



**METROPOLITAN  
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COMMISSION**

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## **Air Quality Conformity Task Force**

Metropolitan Transportation Commission  
Bay Area Metro Center

### **Mount Diablo Conference Room**

375 Beale Street, Suite 800

(Note: Visitors must check in with the receptionist on the 7th floor)  
San Francisco, CA

Conference Call Number: 888-273-3658 (Access Code: 9427202)

**Thursday, October 27, 2016**

**9:30 a.m. –11:00 a.m.**

## **AGENDA**

1. Welcome and Introductions
2. Projects with Regional Air Quality Conformity Concerns
  - a. Review of the Regional Conformity Status for New and Revised Projects  
2a\_Regional\_AQ\_Conformity\_Review.pdf
3. Consent Calendar
  - a. September 22, 2016 Air Quality Conformity Task Force Meeting Summary
4. Other Items

Next Meeting: December 1, 2016

MTC Staff Liaison: Harold Brazil [hbrazil@mtc.ca.gov](mailto:hbrazil@mtc.ca.gov)



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## *Memorandum*

TO: Air Quality Conformity Task Force

DATE: October 27, 2016

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 2017 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.

### Projects Staff is Proposing to Include in the 2017 TIP

Staff has received requests from sponsors to revise one existing project and add seven new individually listed projects to the 2017 TIP.

Five of the proposed new individually listed projects include elements that may not be treated as exempt from regional-level conformity under 40 CFR 93.126 or 40 CFR 93.127. However, staff believes that the addition of these projects to the 2017 TIP would not require an update to the air quality conformity analysis for *Plan Bay Area* and the 2017 TIP. The projects are as follows:

### **Projects with Proposed Revisions**

#### **1. US 101 HOV/HOT from Santa Clara to I-380**

*TIP ID:* SM-150017

*Sponsor:* San Mateo C/CAG

*Current Description:* In San Mateo County: On US 101 between the Santa Clara County Line (P.M. 20.6 in SCL) and I-380: Install an HOV/Express Lane. Project also references RTP ID 240466.

*Current Expanded Description:* On US 101 between the Santa Clara County Line (P.M. 20.6 in SCL) and I-380, install an HOV/Express Lane. Utilize existing auxiliary lanes where possible and restore auxiliary lanes where needed for operations.

*Proposed Description:* In San Mateo County: On US 101 between 2 miles south of the Santa Clara County Line (P.M. 50.6 in SCL) and I-380: Install an HOV/Express Lane. Project also references RTP ID 240466.

*Proposed Expanded Description:* On US 101 between 2 miles south of the Santa Clara County Line (P.M. 50.6 in SCL) and I-380, install an HOV/Express Lane. Utilize existing auxiliary lanes where possible and restore auxiliary lanes where needed for operations.

Conformity Issue: Neither the addition of HOV lanes or express lanes are exempt from regional air quality conformity analysis under 40 CFR 93.126 or 40 CFR 93.127. As such, the change proposed above would revise the scope of a project currently included in the 2017 TIP as a regionally non-exempt project.

However, the TIP project is included in the RTP under two projects (RTP IDs 240060 and 240466) that when combined will implement the specified improvements on a portion of US 101 that includes the current scope of the TIP project, the proposed additional scope, and scope to be included in a future TIP project. The full scope of the two RTP projects, including the revised scope of this TIP project, are currently modelled as being completed by the end of calendar year 2030 for regional air quality conformity purposes. As both the current scope and proposed additional scope are already included in the conformity analysis and the project schedule is not be changed by this revision, staff is requesting the Task Force’s concurrence that the addition of this scope to the 2017 TIP will not require an update to the air quality conformity analysis.

## **New Projects**

### **2. Bay Bridge Forward – Casual Carpool Enhancements**

FMS ID: 6381

Sponsor: MTC

Description: In San Francisco and along I80 corridor: Pilot new casual carpool pick-up locations on key arterials, and provide amenities (e.g., signage, wi-fi access, lighting, shelters, etc.) at each location to increase user safety and support casual carpooling.

Expanded Description: In San Francisco and along I80 corridor: Pilot new casual carpool pick-up locations on key arterials and provide amenities (e.g., signage, wi-fi access, lighting, shelters, etc.) at each location to increase user safety and support casual carpooling.

