



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

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San Francisco, CA 94105  
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[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/84383698853>

**Meeting ID: 843 8369 8853**

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

**October 26, 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. Consultation to Determine Project of Air Quality Concern Status
    - i. US-101 Managed Lanes North of I-380 Project
  - b. Confirm Project Projects Exempt from PM<sub>2.5</sub> Conformity  
Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern
3. Projects with Regional Air Quality Conformity Concerns
  - a. Review of the Regional Conformity Status for New and Revised Projects  
3a\_Regional\_AQ\_Conformity\_Review\_101923.pdf  
3a\_Attachment-A\_List\_of\_Proposed\_New\_Projects\_101923.pdf
4. Consent Calendar
  - a. September 28, 2023 Air Quality Conformity Task Force Meeting Summary
5. Other Items

Next Meeting: December 7, 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

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## Memorandum

TO: Air Quality Conformity Task Force

DATE: October 19, 2023

FR: Harold Brazil

W. I.

RE: PM<sub>2.5</sub> 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 projects is as follows:

No.	Project Sponsor	Project Title
1	Caltrans, in cooperation with San Mateo County Transportation Authority (SMCTA) and the City/County Association of Governments of San Mateo County (C/CAG)	US 101 Managed Lanes North of I-380 Project

**2a\_US\_101\_Managed\_Lanes\_N\_I-380\_Project\_Assessment\_Form.pdf** (for the US 101 Managed Lanes North of I-380 project)

MTC also requests the review and concurrence from the Task Force on a project which a project sponsor has identified as exempt and likely not to be a POAQC. **2b\_POAQC\_Exempt\_List\_012323.pdf** lists exempt project under 40 CFR 93.126.

## Application of Criteria for a Project of Air Quality Concern

Project Title: US 101 Managed Lanes North of I-380 Project

Task Force Meeting: October 26, 2023

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### Description

- The project will add or convert a lane to HOV or express lane use in the northbound and southbound direction of US 101 between I-380 and just south of the San Mateo/San Francisco County line.
- No changes are proposed to the interchanges on US 101 except for alignment modifications or overcrossing structure changes to accommodate the Lane Add or Lane Convert alternatives.
- The Lane Convert Alternative 2 includes segments of auxiliary or transition lanes to address areas of heavy congestion and lane merging.
- The project's purposes are to increase mobility within the corridor by encouraging carpooling and bus transit use, and improve travel times for drivers using the new or converted lanes.
- The project will connect with the existing express lanes that are south of the project corridor and start/end at the I-380 interchange near San Bruno.
- The overall limits of the project are from the US 101/SFO interchange to 0.5 mile north of the San Mateo/San Francisco County line, to allow for all roadway, advance signs, lane restriping, construction staging, and ancillary facilities such as power connections and CHP enforcement areas.

### Background

- Draft Traffic Operational Analysis Report (TOAR) is being prepared.
- The preparation of an EIR/EA is in process. Public release of the Draft EIR/EA is anticipated in April/May 2024.
- Public review for Draft EIR/EA will begin once the Draft EIR/EA is noticed and released in April/May 2024.
- Final EIR/EA approval anticipated in November 2024.
- Schedule is based on the project's deadline for programmed and anticipated funding.

### 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?*

- The project would not expand or increase capacity for diesel vehicles; large trucks would be restricted from using the proposed HOV or express lanes by California Vehicle Code Section 21655(b).
- Improvements to US 101 are for installation of managed lanes only, that would be either HOV or express lanes.

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

- Diesel vehicles (trucks) currently represent between 2% and 3% of the AADT on US 101. Truck percentages on US 101 are anticipated to remain between 2% and 3% in the future years (2030 and 2050).
- Interchanges and/or intersections will not be significantly altered by the project, nor do they serve a significant number of diesel trucks. The project would be limited to adding or converting a lane adjacent to the center median of US 101 for HOV or express lane use.
- The project would not change land uses along the corridor. Thus, the project would not increase diesel traffic.

#### (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 PM<sub>10</sub> or PM<sub>2.5</sub> implementation plan as site of violation?*

- No. The project would not result in an increase of either PM<sub>10</sub> or PM<sub>2.5</sub> levels compared to the No-Build Alternative.
- The project location (US 101) is not in an area identified by the SIP as one that could violate or possibly violates the NAAQS for PM<sub>2.5</sub>

RTIP ID# 21-T12-116

TIP ID# SM-190009

**Air Quality Conformity Task Force Consideration Date**  
10-26-2023

**Project Description** *(clearly describe project)*

**Description**

The California Department of Transportation (Caltrans) in cooperation with the San Mateo County Transportation Authority (SMCTA) and the City/County Association of Governments of San Mateo County (C/CAG) propose to provide a managed lanes facility in the northbound and southbound directions of U.S. Highway 101 (US 101) primarily in San Mateo County. The overall project limits covering all roadway, signage, and ancillary facilities are from the San Francisco International Airport interchange (at San Mateo post mile [PM] 19.2) to 0.5 mile north of the San Mateo/San Francisco County line (San Francisco PM 0.5). The project location is shown in Figure 1, which also shows a schematic of the limits, the managed lanes, and auxiliary/transition lanes. Three alternatives are being evaluated: A No Build alternative and two Build Alternatives. With both Build Alternatives, the managed lanes could be constructed as either High Occupancy Vehicle (HOV) or express lanes.

**No Build Alternative.** Under the No-Build Alternative, US 101 in San Mateo County would remain in its current configuration and no improvements other than routine maintenance would be made.

**Build Alternative 1 – Lane Add.** Alternative 1 would create managed lanes by adding a new through lane in both the northbound and southbound directions of US 101, adjacent to the median. The managed lanes would be accommodated by reconstructing the paved median and widening the pavement as necessary on the inside or outside shoulders. No auxiliary lanes are proposed for Alternative 1. New retaining walls or concrete barriers would be installed along the edge of shoulder in the northbound direction at the South San Francisco Overhead (at Grand Avenue) and where US 101 parallels Dubuque Avenue, and in the southbound direction where US 101 parallels Airport Boulevard and at the South San Francisco Overhead. At Sierra Point Parkway, the northbound on-ramp would be realigned to the east. The northbound Sierra Point Parkway off-ramp would be replaced and reconstructed slightly south of its current location; this off-ramp exits northbound US 101 on the right side and crosses over the freeway to connect to northbound Bayshore Boulevard (Bridge # 35-0131S, signed on US 101 as Bayshore Boulevard/Cow Palace exit). The Colma Creek Bridge structure would also be widened.

**Build Alternative 2 – Lane Convert.** Alternative 2 would convert one existing general-purpose lane in the northbound and southbound directions of US 101 to a managed lane in each direction. The converted lanes would be created primarily by restriping lanes and shoulders to utilize the existing paved highway and by adding additional pavement width where needed. This alternative would require the addition of segments of transition or auxiliary lanes in both the northbound and southbound directions to provide adequate distance for merging and weaving at congested areas. Alternative 2 would widen one structure at the Sierra Point Overhead (Caltrain bridge). No new retaining walls or concrete barriers are anticipated along the edge of shoulder.

**Design Features of the Build Alternatives.** If HOV lanes are constructed, the lanes would be signed and restricted to HOV eligible vehicles during peak AM and PM travel periods. If express lanes are constructed, they would be designated with striping and include tolling zones, overhead signage, electronic tolling equipment, toll collection system, power and communication systems, and lane monitoring equipment. Hours of operation would be consistent with the express lanes to the south of I-380. Additional overhead lighting would be installed in the median. CHP enforcement areas would be installed in the median. The center median barrier would be replaced.

<b>Type of Project:</b> Managed Lane Project, constructed as either an HOV lane or an express lane.				
<b>County</b> San Mateo County	<b>Narrative Location/Route &amp; Postmiles</b> On US 101, from I-380 to just north of the SM/SF County Line in San Mateo and San Francisco Counties. Project limits extend from the SFO Interchange to the Bayshore Blvd/3 <sup>rd</sup> Street overcrossing to accommodate all work (SM PM 19.2 to SF PM 0.5).  <b>Caltrans Projects – EA#</b> 04-0W150			
<b>Lead Agency:</b> Caltrans, in cooperation with SMCTA and C/CAG				
<b>Contact Person</b> Vamsi Tabjulu, SMCTA	<b>Phone#</b> (650) 508-6200	<b>Fax#</b>	<b>Email</b> TabjuluV@Samtrans.com	
<b>Federal Action for which Project-Level PM Conformity is Needed</b> (check appropriate box)				
<i>Categorical Exclusion (NEPA)</i>	X <b>EA or Draft EIS</b>	<b>FONSI or Final EIS</b>	<b>PS&amp;E or Construction</b>	<i>Other</i>
<b>Scheduled Date of Federal Action:</b> Caltrans PA&ED approval of FEIR/EA in 2024				
<b>NEPA Delegation – Project Type</b> (check appropriate box)				
	<b>Section 326 – Categorical Exclusion</b>	X	<b>Section 327 – Non-Categorical Exclusion</b>	
<b>Current Programming Dates</b> (as appropriate)				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	2020	2025	2026	2027
<b>End</b>	2024	2026	2027	2029
<b>Project Purpose and Need (Summary):</b> (please be brief) Purposes are to increase mobility in the corridor; encourage carpooling and transit use; improve travel time savings and reliability for managed lane users; minimize operational degradation (increased congestion) in the general-purpose lanes; provide continuity with the managed lane facility to the south; and increase person throughput (the number of people moved). The project is needed to address current and future congestion and to address the lack of carpool infrastructure within the project limits. Congestion is a result of existing lane reductions and high demand associated with regional traffic and highly developed land uses.				

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

The project corridor traverses the northern Bay Area Peninsula that includes the cities of San Bruno, South San Francisco, Brisbane, and San Francisco (Figure 1). The proposed build alternatives extend from I-380 to 0.5 mile north of the San Mateo/San Francisco County line. US 101 serves regional Bay Area traffic and trips generated by access to the San Francisco International Airport as well as the businesses, shopping centers, parking lots and garages, fuel stations, maintenance facilities, restaurants, and residential areas adjacent to US 101 in the Peninsula and greater regional area.

US 101 on the San Francisco Peninsula is the main access route to San Francisco International Airport from the North and South Bay. US 101 connects San Francisco and the Silicon Valley, and provides access to San Jose International Airport in the South Bay. US 101 also links to the East Bay via State Route 84, State Route 92, and Interstate 80.

Land uses adjacent to the project area consist of both urban/developed land and open space and includes industrial, residential, public/semi-public development. US 101 truck traffic is intra-state and regional, as well as from/to local and regional light industrial and commercial land uses. As a restricted or managed HOV or express lane, the project would not result in changes to land use that would affect diesel truck traffic in the area.

**Brief summary of assumptions and methodology used for conducting analysis**

The air quality assessment and traffic analysis being prepared for the project is based on the traffic forecast modeling. Kittelson & Associates, Inc. developed the traffic forecasts and truck percentages by using the C/CAG-VTA travel demand model. The model is updated with the latest Association of Bay Area Governments (ABAG) Plan Bay Area land use projections and assumption, and is consistent with the MTC Plan Bay Area RTP. Traffic counts were conducted in 2019 (pre-pandemic; considered worst-case for traffic analysis purposes) and used to correlate the model to the 2019 demand forecast volumes that were then reviewed and approved by the Caltrans Highway Operations Branch. This calibration step was completed prior to generating the travel demand model to forecast the alternatives for the project's opening year (2030) and design year (2050).

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

See attached Table 1.

**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**

See attached Table 2.

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

Not Applicable – facility is an Interstate corridor.

**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**

Not Applicable – facility is an Interstate corridor.

**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 an Interstate corridor.

**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 an Interstate corridor.

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

The proposed managed lane facility would implement either HOV lanes or express lanes in each direction of US 101, providing the opportunity to encourage multiple occupant vehicles to gain time savings over single occupant vehicles (SOVs). With the express lane, congestion priced tolling would provide a more reliable travel time option to travelers. Either the HOV lane option or the express lane option would encourage use of high occupancy vehicles and transit service by offering free or discounted access to the managed lane. This would shift SOV drivers choosing to pay a toll from the general-purpose lanes to the proposed managed lanes, reducing recurring peak-period traffic congestion and delay on northbound and southbound US 101, which would reduce travel times for all travelers. In addition, the project would tie in with the existing managed lanes on US 101 south of I-380 in San Mateo County.

