



**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/92070172246>

**Meeting ID: 920 7017 2246**

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

**August 27, 2020  
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:  
Interstate 280 Pavement Rehabilitation Project
  - b. Confirm Projects Are Exempt from PM<sub>2.5</sub> Conformity  
Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern
  - c. Confirm Projects Are Exempt from PM<sub>2.5</sub> Conformity  
Under 40 CFR 93.127 – Not of Air Quality Concern:  
West Grand Ave Bus/HOV Lane Extension Project
3. Projects with Regional Air Quality Conformity Concerns
  - a. Review of the Regional Conformity Status for New and Revised Projects  
[3\\_Regional\\_AQ\\_Conformity\\_Review\\_082720.pdf](#)  
[3\\_Attachment-A\\_List\\_of\\_Proposed\\_New\\_Projects\\_082720.pdf](#)
4. Consent Calendar
  - a. July 23, 2020 Air Quality Conformity Task Force Meeting Summary
5. Other Items

Next Meeting: September 24, 2020

MTC Staff Liaison: Harold Brazil

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

Harold Brazil is inviting you to a scheduled Zoom meeting.

Join Zoom Meeting

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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 (EMEA)

103.122.166.55 (Australia)

64.211.144.160 (Brazil)

69.174.57.160 (Canada)

207.226.132.110 (Japan)

Meeting ID: 920 7017 2246



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## *Memorandum*

TO: Air Quality Conformity Task Force

DATE: August 21, 2020

FR: Harold Brazil

W. I.

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

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

No.	Project Sponsor	Project Title
1	Caltrans	Interstate 280 Pavement Rehabilitation Project

**2a\_I\_280\_Pavement\_Rehab\_Project\_Assessment\_Form.pdf** (for the Interstate 280 Pavement Rehabilitation project)

MTC also requests:

1. The review and concurrence from the Task Force on projects which project sponsors have identified as exempt and likely not to be a POAQC. **2b\_Exempt List 081820.pdf** lists exempt projects under 40 CFR 93.126
2. The review and concurrence from the Task Force on the **West Grand Ave Bus/HOV Lane Extension Project** which the project sponsor has identified as likely not to be a POAQC under 40 CFR 93.127.

**Project Title: Interstate 280 Pavement Rehabilitation Project**  
**Project Summary for Air Quality Conformity Task Force Meeting: (August 2020)**

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**Description**

- This Capital Preventive Maintenance (CAPM) project proposes to repair failed Portland Cement Concrete (PCC) slabs, profile grind the existing PCC pavement, resurface existing Asphalt Concrete (AC) surface and repair failed AC pavement from Foothill Boulevard in Lost Altos to 0.5 mile north of Sand Hill Road overcrossing in Menlo Park.
- Ramps and existing gore areas will also be resurfaced.
- Limits of the AC pavements are from PM 11.5 to 20.6 in Santa Clara County and from PM 0.0 to R1.1 in San Mateo County. Limits of PCC are from PM R1.1 to 2.1 in San Mateo County.
- Along I-280 Southbound at Magdalena Avenue, a 3,200 feet HOV lane extension is proposed. It will begin 1,700 south of the Magdalena overcrossing, extending northward just before the Magdalena Avenue exit ramp.
- The short HOV lane extension will not add capacity to I-280 mainline but it will improve traffic operations at this bottleneck.

**Background**

- NEPA process for Categorical Exclusion (CE, 23 USC 326) completed on November 27, 2017
- Seeking air quality conformity determination on or before (August 30, 2020)
- Original scope was Pavement Rehabilitation but after the Design Phase ended, the Office of Highway Operations recommended the addition of an HOV lane extension in the scope of the CAPM project (Memo dated 8/9/19).
- A Construction Change Order (CCO) needed for HOV lane extension that will be added to project.

**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
- Short (less than one mile) additional HOV lane on I-280 at Magdalena Avenue
- Will not change capacity nor change truck percentage on I-280

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

- Diesel vehicles represent 3.3% of intersection traffic volume
- No change in intersections at LOS D, E, or F. Delays will decrease at Magdalena Avenue interchange.
- No project changes to land use that would affect diesel traffic percentage

*(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? - Not Applicable*

<b>RTIP ID#</b> <i>(required)</i> 17-10-0025, 17-07-0028				
<b>TIP ID#</b> <i>(required)</i> SCL 190034				
<b>Air Quality Conformity Task Force Consideration Date</b> August 2020				
<b>Project Description</b> <i>(clearly describe project)</i> This Capital Preventive Maintenance (CAPM) project proposes to replace failed PCC slabs, profile grind the existing PCC pavement, resurface the existing AC surface and repair failed AC pavement. Limits of AC Pavements are from PM 11.5/20.6 in Santa Clara County and from PM 0.0 to R1.1 in San Mateo County. The PCC pavements are from R1.1 to the end of the project limit in the north. Existing maintenance vehicle pullouts located on the mainline will be resurfaced. Ramps and existing paved gore areas will also be resurfaced. Within the project limits, existing curbs at intersections, ramp termini, and crosswalks with pedestrian facilities that are either without curb ramps or with curb ramps that are not meeting current standards will be upgraded to current standards. Figure 1 shows the project location.  After the Design Phase ended, the Office of Highway Operations recommended the addition of an HOV lane extension in the scope of the CAPM project (Memo dated 8/9/19). A Contract Change Order (CCO) will be created during construction to include a 3,200 feet of HOV lane at SCL-280/Magdalena Avenue in Los Altos Hills. This will relocate the start of the existing SB HOV lane to begin just north of the Magdalena Avenue exit ramp. Figure 3 shows the HOV lane extension.				
<b>Type of Project:</b>  Pavement Rehabilitation with a short (3,200 feet) of HOV lane.				
<b>County</b> Santa Clara and San Mateo	<i>Narrative Location/Route &amp; Postmiles</i> 04-SCL-280, PM 11.5/20.6 ; 04-SM-280, PM 0.0/2.1 HOV lane extension - 04-SCL-280, PM 14.1 <b>Caltrans Projects – EA#</b> 04-3J320			
<b>Lead Agency:</b> Caltrans				
<i>Contact Person</i> Kevin Krewson	<i>Phone#</i> 510-622-5409	<i>Fax#</i>	<i>Email</i> kevin.krewson@dot.ca.gov	
<b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>				
<i>Categorical Exclusion (NEPA)</i>	<b>EA or Draft EIS</b>	<b>FONSI or Final EIS</b>	<b>PS&amp;E or Construction</b>	<input checked="" type="checkbox"/> <i>Other</i>
<b>Scheduled Date of Federal Action:</b> 11/27/2017				
<b>NEPA Delegation – Project Type</b> <i>(check appropriate box)</i>				
	<input checked="" type="checkbox"/> <b>Section 326 – Categorical Exclusion</b>	<b>Section 327 – Non-Categorical Exclusion</b>		
<b>Current Programming Dates</b> <i>(as appropriate)</i>				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>		11/27/2017	11/27/2017	02/19/2020
<b>End</b>	01/18/2018	06/05/2019	06/05/2019	12/01/2021

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

**Purpose:** The purpose of this project is to preserve and extend the life of the existing pavement and improve ride quality.

**Need:** The Pavement Condition Survey for this section of road has an overall PCS/PMS priority number 5 which characterizes the road as having minor pavement distress and poor ride quality.

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

The areas surrounding the project is mostly urban land use but at the northern limit of Santa Clara County is open space (Figure 2).

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

Projected AADTs were developed by Caltrans District 4, Traffic Forecasting Unit and Highway Operations.

Truck percentages were obtained from Caltrans Traffic Census Program - 2018 Annual Average Daily Truck Traffic on the California State Highway System.

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

ROADWAY SEGMENT	EXISTING YEAR (2019)		
	AADT	TRUCKS	
		Percentage (%)	Number
NB 280	68,965	3.3	2,276
SB 280	68,331	3.3	2,255

**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**

ROAD SEGMENT	OPENING YEAR (2025) Build / No Build			HORIZON YEAR (2040) Build / No Build			DESIGN YEAR (2045) Build / No Build		
	AADT	TRUCKS		AADT	TRUCKS		AADT	TRUCKS	
		%	#		%	#		%	#
NB 280	72,468	3.3	2,391	77,813	3.3	2,568	78,747	3.3	2,599
SB 280	71,568	3.3	2,362	77,997	3.3	2,574	80,724	3.3	2,664

