

Date: November 19, 2013

To: Harold Brazil, Planning, Metropolitan Transportation Commission

From: Gary Sidhu, Project Manager, Alameda County Transportation Commission, and Lynn McIntyre, Project Manager/Environmental, URS

Subject: ***TIP ID ALA070020 (FMS ID: 187.00), I-580 Eastbound Express Lanes Project, Alameda County, CA***

The purpose of this memorandum is to inform the Air Quality Conformity Task Force of updates to the I-580 Eastbound Express Lanes Project, in advance of the public release of the project's NEPA document in early January 2014.

The Alameda County Transportation Commission (Alameda CTC) initiated consultation with the Task Force regarding the project's potential to be a Project of Air Quality Concern (POAQC) in May 2011. The project was identified as a POAQC, and in July 2011, the project team provided the Task Force with a qualitative PM_{2.5} hot-spot analysis to document potential project effects on PM_{2.5} emissions. The Task Force reviewed the methods, assumptions, and analysis used in the hot-spot analysis and on July 28, 2011, determined that the project is not anticipated to result in future or worsened violations of PM_{2.5} standards (see **Attachment A**).

After Task Force consultation, the project limit was shifted by 0.8 mile to the west (from west of the Hacienda Drive interchange [PM 19.1] to west of the Hopyard Road/Dougherty Road overcrossing [PM 19.9]) to accommodate advance notification signs for the express lane facility. The project will not add or lengthen HOV/express lanes or auxiliary lanes or change capacity in any way within that 0.8 mile segment. Alameda CTC informed the Task Force of this project change and on November 16, 2011, received concurrence from the Task Force that the change does not alter the conformity analysis (see **Attachment B**). The original and revised project limits are shown in Figure 1.

The NEPA document for the project, including the PM_{2.5} hot-spot analysis, was to be released for public review in summer 2012. However, the document was held until recently, pending resolution of Caltrans design exception issues. During that time, the access configuration for the express lanes was changed from "controlled access" with intermediate ingress/egress points (in which traffic can only enter and exit the lanes in specific locations indicated by openings in buffer striping) to "open access" (in which traffic can enter and exit the lanes at any location). This change was made so that the I-580 express lanes would be consistent with other express lane facilities planned by the MTC in the Bay Area.

The change in access configuration does not add to the length of the project, the number of proposed lanes, or the overall capacity of eastbound I-580. The length and number of HOV/express lanes are consistent with those analyzed in the 2011 hot-spot analysis.

For purposes of the NEPA document, some updates have been incorporated to the project's technical analyses. Additional traffic data have been developed using updated assumptions approved by Caltrans to assess traffic conditions with the open access configuration. The additional traffic data show that the project will improve opening year and horizon year peak hour levels of service, speeds, and delay times compared with No Build, consistent with the original traffic data. In addition, the project's 2011 Air Quality Impact Assessment and Mobile Source Air Toxics report have been updated using the current

modeling requirements (including EMFAC2011 and CT-EMFAC5), additional traffic data, current trend data for the nearest monitoring station, and references to the 2013 Regional Transportation Plan and 2013 Transportation Improvement Program.

These updates do not materially affect the project as presented and analyzed in the 2011 hot-spot analysis. The PM_{2.5} analysis process is considered complete, and the 2011 hot-spot analysis is considered valid until approximately mid-2014 provided there are no project design changes that would increase capacity.

