: Along Commerce Ave: Upgrade street to Complete Streets standards including installing a Class III bike route, reconstruct asphalt pavement, ADA compliant sidewalk improvements, improved lighting and improved access to transit | Install a Class III bike route, along with reconstructed asphalt pavement roadway, ADA compliant sidewalk improvements, improved lighting and improved access to transit. This will include an all-way stop at Galaxy Way, as well as high-visibility crosswalks at Concord Avenue and Galaxy Way | Air Quality - Bicycle and pedestrian facilities |



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: September 15, 2017

FR: Harold Brazil

W. I.

RE: Air Quality Planning/Conformity: MTC/SACOG Memorandum of Understanding (Draft Resolution)

The eastern portion of Solano County falls within the Sacramento air basin, which for air quality conformity purposes, is within the jurisdiction of the Sacramento Area Council of Governments (SACOG). Solano County, however, is part of the MTC region and MTC has responsibility for the planning and fund programming process in Solano County. Due to this overlapping boundary situation, MTC and SACOG established a cooperative procedure for developing a fund programming and conformity process for this overlapping area.

MTC and SACOG originally entered into a Memorandum of Understanding (MOU) in May 1994 and revised in 2004. This cooperative agreement responded to federal transportation/air quality planning requirements for MPOs to consult with each other and the State regarding the coordination of plans and programs. Specifically, this MOU satisfies this requirement with regard to the programming of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds in eastern Solano County.

Over the past months, MTC staff has consulted with SACOG staff to develop an update the existing MOU and harmonize with Fixing America's Surface Transportation Act (FAST Act) legislation. The updated MOU will address the following interagency coordination issues:

- Consultation process
- State Implementation Plan (SIP) development
- Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding
- Regional and Project-Level Transportation Conformity

Next Steps

MTC staff is interested in discussing with and receiving comments from the Task Force on the draft MTC/SACOG MOU. MTC would also be interested in eventually receiving full Task Force concurrence on the final version of the updated MOU and coordinating agreement on the MOU final version with SACOG staff and their transportation/air quality partner agencies.

Date: XXXX XX, 2017

W.I.: 1412

Referred by: Planning

ABSTRACT

Resolution No. XXXX, Revised

This resolution approves and adopts a Memorandum of Understanding (MOU) between MTC and the Sacramento Area Council of Government (SACOG) related to the programming of federal Congestion Mitigation and Air Quality funds and federal air quality conformity procedures in a portion of Solano County.

This resolution was revised on July 28, 2004 to clarify the responsibilities of MTC and SACOG for the overlapped area during a conformity lapse.

This resolution was revised again on XXXX XX, 2017 to update the existing MOU to current federal transportation legislation and air quality regulatory requirements.

Date: XXXX XX, 2017

W.I.: 1412

Referred by: Planning

Re: Approval of Memorandum of Understanding with Sacramento Area Council of Governments coordinating Planning and Programming in a portion of Solano County.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. XXXX

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq. and is the region's Metropolitan Planning Organization (MPO); and

WHEREAS, the Fixing America's Surface Transportation Act (FAST Act) (Public Law 114-94, December 4, 2015) continued the Congestion Mitigation and Air Quality Program (23 U.S.C. Section 149) to fund programs and projects which contribute to the attainment of national air quality standards in nonattainment areas; and

WHEREAS, the federal Clean Air Act Amendments of 1990 (42 U.S.C. Section 7401 et seq.) require an air quality conformity analysis to be conducted on the region's Transportation Improvement Program (TIP); and

WHEREAS, the FAST Act prescribes a specified formula for the distribution of CMAQ funds and state law requires funds to be distributed by this same formula to MPOs; and

WHEREAS, MTC is responsible for conforming the region's TIP to federal air quality requirements and with the programming and allocation of CMAQ funds; and

WHEREAS, a portion of Solano County which is in MTC's metropolitan planning area is in the Sacramento air basin, for which the MPO is Sacramento Area Council of Governments (SACOG); and

WHEREAS, the transportation conformity regulations require that if more than one MPO has authority in an area which is designated as non-attainment, the MPOs must consult with each other and the state in the coordination of plans and programs; and