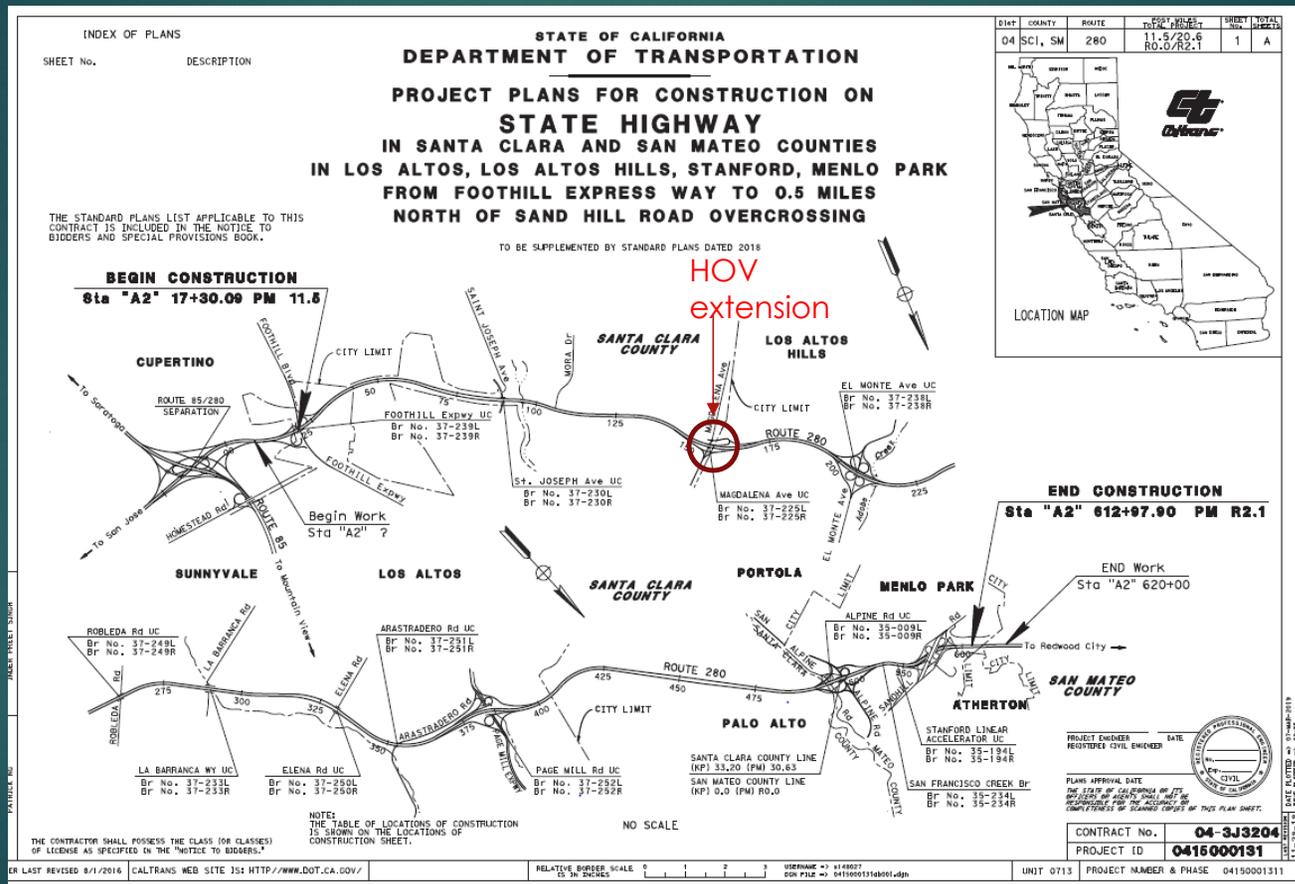
**Describe potential traffic redistribution effects of congestion relief** *(impact on other facilities)*

The project is only pavement rehabilitation therefore, there will be no redistribution of traffic. The short HOV extension will have no effect on capacity nor on truck percentages.

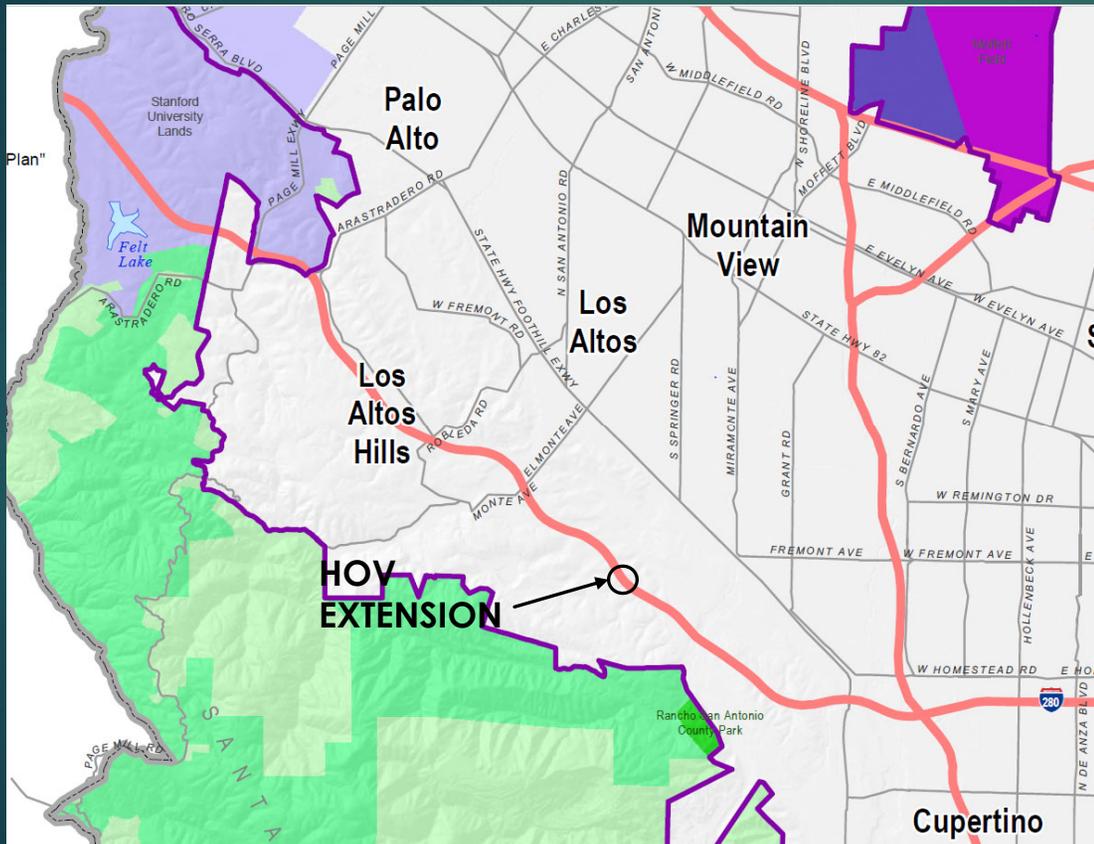
**Comments/Explanation/Details (please be brief)**

Please see attached Figures.

# PROJECT LOCATION



# LAND USE



Existing land use in the project area is primarily urban residential and services.

## USE AND AREA DESIGNATIONS

NOTE: For applicable land use chapter policies, refer to Book 8, pp. Q-1 through Q-34 of General Plan.

**URBAN SERVICE AREA**  
NOTE: For applicable policies, refer to Book 8, pp. Q-1 through Q-34 of General Plan.

### RESOURCE CONSERVATION AREAS

- Agriculture Large Scale
- Agriculture Medium Scale
- Baylands
- Hillsides
- Open Space Reserve
- Other Public Open Lands
- Ranchlands
- Ranchlands Subareas A/B
- Regional Parks, Existing

**RURAL RESIDENTIAL AREAS**

# SOUTHBOUND I- 280 HOV LANE RELOCATION

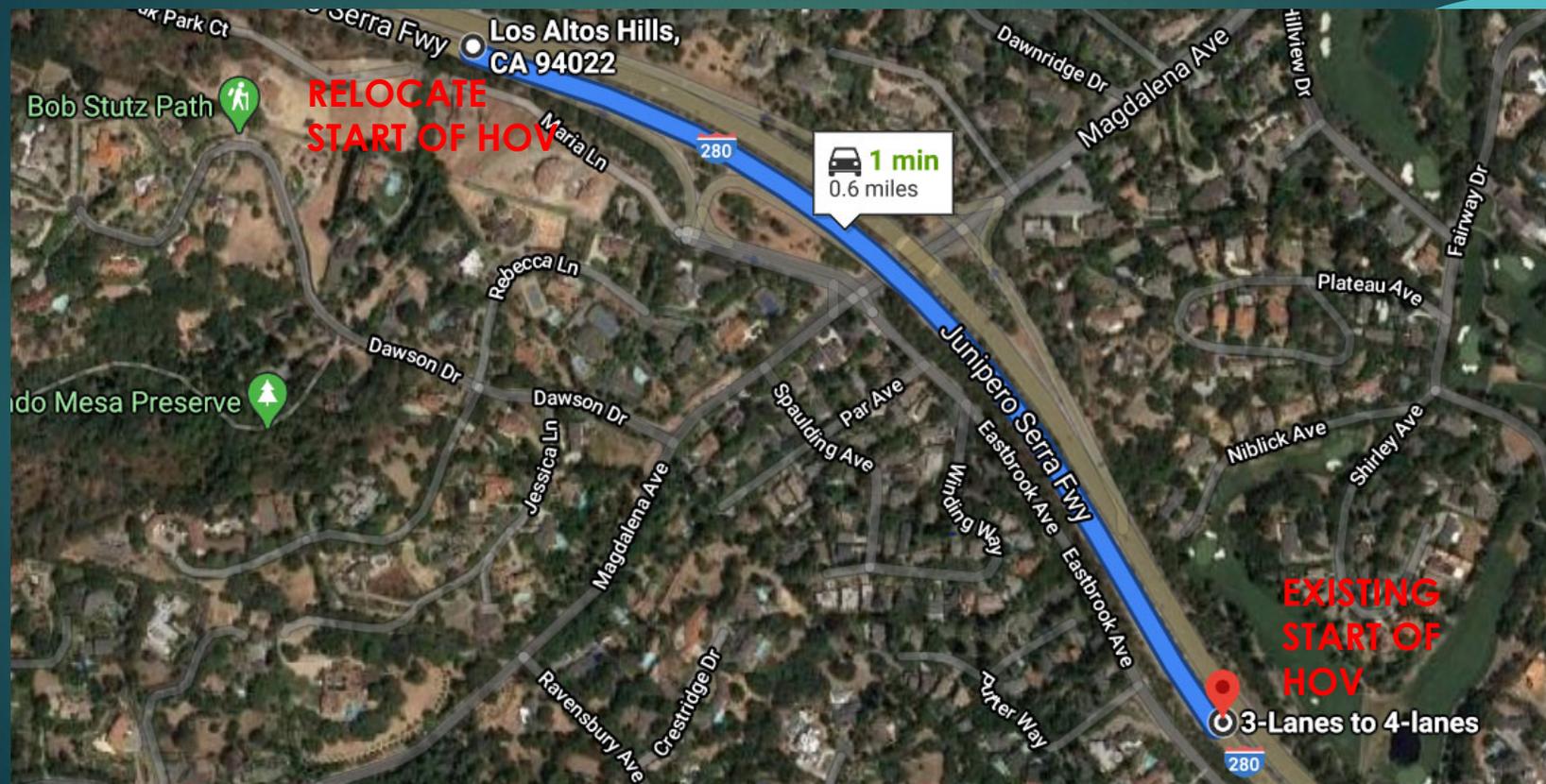


Figure 3: Relocation of beginning of HOV from 1,700 feet south of Magdalena I/C to north of exit ramp