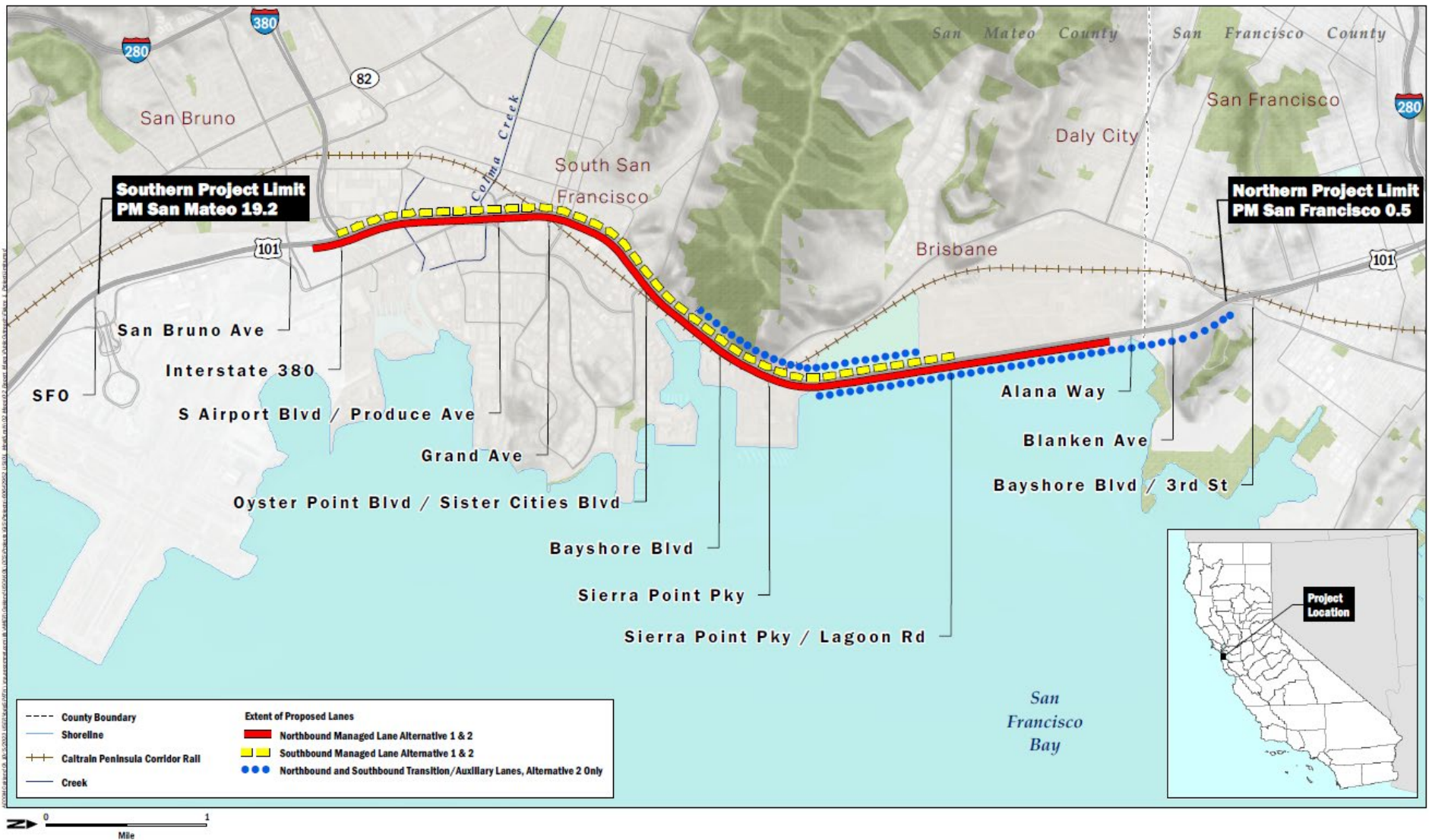
Only two-axle vehicles are permitted in managed lanes (California Vehicle Code Section 21655[b]). This project would not serve trucks or encourage greater truck use of US 101.



**Comments/Explanation/Details (please be brief)**

This project does not meet the definition of a Project of Air Quality Concern (POAQC) as defined by 40 CFR 93.123(b)(1). Specifically:

- The Project will not result in a significant number or significant increase in diesel vehicles in the area.
- The Build Alternatives would not change the number of diesel vehicles using the corridor. The primary purpose of the project is to provide a reliable travel time option and to encourage use of high occupancy vehicles and transit service. The express lane option would optimize the use of the existing managed lane capacity in the US 101 corridor to better meet current and future traffic demands for personal vehicles and transit. There is no designated HOV or express lane within the project limits.
- The project does not involve a bus terminal, rail terminal, or transfer points involving a significant number of diesel vehicles congregating at a single location.
- The US 101 corridor is not an area identified in a SIP as a location where the NAAQS for PM<sub>2.5</sub> could be violated or possibly violated (there is no Statewide SIP for PM<sub>2.5</sub> that would apply in the Bay Area).



**FIGURE 1**  
Project Location, Project Limits, and  
Extent of Proposed Lanes by Alternative

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

**Table 1. Opening Year 2030**

Location	US 101 NB AADT			NB Truck AADT			NB % Trucks		
	No Build	Alt 1	Alt 2	No Build	Alt 1	Alt 2	No Build	Alt 1	Alt 2
South of Airport Access	132,424	134,436	133,190	2,901	2,919	2,907	2.2	2.2	2.2
Between Airport Access and San Bruno Ave.	145,291	147,876	146,266	3,044	3,118	3,038	2.1	2.1	2.1
Between San Bruno Ave. and I-380	135,711	139,243	136,886	2,833	2,971	2,904	2.1	2.1	2.1
Between I-380 and Airport Ave.	139,587	146,141	141,878	3,899	3,786	3,622	2.8	2.6	2.6
Between Airport Ave. and Grand Ave.	126,226	136,318	128,997	3,755	3,698	3,481	3.0	2.7	2.7
Between Grand Ave. and Sister Cities Blvd./Oyster Point Blvd.	137,275	147,083	140,118	3,880	3,239	3,075	2.8	2.2	2.2
Between Sister Cities Blvd./Oyster Point Blvd. and Sierra Point Parkway	131,753	142,209	137,102	3,931	4,036	3,680	3.0	2.8	2.7
Between Sierra Point Parkway and Lagoon Rd.	130,156	134,390	135,606	3,922	3,937	3,635	3.0	2.9	2.7
Between Lagoon Rd. and Harney Way/Beatty Ave.	130,156	134,390	135,606	3,922	3,937	3,635	3.0	2.9	2.7
Between Harney Way/Beatty Ave. and Bayshore Ave.	124,744	134,689	130,893	3,906	4,085	3,995	3.1	3.0	3.1
Between Bayshore Ave. and I-280	138,556	145,962	142,753	4,006	4,139	4,070	2.9	2.8	2.9
Location	US 101 SB AADT			SB Truck AADT			SB % Trucks		
	No Build	Alt 1	Alt 2	No Build	Alt 1	Alt 2	No Build	Alt 1	Alt 2
Between I-280 and Bayshore Ave.	137,510	142,913	141,205	3,400	3,557	3,456	2.5	2.5	2.4
Between Bayshore Ave. and Harney Way/Beatty Ave.	120,991	126,686	124,860	3,314	3,469	3,368	2.7	2.7	2.7
Between Harney Way/Beatty Ave. and Lagoon Rd.	128,627	130,585	133,437	3,354	3,437	3,416	2.6	2.6	2.6
Between Lagoon Rd. and Sierra Point Parkway	132,234	140,730	137,979	3,433	3,001	2,877	2.6	2.1	2.1
Between Sierra Point Parkway and Sister Cities Blvd./Oyster Point Blvd.	129,251	137,874	134,419	3,406	3,577	3,466	2.6	2.6	2.6
Between Sister Cities Blvd./Oyster Point Blvd. and Grand Ave.	135,138	143,974	139,838	3,325	3,508	3,187	2.5	2.4	2.3
Between Grand Ave. and Airport Ave.	119,519	128,359	123,898	3,142	3,330	3,028	2.6	2.6	2.4
Between Airport Ave. and I-380	138,293	146,295	142,104	3,366	3,099	2,956	2.4	2.1	2.1
Between I-380 and San Bruno Ave.	110,395	113,976	112,432	2,200	2,263	2,224	2.0	2.0	2.0
Between San Bruno Ave. and Airport Access	138,175	141,337	139,938	3,212	3,268	3,233	2.3	2.3	2.3
South of Airport Access	145,503	147,877	146,804	2,657	2,686	2,657	1.8	1.8	1.8

