



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
415.778.6700
www.mtc.ca.gov

Air Quality Conformity Task Force Meeting

Metropolitan Transportation Commission

Join Zoom Meeting @

<https://bayareametro.zoom.us/j/84383698853>

Meeting ID: 843 8369 8853

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

February 23, 2023

9:30 a.m. –11:00 a.m.

AGENDA

1. Welcome and Introductions
2. PM_{2.5} Project Conformity Interagency Consultations
 - a. Consultation to Determine Project of Air Quality Concern Status
 - i. State Route 29 (SR-29) Improvements at Rutherford and Oakville Intersections Project
3. Projects with Regional Air Quality Conformity Concerns
 - a. Review of the Regional Conformity Status for New and Revised Projects
3b_Regional_AQ_Conformity_Review_022323.pdf
3b_Attachment-A_List_of_Proposed_New_Projects_022323.pdf
4. Consent Calendar
 - a. January 26, 2023 Air Quality Conformity Task Force Meeting Summary
5. Other Items

Next Meeting: March 23, 2023

MTC Staff Liaison:

Harold Brazil

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

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103.122.166.55 (Australia Sydney)

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64.211.144.160 (Brazil)

69.174.57.160 (Canada Toronto)

65.39.152.160 (Canada Vancouver)

207.226.132.110 (Japan Tokyo)

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METROPOLITAN
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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: February 19, 2023

FR: Harold Brazil

W. I.

RE: PM_{2.5} Project Conformity Interagency Consultation

A project sponsor representing one project, seeks interagency consultation from the Air Quality Conformity Task Force (AQCTF) at today's meeting and the project are as follows:

No.	Project Sponsor	Project Title
1	Metropolitan Transportation Commission (MTC)	State Route 29 (SR-29) Improvements at Rutherford and Oakville Intersections Project

2ai_StRt_29_Improve_Ruther&Oak_Intersecs_Project_Assessment_Form.pdf (for the State Route 29 (SR-29) Improvements at Rutherford and Oakville Intersections project)

Application of Criteria for a Project of Air Quality Concern
Project Title: State Route 29 (SR-29) Improvements at Rutherford and Oakville Intersections
Project Summary for Air Quality Conformity Task Force Meeting: February 23, 2023

Description

- Proposed project would improve the operation and safety at two currently unsignalized intersections
- A single-lane roundabout is proposed at the intersection of SR-29 and Oakville Cross Road.
- Installation of a traffic signal and/or other traffic calming measures is proposed at the intersection of SR-29 and Rutherford Road.
- The proposed project would not add capacity, increase traffic volumes, or change the vehicle mix in the study area.

Background

- Documented Categorical Exclusion is being prepared for the proposed project pursuant to 23 USC 326.
- Circulation for public comment is not required because the NEPA determination for this project is a Categorical Exclusion.
- Proposed project is an intersection channelization project, and as such, is exempt from regional conformity analysis pursuant to 40 CFR 93.127.

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

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

- Not a new or expanded highway project
- intersection safety and operations project - would not increase the capacity of SR-29
- No change in traffic volume or truck percentages on SR-29

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

- Diesel vehicles represent 2 - 8% of traffic volume in the study area (AADT of 359 – 1,816 in opening year of 2025; AADT of 397 – 2,011 in design year of 2035; AADT of 463 – 2,342 in RTP Horizon Year of 2050)
- No change in traffic volume or truck percentages at intersections
- Proposed project would improve congestion at affected intersections

(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?

- Proposed project not in an area identified as a site of violation

RTIP ID# <i>(required)</i> 21-T07-056									
TIP ID# <i>(required)</i> NAP190007									
Air Quality Conformity Task Force Consideration Date February 23, 2023									
Project Description <i>(clearly describe project)</i> The Metropolitan Transportation Commission (MTC), in cooperation with Napa Valley Transportation Authority (NVTA) and the California Department of Transportation (Caltrans), proposes to improve the operation and safety of SR-29 at the intersections of Oakville Cross Road (PM 22.72) and Rutherford Road (PM 24.59). Currently, neither of these intersections are signalized and only have stop signs on streets intersecting SR-29. A single-lane roundabout is proposed at the intersection of SR-29 and Oakville Cross Road. Due to right-of-way limitations, a roundabout will not be feasible at the Rutherford Road intersection without substantial right-of-way impact. Hence, the project proposes to install a traffic signal and/or other traffic calming measures at the intersection of SR-29 and Rutherford Road.									
Type of Project: Intersection channelization project									
County Napa	Narrative Location/Route & Postmiles SR-29 at the intersections of Oakville Cross Road (PM 22.72) and Rutherford Road (PM 24.59) Caltrans Projects – EA# 2W430-SR-29								
Lead Agency: MTC									
Contact Person Ingrid Supit	Phone# (415) 778-6691	Fax#	Email isupit@bayareametro.gov						
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>									
<input checked="" type="checkbox"/>	Categorical Exclusion (NEPA)	<input type="checkbox"/>	EA or Draft EIS	<input type="checkbox"/>	FONSI or Final EIS	<input type="checkbox"/>	PS&E or Construction	<input type="checkbox"/>	Other
Scheduled Date of Federal Action:									
NEPA Delegation – Project Type <i>(check appropriate box)</i>									
<input type="checkbox"/>		<input checked="" type="checkbox"/>		Section 326 – Categorical Exclusion			Section 327 – Non-Categorical Exclusion		
Current Programming Dates <i>(as appropriate)</i>									
	PE/Environmental	ENG	ROW	CON					
Start	8/19/2021	8/19/2021	9/5/2022	7/9/2024					
End	9/14/2023	4/4/2024	4/4/2024	1/19/2026					

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

The purpose of the project is to enhance safety and traffic operations at the intersections of SR-29 and Oakville Cross Road and SR-29 and Rutherford Road. The proposed project is needed because the intersections under study have been experiencing poor traffic operation and a higher number of collisions due to lack of protected turning movements.

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

Land use in the project area is primarily agricultural (vineyards); tourism draws additional traffic to the area.

Brief summary of assumptions and methodology used for conducting analysis

The project is not a capacity enhancing or VMT-inducting project; therefore, no VMT analysis was performed for the project pursuant to Caltrans guidance. The proposed project is an intersection safety and operations project that would not increase the capacity of SR-29, increase traffic volumes, or change the vehicle mix in the study area. As such, the traffic details for the No-Build Alternative are also representative of traffic conditions for the project Build Alternative.

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

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

AADT and truck traffic details for the study area, which includes a 2.2-mile segment of SR-29, are presented below. Intersection-level traffic modeling was not performed for the proposed project.

Location	2025 AADT		% Truck
	Total	Truck	
SR-29 between Oakville Cross Road and Rutherford Road	22,423	359 – 1,816	1.6% - 8.1%

Percentage of vehicles that are trucks presented as a range to capture traffic data collected during weekday AM, weekday PM, and weekend mid-day peak periods.

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

Extrapolated AADT and truck traffic details for the study area, which includes a 2.2-mile segment of SR-29, are presented below. Intersection-level traffic modeling was not performed for the proposed project.

Location	2050 AADT		% Truck
	Total	Truck	
SR-29 between Oakville Cross Road and Rutherford Road	28,916	463 – 2,342	1.6% - 8.1%

Percentage of vehicles that are trucks presented as a range to capture traffic data collected during weekday AM, weekday PM, and weekend mid-day peak periods.

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

N/A

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

N/A

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

The proposed project would not add capacity, increase traffic volumes, or change the vehicle mix in the study area. While the proposed project is anticipated to reduce traffic congestion at existing intersections and improve merge operations, these effects are expected to be localized and no traffic redistribution effects are anticipated.

Comments/Explanation/Details (please be brief)



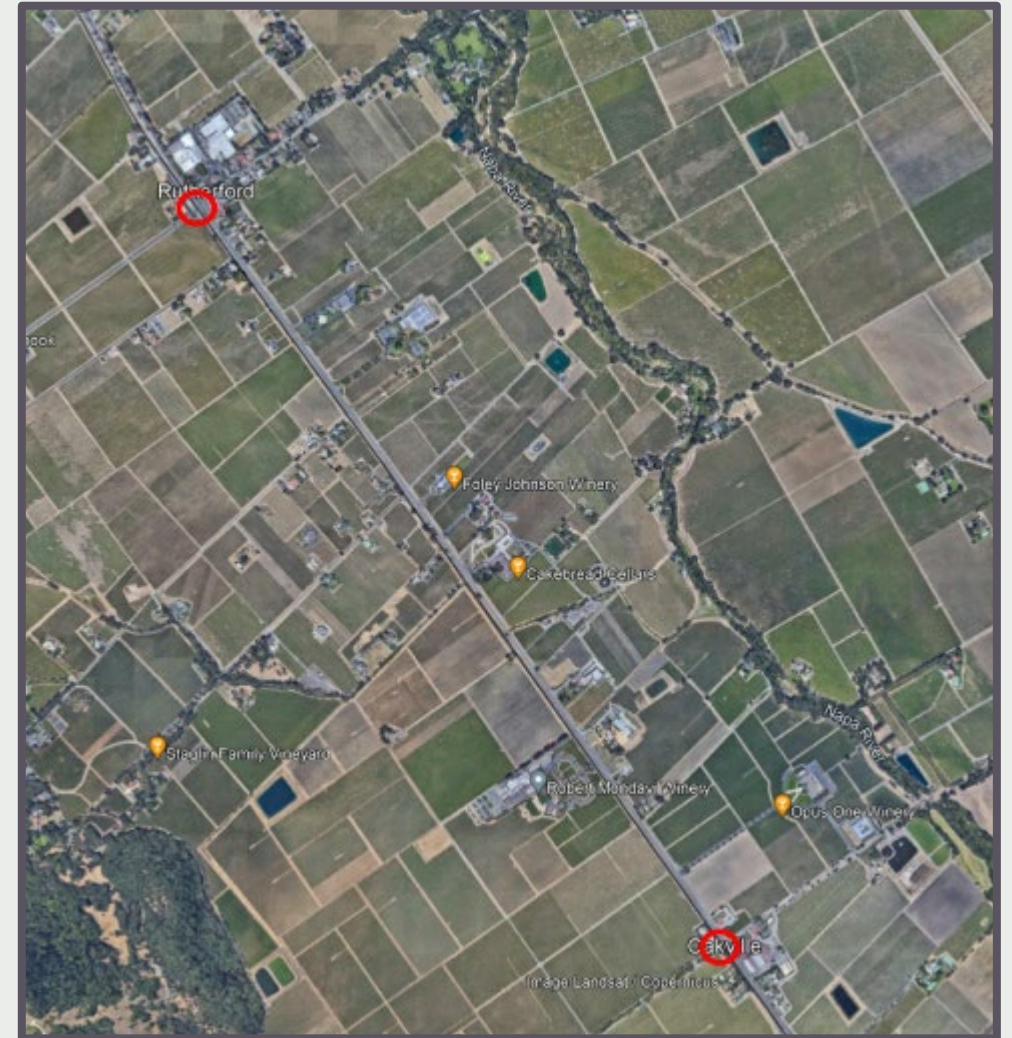
STATE ROUTE 29 (SR-29) IMPROVEMENTS AT RUTHERFORD AND OAKVILLE INTERSECTIONS

Intersection Channelization Project

**Project Location: 2.2-mile segment
of SR-29 in an unincorporated area
of Napa County**

The project proposes the improvement of two intersections at:

- SR-29/Rutherford Road (SR-128) in the community of Rutherford (PM 24.59)
- SR-29/Oakville Cross Road in the community of Oakville (PM 22.72)



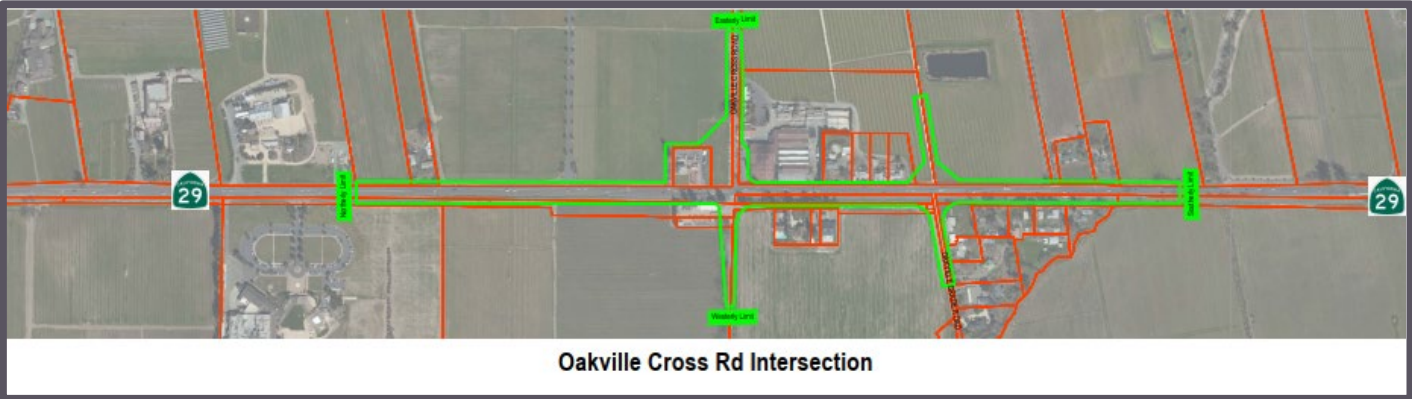
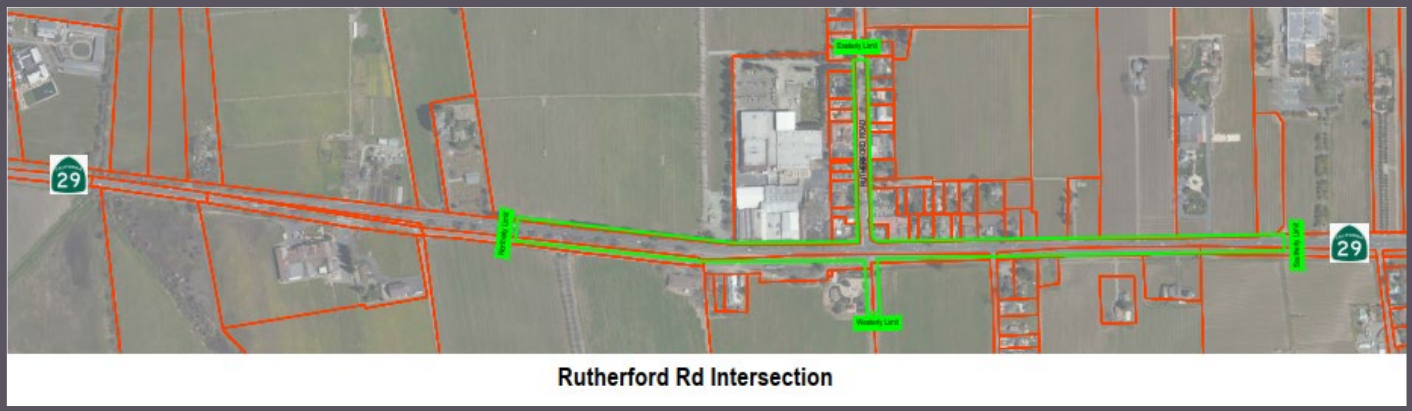
Source: Traffic 2025 and 2035 Forecasts Memorandum (GHD 2022)

Project Area Limits at Each Intersection

Proposed Improvements:

SR-29/Rutherford Road:
Traffic signal and/or
other traffic calming
measures

**SR-29/Oakville Cross
Road:** Single-lane
roundabout



Purpose and Need

The purpose of the project is to enhance safety and traffic operations at the intersections of SR-29 and Oakville Cross Road and SR-29 and Rutherford Road.

- Improve travel time and reduce delay for side streets accessing SR-29.
- Enhance traffic safety.
- Improve turning movements.

The intersections under study have been experiencing poor traffic operation and a high number of collisions due to the lack of protected turning movements.

- The number of collisions exceed statewide average for similar type of facility.
- Poor intersection operation occurs during peak and non-peak periods caused by high traffic volume.
- Lack of protected turning movements to allow for access to and from SR-29 due to insufficient gaps in traffic streaming.