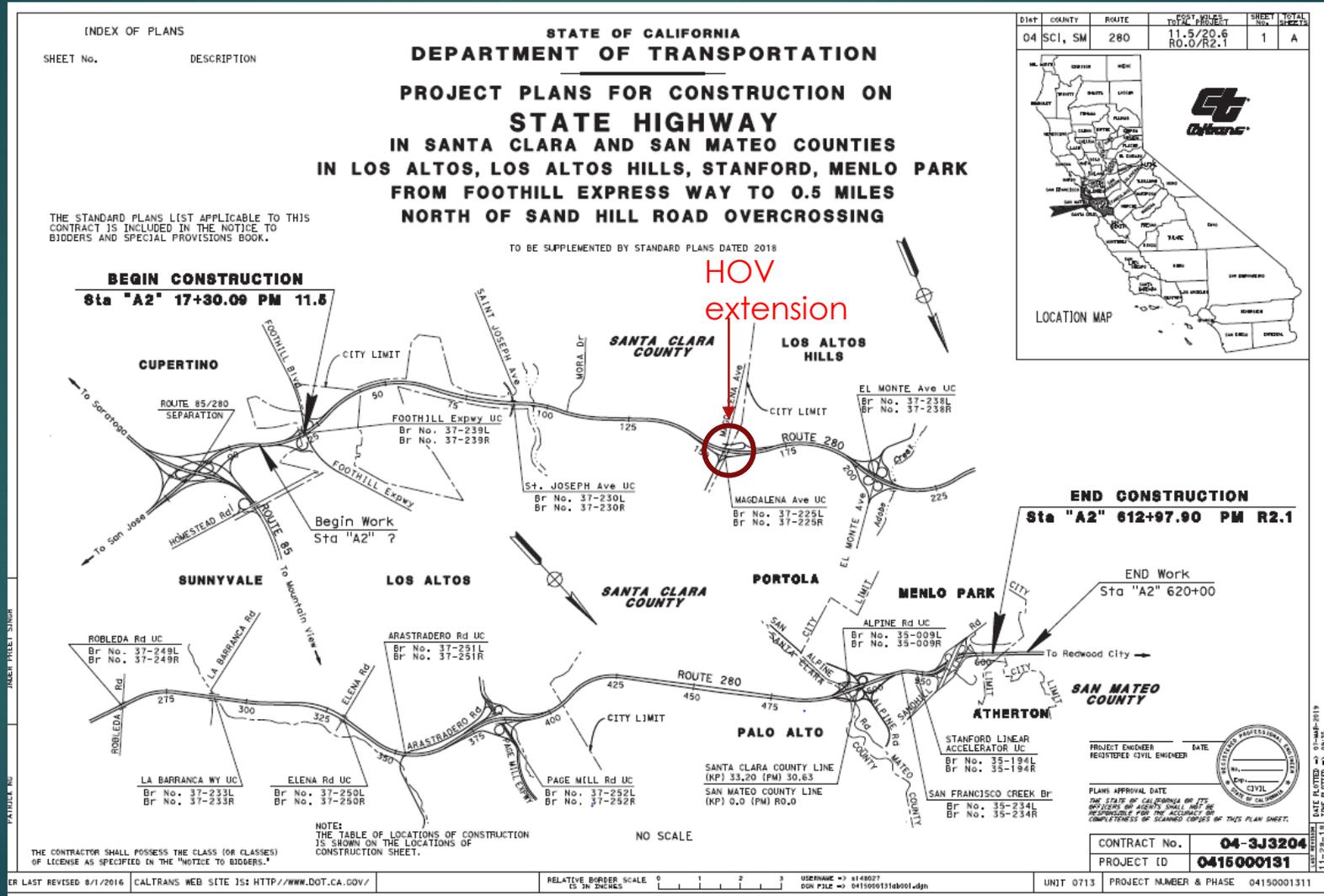


# Interstate 280 Pavement Rehabilitation Project

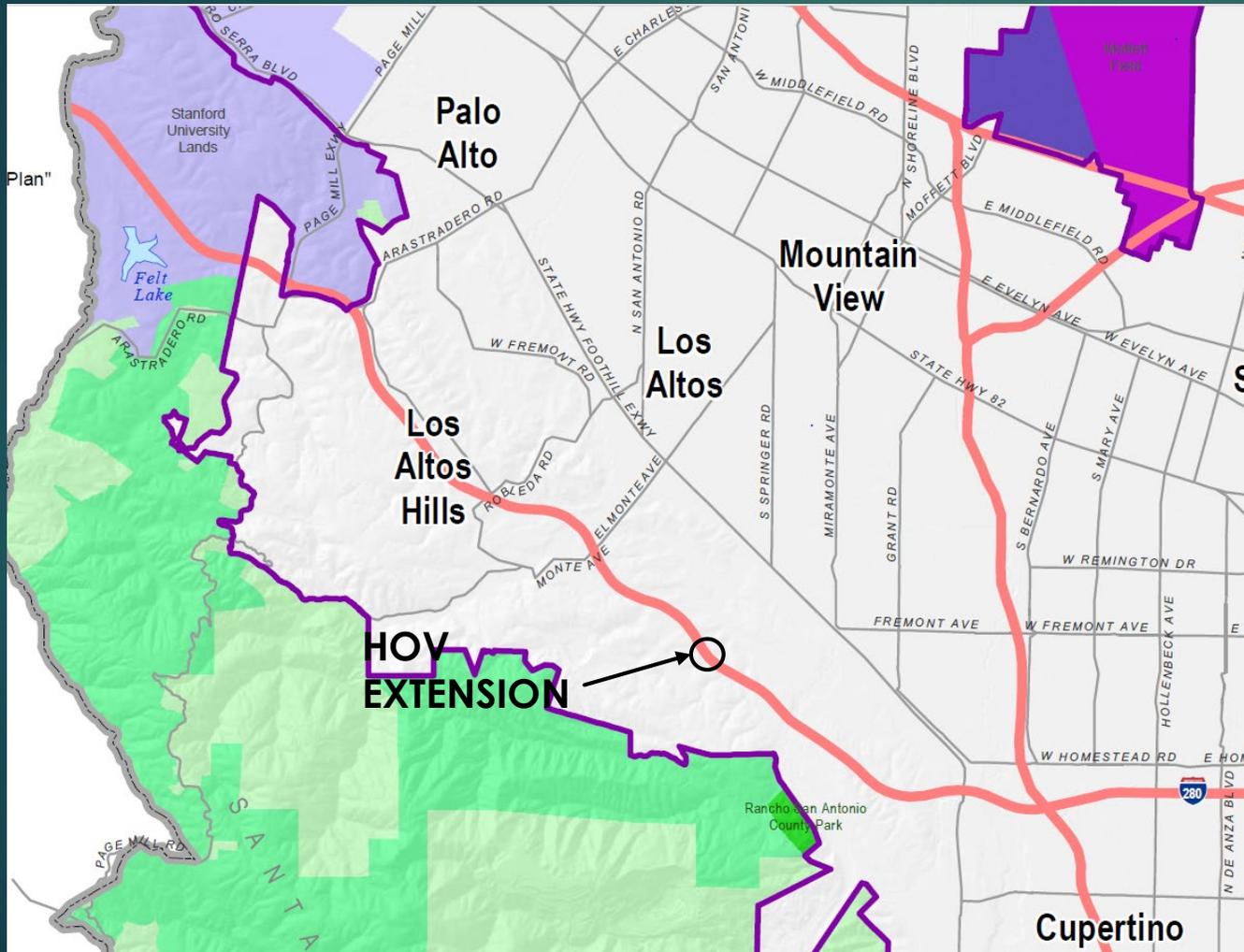
AIR QUALITY CONFORMITY TASK FORCE MEETING ON  
AUGUST 27, 2020

California Department of Transportation, District 4  
111 Grand Avenue, Oakland 94612

# PROJECT LOCATION



# LAND USE



Existing land use in the project area is primarily urban residential and services.

## USE AND AREA DESIGNATIONS

NOTE: For applicable land use chapter policies, refer to Book 8, pp. G-1 through G-34 of General Plan.

-  **URBAN SERVICE AREA**  
NOTE: For applicable policies, refer to Book 8, pp. R-1 through R-8 of General Plan.
- RESOURCE CONSERVATION AREAS**
  -  Agriculture Large Scale
  -  Agriculture Medium Scale
  -  Baylands
  -  Hillsides
  -  Open Space Reserve
  -  Other Public Open Lands
  -  Ranchlands
  -  Ranchlands Subareas A/B
  -  Regional Parks, Existing
-  **RURAL RESIDENTIAL AREAS**

# PURPOSE AND NEED

## ▶ Purpose

The purpose of this project is to preserve and extend the life of the existing pavement and improve ride quality.

## ▶ Need

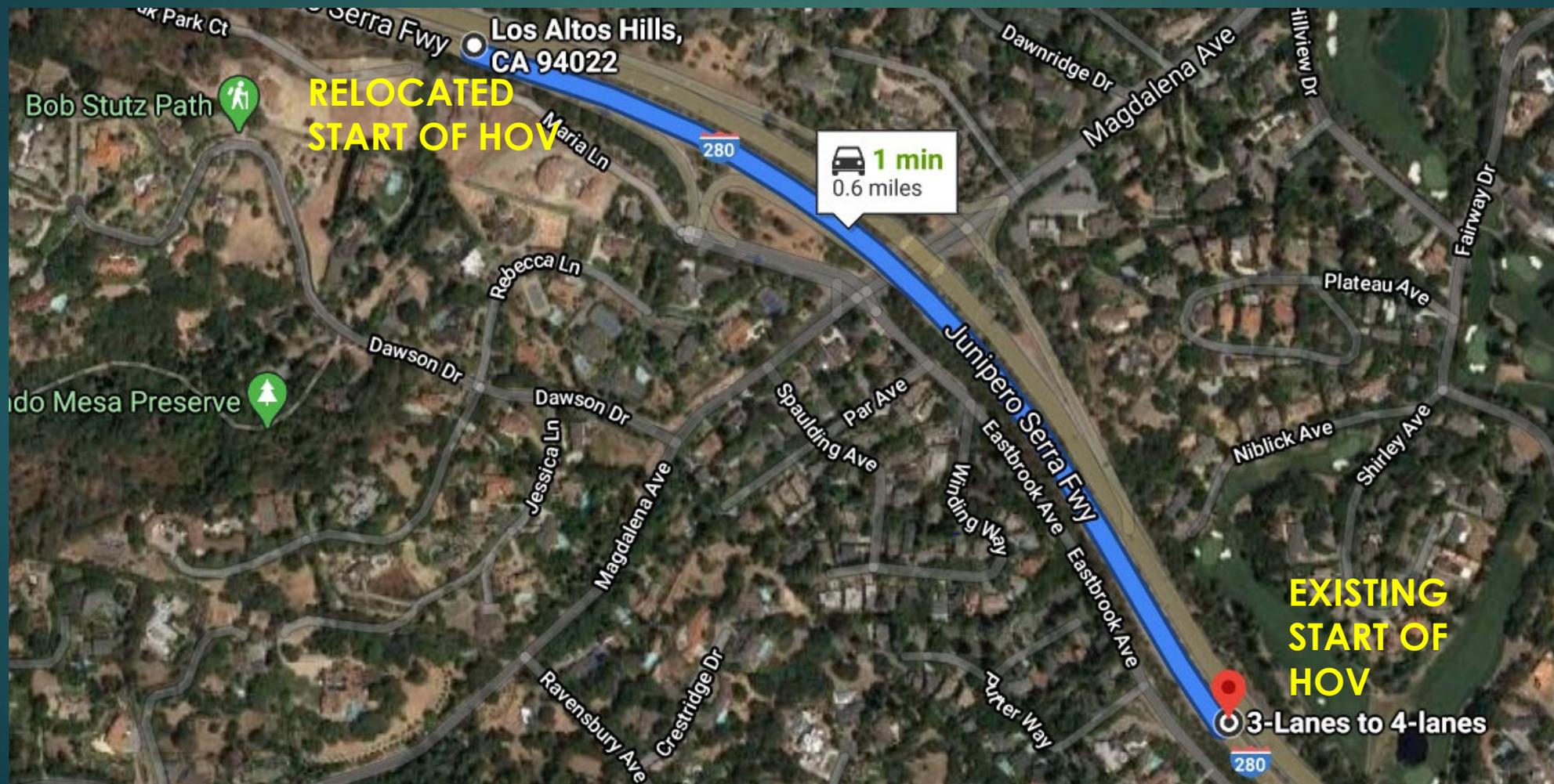
The Pavement Condition Survey for this section of road has an overall PCS/PMS priority number 5 which characterizes the road as having minor pavement distress and poor ride quality.

# PROJECT DESCRIPTION

This Capital Preventive Maintenance (CAPM) project proposes to replace failed PCC slabs and repair and resurface AC pavement on Highway 280 from the San Mateo County line in the north to Foothill Blvd in the south. Ramps and existing paved gore areas will also be resurfaced. Within the project limits, pedestrian facilities at ramp termini and intersections will be upgraded to meet current standards.

The traffic staging plan developed for this project requires the left side shoulder of SB 280 in the area of Magdalena Ave to be upgraded for a traffic detour. Studies indicated that using this upgraded shoulder as an extension of the SB HOV lane would greatly improve highway operation at minimal cost. A Contract Change Order (CCO) will be created during construction to add 3200' to the SB HOV lane, relocating the start to begin north of the Magdalena exit ramp

# SOUTHBOUND I- 280 HOV LANE RELOCATION



# SUMMARY OF ANNUAL AVERAGE DAILY TRAFFIC (AADT)

Road Segment	Existing Year (2019)			Opening Year (2025) Build/ No Build			Horizon Year (2040) Build / No Build			Design Year (2045) Build / No Build		
	AADT	Trucks		AADT	Trucks		AADT	Trucks		AADT	Trucks	
		%	#		%	#		%	#		%	#
NB 280	68965	3.3	2276	72468	3.3	2391	77813	3.3	2568	78747	3.3	2599
SB 280	68331	3.3	2255	71568	3.3	2362	77997	3.3	2574	80724	3.3	2664

Note:

At Magdalena Avenue HOV extension, there will be no change in capacity nor truck percentages.

# PROJECT SCHEDULE

Programming Dates	Preliminary Engineering / Environmental	Engineering (PS&E)	Right of Way	Construction
Start		11/27/17	11/27/17	02/18/20
End	01/18/18	06/05/19	06/05/19	12/01/21

## Change of environmental schedule due to Conformity Process

Programming Dates	Environmental Air Quality Conformity
Start	September 2019
End	10/01/20

# CONCLUSIONS

- ▶ The I-280 Capital Preventive Maintenance (Pavement Rehabilitation) Project will extend the life of the existing pavement and improve ride quality.
- ▶ The HOV lane extension will improve traffic operations at Magdalena Avenue Interchange, a perennial bottleneck.
- ▶ The addition of 3,200 feet of HOV lane to the project scope will not increase capacity nor the percentages of trucks in the project area.
- ▶ The truck percentage in the project area is low.
- ▶ This project should not be considered a project of air quality concern.

40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Expanded Description	Project Type under 40 CFR 93.126
ALA	ALA170063	Oakland	Lakeside Family Streets	Oakland: On Harrison St from 20th to 27th, and along Grand Ave from Harrison to Bay Place: Install cycle track, parking protected bikeways and protected intersection; On Harrison from Grand to 27th: implement parking protected bikeway & sidewalk extension	Oakland: On Harrison St between 20th Street and 27th Street, and along Grand Ave from west of Harrison to east of Bay Place: Install cycle track, parking protected bikeways and protected intersection. On Harrison between Grand and 27th St: Implement parking protected bikeway and sidewalk extension. The project includes crosswalk enhancements, install/upgrade of ADA compliant curb ramps, and intersection improvements.	Air Quality - Bicycle and pedestrian facilities
ALA	ALA170082	AC Transit	AC Transit: Purchase 40 Zero-Emission Buses	AC Transit: 40 Zero-Emission Buses: Purchase buses to meet State mandate of ZEBs in AC Transit's fleet	AC Transit: 40 Zero-Emission Buses: Purchase buses to meet State mandate of ZEBs in AC Transit's fleet	Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
CC	CC-170031	San Pablo	San Pablo - Giant Road Pavement Rehabilitation	San Pablo: Giant Rd between Brookside Dr to Trenton Blvd: Rehabilitate roadway	San Pablo: Giant Rd between Brookside Dr to Trenton Blvd: Rehabilitate roadway. Maintenance work includes, but is not limited to, base failure repairs, slurry sealing, crack sealing, cold planing of existing asphalt concrete, overlaying or reconstructing the existing asphalt concrete pavement with conventional asphalt concrete, constructing concrete curb ramps, placement of striping and installing valley gutters.	Safety - Pavement resurfacing or rehabilitation
MRN	MRN190015	Marin County	Marin City Pedestrian Crossing Improvements	Marin County: In the Marin City area of unincorporated Marin County: Improve pedestrian accessibility and safety	Marin County: In the Marin City area of unincorporated Marin County: Improve pedestrian accessibility and safety with new curb ramps. The new curb ramps are at the following locations- 4 at Terners Drive @ Driveway entrances to multi-family housing closest to Donahue, 4 at Terners Drive @ Terrace Way, 4 at Terners Drive @ Terrace Drive, 2 at Flemings Court @ Terrace Drive, 2 at Donahue Street @ Sherwood Drive, and 4 at Bay Vista Circle @ Donahue Street & Sherwood Drive	Air Quality - Bicycle and pedestrian facilities
SOL	SOL170010	Fairfield	Grange Middle School Safe Routes to School	In Fairfield: On East Tabor Avenue, at the intersections of Falcon Drive and blossom Avenue: enhance bicycle and pedestrian safety mobility.	In Fairfield: On East Tabor Avenue, at the intersections of Falcon Drive and blossom Avenue: enhance bicycle and pedestrian safety mobility. Improvements include the installation of colored and stamped crosswalks, the installation of rapid flashing beacons and the replacement of striping to enhance the visibility of pedestrian and bicycle crossing. Project also replaces the ADA accessible curb ramps, the asphalt concrete in each intersection and median islands to enhance the safety of the crossings.	Air Quality - Bicycle and pedestrian facilities



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## *Memorandum*

TO: Air Quality Conformity Task Force

DATE: August 21, 2020

FR: Kevin Chen, Metropolitan Transportation Commission

RE: West Grand Ave Bus/HOV Lane Extension Project

As part of the Bay Bridge Forward initiative to improve transit access and increase person throughput on the Bay Bridge corridor, the Metropolitan Transportation Commission, in collaboration with Caltrans and the City of Oakland, is undertaking the West Grand Avenue Bus/HOV Lane Extension Project in the City of Oakland. This project will convert approximately half a mile of the existing right shoulder on West Grand Avenue to a bus lane in the westbound direction, between the Frontage Road intersection and the on-ramp to the Bay Bridge. The lane will be designated as a full time bus lane, while allowing high occupancy vehicles (HOVs) to access the lane during the peak commute hours. In addition, the project will also provide a multi-use path for bicyclists and pedestrians along the eastbound direction on West Grand Avenue, utilizing the existing sidewalk and right shoulder, between Maritime Street and Mandela Parkway.