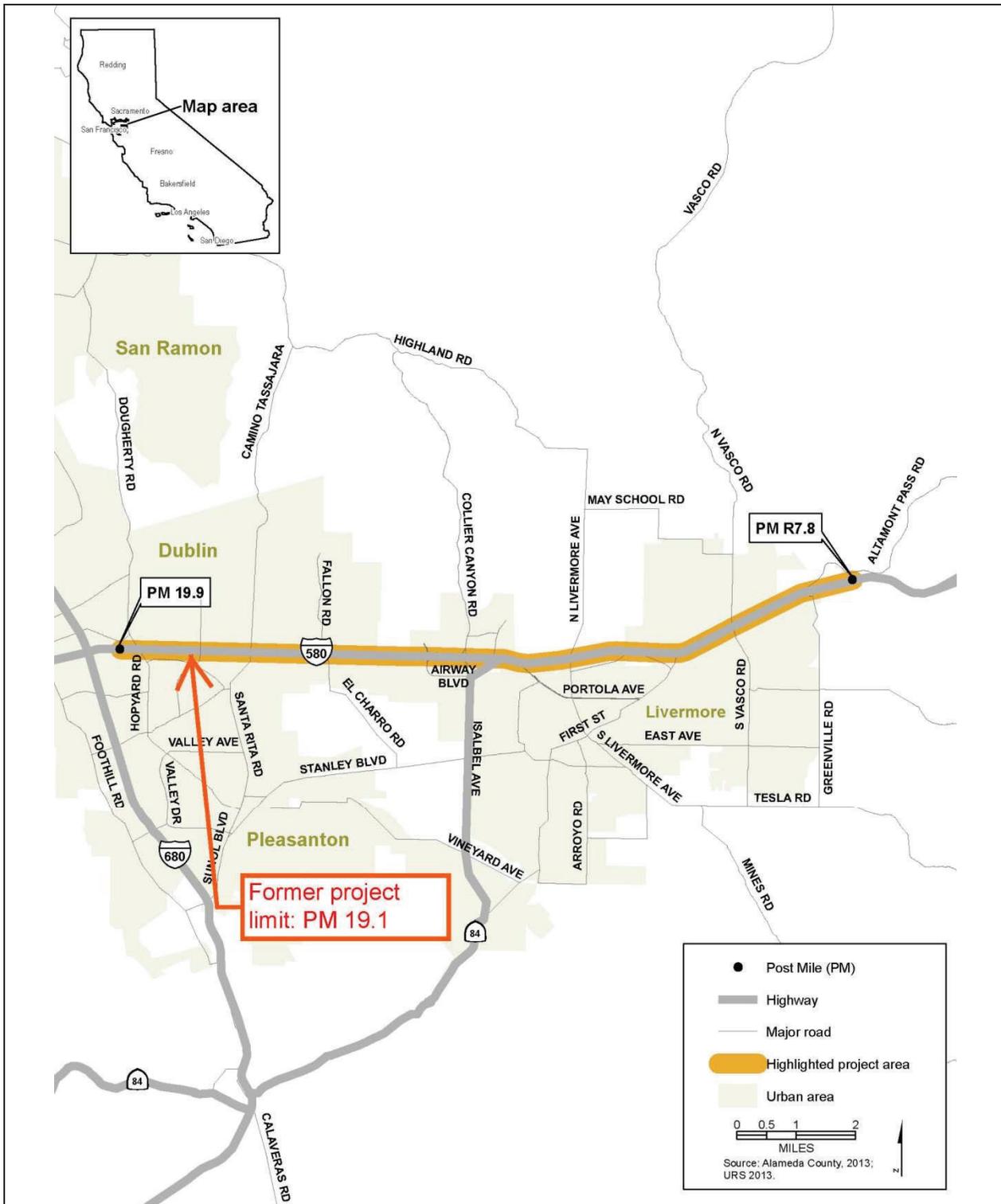
Alameda CTC proposes to incorporate the following changes to the 2011 hot-spot analysis either directly or by reference, to address specific outdated information before the analysis is made available for public review as part of the NEPA document. Otherwise, the inclusion of this information may result in confusion to the public and to agency reviewers. These updates do not change the conclusions of the 2011 hot-spot analysis.

The revisions are as follows:

- Update the project's Caltrans EA number.
- Update the project description with current express lane access configuration and project limits, and remove Figure 1-2, which shows the controlled access configuration that is no longer applicable.
- Update the RTP number, which has changed.
- Remove references to Phase III of the I-580 Eastbound HOV Lane Project, also known as the I-580 Eastbound Auxiliary Lane Project (EA 04-2908U1). The Phase III/Auxiliary Lane Project and the I-580 Eastbound Express Lanes Project were included as a single action in the MTC's 2011 TIP (ID ALA070020). The two projects have undergone separate environmental review but were addressed together as a single action in the 2011 hot-spot analysis for the I-580 Eastbound Express Lanes Project. For the Phase III/Auxiliary Lane Project, public review of the hot-spot analysis was completed as part of NEPA clearance in early November 2011, the FHWA issued a conformity determination on November 23, 2011 (see **Attachment C**), and the project is currently in construction.

If there are any questions or comments about these changes, please contact Lynn McIntyre, URS, at 510.874.3149.

Figure 1. Current and Former Project Limits





Attachment A
Notice of Completion of Initial Consultation

From: "fms@mtc.ca.gov" <fms@mtc.ca.gov>
Date: August 9, 2011 3:10:32 AM GMT+03:00
To: Ray Akkawi <RAkkawi@alamedactc.org>

Subject: FMS POAQC Update to Project TIP ID
ALA070020 (FMS ID: 187.00)

Dear Project Sponsor

On Thursday, July 5, 2011, the Air Quality Conformity Task Force reviewed your PM2.5 Hot-Spot Analysis completed for TIP ID ALA070020 (FMS ID: 187.00). As of this date, all the interagency consultation requirements of PM2.5 project level conformity have been completed. As the project sponsor, you are receiving this email notifying you may proceed forward with obtaining federal approvals for the PM2.5 Hot-Spot Analysis. Please save this email as documentation of completing the consultation process for PM2.5 project level conformity.

If there are any questions regarding the status of the project, please direct them to Grace Cho of MTC by email at gcho@mtc.ca.gov or by phone at (510) 817-5826.

Thank you.



Attachment B
Memorandum Regarding Change in Project Limits



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Joseph P. Bort MetroCenter
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Oakland, CA 94607-4700
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Memorandum

TO: Air Quality Conformity Task Force

DATE: November 16, 2011

FR: Adam Crenshaw

W. I.

RE: Proposed 2011 TIP Amendment 11-19: I-580 Corridor – East Bound HOV/HOT Lanes Project (ALA070020)

The Alameda County Transportation Commission has recently submitted a request to update one of the post-mile limits for the I-580 Corridor – Eastbound HOV/HOT Lanes project (TIP ID: ALA070020) from post-mile 19.1 to 19.9. This update will allow for the placement of advance notice signs for the new HOV/HOT facility. MTC Staff is planning to include this change in Amendment 11-19 to MTC's 2011 TIP, scheduled to go before the Commission on January 25, 2012.

Staff is currently seeking the Task Force's concurrence that this change will not alter the conformity analysis performed on the 2011 TIP and Transportation 2035 Plan as the project limits are being expanded to allow for the inclusion of exempt elements.

Background

The I-580 Corridor – Eastbound HOV/HOT Lanes project was originally amended into the TIP as a non-exempt project during the development of the 2007 TIP. In April 2009, the project description was updated to change the western limit of the project from “west of Santa Rita Road” to “Hacienda Road” with the eastern limit remaining at Greenville Rd. After the adoption of MTC's Transportation 2035 Plan, this project relied on the air quality analysis conducted on RTP ID 21116 for its air quality conformity determination. The limits of this project as described in the RTP match those of the current TIP listing. However, these limits are for the widening of I-580 only and do not include the portion of I-580 where the advanced notification signs will be placed to warn drivers of the upcoming HOV/HOT lane facility.

Proposed Revision

The proposed amendment to the 2011 TIP, will update the location information on the I-580 Corridor – Eastbound HOV/HOT Lanes project (TIP ID: ALA070020) to reflect the post-mile limit of 19.9, instead of 19.1 as it is currently shown. The limits of the actual widening of I-580 will remain “from east of Greenville Rd. to Hacienda Dr.” and the additional 0.8 miles will be used only for the addition of advanced notification signs. Given that the placement of directional and informational signs is an exempt activity under the “Other” category of 40 CFR 93.126, the proposed amendment will not alter the conformity analysis performed on the 2011 TIP and Transportation 2035 Plan.



Attachment C
FHWA Conformity Determination for I-580 Eastbound Auxiliary Lane Project
(addressed in 2011 Hot-Spot Analysis for I-580 Eastbound Express Lanes Project)



U.S. Department
of Transportation
**Federal Highway
Administration**

California Division

November 23, 2011

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001

In Reply Refer To:
HDA-CA
EA 2908100

Bijan Sartipi, District Director
California Department of Transportation
111 Grand Avenue
P.O. Box 23360
Oakland, CA 94612

Attention: Allen Baradar, Office Chief, Chief of Environmental Engineering

Dear Mr. Baradar:

SUBJECT: FHWA Project Level Conformity Determination for the I-580 Eastbound
Auxiliary Lane Project

On November 10, 2011, the California Department of Transportation (Caltrans) submitted to the Federal Highway Administration (FHWA) a request for a project level conformity determination for the I-580 Eastbound Auxiliary Lane Project in Alameda County. The project is in an area that is designated Nonattainment for PM_{2.5} and Ozone and Maintenance for Carbon Monoxide (CO).

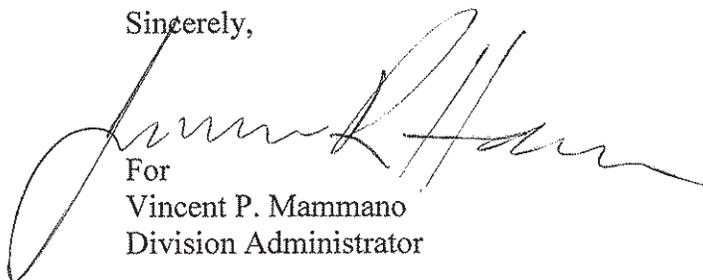
The project level conformity analysis submitted by Caltrans indicates that the transportation conformity requirements of 40 C.F.R. Part 93 have been met. The project is included in the Metropolitan Transportation Commission's (MTC) currently conforming *Transportation 2035 Plan (RTP)* and the *2011 Regional Transportation Improvement Program (FTIP)*. The current conformity determinations for the RTP and FTIP were approved by FHWA and the Federal Transit Administration (FTA) on December 14, 2010. The design concept and scope of the preferred alternative have not changed significantly from those assumed in the regional emissions analysis.

As required by 40 C.F.R. 93.116 and 93.123, the localized CO and PM_{2.5} analyses are included in the documentation. The CO hotspot analysis was conducted using the *Transportation Project-Level Carbon Monoxide Protocol*. The analyses demonstrate that the project will not create any new violation of the standards or increase the severity or number of existing violations.

Based on the information provided, FHWA finds that the Conformity Determination for the I-580 Eastbound Auxiliary Lane Project in Alameda County conforms to the State Implementation Plan (SIP) in accordance with 40 C.F.R. Part 93.

If you have any questions pertaining to this conformity finding, please contact Stew Sonnenberg, FHWA Air Quality Specialist, at (916) 498-5889.

Sincerely,

A handwritten signature in black ink, appearing to read "Vincent P. Mammano". The signature is fluid and cursive, with a large initial "V" and "M".

For
Vincent P. Mammano
Division Administrator

cc: (email)
M. Brady, Caltrans HQ
G. Kinoshita, D-4
J. Hannon, FHWA

SSonnenberg/km