Source: Based on traffic forecasts provided by Kittelson & Associates, Inc. (Model Plots of Corridor AADT)

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

**Table 2. Design Year / RTP Horizon Year 2050**

Location	US 101 NB AADT			NB Truck AADT			NB % Trucks		
	No Build	Alt 1	Alt 2	No Build	Alt 1	Alt 2	No Build	Alt 1	Alt 2
South of Airport Access	152,027	154,001	152,729	3,773	3,831	3,789	2.5	2.5	2.5
Between Airport Access and San Bruno Ave.	163,423	166,680	164,332	3,980	4,036	3,987	2.4	2.4	2.4
Between San Bruno Ave. and I-380	152,416	156,950	153,596	3,809	3,882	3,804	2.5	2.5	2.5
Between I-380 and Airport Ave.	152,259	163,034	156,075	4,760	4,795	4,497	3.1	2.9	2.9
Between Airport Ave. and Grand Ave.	137,271	149,829	141,864	4,584	4,617	4,283	3.3	3.1	3.0
Between Grand Ave. and Sister Cities Blvd./Oyster Point Blvd.	148,990	163,101	152,753	4,720	4,055	3,752	3.2	2.5	2.5
Between Sister Cities Blvd./Oyster Point Blvd. and Sierra Point Parkway	145,682	160,999	153,976	4,784	4,977	4,506	3.3	3.1	2.9
Between Sierra Point Parkway and Lagoon Rd.	141,729	146,930	149,998	4,724	4,750	4,496	3.3	3.2	3.0
Between Lagoon Rd. and Harney Way/Beatty Ave.	141,729	146,930	149,998	4,724	4,750	4,496	3.3	3.2	3.0
Between Harney Way/Beatty Ave. and Bayshore Ave.	137,098	149,995	144,861	4,688	5,079	4,873	3.4	3.4	3.4
Between Bayshore Ave. and I-280	148,848	158,975	154,295	4,724	5,063	4,871	3.2	3.2	3.2
Location	US 101 SB AADT			SB Truck AADT			SB % Trucks		
	No Build	Alt 1	Alt 2	No Build	Alt 1	Alt 2	No Build	Alt 1	Alt 2
Between I-280 and Bayshore Ave.	153,280	158,760	157,209	4,217	4,386	4,291	2.8	2.8	2.7
Between Bayshore Ave. and Harney Way/Beatty Ave.	137,139	143,132	141,590	4,211	4,368	4,282	3.1	3.1	3.0
Between Harney Way/Beatty Ave. and Lagoon Rd.	143,072	142,469	148,660	4,266	4,272	4,346	3.0	3.0	2.9
Between Lagoon Rd. and Sierra Point Parkway	148,430	157,708	154,951	4,381	3,800	3,741	3.0	2.4	2.4
Between Sierra Point Parkway and Sister Cities Blvd./Oyster Point Blvd.	144,571	153,863	150,079	4,335	4,530	4,417	3.0	2.9	2.9
Between Sister Cities Blvd./Oyster Point Blvd. and Grand Ave.	149,736	160,188	154,149	4,234	4,337	4,025	2.8	2.7	2.6
Between Grand Ave. and Airport Ave.	131,780	141,398	134,959	4,019	4,207	3,800	3.0	3.0	2.8
Between Airport Ave. and I-380	153,168	162,391	156,550	4,284	3,998	3,693	2.8	2.5	2.4
Between I-380 and San Bruno Ave.	127,602	131,502	129,545	3,082	3,062	3,052	2.4	2.3	2.4
Between San Bruno Ave. and Airport Access	156,932	160,399	158,414	4,187	4,246	4,203	2.7	2.6	2.7
South of Airport Access	167,838	170,127	169,002	3,582	3,659	3,612	2.1	2.2	2.1