The project will reduce delays, improve travel times and reliability for buses and HOVs, as a result, will encourage mode shift away from drive alone vehicles to transit and HOVs. The proposed multi-use path provides an additional benefit to encourage the use of active transportation, as it provides an important connection for pedestrians and bike users in the West Oakland area between Mandela Parkway and Maritime Street. The project will not impact existing truck operations along the West Grand Avenue nor would it generate new truck traffic since this project has no truck related improvements. As such, MTC staff views this project as one that does not qualify as a project of air quality concern.

This project is included in the current adopted regional transportation plan (Plan Bay Area 2040) and assessed in the latest Plan and TIP's regional transportation conformity analysis. We respectfully request the Task Force's consideration and concurrence that this project does not qualify as a project of air quality concern.

### Attachments:

1. Project Factsheet and Typical Cross Section
2. Environmental Considerations Memo

# West Grand Ave Bus/ HOV Lane Extension



## PROJECT DESCRIPTION

The Metropolitan Transportation Commission (MTC) is undertaking the West Grand Avenue Bus/HOV Lane Project in the City of Oakland to provide operational improvements and increase person throughput on the San Francisco-Oakland Bay Bridge (SFOBB).

Construction for Phase 1 was completed in January 2019, which converted the existing right shoulder along the on-ramp to the SFOBB to a Bus/HOV lane.

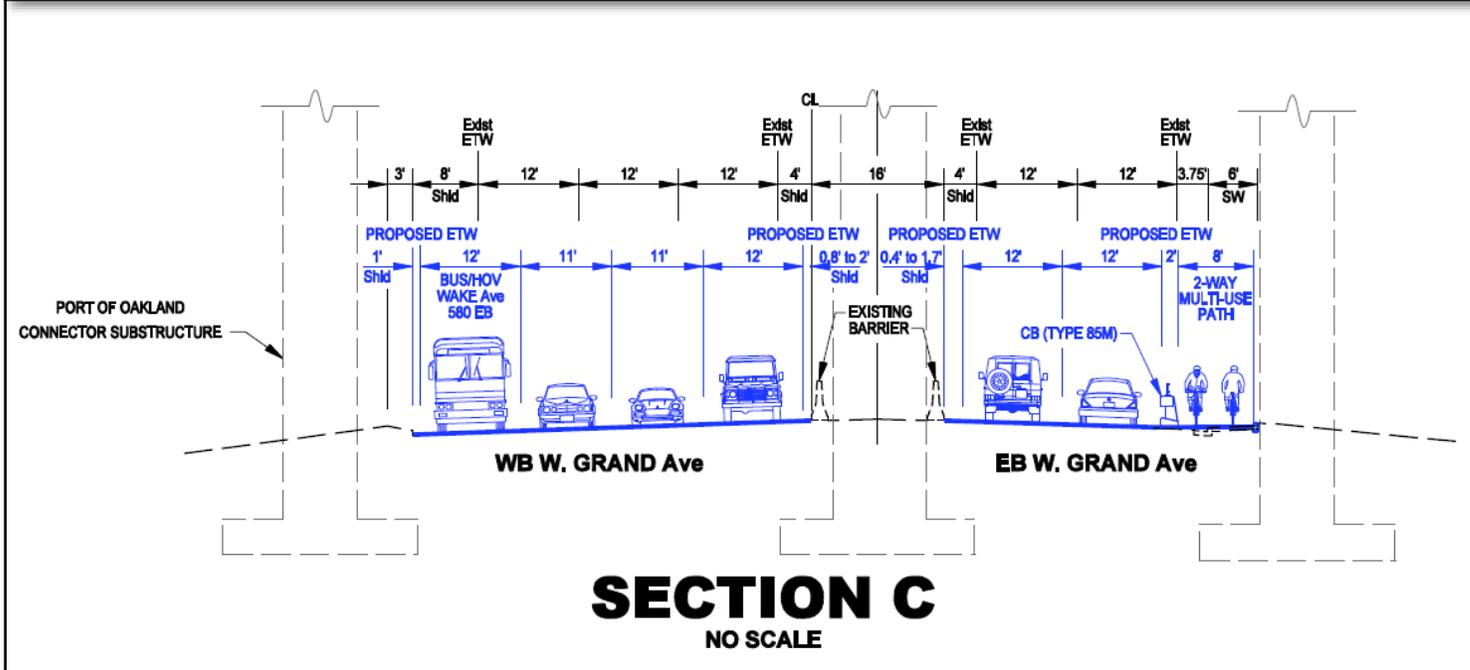
Phase 2 is expected to open mid 2021 and will provide additional access and operational improvements for carpools and buses by converting the existing westbound right shoulder on West Grand Ave between the I-580 Eastbound on-ramp and the intersection of West Grand Ave with Frontage Road. In addition, a Multi-Use Path for bicyclists and pedestrians will be constructed on eastbound West Grand Ave between Maritime Street and Mandela Parkway.



### PROJECT PARTNERS



# West Grand Ave Bus/HOV Lane Extension – Typical Cross Section



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**To:** Kevin Chen, Metropolitan Transportation Commission  
**Project:** West Grand Avenue On-Ramp/Bus Lane Extension Project from West of Maritime Street to Mandela Parkway, Oakland, CA  
**Date:** July 10, 2020  
**From:** Jeff Zimmerman; Stephanie Osby  
**Subject:** Summary of Environmental Considerations

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## **INTRODUCTION**

This memorandum provides information regarding environmental considerations for the West Grand Avenue On-Ramp Improvement – Bus Lane Project (Project) located in Oakland, California. Based on an evaluation of the project, the project would qualify for a Class 1 Categorical Exemption (California Public Resources Code 21084; 14 California Code of Regulations Section 15301(c), Existing Facilities). The project would occur within the existing right-of-way, involving modification of lane striping to allow for HOV/Bus use of the westbound Grand Avenue shoulder, and installation of a barrier to create a separated bike and pedestrian multiuse path. The project would not expand West Grand Avenue beyond the existing roadway section. The project would not have a significant effect on the environment.

## **PROJECT DESCRIPTION**

As part of Bay Bridge Forward, the West Grand Avenue On-Ramp HOV/Bus Lane Extension project in the City of Oakland, Alameda County aims to increase transbay person throughput by improving access to allow buses and high occupancy vehicles (HOV) to bypass congestion on the northbound I-880 approach during peak periods. Phase 1 was opened in 2019 and provided substantial travel time savings for HOVs and buses of up to 20 minutes during the AM peak period. Despite the operational improvements, queues are still periodically observed past the intersection of West Grand Avenue and Maritime Street, to the vicinity of the Frontage Road intersection.

This project would extend the HOV/Bus Lane from the I-580 junction to the beginning of the West Grand Avenue on-ramp, as well as extending it to the West Grand Avenue/Frontage Road intersection by converting the existing right shoulder on the westbound direction of West Grand Avenue, as shown in Figure 1. The Bus Lane would be open to public transit buses 24/7, and would also be open to HOVs during the peak commute periods. The project would also enhance bicycle access on West Grand Avenue by providing a barrier separated multi-use path (8 to 10-foot path) on the eastbound direction of West Grand Avenue between Maritime Street and Mandela Parkway. Although this path would be on the eastbound direction of West Grand

Avenue (on the south side), it would be accessible to bikes and pedestrians in both directions. The path would have a centerline stripe separating opposing travel directions.

The proposed project would require the following elements to be modified or upgraded:

1. Modifying the lane striping to accommodate the new Bus/HOV Lane.
2. Adding a multi-use path (bicycle and pedestrian access) to the south side (eastbound direction) of West Grand Avenue between Maritime Street and Mandela Parkway. A new concrete barrier would be installed to separate the multi-use path and traffic lanes.
3. Modifying drainage paths to inlets on the existing bridge. No modifications to the inlets.
4. Adding new traffic signs and modifying the existing traffic signs.
5. Adding new electroliers along West Grand Avenue on-ramp.
6. Constructing a California Highway Patrol (CHP) Enforcement Pad.
7. Adjust loop detectors.
8. Replacement of an existing barrier crash cushion located at the West Grand Avenue on-ramp split with the I-580 eastbound on-ramp.
9. Signal modification for bicycle crossing at the intersection of Frontage Road and West Grand Avenue.
10. Within the City of Oakland Right-of-Way, eliminate one travel lane between Campbell Street to Mandela Parkway.

Project construction is expected to last for approximately 5 to 6 months. Construction activities would primarily occur on Mondays through Fridays during daytime hours. However, night time work may be needed as well. Construction activities would involve: removal of existing striping; install new striping; roadway barrier installation; traffic bicycle light installation; modifying drainage paths to inlets; installation of bicycle proof grates on multi-use path; installing traffic signs; installing new electroliers; replacing existing barrier crash cushion; CHP Enforcement Pad; and adjusting loop detectors.



**ENVIRONMENTAL CONSIDERATIONS**

**Aesthetics and Visual Impacts**

The project area is dominated by transportation infrastructure with industrial and commercial uses along the West Grand Avenue route. The surrounding area has low visual quality primarily based on its urban and developed nature. Viewers of the project area include motorists, pedestrians and bicyclists. The project alignment contains the eastbound I-580 on-ramp and the I-80 on- and off-ramps to and from the San Francisco-Oakland Bay Bridge. I-80 and the San Francisco Bay is to the west; I-580 is to the north; I-980 is to the east; and I-880 to the south. Union Pacific and BNSF railroads run underneath West Grand Avenue in the north and south direction. The Port of Oakland is located approximately 2 miles to the south. The project is not within San Francisco Bay Conservation and Development Commission (BCDC) jurisdiction.