Study Area Traffic Data

The proposed project would not add capacity, increase traffic volumes, or change the vehicle mix in the study area.

Scenario/ Analysis Year	Location	AADT		% Truck
		Total	Truck	
No-Build/Build Year 2025	SR-29 between Oakville Cross Road and Rutherford Road	22,423	359 – 1,816	1.6% - 8.1%
No-Build/Build Year 2035	SR-29 between Oakville Cross Road and Rutherford Road	24,828	397 – 2,011	1.6% - 8.1%
No-Build/Build Year 2050	SR-29 between Oakville Cross Road and Rutherford Road	28,916	463 – 2,342	1.6% - 8.1%

Note: Percentage of vehicles that are trucks presented as a range to capture traffic data collected during weekday AM, weekday PM, and weekend mid-day peak periods.

Source: Traffic 2025 and 2035 Forecasts Memorandum (GHD 2022)

Not a Project of Air Quality Concern

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

- Not a new or expanded highway project
- Intersection safety and operations project - would not increase the capacity of SR-29
- No change in traffic volume or truck percentages on SR-29

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

- Diesel vehicle traffic is not significant in the study area
- No change in traffic volume or truck percentages at intersections
- Proposed project would improve congestion at affected intersections

(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?

- Not in an area identified in a PM₁₀ or PM_{2.5} implementation plan as a site of violation

Questions?



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TO: Air Quality Conformity Task Force

DATE: February 23, 2023

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 add into the 2023 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.

Changes Staff is Proposing to Include in 2023 TIP

Staff is proposing to add one new project to 2023 TIP. The description of the new project along with the regional air quality category that staff believes best describes the project is included on Attachment A.

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

Review of the Regional Conformity Status for New and Revised Projects - Attachment A

#	County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
1	Napa	NAP230201	Napa County	Napa Valley Vine Trail - Yountville to St Helena	Napa County: Parallel to Highway 29 from Madison Street in Yountville to Pratt Avenue in St. Helena: Construct a multiuse path	Napa County: Parallel to Highway 29 from Madison Street in Yountville to Pratt Avenue in St. Helena: Design and construct a 10 mile long, Class 1 multiuse path within the unincorporated County and City of St. Helena. The Napa Valley Vine Trail alignment for the unincorporated segment would start at the intersection of Highway 29 at Madison Street and generally follow the alignment of the Napa Valley Wine Train tracks and the Caltrans Highway 29 right-of-way to the St. Helena City Limit. In St. Helena, the alignment would be along Highway 29, Mitchell, Oak, Adams, the Napa Valley Wine Train (NVWT), and Pratt Avenue. The project would close a gap in the NVWT between the 12.5-mile segment south of Yountville and the nine-mile segment north of Pratt Avenue.	EXEMPT (40 CFR 93.126) - Bicycle and Pedestrian Facilities

**Air Quality Conformity Task Force
Summary Meeting Notes
January 26, 2023**

Participants:

Chadi Chazbek – Kimley-Horn
Rodney Tavitias – Caltrans
Alexander Smith – FTA
Garrett Kaya – WKE
Cam Oakes – Caltrans
Abhijit Bagde – Caltrans
Vicky Hsu – HDR
Michael Dorantes – EPA
Emma Maggioncalda – Caltrans
Sidney Chiu – Caltrans
John Saelee – MTC
Shilpa Mareddy – Caltrans
Patrick Pittenger – FHWA
Paul Hensleigh – YSAQMD
Sri Koneru – HDR
Peter Lee – MTC/BATA
Adekemi Ademuyewo – FHWA
George Gorman – HDR
Andrea Gordon – BAAQMD
Eldar Levin - HDR

Ingrid Supit – MTC/BATA
Olivia Chan – Kimley-Horn
Mike Aronson – Kittelson
Ace Malisos – Kimley-Horn
Danae Hall – Kimley-Horn
Angela Louie – MTC
Prasanna Muthireddy – Kimley-Horn
Jay Witt – Illingworth-Rodkin, Inc.
Angie Kung – HDR
Noemi Wyss – Kimley-Horn
Uyenlan Vu – HDR
Edwin Xie – Kimley-Horn
Adam Crenshaw – MTC
Harold Brazil – MTC
Tanay Pradhan – Kimley-Horn
Karishma Becha – Caltrans
Stephanie Hu – CCTA
Erika Espinosa Araiza – Caltrans
Erika Vaca – Caltrans
Jonathan Goodman – Caltrans

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

2. PM_{2.5} Project Conformity Interagency Consultation

a. Consultation to Determine Project of Air Quality Concern Status

i. Interstate 680 Northbound Express Lane Completion Project

Garrett Kaya (WKE) began the presentation for the Interstate 680 Northbound Express Lane Completion project by reviewing the previous meeting with the Task Force March 2022, where:

- 1C, 2, 3 and No-Build Alternatives were presented
- The project was determined **not** to be a POAQC

Mr. Kaya stated the purpose of the Interstate 680 Northbound Express Lane Completion project was:

- Reduce peak-period congestion and delay
- Optimize use of existing HOV lane capacity
- Improve travel time reliability
- Provide efficient travel options for all vehicles

Based on comments received during public scoping and the implementation of SB743 for Vehicles Miles Traveled (VMT), the Interstate 680 Northbound Express Lane Completion project team recently added a new alternative that converts an existing General Purpose (GP) lane to an express lane. The segment north of SR242 would remain as a HOV to Express Lane conversion. This new GP lane conversion alternative (number 5) does not add capacity since it does not add any new lanes and –

- Does not change land use along the corridor
- Truck percentages along the corridor are consistent with other Build Alternatives

Build Alternatives

- Four Build Alternatives
 - **Alternative 1C**
 - Close the Gap with Realignment
 - **Alternative 2**
 - Reduce the Gap plus Braided Ramps
 - **Alternative 3**
 - Close the Gap with Realignment plus Braided Ramps
 - **Alternative 5**
 - Reduce the Gap with GP conversion plus Braided Ramps



Patrick Pittenger (FHWA): asked to confirm that the additional alternative being presented is because of the need to conform with the CEQA process as compared to the previous process that was undertaken. Mr. Kaya indicated that it was a combination of 2 reasons:

1. There is a VMT component that is now part of the CEQA process and in the state of California we are required to look at alternatives that reduce the vehicle miles traveled.
2. There were comments received during the public scoping period that asked to look at doing GP lane conversions and (originally) it didn't look like it was going to be doable. After digging into the details of the traffic data, alternative 5 showed results were better than the No build alternative – so at that point alternative 5 became a viable to move forward with.

Opening Year 2027 AADT Summary @ I-680 North of Oak Park

Alternative	Truck AADT	Total AADT**	% Trucks
No Build*	6,108	156,623	3.9%
Alternative 1C	6,108	167,534	3.6%
Alternative 2	6,108	167,679	3.6%
Alternative 3	6,108	168,146	3.6%
Alternative 5	6,108	157,423	3.9%

Source: Kittleson & Associates Traffic Forecast, 2022
*Truck Percentage from Caltrans 2020 Census Data applied to No Build AADT
**General Purpose Lanes plus Express Lane

Build Alternatives do not add lane capacity that is available to truck traffic.



Rodney Tavitas (Caltrans) commented: when the project is submitted to Caltrans for review, please make sure the information within the CTIPS database showing continuous funding throughout the all phases of the project – from PE to right away, because again, if Caltrans sees a gap, we are going to ask questions. Mr. Kaya acknowledged the comment.

Final Determination: With input from EPA, FTA, FHWA and Caltrans (deferring their determination to FHWA), the Task Force concluded the Interstate 680 Northbound Express Lane Completion project was not of air quality concern.

ii. Open Road Tolling Conversion Northern Bridges Project

Sri Koneru (HDR) began the presentation for the Open Road Tolling Conversion Northern Bridges project by indicating the Bay Area Toll Authority (BATA), in cooperation with Caltrans, proposes to convert the existing all All-Electronic Tolling (AET) systems to Open Road Tolling (ORT) systems at the Antioch Bridge, Benicia-Martinez Bridge, and Carquinez Bridge.

Mr. Koneru also mentioned the proposed Open Road Tolling Conversion Northern Bridges project is located at the toll plazas for the Antioch Bridge, Benicia-Martinez Bridge, and Carquinez Bridge in Contra Costa and Solano Counties. The Project would provide toll discounts to high occupancy vehicles with three or more passengers (HOV 3+) at all three bridge locations.

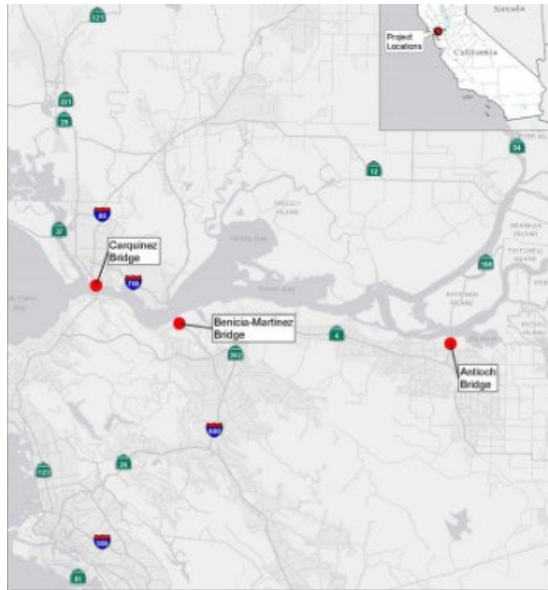
Mr. Koneru listed the purposes and needs for the Open Road Tolling Conversion Northern Bridges project with the following:

- Replace aging tolling infrastructure
- Enhance safety at toll plazas
- Improve operations through bridge toll plazas

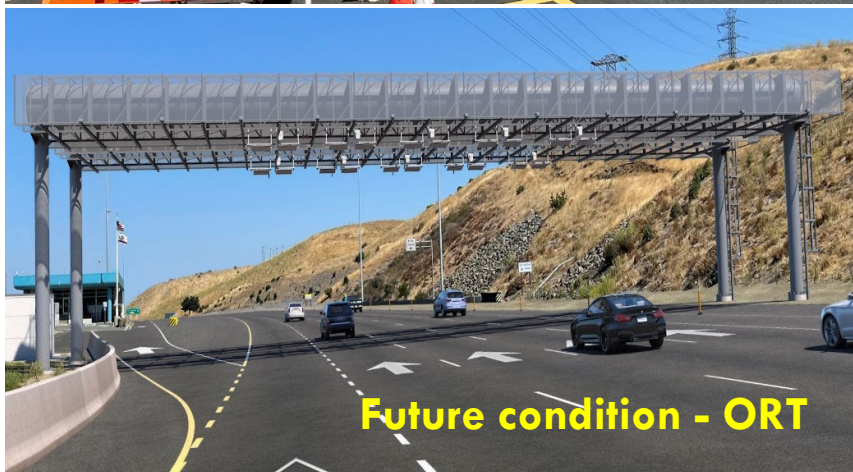
Project Location

Northern Bridges (EA 04W520)

