



**METROPOLITAN
TRANSPORTATION
COMMISSION**

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

Air Quality Conformity Task Force Meeting

Metropolitan Transportation Commission

Join Zoom Meeting @
<https://bayareametro.zoom.us/j/88015790031?from=addon>
Meeting ID: 880 1579 0031

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

February 22, 2024
9:30 a.m. –11:00 a.m.

AGENDA

1. Welcome and Introductions
2. Projects with Regional Air Quality Conformity Concerns
 - a. Consultation to Determine Project of Air Quality Concern Status
 - i. Napa Valley Vine Trail – Yountville to St. Helena Gap Closure Project
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_022224.pdf
3a_Attachment-A_List_of_Proposed_New_Projects_022224.pdf
4. Consent Calendar
 - a. January 25, 2024 Air Quality Conformity Task Force Meeting Summary
5. Other Items

Next Meeting: March 28, 2024

MTC Staff Liaison: Harold Brazil hbrazil@bayareametro.gov

Harold Brazil is inviting you to a scheduled Zoom meeting.

Topic: Air Quality Conformity Task Force Meeting

Join Zoom Meeting

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One tap mobile

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- 213.244.140.110 (Germany)
- 103.122.166.55 (Australia Sydney)
- 103.122.167.55 (Australia Melbourne)
- 64.211.144.160 (Brazil)
- 69.174.57.160 (Canada Toronto)
- 65.39.152.160 (Canada Vancouver)
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- 149.137.24.110 (Japan Osaka)

Meeting ID: 880 1579 0031



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Memorandum

TO: Air Quality Conformity Task Force

DATE: February 14, 2024

FR: Harold Brazil

W. I.

RE: PM_{2.5} Project Conformity Interagency Consultation

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

No.	Project Sponsor	Project Title
1	Napa County	Napa Valley Vine Trail – Yountville to St. Helena Gap Closure Project

2ai_Napa_Valley_Vine_Trail_Gap_Closure_Project_Assessment_Form.pdf (for the Napa Valley Vine Trail – Yountville to St. Helena Gap Closure project)

Application of Criteria for a Project of Air Quality Concern
Project Title: Napa Valley Vine Trail – Yountville to St. Helena Gap Closure Project
Project Summary for Air Quality Conformity Task Force Meeting: February 22, 2024

Description

- Close the gap in the Napa Valley Vine Trail with an 11-mile bicycle/pedestrian trail that would travel from Yountville to St. Helena.
- The south end of the project would start in Yountville at California Drive on SR 29 postmile (PM) 19.0. The north end of the Project terminates by connecting to an existing segment of the Vine Trail in St. