



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105  
415.778.6700  
[www.mtc.ca.gov](http://www.mtc.ca.gov)

## **Air Quality Conformity Task Force Meeting**

Metropolitan Transportation Commission

Join Zoom Meeting @

<https://bayareametro.zoom.us/j/4827063628?pwd=RGpEanhGMEx2VzFRSFJZYWcyTGVjQT09>

**Meeting ID: 482 706 3628**

**Passcode: 637720**

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

**August 24, 2023**

**9:30 a.m. – 11:00 a.m.**

### **AGENDA**

1. Welcome and Introductions
2. Projects with Regional Air Quality Conformity Concerns
  - a. Monterey Road Transit Lane Project (TIP ID:SCL230216)
    - *Follow-up discussion from last month's meeting*
  - b. Bus Accelerated Infrastructure Delivery Program (BusAID)
    - *Overview on program which increases bus speed and reliability throughout the Bay Area by investing in various bus priority treatments*
  - c. Review of the Regional Conformity Status for New and Revised Projects  
2c\_Regional\_AQ\_Conformity\_Review\_082423.pdf  
2c\_Attachment-A\_List\_of\_Proposed\_New\_Projects\_082423.pdf
3. Consent Calendar
  - a. July 27, 2023 Air Quality Conformity Task Force Meeting Summary
4. Other Items

Next Meeting: Meeting: September 28, 2023

MTC Staff Liaison:

Harold Brazil

[hbrazil@bayareametro.gov](mailto:hbrazil@bayareametro.gov)



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**September 28, 2023**

**9:30 a.m. – 11:00 a.m.**

### **AGENDA**

1. Welcome and Introductions
2. PM<sub>2.5</sub> Project Conformity Interagency Consultations
  - a. Confirm Project Projects Exempt from PM<sub>2.5</sub> Conformity
    - i. Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern
3. Consent Calendar
  - a. August 24, 2023 Air Quality Conformity Task Force Meeting Summary
4. Other Items

Next Meeting: Meeting: October 26, 2023

MTC Staff Liaison:

Harold Brazil

[hbrazil@bayareametro.gov](mailto:hbrazil@bayareametro.gov)

Harold Brazil is inviting you to a scheduled Zoom meeting.

Topic: Air Quality Conformity Task Force Meeting

Time: This is a recurring meeting Meet anytime

Join Zoom Meeting

<https://bayareametro.zoom.us/j/4827063628?pwd=RGpEanhGMEx2VzFRSFJZYWcyTGVjQT09>

Meeting ID: 482 706 3628

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Join by SIP

[4827063628@zoomcrc.com](mailto:4827063628@zoomcrc.com)

Join by H.323

162.255.37.11 (US West)

162.255.36.11 (US East)

115.114.131.7 (India Mumbai)

115.114.115.7 (India Hyderabad)

213.19.144.110 (Amsterdam Netherlands)

213.244.140.110 (Germany)

103.122.166.55 (Australia Sydney)

103.122.167.55 (Australia Melbourne)

64.211.144.160 (Brazil)

69.174.57.160 (Canada Toronto)

65.39.152.160 (Canada Vancouver)

207.226.132.110 (Japan Tokyo)

149.137.24.110 (Japan Osaka)

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## *Memorandum*

TO: Air Quality Conformity Task Force

DATE: September 19, 2023

FR: Harold Brazil

W. I.

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

MTC requests the review and concurrence from the Task Force on a project which the sponsor has identified as exempt and likely not to be a POAQC. **2b\_POAQC\_Exempt\_List\_091923.pdf** lists the project to be considered exempt under 40 CFR 93.126.

40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Additional Description	Project Type under 40 CFR 93.126
SM	SM-230208	Pacifica	Sharp Park PDA Improvements	Pacifica : Paloma Avenue, Carmel Avenue and Santa Maria Avenue from Francisco Boulevard to Beach Boulevard : New sidewalks, curb and gutter, ADA curb ramps, ADA driveways, bicycle striping and slurry seal	The Sharp Park PDA Pedestrian Improvement Project will close sidewalk gaps, improve sidewalk to above ADA standards, install new ADA compliant driveways and corner curb ramps, install curb and gutter to improve storm water management, remove and replace failed pavement, slurry seal, and install bicycle and pedestrian striping along Paloma Avenue, Carmel Avenue and Santa Maria Avenue from Francisco Boulevard to Beach Boulevard.	Air Quality - Bicycle and pedestrian facilities