- **Antioch Bridge**: SR-160
(Contra Costa County)
- **Benicia-Martinez Bridge**: I-680
(Contra Costa County)
- **Carquinez Bridge**: I-80
(Contra Costa and Solano Counties)



Mr. Koneru added that the Open Road Tolling Conversion Northern Bridges project is needed to address operational and safety deficiencies for vehicles traveling through BATA toll collection facilities at the Antioch, Benicia-Martinez, and Carquinez Bridge toll plazas. The existing toll collection system is aging, and improvements are required to meet the technological standards for both the existing AET systems and the proposed ORT systems. The existing toll collection booths and other civil infrastructure that were used during manual toll collection need to be removed to improve travel time and safety.



Final Determination: With input from EPA, FTA, Caltrans and FHWA (deferring their determination to Caltrans), the Task Force concluded the Interstate 680 Northbound Express Lane Completion project was not of air quality concern.

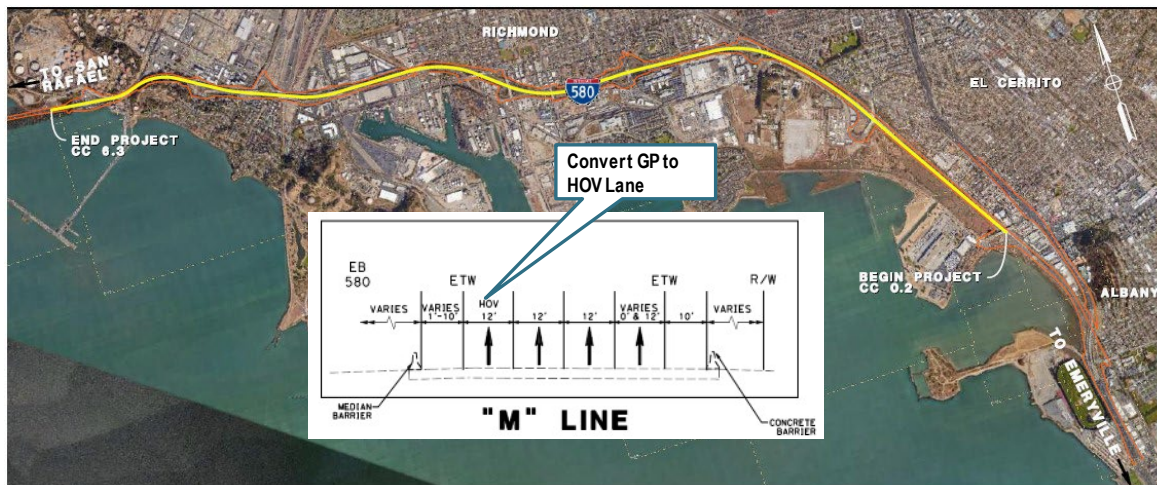
iii. Richmond-San Rafael Bridge Open Road Tolling and I-580 Westbound High Occupancy Vehicle Lane Project

Ace Malisos (Kimley-Horn) began the presentation for the Richmond-San Rafael Bridge Open Road Tolling and I-580 Westbound High Occupancy Vehicle Lane project by indicating the Bay Area Toll Authority (BATA) proposes the Richmond-San Rafael (RSR) Bridge Open Road Tolling (ORT) and Interstate 580 (I-580) Westbound High Occupancy Vehicle (HOV) Lane Project (proposed project). BATA developed the RSR Bridge Forward initiative which implements a suite of strategies to address congestion and improve options for travelling in the RSR Bridge Corridor. The RSR Bridge ORT and I-580 Westbound HOV Lane Project would provide safety and operational improvements on westbound I-580 approaching the RSR Bridge by reinstating a previous westbound I-580 HOV lane through Richmond to encourage carpooling and transit ridership, and replacing the existing tolling structure with open road tolling.

Mr. Malisos went on to say the purpose of the Richmond-San Rafael Bridge Open Road Tolling and I-580 Westbound High Occupancy Vehicle Lane project is to:

- Promote mode shift by providing travel time savings for carpooling and transit riders;
- Reduce Vehicle Miles Traveled (VMT) and corresponding greenhouse gas (GHG) emissions;
- Improve safety by eliminating the need to pass through the existing toll plaza; and
- Improve operational efficiency by upgrading the existing toll infrastructure to accommodate the future BATA system-wide upgrade on the toll collection system.

I-580 Westbound High Occupancy Vehicle Lane



Mr. Malisos also mentioned the Richmond-San Rafael Bridge Open Road Tolling and I-580 Westbound High Occupancy Vehicle Lane project is needed to address operational and safety deficiencies for vehicles traveling through the BATA toll collection facilities at the toll plaza and to encourage carpooling and transit ridership.