West Grand Avenue between Frontage Road and Mandela Parkway contains four to six lanes, two to three lanes in each direction. Lanes are approximately 12 feet wide, including a sidewalk on the eastbound direction and sidewalks can be found on each side of the street on West Grand Avenue from Campbell St to Mandela Parkway. A center divider containing trees, street lamps,

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fire hydrants and signage is located on West Grand Avenue between Campbell Street to Mandela Parkway. There are also trees, signage and transmission poles on sidewalks at certain locations. The project would not change the existing aesthetics of the surrounding area. The project would involve making modifications to existing transportation infrastructure, such as modifying existing traffic signs and lane striping to accommodate the proposed design. The project would also add new traffic signs; a bicycle traffic light at the Frontage Road intersection; and a barrier system to separate traffic from the proposed multi-use path. All new project elements including signage, traffic lights, and concrete barriers would be similar to existing signage, traffic lights, and barriers in the project area. These elements would blend in with the surrounding area.

Construction activities could occur at night-time hours, which would require site lighting. However, there are no sensitive receptors (i.e. residences, schools, daycare facilities, hospitals) located adjacent to the project area that would be impacted by temporary light sources. Therefore, there would be no impacts from new light or glare.

Construction and operation of the bus lane and multi-use paths would not have a significant or adverse effect on the aesthetic or visual quality of the project area. There are no residences or scenic corridors adjacent to the project site. The project would not introduce any significant adverse visual impacts.

### **Air Quality and Greenhouse Gas Emissions**

The project area is dominated by freeways, industrial, and commercial land uses. Existing local air emissions sources include: vehicle traffic along heavily traveled East Bay freeways, the Port of Oakland maritime operations, Union Pacific and BNSF rail yards, and commercial and industrial operations.

The Bay Area air basin is listed as nonattainment for federal 8-Hour ozone 24-hour particulate matter PM<sub>2.5</sub> standards (EPA<sup>1</sup> 2019). It is also designated as nonattainment for the California 1-hour and 8-hour ozone, the annual average and 24-hour PM<sub>10</sub>, and annual average PM<sub>2.5</sub> standards. While the project would add roadway capacity, it would not contribute to an exceedance of an air quality standard. The project would provide a bus and carpool bypass lane only that would allow multi-occupant vehicles to jump the peak period queue at an earlier point along West Grand Avenue. This project only extends the existing shoulder running lane to the east, allowing earlier access to the Bus/HOV lane. The flow of traffic on West Grand Avenue would continue to be controlled by the existing traffic lights at the intersections of West Grand Avenue with Mandela Parkway, Frontage Road, and Maritime Street, as under existing conditions. The project would not adversely alter the flow of traffic in the project area and would not result in or contribute to an exceedance of an air quality standard. Therefore, there would be no significant change in air quality or greenhouse gas emissions from existing levels.

Air quality emissions during construction would be short-term, temporary and localized. Because the project is limited to converting the existing road section to accommodate the bus and HOV bypass lane in the shoulder, there would be no demolition, new structure, or roadway construction. Construction would generally involve lane restriping, extending the sidewalk to accommodate a multi-use bicycle and pedestrian path on the eastbound direction of West Grand Avenue, installing a roadway barrier system between traffic and the multi-use path, placement of signage, and modifications to drainage inlets. The length of construction is estimated at 5 to 6 months. Air emissions from construction equipment and activities were estimated using the Sacramento Metropolitan Air Quality Management District’s Roadway Construction Emissions Model (Version 9.0.0). Limited phases of construction were assumed given there is no new roadway widening or subsurface excavation (e.g., no land clearing, grading, or excavation phases) and activities would consist of drainage modifications, traffic signal modifications, placement of barriers, temporary construction signs, use of power generators, and lane striping. Total construction emissions are summarized in the following table and compared to BAAQMD CEQA thresholds. Estimated pollutant construction emissions would be well below the BAAQMD criteria and/or at relatively low levels, and are therefore considered less than significant.

Table 1 – Estimated Maximum Daily Air Quality Construction Emissions

	ROG	NOx	PM <sub>10</sub> Exhaust	PM <sub>10</sub> Dust	PM <sub>2.5</sub> Exhaust	PM <sub>2.5</sub> Dust	GHG (as CO <sub>2</sub> e)
Construction Emissions (maximum lbs/day)	0.65	2.19	0.39	2.0	0.21	0.42	3,359
BAAQMD CEQA Threshold (lbs/day)	54	54	82	*	54	*	*

\* PM<sub>10</sub> and PM<sub>2.5</sub> dust emissions apply Best Management Practices. There are no BAAQMD threshold criteria for greenhouse gas construction emissions.

### Biological Resources

The project area is characterized by the busy, paved, four to six lane West Grand Avenue. The surrounding area is urbanized and highly developed. Landscaped areas in the project footprint are comprised of ornamental trees along sidewalks and within a center divider on Mandela Parkway (which is the eastern limit of the West Grand Avenue Project). Due to the highly disturbed and developed nature of the project footprint, no special-status species habitat is present on site. A one-mile search on the California Natural Diversity Database for federally and state listed species was conducted on December 20, 2019. No listed plant or animal species are

expected to occur within a one mile buffer (CDFW 2019). Furthermore, a search on NEPAassist shows there are no wetlands or other water features within the project area (EPA 2019). These conditions were verified through review of current aerial maps and imagery.

The project would not involve removal of any trees or vegetation, and no ground disturbing activities would occur. There is no planned work that would disturb the underside of any bridge or overhead structures, or any railings. Despite the lack of vegetation within the project corridor, there remains a remote potential that nesting birds may still occur in the project area if work is conducted during the nesting season (February 1 to August 31). Occupied nests and eggs of native migratory birds are protected by California Department of Fish and Wildlife Code Sections 3503 and 3503.5, and the federal Migratory Bird Treaty Act. Pre-construction review of the project would identify any occupied nests or eggs, and project construction activities would avoid such nests and avoid significant impacts to nesting birds.

For these reasons, the project would have no impact on biological resources.

### **Cultural Resources**

Karin G. Beck, a Registered Professional Archaeologist and Registered Professional Historian acted as Principal Investigator. She conducted a review of cultural resources sensitivity of the project area based on a records search, a literature, aerial photographs, and historical map review.

The cultural resources review included a records search of the Northwest Information Center (NWIC) of the California Historical Resources Information System, Sonoma State University, Rohnert Park, California, on December 20, 2019 (File No. 19-1049). The NWIC, an affiliate of the State of California Office of Historic Preservation (OHP), is the official state repository of cultural resource records and studies of Alameda County. The record search identified three resources previously recorded within or adjacent to the project area:

- P-01-0005981, the Oakland Army Base Historic District was recorded below the elevated project area, mostly south of I-80 with a small segment projecting north of the elevated West Grand Avenue west of the railroad right-of-way. This resource was evaluated by Gregory King (1990) and determined eligible for listing in the National Register of Historic Places (NRHP) under Criterion A; however, it does not appear to have been evaluated for its eligibility for listing in the California Environmental Quality Act (CEQA).
- P-01-007418, the Shop (Building 823) on the Oakland Army Base, was recorded by Lorna Billet (2003) adjacent to the elevated project area, south of I-80. The building was removed in Spring 2014, and a new building constructed in its location in early 2017. Therefore, this is no longer under consideration as a historical resource under CEQA.

- P-01-10842, the Peralta Studios Building, was recorded on the southwest corner of West Grand Avenue and Peralta Street/Mandela Parkway, adjacent to the project area. The building was evaluated by Dana Supernowicz (2006) as appearing eligible for listing in the NRHP under Criteria A and C, “at the local level of significance (1929-1938)” (Supernowicz 2006:3).

In addition to the NWIC records search, a literature and historical map review of the project area was conducted. The Creek & Watershed Map of Oakland and Berkeley (Sowers and Richard 2009) depicts the project area to be historically (circa 1850) within the San Francisco Bay and tidal marsh. The Caltrans District 4 Research Design and Treatment Plan for Native American Archaeological Resources in the San Francisco Bay-Delta Region (Byrd, Whitaker, and Mikkelsen 2016) was also reviewed. This document contains a geoarchaeological sensitivity assessment, which includes the project area, and identifies the project area to have the lowest sensitivity for surface and buried archaeological resources.

It was found that no known historical resources are within the project area. The Oakland Army Base (P-01-005981) and Peralta Studios Building (P-01-10842) are located adjacent to the project area’s footprint. Project activities would be conducted within the existing right-of-way. The potential to encounter archaeological resources within the project area is low, as is the potential to encounter buried resources. Additional signage throughout the project area and new electroliers on the on-ramp are all congruent with the project area’s existing conditions. Based on this review, the project has no potential to impact historical resources as defined by CEQA.

### **Hydrology, Flooding and Water Quality**

The San Francisco Bay is the nearest water body to the project area. The San Francisco Bay is included on the Clean Water Act Section 303(d) List of Impaired Water Bodies (State Water Resources Control Board 2012). However, no work would occur in or adjacent to the Bay. No structural widening is necessary (the project would convert the existing shoulder into a travel lane, adding striping and signage). Therefore, the project would not result in any additional runoff that would carry pollutants off-site to the Bay.

There are no water features within the project area (EPA 2019). The project area has been identified by the Federal Emergency Management Agency as a Zone X flood area which indicates it has a 0.2 percent annual chance of flooding, a 1 percent change of flooding with average depth of less than 1 foot or is protected by a levee (FEMA 2018). A Zone X is not within a 100-year floodplain.

No ground disturbing activities would occur during construction that could result in soil erosion, siltation or changes in drainage patterns. Since the project is not adding impervious surfaces, there would be no increases in the rate or amount of surface runoff which could result

in flooding on- or offsite. Because the project is not in a floodway and is not constructing any large infrastructure, flood flows would not be impeded, redirected, or displaced.