**Air Quality Conformity Task Force  
Summary Meeting Notes  
August 24, 2023**

Participants:

Erika Espinosa Araiza – Caltrans  
Andrea Gordon – BAAQMD  
Michael Dorantes – EPA  
Emma Maggioncalda – Caltrans  
Cid Chiu – Caltrans  
Kien Le – Caltrans  
Tamiko Percell – VTA  
John Saelee – MTC  
Karishma Becha – MTC  
Chris Barney – SCTA  
Shilpa Mareddy – Caltrans  
Jacqueline Kahrs – Caltrans

Erika Vaca – Caltrans  
Vaik Renga – Caltrans  
Rodney Tavitias – Caltrans  
Jason Kim – VTA  
Brian Stanke – City of San José DOT  
Mallory Atkinson – MTC  
Joel Shaffer – MTC  
Adam Crenshaw – MTC  
Jasmine Amanin – FHWA  
Adam Crenshaw – MTC  
Peter Kang – Caltrans  
Harold Brazil – MTC

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

**2. Projects with Regional Air Quality Conformity Concerns**

**a. Monterey Road Transit Lane Project**

Tamiko Percell (VTA) began the presentation for the Monterey Road Transit Lane project by noting transit speeds have declined about 20% over the past 30 years which has proved challenging for VTA to provide quality service so that people want to use bus and lanes like we're planning for Monterey corridor are one of the most effective ways to improve transit speeds. Ms. Percell added VTA doesn't have any authority over the roadway their buses operate on, so the transit agency relies on their city partners to make choices, to prioritize transit like San José has done by adopting a transit first policy that's really helped to make this project possible – bus lines are, going to be transformative, as you'll hear for this corridor.

Brian Stanke (San José DOT) continued the presentation on the Monterey Road Transit Lane project and stated the project is part of a series of projects the city is undertaking over time to transform this former State highway very high fatality corridor into a safer multimodal boulevard and added that this portion of Monterey is parallel on both sides by State highways – so there's US 101 to the east, a combination of SR85 and SR87 to the west which makes up one of VTA's highest bus ridership corridors.

Mr. Stanke said Monterey Road is one of the city's highest fatality corridors and the city is really looking to both improve transit performance and improve the safety of people walking to and from transit, biking along it, and crossing the street generally, whether that's going to or from transit or other purposes.

Mr. Stanke went on to say that making the transit go faster can help to get more people on the transit and (conversely) as the buses go slower, more and more bus service hours are needed, meaning – for the same service if you run more buses on an existing route, you can get much better headways making transit a more attractive travel mode.

# Slowing Routes Require More Buses

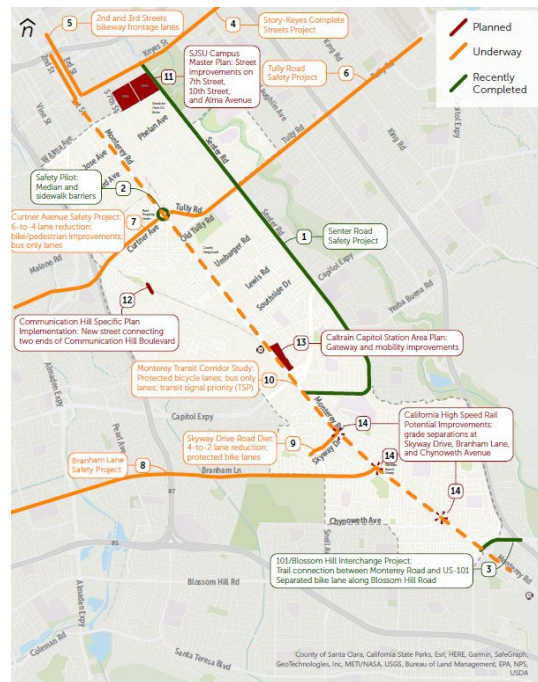
Buses needed for 15-minute service on Route 22