Mr. Malisos said the Richmond-San Rafael Bridge Open Road Tolling and I-580 Westbound High Occupancy Vehicle Lane project consists of the following improvements:

- Remove the existing RSR Bridge Toll Booths, tolling equipment and canopy structure and install an ORT gantry.
- Reconfigure I-580 mainline at the proposed ORT gantry to three lanes (two general purpose lanes and one HOV3+ lane) and improve weaving bottle neck caused by existing seven lanes merging to two lanes.
- Realign Stenmark Drive on-ramp to conform to I-580 reconfiguration and install separate ORT gantry for the Stenmark Drive on-ramp.
- Convert the leftmost general-purpose lane along I-580 to an HOV2+ lane from Regatta Boulevard interchange to the Stenmark Drive off-ramp
- Removal, replacement, or relocation of existing roadway signs and signposts, as needed, for the ORT and HOV conversion.
- Trenching and/or horizontal directional drilling (up to 3-ft deep and 2-ft wide) to extend electrical and communication conduit and fiber and bring these services to the tolling equipment, signage, and toll equipment building. Auxiliary cabinets may be required between toll equipment building and gantries.
- Modifications to drainage systems, grading, lighting, landscaping, and necessary utility connections/relocations for the new toll collection facilities.



Michael Dorantes (EPA) asked about what project factors are projected to contribute to reductions in VMT and greenhouse gas emissions and Mr. Malisos responded by indicating that the continuous HOV lane component of the project is projected to increase the number of people carpooling and using transit. (due to increased transit efficiency from the continuous HOV lane through the corridor)

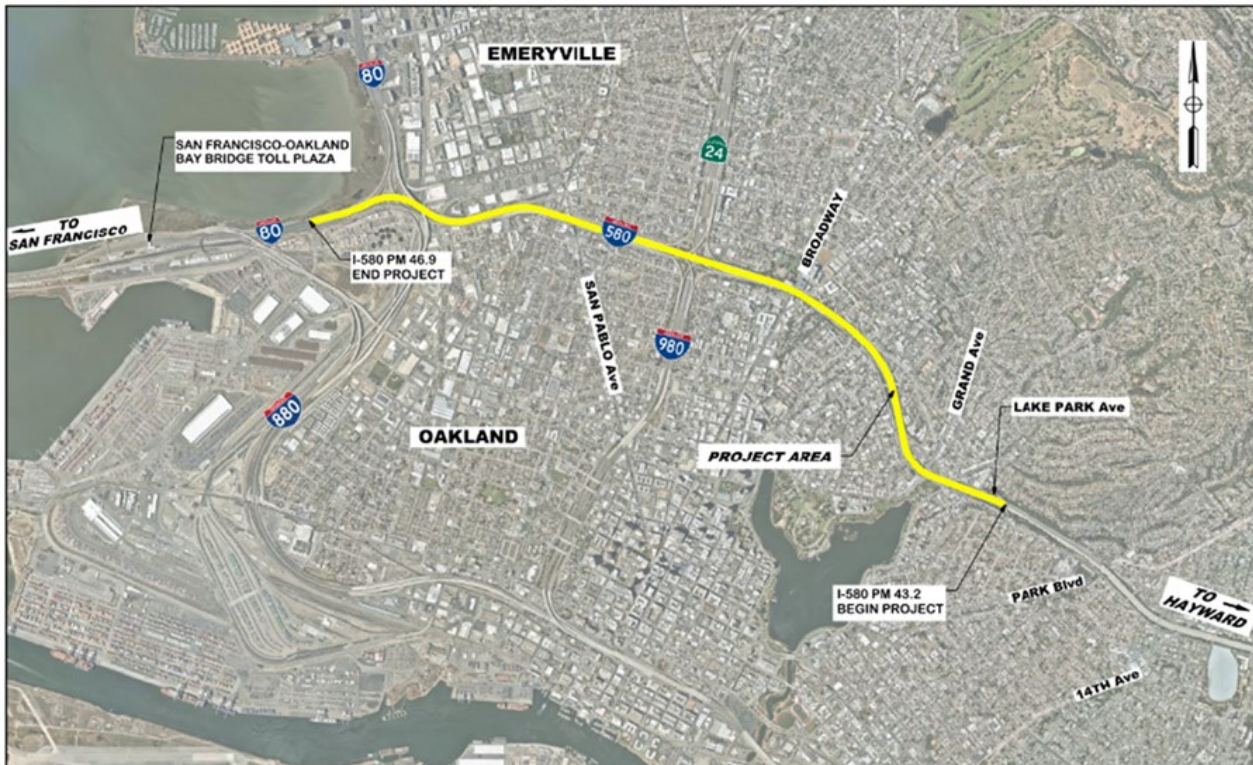
Final Determination: With input from EPA, FTA, Caltrans and FHWA (deferring their determination to Caltrans), the Task Force concluded the Richmond-San Rafael Bridge Open Road Tolling and I-580 Westbound High Occupancy Vehicle Lane project was not of air quality concern.

iv. I-580 Westbound High Occupancy Vehicle Lane Conversion Project

Ace Malisos (Kimley-Horn) began the presentation for the I-580 Westbound High Occupancy Vehicle Lane Conversion project by stating the The Bay Bridge Forward (BBF) Interstate 580 (I-580) Westbound (WB) High Occupancy Vehicle (HOV) Lane Extension project is in the City of Oakland. The Metropolitan Transportation Commission (MTC) is the Project sponsor, implementing agency, and lead agency on the project. Project partners include the Caltrans and the Alameda County Transportation Commission (CTC).

Mr. Malisos went on to say the I-580 Westbound High Occupancy Vehicle Lane Conversion project proposes to convert 1.7 miles of an existing general-purpose (GP) lane to an HOV lane. Signing and striping work would occur along the existing HOV lane between I-580 Post Mile 46.9 and I-580 Post Mile 46.7. The proposed HOV lane would extend from the beginning of the existing HOV lane on I-580 WB at the Interstate 80 (I-80) WB connector to approximately the Broadway-Richmond Boulevard Undercrossing. The project limit extends further along I-580 WB from the Broadway-Richmond Boulevard Undercrossing to I-580 Post Mile 43.2 at the Lake Park Ave Overcrossing for the installation of advanced HOV lane signs and restriping. No HOV lane extension is proposed for this portion of the Project site.