The project would modify the drainage path to existing inlets on the West Grand Avenue bridge (Bridge No. 33C-393). However, there would be no modifications to inlets. Existing drainage inlets lead water from the surface of the roadway to drain pipes that run through the box girders and bridge columns draining onto the ground surface. The existing deck drains on the West Grand Avenue bridge would be protected in place, and storm water flows would leave the roadway in the same manner as today. Proposed drainage bicycle proof grates will be installed on the extended pathway above the existing deck drains. While these minor modifications would slightly change the drainage path of water flows into inlets, the project would not alter the overall existing drainage patterns of the project area. For these reasons, the project would not result in a significant impact to floodplains, hydrology, or water quality.

### **Hazardous Materials**

The land surrounding the project area contains industrial and commercial uses. However, the project would occur entirely in the public right-of-way. A review of the California Department of Toxic Substances Control's EnviroStor Database (DTSC 2019) and the California State Water Resources Control Board's GeoTracker Database (State Water Resources Control Board 2019) indicates that there are potentially hazardous materials sites in the vicinity of the project. Given the history of U.S. Army operations at the former Oakland Army Base and industrial uses in the vicinity of the project area, soil and/or groundwater contamination exists within the project area.

There are several Cortese List facilities within the vicinity of the project area (within 1,000 feet) including:

- Former "Heroic War Dead EBMUD United States Army Reserve Center" at 2400 Engineer Road, approximately 800 feet to the north of the project area. This location is also at or adjacent to the East Bay Municipal Utility District's West End Property and former Oakland Army Base. Potential contaminants of groundwater and soil include: metals, petroleum, polychlorinated biphenyls (PCBs) and volatile organic compounds (VOCs).
- Former Heroic War Dead U.S. Army Reserve Center at 2400 Engineer Road, approximately 720 feet to the north of the project area. Potential contaminants of groundwater, sediments and soils include: halogenated solvents, arsenic, lead, oil/water separation sludge and waste oil and mixed oil.
- City of Oakland Subaru Lot between Engineer Road and West Grand Avenue approximately 550 feet north of the project area. Potential contaminants of groundwater and soil include: lead, organochlorine pesticides, petroleum, PCBs, polynuclear aromatic hydrocarbons (PAHS).

- Southern Pacific – Desert Railyard at Cypress Corridor, Oakland, approximately 1,000 feet north of the project Area. Potential contaminants of soil include: 1,2-Dichloroethylene (CIS), lead, PAHs, TPH-motor oil, and trichlorethylene (TCE).
- BNSF Wood Street Yard at Wood Street and West Grand Avenue, which is adjacent to project area. Potential contaminants of soil include: arsenic and TPH-Diesel.

There are several Leaking Underground Storage Tank (LUST) sites adjacent or close to the project area. All sites are listed as “Case Closed,” which indicates that a closure letter or other formal closure decision document has been issued for the site (SWRCB, 2019). However, given these sites close proximity to the project area, there is a potential that residual contamination at these sites could affect soils or groundwater in the project area. These sites include the following:

- Will’s Freight Lines INC at 1700 West Grand Avenue
- Jorgensen Steel and Aluminum at 1699 West Grand Avenue
- Crown Zellerbach at 2230 Willow Street
- PG&E at 2121 Peralta Street

There would be no ground disturbing activities such as excavation, grading, trenching, or removal of existing pavement or soil, which could result in exposing construction workers and members of the public to hazardous materials. During construction activities, there is a potential for accidental release of fuels or lubricants from construction vehicles and equipment typically used, handled and stored by contractors. However, contractors would be required to handle hazardous materials in accordance with applicable laws, including health and safety requirements. No acutely hazardous materials would be used or stored on-site during project construction. Therefore, the project would not have a significant or adverse impact on the environment through the release of hazardous materials.

### **Land Use**

The project would occur primarily in existing West Grand Avenue right-of-way. A small portion of the project at Campbell Road would occur in the City of Oakland right-of-way. During construction activities, staging areas may be identified at locations adjacent to public rights-of-way. The land surrounding the project area is zoned as Gateway District Industrial Zone (D-GI); West Oakland Plan Area Commercial Industrial Mix (CIX); and Wood Street District (D-WS) (City of Oakland<sup>1</sup> 2019). These land-use designations allow industrial, commercial and mixed-use/urban community uses (City of Oakland 1997). The project area does not contain any agricultural uses or farmlands. The project would not change the existing land use and would not conflict with the current zoning.

**Noise**

The dominant source of noise in the project area is from vehicles traveling along West Grand Avenue and on multiple highways that join together at the approach to the San Francisco-Oakland Bay Bridge. Levels of highway and roadway traffic noise typically range from 70 to 80 A-weighted decibels (dBA) at a distance of 50 feet from the highway. These levels can affect people by interrupting concentration, increasing heart rates, or limiting the ability to carry on a conversation (FHWA 2017). However, there are no sensitive receptors in the project area, as the area is dominated by commercial and industrial uses.

The Oakland General Plan Noise Element (Oakland 2005) includes noise contours associated with major traffic thoroughfares, including West Grand Avenue. These contours were modeled by the City for 2025, and the General Plan noise element considers them representative of existing levels because noise sources and conditions are not expected to substantially change due to the already built-out industrial land uses in Oakland. The contours in the City's Noise Element indicate levels of 65 Len (day-night level) on West Grand Avenue at Mandela Parkway (the eastern limit of the proposed project) and 70 Ldn in the vicinity of Mandela Parkway and Maritime Street (within the project area). A noise monitoring location at the intersection of West Grand Avenue/Chestnut Street (about 2,000 feet to the east of the proposed project) recorded a 15-minute level of 71 CNEL (Community Noise Equivalent Level). Ldn and CNEL descriptors include factors for sensitive noise hours, such as the evening, night, and early morning periods. For day time equivalency, these levels indicate existing and absolute future noise levels in the project vicinity of about 65 to 70 dBA (peak noise period).

There is no existing residential housing or equivalent noise sensitive land use, recreational paths, or parks at or along West Grand Avenue within the project limits. The project would allow for qualified buses and HOVs to use the proposed travel lane planned on the existing shoulder of West Grand Avenue to "queue jump" or bypass the existing backup of traffic on West Grand Avenue. However, the existing intersections control the capacity and volume of the traffic on West Grand Avenue, and the project would not change the intersections or signal controls. The project would only allow qualified vehicles (buses and HOVs) to bypass the most congested sections of West Grand Avenue and more efficiently access the approach to the San Francisco-Bay Bridge similar to the existing West Grand Avenue shoulder running lane that is currently in operation to the west of this proposed project. The project would not permanently or significantly change the amount or distribution of traffic on West Grand Avenue that could result in increased noise levels in comparison to existing conditions. The absolute noise levels for existing and future conditions would not perceptibly change. There are no noise land uses or receptors along the project limits that are considered noise sensitive. The project would therefore have no adverse long-term noise impacts.

Construction of the project would require extending the sidewalk to accommodate a multi-use bicycle and pedestrian path on the eastbound direction of West Grand Avenue; placement of a

barrier along the multi-use path; restriping of lanes; installing a roadway barrier system between traffic and the multi-use path; installing a new bicycle traffic light on an existing traffic pole; replacing an existing barrier crash cushion and installation of a CHP Enforcement Pad; and adjusting pavement loop detectors. Noise from construction activities would be short-term and temporary (approximately 5 to 6 months). Most of the work would occur during daytime hours, however, nighttime work may be required. Construction noise would be most pronounced at night.

The City of Oakland's planning code Chapter 17.120.050 establishes maximum allowable noise for construction activities within the industrial zone (City of Oakland<sup>2</sup> 2019). It provides the maximum allowable receiving noise level standards based on the cumulative number of minutes in any one-hour time period the noise activity would occur and ranges from 70 dBA over 20 minutes to 85 dBA for one minute. Temporary construction, defined as less than 10 days, should not exceed 85 dBA between 7am and 7pm within commercial and industrial land uses. Because construction activities would generally consist of non-repetitive and non-demolition activities, noise levels would not exceed these local criteria. Temporary project construction is not anticipated to expose the public to noise levels in excess of the standards or substantially increase ambient noise levels in the project area. Therefore, the project would not have a significant noise impact.

### **Traffic and Transportation**

The project contains the West Grand Avenue on-ramp and West Grand Avenue from the I-80 connector to Mandela Parkway. West Grand Avenue provides access to the San Francisco-Oakland Bay Bridge from the project area; it spans between I-80/Maritime Street and Broadway in downtown Oakland, where it continues as Grand Avenue eastward. West Grand Avenue typically has two travel lanes on each direction with the exception of the segment between Mandela Parkway and Market Street, which has three lanes per direction.

#### *Travel Time*

Extensive traffic delays are experienced on the eastern portion of the West Grand on-ramp and on West Grand Avenue westbound leading to the Toll Plaza of the San Francisco-Oakland Bay Bridge. GPS data from AC Transit Route NL buses were collected and analyzed for the weekday AM peak period (Tuesday to Thursday, from 6:00AM to 10:00AM) for the months of September 2019, October 2019, January 2020, and February 2020. The analysis of the data confirmed that traffic backups occurred between Frontage Road and Maritime Street, and the congestion is highly variable depending on the traffic conditions at SFOBB and the toll plaza operations. Existing travel times for buses along this corridor from Downtown Oakland to Downtown San Francisco vary between 24 minutes to 32 minutes (6 am to 10 am)

## Summary of Findings

The West Grand Bus/HOV Lane Extension project provides a number of project benefits including travel time savings for buses and carpools, vehicle hours of delay (VHD) and person hours of delay (PHD) reductions. With the travel time savings for buses and carpools, commuters would be incentivized to switch away from drive-alone travel mode, which will result in a reduction in vehicle miles traveled (VMT), a reduction in greenhouse gas emissions and improved air quality. In addition, the project also provides improvements to the existing bicycle network. Some of the key benefits of the project are summarized below:

- Travel time reductions ranging from 5 to 12 minutes for buses and HOVs.
- Reductions to VHD during the AM peak period (6 am to 10 am): 150
- Reductions to PHD during the AM peak period: 677.
- Estimated percentage mode shift away from SOVs ranging from 1.6% to 2.8%.
- Annual VMT reduction of 129,400.