Conformity Issue: The establishment of casual carpool locations is not exempt from regional air quality conformity under 40 CFR 93.126 or 40 CFR 93.127. However, the locations will replace existing parking locations and staff does not believe that the level of traffic generated by these changes will be regionally significant. Because of this staff believes that the project should be considered Non-Exempt, Not Regionally Significant.

### **3. Bay Bridge Forward – West Grand HOV/Bus Only Lane**

FMS ID: 6382

Sponsor: MTC

Description: In Oakland: Grand Avenue on-ramp to Oakland on West Grand Ave. on-ramp between I-80/I-580 split; Convert existing shoulder into HOV/Bus only lane at the SFOBB toll plaza

Expanded Description: In Oakland: On West Grand Ave. on-ramp between I-80/I-580 split: Convert about 1,500 feet of existing shoulder into a HOV/Bus only lane (Lanes 19 and 20) at the SFOBB toll plaza to reduce delay for carpools, vanpools, and buses

Conformity Issue: Since this project involves the addition of a lane to a freeway facility it cannot be considered exempt from regional air quality conformity under 40 CFR 93.126 or 40 CFR 93.127. However, this lane is being added only within an existing interchange and the project is not proposing to change the number of lanes either before or after the

interchange. Because of this staff believes that the project should be considered Non-Exempt, Not Regionally Significant.

**4. Bay Bridge Forward – Commuter Parking Initiative**

*FMS ID:* 6384

*Sponsor:* MTC

*Description:* In Oakland under I-880 and I-80 freeways (I-880/High St., I-880/Fruitvale Ave., and I-80/Buchanan Ave.): Establish commuter parking lots (with parking pricing) in East Bay to support carpooling and transit use.

*Expanded Description:* In Oakland under I-880 and I-80 freeways (I-880/High St., I-880/Fruitvale Ave., and I-80/Buchanan Ave.): Commuter parking lots (with parking pricing) to support carpooling and transit use and to connect users to existing/planned AC Transit Transbay express bus services.

*Conformity Issue:* The construction of parking lots is not exempt from regional air quality conformity under 40 CFR 93.126 or 40 CFR 93.127. However, these parking lots will be constructed in areas already served by existing transit service and no changes to that service is being proposed as part of this project. Because of this staff believes that the project should be considered Non-Exempt, Not Regionally Significant.

**5. Bay Bridge Forward - Employer-Based TDM/Flex on-Demand Transit**

*FMS ID:* 6386

*Sponsor:* MTC

*Description:* Region-Wide: Work with large employers to implement TDM Programs, such as Flexible On-Demand Transit and other mobility/ridesharing services, to support East Bay-SF commuters

*Expanded Description:* Region-Wide: Work with large employers to implement Transportation Demand Management Programs for employees who live in greater East Bay that are not well-served by existing BART/bus transit at origins/destinations, using strategies such as Flexible On-Demand Transit and other mobility/ridesharing services

*Conformity Issue:* This project involves the establishment of a new, demand-responsive transit service and, as such, cannot be considered exempt from regional air quality conformity analysis. However, since the service does not have a fixed route and schedule, the addition of this service would not be captured by the model MTC uses as part of the Air Quality Conformity Analysis. Because of this staff believes that the project should be considered Non-Exempt, Not Regionally Significant.

Attachment A includes a list of the remaining three projects along with the regional air quality category that staff believes best describes the projects.

MTC staff is not seeking a determination on the status of these projects for project-level conformity purposes with this item.