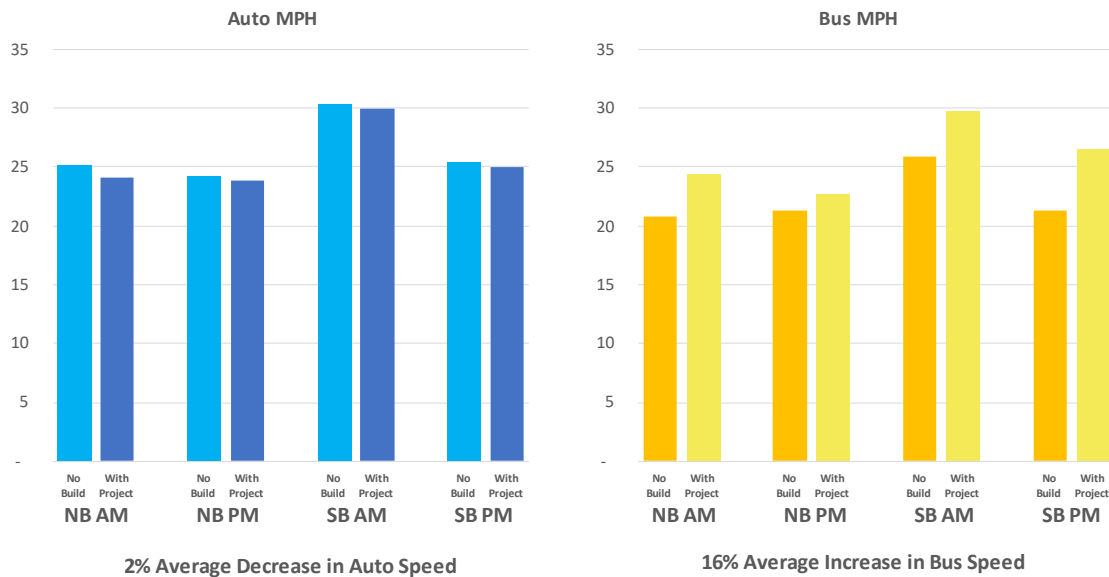
Mr. Stanke also mentioned several other efforts meant to improve the Monterey Road corridor, such as:

## Related Efforts to Improve Monterey Road

- Cloud-based Transit Signal Priority Pilot (San José/VTA)
- Signal Retiming (San José)
- MTC Community Based Transportation Plan (VTA)
- Reduced speed limit by 5 MPH (San José)
- Bus stop balancing (VTA)
- Vision Zero safety pilot (San José)
- Complete streets design study (San José)
- California High Speed Rail planning (San José/VTA)
- Affordable Housing and Sustainable Communities grant application submitted



Mr. Stanke said the City of San José looked at the operations of Monterey Road under various transit signal timing modeling scenarios with various levels of congestion and showed significant increases in bus speeds and much smaller impact on auto speeds.



\*Projections do not include signal retiming post implementation, which could eliminate the decrease in average vehicle speed.

**Comments:**

Michael Dorantes (EPA) – given the information and thorough presentation given to the Task Force – determination of regionally insignificance

Rodney Tavitas (Caltrans) HQ – indicated Caltrans is in very support of transit and finding viable ways to utilize transit.

Adam Crenshaw (MTC) – pointed out the conformity clarification guidance from 2018, that roadway space can be reclaimed and allocated for other uses, such as turn lanes, bus lanes and bike lanes.

Mr. Stanke clarified that Monterey Road Transit Lane is currently 3 through lanes plus a painted buffered bike lane. The bike lane stays and one of the through lanes becomes a bus lane. In some places it's physically protected and in other places it's just stenciled, but all 3 are still through lanes.

**Final Determination:** After the project description clear-up, Mr. Tavitas agreed the Monterey Road Transit Lane project could be considered exempt (under clarified guidance) and the rest of the Task Force did also.

**b. Bus Accelerated Infrastructure Delivery Program (BusAID)**

Joel Shaffer (MTC) conducted a presentation on the Bus Accelerated Infrastructure Delivery Program (BusAID) which has the goal of funding the design and delivery of prioritized near-term transit corridor projects that maximize travel time savings and service reliability improvements for the most people as quickly as possible, while centering populations that depend on transit the most. Mr. Shaffer also discussed the schedule for the BusAID program with the initial round of projects targeted for in the 2024-2025 timeframe.

As the program moves forward, BusAID will invest in transit priority projects and the following will be key to streamline implementation so we can efficiently work towards the Transit Transformation Action Plan and Plan Bay Area 2050 visions and goals:

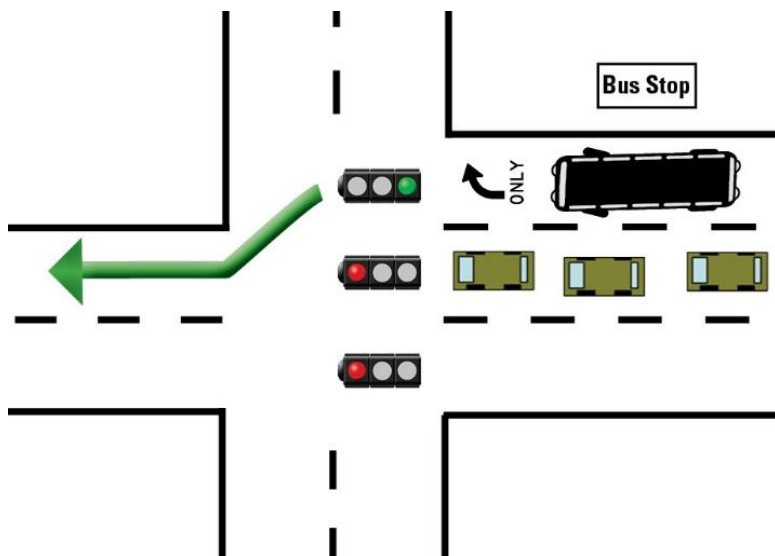


- Determine what types of projects require AQCTF review.
- Standardize the AQCTF approval process and set expectations early (e.g., required data) so project sponsors can plan accordingly.

Mr. Shaffer described the variety of transit priority improvements associated with the BusAID program:



Transit Only Lanes



Bus Queue Jump Lanes



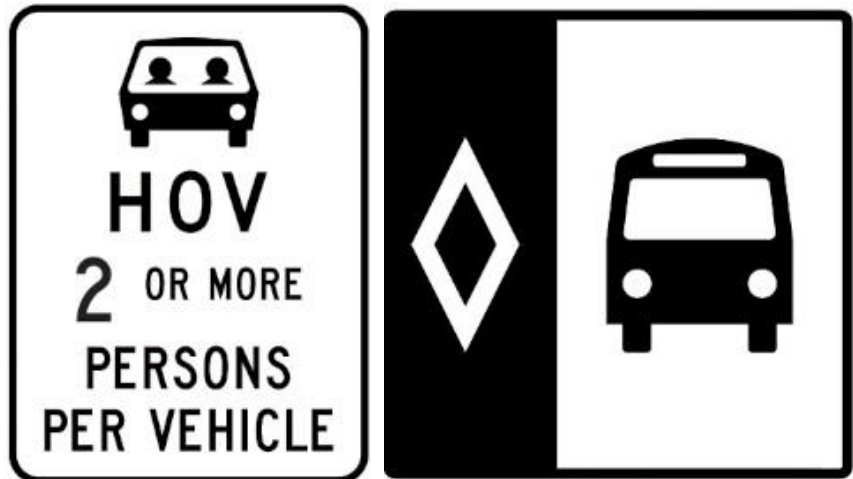
Vehicular Turn Restrictions



Bus Stop Relocation/  
Consolidation

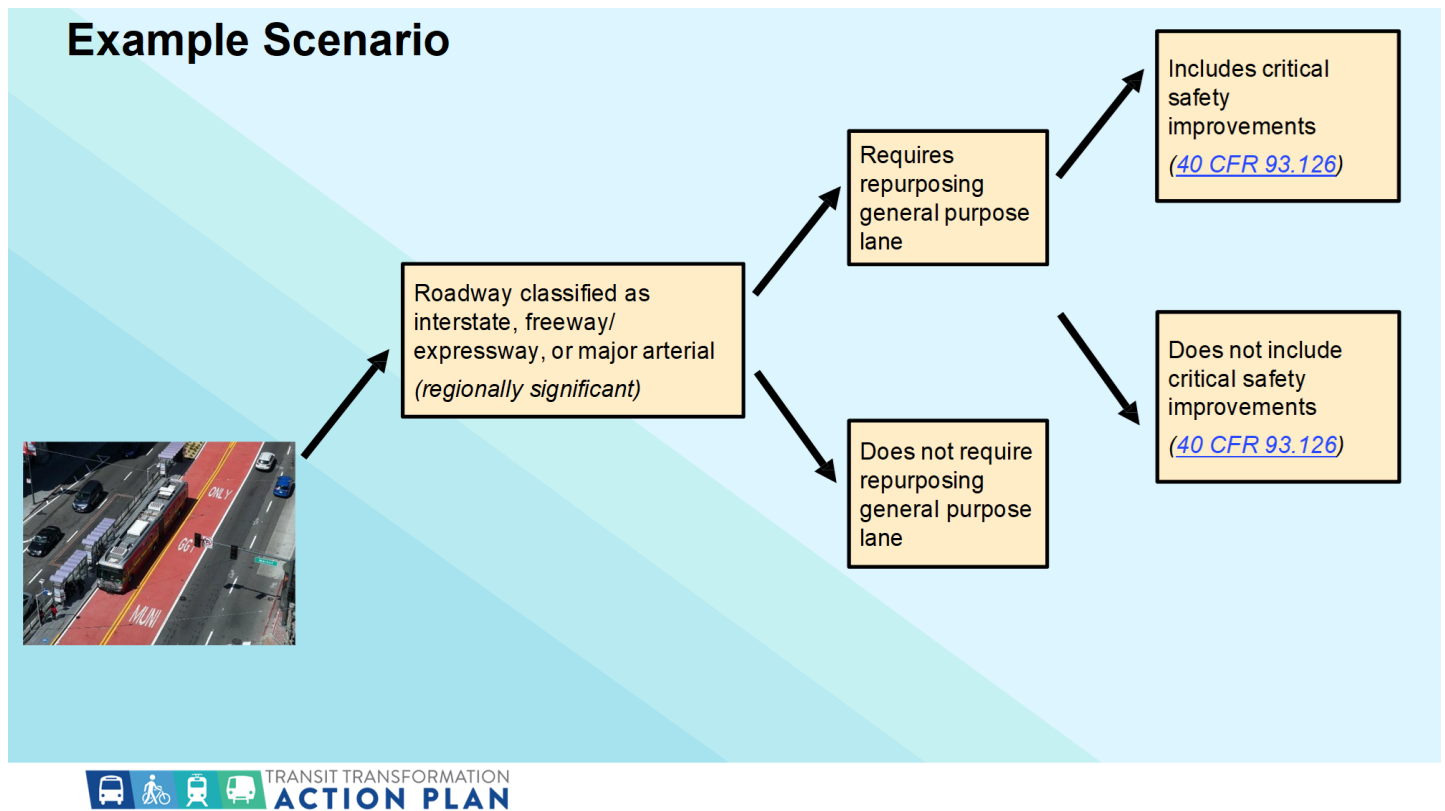


Transit Signal Priority



Arterial HOV Lanes

Mr. Shaffer also provided an example BusAID program project implementation process:



Comments:

Rodney Tavitas (Caltrans) commented that any type of transit infrastructure acceleration project is fine, but bus transit projects using the road shoulders would be a red flag for Caltrans and Mr. Shaffer appreciated the heads-up.

Adam Crenshaw (MTC) asked what type of information does task force want to see to make that determination on the regional? (as for regional conformity – does the Task Force need to see impacts on the roadway? or is it Impacts on the buses themselves?) Mr. Tavitas responded and said the impacts need to have an impact on the travel demand modeling. Mr. Tavitas added, if the project doesn't (have an impact), then the project can go through the route of possibly making it a channelization project treated as 40 CFR 93.127. for there not to be an impact on regional conformity the project cannot change the on the traffic flow.

Michael Dorantes (EPA) added to the discussion by mentioning that if any changes in bus volume through the area and additional auxiliary information, if the bus fleet themselves are made of zero-emission vehicles, that would be very pertinent to know as well and help EPA and the Task Force decide.

Mr. Tavitas also said the approach for estimating impacts from these projects should be determined by local transportation agencies (like MTC) and (subsequently) inform the Task Force.

**c. Regional Conformity Status for New and Revised Projects**

Adam Crenshaw (MTC) indicated MTC staff are proposing to add several new projects to the 2023 TIP through future revisions. Mr. Crenshaw went on to give the description of the new projects along with the regional air quality category that staff believes best describes the project. Mr. Crenshaw noted the transit priority projects included in the list to be added to the 2023 TIP to flag so avoid any hiccups going through the process.

The Task Force members had no further comment.

**a. August 24, 2023 Air Quality Conformity Task Force Meeting Summary**

***Final Determination;*** With input from all members, the Task Force concluded that the consent calendar was approved.