WHEREAS, MTC and SACOG have developed, in consultation with the State Department of Transportation (Caltrans), the State Air Resources Board, and the Governor's Office, a process set forth in Attachment A to this Resolution for determining conformity with the federal Clean Air Act of projects in the TIP located in the part of Solano County located in the Sacramento air basin and for distributing CMAQ funds in this overlapping area within Solano County; now, therefore, be it

RESOLVED, that the Memorandum of Understanding (MOU) between MTC and SACOG attached hereto as Attachment A to this Resolution and incorporated herein as though set forth in full is hereby approved; and, be it further

RESOLVED, that the Executive Director or his designee has the authority to negotiate minor revisions to the MOU; and, be it further

RESOLVED, that MTC's responsibilities in allocating federal CMAQ funds and determining air quality conformity in the overlapping area of Solano County shall be carried out pursuant to the procedures in Attachment A.

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

This resolution was entered into by the
Metropolitan Transportation Commission at a
regular meeting of the Commission held in
San Francisco, California on XXXX XX, 2017.

Date: XXXX XX, 2017

W.I.: 1412

Referred by: Planning

Attachment A

Resolution No. XXXX, Revised

Page 1 of 4

Memorandum of Understanding

Between

The Metropolitan Transportation Commission

And

The Sacramento Area Council of Governments

THIS AGREEMENT, effective as of the _____ day of _____, 2017, revises the Agreement between the Metropolitan Transportation Commission (“MTC”) and the Sacramento Area Council of Governments (“SACOG”) dated the XXth day of XXXX, 2017.

Purpose

The purpose of this Memorandum of Understanding (MOU) is to establish agreement among the undersigned parties regarding the programming of federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds in Solano County and on federal conformity procedures consistent with federal regulations.

Background

The CMAQ Program was established by the Fixing America’s Surface Transportation Act (FAST Act) (Public Law #114-94) to fund programs and projects which contribute to the attainment of national air

quality standards in nonattainment areas. Pursuant to the FAST Act, CMAQ funds are distributed to the state by a formula based on relative nonattainment area population and a pollution severity factor. State law (Streets and Highway Code Section 182) requires CMAQ funds to be apportioned by the State Department of Transportation to metropolitan planning organizations (MPOs) and transportation planning agencies in accordance with this same formula.

Metropolitan boundaries define the area in which a metropolitan planning process must be carried out. The boundaries are determined by agreement between the MPO and the Governor and must encompass the current urbanized areas and the area expected to be urbanized during a 20-year forecast period. In nonattainment areas for ozone and/or carbon monoxide, the boundaries must encompass the entire nonattainment area, unless the MPO and the Governor decide to exclude a portion of the nonattainment area (23 USC 13 (c)).

As result of these boundary requirements, a portion of Solano County is in the Sacramento air basin, which is governed by the Sacramento Area Council of Governments (SACOG). Solano County, however, remains part of the MTC region and MTC has responsibility for the planning and programming process in the County. Due to this overlapping boundary situation, MTC and SACOG wish to establish a cooperative procedure for developing a programming and conformity process for this area.

The U.S. Environmental Protection Agency's (EPA) "Guidance for Transportation Conformity Implementation in Multi-Jurisdictional Nonattainment and Maintenance Areas" states that must be a regional emissions analysis for the entire nonattainment area, whether the nonattainment area includes one MPO or more than one MPO, a donut area, portions of more than one state, or any combination of these jurisdictions. In addition, the federal transportation conformity rules maintain that MPO(s) must complete their transportation plan/TIP conformity determinations for the entire nonattainment area and coordinate their conformity determinations, pursuant to 40 CFR 93.124(d). Specifically, 40 CFR 93.124(d) states:

"If a nonattainment area includes more than one MPO, the implementation plan may establish motor vehicle emissions budgets for each MPO, or else the MPOs must collectively make a conformity determination for the entire nonattainment area."

The process reflected in this MOU is intended by MTC and SACOG to satisfy this requirement with regard to the programming of CMAQ funds in the overlapping area.

TERMS AND CONDITIONS

1. CONSULTATION

MTC and SACOG will establish a consultation process to guide discussion on issues in the CMAQ programming process in an effort to provide effective coordination of decisions by both MPO's.