Item 3a - Attachment A						
County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
<b>Proposed New Individually Listed Projects for Regional Air Quality Conformity Status Review</b>						
Alameda	6388	Union City	Union City Transit Travel Time Improvement Project	Union City: South Alameda County Major Corridors: Travel time improvements including Adaptive Traffic Control Systems, corridor-wide Transit Signal Priority, signal coordination and relocation of key bus stops from near side to far side.	Travel time improvement: AC Transit's South Alameda County Major Corridors (SACMC) Travel Time Improvement Project was developed in coordination with cities of Fremont, Hayward, San Leandro, and Union City; County of Alameda, and Caltrans and includes implementing segments of Adaptive Traffic Control Systems (ATCS), corridor-wide Transit Signal Priority (TSP), signal coordination and relocation of key bus stops from near side to far side. This listing covers the Union City portion of this project.	EXEMPT (40 CFR 93.128) - Traffic signal synchronization projects
Alameda	6383	MTC	Bay Bridge Forward - Integrated Bridge Corridor Management	Alameda County: Deploy ITS that integrate with SFOBB toll bridge metering lights system and Smart I-80 to improve traffic flow and information dissemination for users of the SFOBB approaches	Expanded Description: Oakland: Deploy Intelligent Transportation Systems (ITS) that integrate with SFOBB toll bridge metering lights system and Smart I-80 Smart to improve traffic flow and information dissemination for users of the I-80, I-580, and I-880 bridge approaches to the SFOBB	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization projects
Regional	6385	MTC	Bay Bridge Forward - HOV Enforcement Technology and Arterial HOV Improvement	Regionwide: HOV enforcement technology on select freeway locations to reduce HOV violations & coordinate with local agencies to implement arterial signage plans in support of HOV	Regionwide: Pilot HOV enforcement technology (cameras) on select freeway locations to provide data to CHP to conduct targeted enforcement to reduce HOV violations and coordinate with local agencies to implement arterial signage plans in support of HOV.	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization projects

J:\SECTION\PLANNING\AIRQUAL\TSKFORCE\2016\10-27-16\Draft\[3a\_Attachment-A\_List\_of\_Proposed\_New\_Projects\_10-27-16.xlsx]Sheet1

**Air Quality Conformity Task Force  
Summary Meeting Notes  
September 22, 2016**

Participants:

Ginger Vagenas – EPA

Linda DeBolt – City of Oakland

Si Lau – City of Oakland

Stew Sonnenberg – FHWA

Kevin Nguyendo – Caltrans

Dick Fahey – Caltrans

Adam Crenshaw – MTC

Harold Brazil – MTC

- 1. Welcome and Self Introductions:** Harold Brazil (MTC) called the meeting to order at 9:40 am.
- 2. PM<sub>2.5</sub> Project Conformity Interagency Consultations**

**a. Consultation to Determine Project of Air Quality Concern Status**

- i. Telegraph Avenue Complete Streets Project**
- ii. Telegraph Avenue Bike/Pedestrian Improvements and Road Diet Project**

Linda DeBolt (City of Oakland) began her description of the Telegraph Avenue Complete Streets and Telegraph Avenue Bike/Pedestrian Improvements and Road Diet projects by discussing how the fund sources are allocated:

1. HSIP funds are applied to the safety aspect of the project
2. ATP funds are applied to the complete streets aspect of the project

And Ms. DeBolt mentioned that the combined Telegraph Avenue projects are coordinated to achieve the following purposes:

- The projects will improve connectivity in a mixed-use retail/ commercial/residential corridor, and adjacent to several medical facilities including those on “Pill Hill”.
- The projects will promote a roadway diet which consists of reducing two travel lanes in each direction to one travel lane and bike lane, with a two-way center turn lane from 29<sup>th</sup> Street to 41<sup>st</sup> Street.
- The projects will eliminate one SB lane from 43<sup>rd</sup> Street to 45<sup>th</sup> Street.
- The projects will construct pedestrian amenities such as sidewalk extensions, bulb-outs, median refuges, high-visibility crosswalks, ADA ramps, pedestrian plaza, pedestrian flashers and signal modifications.
- The projects will offer transit improvements including transit islands and concrete bus pad.

Ms. DeBolt stated the projects will provide connectivity along the corridor (connecting many health care medical facilities) and will build also a protected bike lane and with a parking lane on Telegraph Avenue.

Ms. DeBolt went on to say that Telegraph Avenue is not part of any truck routes and that the Alameda County travel model was used to show no increase in traffic in the build scenario and shows an increase in bike and pedestrian travel over time with a corresponding downward trend in car use in the corridor into the future. (See; 1,100 survey respondents, Stakeholder Outreach and Public Survey Report, March 2014)

Dick Fahey (Caltrans) asked whether or not the travel model showed a decrease in traffic on parallel routes. Ms. DeBolt responded by saying that there has been a downward trend occurring the travel model volumes in the Telegraph Avenue corridor and mentioned that the City of Oakland has been working with AC Transit to improve transit times.

Ms. DeBolt concluded by stating that the combined Telegraph Avenue projects:

- Will not increase traffic volume
- Will not worsen intersection Level of Service (LOS) to unacceptable level
- Will not widen or create additional automobile travel lanes
- Will not increase truck traffic.

