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## *Memorandum*

TO: Air Quality Conformity Task Force

DATE: July 23, 2015

FR: Adam Crenshaw

RE: Review of the Regional Conformity Status for New and Revised Projects

Staff has prepared the following information in an effort to streamline the review of the regional air quality conformity implications of projects that staff proposes to revise or add into the 2015 TIP through current or future revisions. This item is for advisory purposes only. The inclusion of these projects and project changes in a proposed revision to the TIP is subject to Commission approval in the case of amendments and MTC's Executive Director or Deputy Executive Director in the case of administrative modifications. The final determination of the regional air quality conformity status of these projects will be made by the Federal Highway Administration, the Federal Transit Administration and the Environmental Protection Agency as part of their review of proposed final TIP amendments and by the Executive Director or Deputy Executive Director as part of their review for TIP administrative modifications. Staff is not requesting a review of the project-level air quality conformity implications of these projects through this item. Details of each project and category of projects under review is as follows:

### Non-Exempt, Not Regionally Significant Revision to San Francisco's Great Highway Restoration Project

San Francisco's Great Highway Restoration Project (SF-110005) is currently included in the 2015 TIP as an emergency restoration project to stabilize a portion of the Great Highway in preparation to restore it to four automobile travel lanes following storm damage to the roadway. Staff are now proposing to update the scope of the project to include the permanent restoration phase of the project. However, the proposed permanent configuration of the roadway will result in the removal of automobile travel lanes when compared to the pre-disaster configuration (i.e. a "road diet"). The current and proposed project descriptions are as follows:

**Current Project Description:** San Francisco: Great Highway: Restore and stabilize the Great Highway, stop bluff slides, and protect City infrastructure.

**Current Expanded Project Description:** Use permanent means, acceptable to the National Park Service, to stabilize the toe, top and face of the slope and restore vegetation (erosion control). Restore pavement as necessary. Add pedestrian and bicycle facilities for improved access and ADA compliance. Study alternatives to rebuild the beach (which protects City infrastructures) with sand replacement by redirecting dredged sand and sedimentation processes. Separate from this project, the City is making emergency repairs to the Great Highways as to temporarily restore four lanes of travel for four years. Emergency measures include placing 1- to 4-ton armor rock at the toe of the ocean bluff in the area of the slide and stabilizing the bluff face/top by piles, soil improvement, buried seawall, etc.

**Proposed Project Description:** San Francisco: Great Highway: From Sloat to Skyline Hwy: Ph 1. Restore and stabilize roadway, stop bluff slides, and protect infrastructure. Phase 2. Implement road diet by closing remaining SB lane and converting 2 NB lanes to 1 NB lane and 1 SB lane.

**Proposed Expanded Project Description:** Use permanent means, acceptable to the National Park Service, to stabilize the toe, top and face of the slope and restore vegetation (erosion control). Restore pavement as necessary. First phase of Emergency work is complete. Emergency measures included placing 1- to 4-ton armor rock at the toe of the ocean bluff in the area of the slide and stabilizing the bluff face/top by piles, soil improvement, buried seawall, etc. Next phase of work (Permanent Restoration) includes reconfiguring the existing northbound lanes into a northbound/southbound configuration. This will preserve the roadway's function while restoring the roadway to its pre-disaster condition and improving the resiliency to prevent future damage. The roadway may be widened to create the shoulder and some utility relocation may be needed.

As the revised scope of the project constitutes a road diet, the project as proposed cannot be classified under the types included under 40 CFR 93.126 and 40 CFR 93.127 and it must be classified in the TIP as non-exempt from regional air quality conformity. However, the traffic volume on this segment of roadway is currently 9,500 vehicles in average daily traffic (ADT) and projected to be 10,900 ADT in 2040. As these traffic volumes are below 20,000 ADT, staff is proposing to include the revised project in the 2015 TIP as a “non-exempt, not regionally significant” project. This approach is consistent with the Task Force's previous guidance on road diets. As such, staff is requesting the Task Force's concurrence that incorporating this change in scope into the 2015 TIP will not require an update to the conformity analysis.

#### New Projects Staff is Proposing to Include in the 2015 TIP

Staff has also received requests from sponsors to add a number of new exempt projects to the 2015 TIP as individual listings or as part of grouped listings. Attachment A includes a list of these projects along with the regional air quality category that staff believes best describes the projects.