2. RESPONSIBILITIES:

In the overlapping boundary area as shown, on the map attached hereto as Attachment A, responsibilities are as follows:

a. State Implementation Plan (SIP):

SACOG is responsible for inclusion of the overlapping area in the development of the SIP for the Sacramento air basin and will develop transportation control measures (TCMs) for its SIP in consultation with MTC.

Upon request by SACOG, MTC will provide SACOG with vehicle emission estimates (or base travel figures) for the overlapping area in the development of the SIP for the Sacramento air basin purposes.

b. Regional Transportation Plan (RTP):

MTC will include the overlapping area when it develops its RTP and will consult with SACOG regarding projects in the overlapping area. Projects in the overlapping area included in MTC's RTP will be subject to the TCMs resulting from "2a" above.

c. Transportation Improvement Program (TIP):

MTC will program federal and state projects in the overlapping area in MTC's TIP with the exception of CMAQ projects, which will be programmed as described in "2d" below.

d. Congestion Mitigation and Air Quality Improvement Program (CMAQ):

CMAQ funds available for projects in the overlapping area shall be prioritized to TCMs resulting from "2a" above. Caltrans estimates and distributes the CMAQ funds for the overlapping area to MTC. MTC will work with the Solano Transportation Authority to select CMAQ projects consistent with SACOG's SIP objectives and include CMAQ funded projects in MTC's TIP.

e. Conformity

For Regional Transportation Conformity

SACOG shall include the overlapping area when it conducts its regional transportation conformity analysis and makes its conformity determination of the Sacramento air basin consistent with the requirements of the United States Environmental Protection Agency and Department of Transportation regulations.

Should the TIP or Plan for Sacramento be found nonconforming and a regional transportation conformity lapse occurs in the SACOG region, MTC shall approve funding only for TCMs in an approved SIP and exempt projects in the overlapping area, provided the metropolitan transportation planning requirements have been met. Projects in the portion of the Solano County in the San Francisco Bay Area air basin would not be impacted.

Should the TIP or Plan for the San Francisco Bay Area be found nonconforming and a regional transportation conformity lapse occurs in the MTC region, MTC shall approve funding only for TCMs in approved SIPs and exempt projects in the portion of Solano County in the San Francisco Bay Area air basin. Projects in the overlapping area would not be affected.

In no event shall either of the parties to this MOU approve funding for any phase of a non-exempt project in the overlapping area unless regional transportation conformity requirements for SACOG's planning process have been met. This regional transportation conformity finding would include the projects from MTC's TIP or Plan that lie in the overlapping area.

Upon request by SACOG, MTC will provide SACOG with vehicle emission estimates (or base travel figures) for the overlapping area for SACOG's RTP and TIP regional transportation conformity purposes.

For Project-Level Conformity Determinations

Particle pollution is a mixture of microscopic solids and liquid droplets suspended in air. This pollution, also known as particulate matter, is made up of a number of components, including acids (such as nitrates and sulfates), organic chemicals, metals, soil or dust particles, and allergens (such as fragments of pollen or mold spores). Fine particle pollution or PM_{2.5} describes particulate matter that is 2.5 micrometers in diameter and smaller.

On December 14, 2009, the Environmental Protection Agency (EPA) designated the nine-county San Francisco Bay Area as nonattainment for the national 24-hour PM_{2.5} standards established in 2006. This does not include the eastern portion of Solano County, which falls under the Sacramento PM_{2.5} nonattainment area, nor the northern portion of Sonoma County, which is designated as an unclassifiable/attainment area.

Beginning December 14, 2010, sponsors of certain projects that involve significant levels of diesel vehicle traffic are required to complete a PM_{2.5} hot-spot analysis for project-level conformity determinations made by the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA).

The PM_{2.5} project-level conformity process is conducted while a NEPA environmental document is being prepared. A project-level conformity determination must be completed before the NEPA document is approved and a full-scale project-level conformity analysis is normally required only for projects that are not exempt from conformity (40 CFR 93.126, 128, and in ozone-only areas 127), are considered to be a "project of air quality concern (POAQC)" by the Air Quality Conformity Task Force and are regionally significant (see definition at 40 CFR 93.101). The project-level conformity determinations made by the FHWA or FTA with input from EPA and Caltrans.

As mentioned earlier, Solano County has unique transportation planning and conformity geographic boundaries. For federal transportation planning and programming purposes, Solano County, as a whole, is part of the MTC region. For air quality planning purposes, the cities within the western portion of Solano County, which include Fairfield, Benicia, Suisun City, and Vallejo, fall within the Bay Area Air Quality Management District boundary. The Eastern cities of Vacaville, Dixon, and Rio Vista fall within YSAQMD boundary, and the Sacramento Federal Nonattainment Area. Because Eastern

Solano County is in the Sacramento nonattainment area, it is linked to the SACOG region for purposes of air quality conformity.

In identifying a preferred approach to handling POAQC determinations, it must be noted that SACOG and MTC have different individual federal reviewers from EPA, FHWA, and FTA. Additionally, MTC and SACOG are in different Caltrans regional districts. Solano County projects appear only in MTC's TIP and Plan; however, they are accounted for in SACOG's regional conformity. Therefore, for project-level conformity determinations in Eastern Solano County, go through MTC's interagency consultation body, the Air Quality Conformity Task Force. As an enhancement to this process, the Yolo Solano Air Quality Management District (YSAQMD) will, on a quarterly basis, provide an update to SACOG's Regional Planning Partnership (RPP) on determinations made for projects in the Eastern Solano County region. Additionally, YSAQMD would, on an as-needed basis, determine if an individual project needs to be presented to both MTC's Air Quality Conformity Task Force and SACOG's RPP.

**Air Quality Conformity Task Force
Summary Meeting Notes
August 24, 2017**

Participants:

Andrea Gordon – BAAQMD
Rodney Tavitas – Caltrans
Joseph Vaughn – FHWA
Duncan Watry – BART
Cecilia C. Godfrey – FHWA
Dick Fahey – Caltrans

Dominique Paukowits – FTA
Ginger Vagenas – EPA
Kevin Chen – MTC
Raymond Odunlami – MTC
Adam Crenshaw – MTC
Harold Brazil – MTC

1. Welcome and Self Introductions: Harold Brazil (MTC) called the meeting to order at 9:35 am.

2. PM_{2.5} Project Conformity Interagency Consultations

a. Consultation to Determine Project of Air Quality Concern Status

i. BART Transbay Corridor Core Capacity Project

Duncan Watry (BART) started his presentation of the BART Transbay Corridor Core Capacity project by discussing how the original design of BART service levels is not adequate for the level of service needs of BART riders today. Mr. Watry went on to note that the national standard of 5.4 square feet per passenger has been exceeded on BART Transbay corridor peak hour service since May 2015 and Transbay ridership is forecasted to continue to grow. Cecilia Godfrey (FHWA) asked for clarification of the capacity standards and Mr. Watry replied by indicating that eligibility for the FTA Capital Investment Grant (CIG) Core Capacity Program is based on current levels of crowding onboard the transit system. Mr. Watry added that FTA uses a standard of 5.4 square feet per passenger to determine when a rail vehicle is over capacity and BART currently exceeds this standard between Embarcadero, Berkeley, Rockridge and Bayfair stations, with BART riders experiencing a condition of approximately 4.7 square feet per passenger at the most crowded point on the system in the Transbay Tube. Mr. Watry finished his answer by stating that BART ridership today is approximately 25% higher than it was 10 years ago, with approximately the same level of service provided.

Mr. Watry also provided an overview of the BART Transbay Corridor Core Capacity project by indicating:

- The Project Need is to –
 - Current trains are overloaded beyond BART and FTA’s standards
- The Project Purpose is to –
 - To provide additional capacity through the operation of more frequent, longer trains
 - Improve sidewalks to meet ADA requirements
 - Reduce conflicts at the intersection
 - Encourage active modes of transportation and local business growth
- The Project Objective is to –

- o Increase capacity from 24 to 30 TPH, and make all peak trains 10-car trains

Mr. Watry discussed how 1081 Cars (306 New) Needed to Operate 30 Ten-Car Trains per hour through the Transbay Tube and indicated the running total number of cars in the BART system will be allocated as follows:

14

1081 Cars (306 New) Needed to Operate 30 Ten-Car Trains per hour thru Tube

| Contract | Tranche | No. of Cars | Running Total |
|--|----------------------------------|-------------|---------------|
| Bombardier (funded) | Replace Current Fleet | 669 | 669 |
| | Capacity – train length | 13 | 682 |
| | WSX (opens 2016) | 33 | 715 |
| Funded but not part of Bombardier contract | SVBX (opens 2017) | 60 | 775 |
| | Capacity – train length | 75 | 850 |
| | Capacity – more frequent service | 231* | 1081 |

*Includes additional cars for Orange Line

14

Dominique Paukowits (FTA) commented that FTA has been working throughout the project development with BART and the Task Force members gave their collective appreciation for Mr. Watry’s outstanding presentation. Andrea Gordon (BAAQMD) commented that BART should work with the transit bus operators to address potential station access issues which may arise with the future increase in service.

Final Determination: With input from FHWA, EPA, Caltrans and FTA, the Task Force concluded that the BART Transbay Corridor Core Capacity project was not of air quality concern.

b. Confirm Projects Are Exempt from PM_{2.5} Conformity

- i. **Confirmation of the list of exempt projects from PM_{2.5} conformity (2b_Exempt List 2b_Exempt List 081117.pdf)**

Harold Brazil (MTC) heard no comments from the Task Force on the **2b_Exempt List 081117.pdf** list of projects.

significant and that the addition of this scope to the 2017 TIP will not require an update to the air quality conformity analysis.

- For arterials, the expectation is to have a 1-2 cities who may interested in providing a queue jump lane for buses, which is likely half a block to a block, in the order of 500 feet or so.
- Both arterial queue jump lanes and bus on shoulder concepts would be implemented as a pilot or demonstration project to test the concept.
- Projected to have 1-2 pilots designed and possibly implemented within the next 2 years. An evaluation of the effectiveness of the project will be made and then a determination of whether the pilot is terminated or may continue as a pilot.
- Queue jump lanes on arterials are not typically coded in the MTC travel model.

2. Freeway Performance Program

FMS ID: 6703

Sponsor: MTC

Description: SF Bay Area: Along I-880, I-680, and SR-84: Deliver operational strategies including adaptive ramp metering, shoulder running lanes, advanced technologies, arterial/transit priority signal upgrades, & higher vehicle occupancy strategies

Expanded Description: SF Bay Area: Along I-880, I-680, and SR-84: Deliver operational strategies including adaptive ramp metering, shoulder running lanes for buses and HOVs, advanced technologies, arterial/transit priority signal upgrades, & higher vehicle occupancy strategies. The freeway performance program (FPP) is a comprehensive operations program that diagnoses key transportation problems, assesses and recommends specific mitigations, and implements recommended mitigations within available resources and partnership support. More specifically, major transportation corridors are analyzed and effective operational strategies for congestion mitigation and demand management are identified and prioritized. FPP delivers cost-effective operational strategies that complement and support the successful implementation of other regional and local transportation programs, including incident management strategies, Integrated Corridor Management (ICM) strategies, Connected Vehicles, and the Regional Express Lane Network. It also looks to implement person throughput strategies and policy changes called for in the Managed Lanes Implementation Plan. Overall, the FPP planning and capital projects aim to better manage and operate Bay Area freeways, arterials, and transit systems.

Conformity Issue: The scope of this project may include the construction of shoulder running lanes for buses and HOVs, which cannot be considered exempt from regional air quality conformity analysis under 40 CFR 93.126 or 40 CFR 93.127. However, these shoulder running lanes would only be usable by buses and HOVs during peak travel periods and would not be available during all hours. As such, staff is requesting the Task Force's concurrence that this project be deemed non-exempt, not regionally significant and that the addition of this scope to the 2017 TIP will not require an update to the air quality conformity analysis.

- For freeways, MTC traffic engineering staff is interested in testing feasibility of shoulder running lanes to support buses/HOV, and expect the length to be about 5 to 10 miles long, assuming existing shoulders are travel load rated and has adequate width. There are very limited opportunities in the Bay Area to pilot this concept. The bus on shoulder concept will support

existing buses. There are no new shuttle services being planned and/or implemented. The goal is to get existing buses into the shoulder and out of congestion.

- The shoulder lane is intended to serve existing buses already on the freeway. This number varies by freeway section, but 5-10 buses an hour is probably a good estimate. That is for the peak, and the shoulder lane is intended to be open only during the peak hours.
- The shoulder running lane for freeway was coded in the MTC travel model and included in the most recent [summer 2017] conformity analysis.

3. Shared Use Mobility

FMS ID: 6688

Sponsor: MTC

Description: SF Bay Area: Regionwide: Implement innovative projects & initiatives that promote shared forms of technology-based transportation options

Expanded Description: SF Bay Area: Regionwide: Implement innovative projects and initiatives that promote shared forms of technology-based transportation options (e.g., car/vanpool, car/bikeshare, rideshare, on-demand shuttle/transit, TDM analytical platforms, etc.) to close first/mile gaps; support home-work travel that is prone to single-occupant vehicle use and not well-served by existing public transit, shuttles, or ridesharing; boost public transit use (particularly for transbay travel across toll bridges); and reduce congestion, emissions, vehicle miles traveled as well as vehicle ownership and transportation costs in the Bay Area

Conformity Issue: This project may include the implementation of on-demand shuttle service or peak period shuttles between park and ride lots and existing transit services, which cannot be considered exempt from regional air quality conformity analysis under 40 CFR 93.126 or 40 CFR 93.127. However, the on-demand shuttle service would not have a fixed location to model for regional conformity and either type of shuttle would only be in use during peak travel periods and would not be available during all hours. As such, staff is requesting the Task Force's concurrence that this project be deemed non-exempt, not regionally significant and that the addition of this scope to the 2017 TIP will not require an update to the air quality conformity analysis.

- Shared Use Mobility project is intended to test some pilot concepts to share rides.
 - There's only \$2.5 M for a shared mobility pilot project – likely 1-2 small-scale projects at most.
 - On-demand microtransit (like Chariot) could be a strategy that we might consider along with a bunch of other project strategies. Given limited funds, if we did do microtransit, we'd only fund a short-duration pilot (likely 1-year pilots) with very few vehicles (less than five 15-seat transit vans) and limited routes (likely highest priority route to fill a transit gap). As a pilot, there's no guarantee of additional funding so the microtransit project is unlikely to continue beyond the pilot.

EPA's Response Comments:

In general, **please include the additional information up front in the project descriptions**, since the information is the basis for our determinations and we need to ensure there is a record.

Project #1. **Innovative Deployments to Enhance Arterials (IDEA)**

We do not think this project is regionally significant based on its status/duration as a pilot project and because it would not typically be included in the model.

Project # 2. **Freeway Performance Program**

If this project has already been modeled, the question of regional significance doesn't seem to be relevant. It should continue to be included in the model going forward.

Project # 3. **Shared Use Mobility**

Based on the project description, this could be exempt as a small expansion of the transit fleet ("very few vehicles (less than five 15-seat transit vans)"). Notwithstanding the potential qualification of exempt, based on the size of the project we do not believe it is regionally significant.

NOTE: These opinions are for these specific projects only, and are based on the descriptions and additional information provided. If the projects are continued/expanded beyond what is described here, we would consider them to be new projects, and a new determination would be required. And again, please be sure to include the additional information in the project description.

Final Determination: For the three MTC sponsored projects, Caltrans and FTA has concurred with EPA's comments and determinations. Concurrence is needed from FHWA to reach a final determination.

4. Consent Calendar

- a. **June 22, 2017 Air Quality Conformity Task Force Meeting Summary (Task Force concurrence needed)**
- b. **July 27, 2017 Air Quality Conformity Task Force Meeting Summary**

The June 22nd, 2017 meeting summary was inadvertently omitted from the discussion at the July 27th, 2017 Task Force meeting and was put on the August 24th, 2017 Task Force meeting where concurrence will be requested. The Task Force concurred with both the June 22nd, 2017 and July 27th, 2017 meeting summaries.

5. Other Items

Harold Brazil (MTC) mentioned at next month's Task Force meeting two items will be discussed:

- 1. Streamlining the project-level (Project of Air Quality Concern/Exempt Project determination) process
- 2. Update of the MTC/SACOG Air Quality Planning/Conformity Memorandum of Understanding (MOU)