Dominique Paukowits (FTA) was unable the task force meeting but reviewed the package and confirmed that FTA Region IX is supportive of the Telegraph Avenue Complete Streets projects.

Ms. Paukowits did have a couple questions about the project (but remain supportive of the overall proposal – the questions do not preclude FTA concurrence with the project):

Questions in Blue - Answers in Red

1. To what extent has AC Transit been involved in the proposed project (the transit element is the “transit islands” and “concrete bus pad installations”)? – AC Transit very much involved and very supportive, monthly meetings with AC Transit planning staff have been held.
2. At a high level, what were the results of the traffic analysis for the road diet and bike/pedestrian improvement project on Telegraph Avenue? Is it anticipated that the lane reductions will route traffic to parallel streets (if so, which streets will be most impacted)? Dick F had the same question
3. Will additional signage be installed at any point along the corridor? Or just lane striping as noted in the materials provided? A lot of way finding signage will be provided with standard signage and lane striping will be included with the project.
4. Will pedestrian crossing times be increased along the corridor? Bulb-out distances will be reduced, so yes.

**Final Determination:** The Telegraph Avenue Complete Streets and Telegraph Avenue Bike/Pedestrian Improvements and Road Diet projects were assigned as a 326 Categorical Exclusion (CE) and Caltrans has the responsibility for making each project's project-level (Hot Spot) conformity determination. With input from EPA and Caltrans, the Task Force concluded that the Telegraph Avenue Complete Streets and Telegraph Avenue Bike/Pedestrian Improvements and Road Diet projects were not of air quality concern.

## **b. Confirm Projects Are Exempt from PM<sub>2.5</sub> Conformity**

### **i. Confirmation of the list of exempt projects from PM<sub>2.5</sub> conformity (2b\_Exempt List 090916.pdf)**

Ginger Vagenas (EPA) and Dick Fahey (Caltrans) asked for follow-up information on the Washington Blvd Safety Improvements project to clarify the meaning of the “vehicle lanes on Washington will be narrowed.....” in the FMS project description text. MTC staff communicated with the City of Fremont and confirmed that the Washington Blvd Safety Improvements project only involves bike lane striping (narrowing of the width of the lanes) with no lane reduction. (i.e., this is not a road diet project)

**Final Determination:** With email follow-up input from FHWA, FTA, EPA, Caltrans and MTC, the Task Force agreed that the project on the exempt list (**2b\_Exempt List 090916.pdf**) is exempt from PM<sub>2.5</sub> project level analysis.

## **3. Projects with Regional Air Quality Conformity Concerns**

### **a. Review of the Regional Conformity Status for New and Revised Projects**

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

Adam Crenshaw (MTC) discussed requests from sponsors to add seven new group listed/State Highway Operation and Protection Program (SHOPP) projects to the 2015 TIP. Mr. Crenshaw stated that MTC staff proposes that the Exempt (40 CFR 93.126) regional air quality best describes these projects and Stew Sonnenberg (FHWA) and the rest of the Task Force agreed with the determination.

## **4. Draft Final 2017 Transportation Improvement Program (TIP) & Air Quality Conformity Analysis Release (Info Item)**

Harold Brazil (MTC) discussed how staff responded to comments received by the Sierra Club where it was noted that the Draft Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area and the 2017 Transportation Improvement Program “indicates that the draft 2017 TIP will not result in the greenhouse gas (GHG) reduction per capita target for the year 2035 [15%, relevant to the Plan] as required by the Air Resources Board under the California Sustainable Communities and Climate Protection Act of 2008 (SB 375).” Mr. Brazil went on to say that conducting a regional conformity analysis process assures that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standards (NAAQS).

Mr. Brazil added that regional transportation conformity for transportation plans and TIPs is demonstrated by performing a regional emissions analysis for the applicable NAAQS pollutants in nonattainment areas. Currently, there are no federal requirements for consideration of GHG impacts in a regional conformity analysis for a TIP or transportation plan. Therefore Mr. Brazil indicated, to reduce confusion, the air quality and climate implications text and Table 6 will not be included in Appendix E of the Final Conformity Analysis.



## 5. Consent Calendar

### a. August 25, 2016 Air Quality Conformity Task Force Meeting Summary

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