Project Location



Mr. Malisos pointed out; the purpose of the I-580 Westbound High Occupancy Vehicle Lane Conversion project is to:

- Increase person throughput during peak hours.
- Improve travel time reliability to support buses and high-occupancy vehicles.
- Encourage mode shift by providing travel time savings for HOV and transit users.

Mr. Malisos added GP Lane conversion to an HOV lane would entail the removal of current striping, application of new striping, and installation of signs. The proposed HOV lane would be an HOV 3+. The HOV lane would be separated from the remaining GP lanes by a combination of dashed white striping (continuous access), a single solid white stripe (access discouraged), or solid, double, white striping (restricted access). The proposed HOV lane would operate during the same hours as the existing facility between 5 A.M and 10 A.M. and 3 P.M. and 7 P.M. Monday through Friday. All Project work would occur within the current freeway roadway width and right-of way.

Final Determination: With input from EPA, FTA, Caltrans and FHWA (deferring their determination to Caltrans), the Task Force concluded the I-580 Westbound High Occupancy Vehicle Lane Conversion project was not of air quality concern.

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

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

The Task Force had no concerns.

Final Determination: With input from FTA, FHWA, EPA, Caltrans and MTC, the Task Force agreed that the projects on the exempt list **2b_POAQC_Exempt_List_012323.pdf** are exempt from PM_{2.5} project level analysis.

3. Projects with Regional Air Quality Conformity Concerns

a. Regional Conformity Status for New and Revised Projects

Adam Crenshaw (MTC) stated MTC is proposing to add two projects the TIP through future amendments and the projects are scheduled to go to the Commission in March 2023. Abhijit Bagde (Caltrans) commented that Caltrans will be making an internal TIP approval on Friday (1/27/23) and Patrick Pittenger (FHWA) indicated he would follow-up with federal partners to complete the process.

Task Force members had no other comments.

b. Dumbarton Forward Operational Improvements Project

Eldar Levin (HDR) began the presentation for the Dumbarton Forward Operational Improvements project by identifying the project purpose and need –

Need:

- Significant highway peak period congestion results in increased travel times

- Accelerated growth in the jobs-housing imbalance between the East Bay and Peninsula has increased traffic congestion and travel times along the corridor
- Limited Transbay highway capacity is available, resulting in the need implement innovative strategies to improve operations and mobility, and incentivize bus use
- Current Transbay buses do not have travel time reliability for users

Purpose:

- Increase person throughput by encouraging use of Transbay bus services
- Improve travel time reliability for bus commuters
- Reduce peak-period congestion and delay along the SR 84/Dumbarton Bridge corridor

Mr. Levin went on to describe the Dumbarton Forward Operational Improvements project including the following components:

- Implement a contiguous preferential bus-only lane along the right side of Bayfront Expressway in both directions, between Marsh Rd and the Dumbarton Bridge (< 3 mi), by use of signing, striping, and signals
- Operate the PTBOL in the WB direction during the AM peak period, and in the EB direction during the PM peak period, at a maximum speed of 35 mph (Note: the PTBOL is closed all other times)
- Implement an additional traffic signal phase at the intersections with Marsh Rd and Willow Rd, to accommodate a dedicated left-turn phase for buses (in the WB direction)
- Deploy Transit Signal Prioritization at the following five intersections: Marsh Rd, Chrysler Dr, Chilco St, and the two Facebook Way intersections
- Complete other minor improvements – relocations and/or protection of fixed objects, cold planing and overlaying pavement sections, modifying curb ramps and sidewalks

Mr. Levin concluded the discussion of the Dumbarton Forward Operational Improvements project by indicating the following:

- The Project would reduce vehicle-hours of delay (VHD), person-hours of delay (PHD), travel times, and maximum individual delays: the Project would also increase travel speeds for all modes of travel;
- The PTBOL on SR 84/Bayfront Expressway would improve mobility between southern Alameda County and San Mateo County, increase person throughput, and reduce congestion within cities that are directly affected by traffic along the Dumbarton Bridge corridor;
- The Project is not anticipated to generate additional vehicular or truck trips, therefore AADT and truck percentages along SR 84 for the Build and No Build conditions are considered the same

After Mr. Levin's presentation, Harold Brazil (MTC) confirmed the Dumbarton Forward Operational Improvements project was included in MTC's travel demand modeling for the Plan Bay Area 2050 (PBA2050) conformity analysis and Patrick Pittenger (FHWA), Michael Dorantes (EPA) Alexander Smith (FTA) and Rodney Tavitas (Caltrans) concurred for the regional conformity determination for the project.

4. Consent Calendar

a. December 1, 2022 Air Quality Conformity Task Force Meeting Summary

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

5. Other Items

- Cam Oakes (Caltrans) and Cid Chiu (Caltrans) introduced themselves as the replacements for Dick Fahey's Caltrans District 4 Task Force representative.
- Andrea Gordon (BAAQMD) updated the group on EPA's proposal to lower the $PM_{2.5}$ annual standard and Michael Dorantes (EPA) followed the standard could be as low as 8 micrograms, or as high as 11 micrograms per cubic meter.
- Patrick Pittenger (FHWA) mentioned FHWA is currently looking to fill two positions: a Senior Community Planner for District 4 and an Air Quality Specialist.