Level of service (LOS) analysis was also conducted at the key study intersections along the West Grand Avenue at Maritime Street, Frontage Road, and Mandela Parkway. The results showed that the project will not result in a negative or adverse impact to traffic, and intersections will operate at LOS D or better.

## Bicycle Access

The project would be consistent with the City of Oakland's Department of Transportation Strategic Plan goal of enabling and encouraging Oakland residents to reduce the need for vehicle use and ownership by providing increased transit, bike, car share and rideshare options (City of Oakland 2016). Currently, there is a lack of bicycle facilities on West Grand Avenue. The project would improve bicycle access by adding a multi-use path for bicyclist and pedestrians.

Based on the above discussion, there would be no adverse impacts related to traffic and transportation. The project would be beneficial for multi-occupant vehicles as well as provide a safer route for bicycles and pedestrians.

## **OTHER ISSUES**

### **Public Services**

Access for emergency response vehicles would be maintained during construction of the project. There would be no impacts to public services.

### **Recreation**

There would be no impact to recreational trails, including the Bay Trail, which is located to the north of the project area.

**Utilities**

No relocation of utilities are expected. Utility work would consist of connecting the proposed traffic light at the Frontage Road intersection into the existing Caltrans' loop. Electrical wiring would be adjusted at the existing electrical box. The project would not impact existing utilities.

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## *Memorandum*

TO: Air Quality Conformity Task Force

DATE: August 27, 2020

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 2019 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 the 2019 TIP

Staff is proposing to add some projects to the 2019 TIP. The description of the new projects along with the regional air quality category that staff believes best describes the projects are included on Attachment A.

MTC staff is not seeking a determination on the status of these projects 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
<b>Proposed New Individually-Listed Projects for Regional Air Quality Conformity Status Review</b>						
1	Napa	7162 MTC	Napa Valley Forward: Traffic Calming & Multimodal	Napa: SR-29, Silverado Trail, Vine & local connections: PE & design for multimodal corridor and traffic calming improvements.	Napa: SR-29, Silverado Trail, Vine & local connections: PE & design for multimodal corridor and traffic calming improvements. Phase I of this project consists of planning, environmental design and preliminary engineering (PE1) for multimodal corridor and traffic calming improvements for SR-29, the Silverado Trail, and the Vine Trail including connections to the local street network. The purpose of this project is to enhance multimodal safety, comfort and access and to efficiently manage traffic congestion for both residents, employees, and visitors in Napa Valley. Planning, design and PE-1 will include multimodal assessment to determine level and quality-of-service for vehicle, bicycling, walking and transit modes, alternatives analysis, and determining preferred design alternatives. Phase I will build on, support, and advance other agencies' transportation and land use plans in the corridor. This initial phase will identify both short-term (quick build) and long-term.	Exempt - 93.127 - Intersection signalization projects at individual intersections.
2	Marin	7131 Marin County	Marin City Pedestrian Crossing Improvements	Marin County: In the Marin City area of unincorporated Marin County: Improve pedestrian accessibility and safety	Marin County: In the Marin City area of unincorporated Marin County: Improve pedestrian accessibility and safety with new curb ramps. The new curb ramps are at the following locations- 4 at Terners Drive @ Driveway entrances to multi-family housing closest to Donahue, 4 at Terners Drive @ Terrace Way, 4 at Terners Drive @ Terrace Drive, 2 at Flemings Court @ Terrace Drive, 2 at Donahue Street @ Sherwood Drive, and 4 at Bay Vista Circle @ Donahue Street & Sherwood Drive	Exempt - 93.126 - Bicycle and Pedestrian Facilities
3	Napa	7165 NVTA	Imola Park & Ride and Express Bus Stop Improvement	Napa County: At park and ride at SR 29 and Imola Ave: Make improvements including in-line passenger loading and alighting at the Imola Ave on/off ramps, improved pedestrian facilities, and safety improvements.	Napa County: At the Caltrans owned and operated park and ride at SR 29 and Imola Avenue: Make improvements including in-line passenger loading and alighting at the Imola Ave on/off ramps, improved pedestrian facilities that connect the ramps directly to the park and ride, and safety improvements, such as improved lighting and signal improvements. The facility improvements will also include long-term bicycle parking in the park and ride lot. These facility improvements are specifically designed to improve frequency, reduce running times and improve accessibility for the two highly productive ridership bus routes: the Route 29 Express to the El Cerrito Del Norte BART station and the Route 11X to the Vallejo Ferry Terminal. Currently, the Routes depart from the Soscol Gateway Transit Center in the center of Napa, a significant distance east of the SR29 Corridor. Relocating the stop to the Imola Park and Ride will reduce running time for each route by 20 minutes since the bus routes will not need to divert across downtown Napa and return back to the highway.	Exempt - 93.127 - Interchange reconfiguration projects.

**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
4 Sonoma	7163	Santa Rosa	SantaRosa Downtown Comm Infrastructure Enhancement	Santa Rosa: In downtown and Railroad Square: Upgrade the existing traffic signal interconnect infrastructure from copper wire to a fiber optic backbone.	Santa Rosa: In downtown and Railroad Square: Upgrade the existing traffic signal interconnect infrastructure from copper wire to a fiber optic backbone. This improved communication backbone will include upgrades from College Avenue from Santa Rosa municipal yard, down Healdsburg Avenue, B Street, Seventh Street, Fifth Street, Third Street, First Street, Santa Rosa Avenue, Morgan Street, and Davis Street. Portions of Mendocino Avenue, D Street, and E Street are also included.	Exempt - 93.126 - Traffic control devices and operating assistance other than signalization projects

**Air Quality Conformity Task Force  
Summary Meeting Notes  
July 23, 2020**

Participants:

Panah Stauffer – EPA	Yilin Tian – Baseline Environmental Consulting
Dick Fahey – Caltrans	John Kenyon – T.Y. Lin International Group
Kevin Krewson – Caltrans	Samuel Chui – T.Y. Lin International Group
Dominique Kraft – FTA	Aaron Elias – Kittleson Associates
Romi Archer – Circlepoint	Brian Ray – Kittleson Associates
Chris Katrak – Caltrans	Wahida Rashid – Caltrans
Snehalatha Pavuluri – Caltrans	Andrea Gordon – BAAQMD
Lexie Arellano – Caltrans	Adam Crenshaw – MTC
Susan Chang – Alameda CTC	Harold Brazil – MTC
Andrew Metzger – Circlepoint	
Patrick Sutton – Baseline Environmental Consulting	

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

**2. PM<sub>2.5</sub> Project Conformity Interagency Consultations**

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

**i. Interstate 80/Ashby Avenue Interchange Improvement Project**

Susan Chang (Alameda CTC) began the Interstate 80/Ashby Avenue Interchange Improvement project presentation mentioning the project has been around for over 20 years and indicating the project approval and environmental documents stage with construction are to start sometime in 2023 – pending the funding availability. John Kenyon (T.Y. Lin International Group) then discussed the project's location where the interchange itself is half in the City of Berkeley and half in the City of Emeryville within Alameda County.

Mr. Kenyon stated the Interstate 80/Ashby Avenue Interchange Improvement project is included in measure BB and the project is not located within the West Oakland Community Action Plan regarding AB 617.

Mr. Kenyon indicated the project would:

- Replace existing elevated interchange connector ramps with new bridge over I-80;
- Realign access to the West Frontage Road;

- Introduce new bicycle and pedestrian pathway from 65th Street/Shellmound Street to the San Francisco Bay Trail

Mr. Kenyon indicated the Interstate 80/Ashby Avenue Interchange Improvement project proposes two build alternatives for the I-80/Ashby Avenue Interchange. The alternatives are “Build Alternative 1” and “Build Alternative 2”. The main differences between Build Alternatives 1 and 2 are related to the proposed connector ramp configurations at the I-80/Ashby Avenue interchange. Mr. Kenyon also noted the Interstate 80/Ashby Avenue Interchange Improvement project would provide safe access for pedestrians and bicyclists to connect across I-80 via at-grade sidewalks and a separated pedestrian overcrossing (POC) structure accessible from 65th Street to the east and West Frontage Road to the west.

Aaron Elias (Kittleson Associates) began the Interstate 80/Ashby Avenue Interchange Improvement project traffic discussion by saying the traffic operations were evaluated primarily using continuously collected detector data for freeway operations, and analysis procedures from the Transportation Research Board’s Highway Capacity Manual 6th Edition (HCM 6) for intersection operations.

Mr. Elias also stated:

- The current intersections analyzed are roughly what is the number of intersections in the interchange today.
- In the future, because of all the configuration changes, there were seven total intersections analyzed.
- From a level of service analysis standpoint, under build condition in 2025, three of the four intersections analyzed would go to are usually operate a level service D or level service F.
- Within the project study area in 2025, the analysis showed no real change in the average annual daily traffic in this area for generating about 10.8 million vehicle trips per day for this whole area.
- With the interchange reconfigurations – any travel coming up Shellmound Street under the new configuration or build alternatives would have to get on Ashby Avenue.

Panah Stauffer (EPA) and Dick Fahey (Caltrans) requested both additional overall traffic and truck traffic data during the analysis discussion to inform the conformity determination for the Task Force. After the meeting, Andrew Metzger (Circlepoint) provided the requested information which was distributed to the Task Force via email.

***Final Determination:*** After receiving the requested additional information and with input from EPA, FTA, FHWA and Caltrans (deferring their determination to FHWA), the Task Force concluded that Interstate 80/Ashby Avenue Interchange Improvement project was not of air quality concern.

### 3. Consent Calendar

#### a. June 25, 2020 Air Quality Conformity Task Force Meeting Summary

***Final Determination;*** Panah Stauffer (EPA) identified a typographical error in the draft meeting summary and the correction was made. Subsequently, with input from all members, the Task Force concluded that the consent calendar was approved.