Source: Based on traffic forecasts provided by Kittelson & Associates, Inc. (Model Plots of Corridor AADT)

40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Additional Description	Project Type under 40 CFR 93.126
SF	SF-190006	TIMMA	Treasure Island Ferry Terminal Landside Improvements	San Francisco City/County : On Treasure Island at the new Treasure Island Intermodal Terminal : Construct land-side improvements	San Francisco: On Treasure Island at the new Treasure Island Intermodal Terminal on Avenue of the Palms between Clipper Cove Way and California Ave: Construct land-side improvements including shelters and public restrooms.	Mass Transit - Construction of small passenger shelters and information kiosks



TO: Air Quality Conformity Task Force

DATE: October 26, 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 a number of new projects to the 2023 TIP through future revisions. The description of the new projects 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	Expanded Project Description	Project Type
1	ALA	ALA230211	LAVTA	LAVTA Bus Bay Rehabilitation	LAVTA: Rutan maintenance shop: Rehabilitate facility to accommodate zero-emission buses	Rehabilitation of one bus bay in the Rutan maintenance shop to convert it so it can be used to maintain zero-emission hydrogen fuel-cell electric buses.	Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)
2	ALA	ALA230210	BART	Dublin/Pleasanton Access Improvements	BART: Dublin/Pleasanton: Construct cycle-track, sidewalk, raised crosswalk, landscaping/stormwater management, install pedestrian scale lights, seating, wayfinding, art. Replace/upgrade underpass lights, bike parking, e-bike charging	Project will fully separate pedestrian, cyclist, and vehicle access infrastructure at Dublin/Pleasanton BART mobility hub (D/P Hub) by constructing 0.35-mile Class 1 two-way cycle-track and adding 0.15-mile ADA-compliant sidewalk, raised crosswalk, 21,500 sqft landscaping/stormwater management; installing 29 pedestrian-scale lights, new seating, wayfinding and art; replacing/upgrading 129 underpass lights; and adding 66 secure bike parking spaces and ebike charging. The project will vastly improve pedestrian and bicycle access to the D/P Hub, connect to existing segments of the Iron Horse Trail, and improve the active access connection between Dublin and Pleasanton across I-580.	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities
3	CC	CC-230219	Pittsburg	Pittsburg Center Smart City Pilot	Pittsburg : 1/4 mile transportation grid from the Pittsburg Center BART station : Implementing smart city technologies	This project consists of implementing smart city technologies 1/4 mile transportation grid surrounding the Pittsburg Center BART station with connected technologies such as adaptivestreetlights, connected traffic signals, and digital/static wayfinding signage. These upgrades will help encourage transit use, encourage walking and bicycling by creating safer and morecomplete streets, alleviate traffic, and attract local businesses.	Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization projects
4	CC	CC-230222	Danville	Danville - Townwide Traffic Signal Modernization	Danville : Traffic Signals along the corridors of Camino Tassajara, Crow Canyon Road, Sycamore Valley Road and El Cerro Boulevard : Project activities consists of projectconstruction including design, signal synchronization and project management.	The Townwide Traffic Signal Modernization/ITS project in the Town of Danville will modernize its traffic signal network, including replacing the Town's aging traffic signal hardware,vehicular detection systems, and communications infrastructure. It would improve bicycle, pedestrian, and vehicular safety; air quality and GHG emission reductions; connectivity; andreduce travel time.	Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections
5	CC	CC-230220	CCTA	Concord Smart Signals Project	Concord : Concord : Project activities consists of project construction including design, signal synchronization and project management.	The Concord Smart Signals Project will upgrade traffic signals to a smart signal system within the City of Concord to help reduce congestion and emissions, prioritize transit andemergency vehicles, and protect vulnerable road users.	Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections
6	CC	CC-230221	Orinda	Lamorinda Smart Signal System Project	Orinda : Orinda, Lafayette, Moraga : Project activities consists of project construction including design, signal synchronization and project management.	This project will enable the City of Orinda to upgrade the region of Lamorinda which includes the cities of Lafayette, Moraga and Orinda to a smart signal system that can: synchronizesignals with each other and optimize traffic flow to smooth congestion; prioritize transit and emergency vehicles as needed; reduce emissions; use video detection and analytics toproactively identify "near miss" situations (for vehicles, bicycles, and pedestrians) and report those back to a traffic management center to aid in efforts to reach countywide Vision Zerogoals; and facilitate the exchange of real-time information that will be essential to support future emerging technologies included connected and automated vehicles.	Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections

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#	County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Expanded Project Description	Project Type
7	MRN	MRN230210	Marin County	E Sir Francis Drake Bikeway Gap Closure	Marin County : Unincorporated Marin County : East Sir Francis Drake Boulevard between Remillard Park in Larkspur and I-580 overcrossing : Corridor study and preliminary engineering for bikeway gap closure	Corridor study and preliminary engineering for Bikeway gap closure along East Sir Francis Drake Boulevard between Remillard Park in Larkspur and I-580 overcrossing	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities
8	REG	REG230207	BART	BART Variable Parking Pricing	BART: Districtwide: Procure and install variable parking pricing system	Variable Parking Pricing will better manage parking demand and deliver vehicle miles traveled (VMT) reduction, air quality improvements, and greenhouse gas (GHG) reduction benefits. Applied correctly when facilities are full, parking price increases encourage use of alternative (e.g. non-automobile) modes of access to BART. Parking is then efficiently used only by those who most need it. The current parking pricing software only supports one parking price per station, preventing BART from lowering or raising prices in response to temporal (time of day, day of week, or seasonal) variations in demand. New software will allow BART to maximize ridership by implementing these price variations and provide the ability to extend parking pricing to evenings and weekends.	Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and communications systems
9	SON	SON230209	Son Co TA	SR 121 at 8th Street East Intersection Improvement	Marin County : Unincorporated Marin County : East Sir Francis Drake Boulevard between Remillard Park in Larkspur and I-580 overcrossing : Corridor study and preliminary engineering for bikeway gap closure	Corridor study and preliminary engineering for Bikeway gap closure along East Sir Francis Drake Boulevard between Remillard Park in Larkspur and I-580 overcrossing	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature
10	VAR	VAR230206	MTC	Transportation Electrification Planning Program	SF Bay Area : Regional : Public fleet electrification planning, local transportation electrification action planning, and regional electrification planning	Given the increased urgency to reduce GHG emissions and advance the Plan Bay Area 2050 transportation electrification strategy, MTC developed a program that will invest in infrastructure and planning to accelerate electrification of the light-duty transportation sector. The Transportation Electrification Planning Program will focus on three main components: 1) A. Public Fleet Electrification Planning, 2) Local Transportation Electrification Action Planning and 3) Regional Program Planning.	Exempt (40 CFR 93.126) - Other - Planning and technical studies



**Air Quality Conformity Task Force  
Summary Meeting Notes  
September 28, 2023**

Participants:

Andrea Gordon – BAAQMD

Emma Maggioncalda – Caltrans

Cid Chiu – Caltrans

John Saelee – MTC

Shilpa Mareddy – Caltrans

Erika Vaca – Caltrans

Paul Hensleigh – YSAQMD

Rodney Tavitias – Caltrans

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. Confirm Projects Are Exempt from PM<sub>2.5</sub> 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 **2a\_POAQC\_Exempt\_List\_091923.pdf** are exempt from PM<sub>2.5</sub> project level analysis.

**3. Consent Calendar**

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

The Task Force members had no additional comment.

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

**4. Other Items**

Rodney Tavitias (Caltrans) made the Task Force aware that there was a possibility of a Federal shutdown on the week of Monday October 2<sup>nd</sup> and EPA potentially would not be working which (potentially) could slow project sponsors receiving any TIP amendments requiring a regional conformal determination or EPA concurrence at this time.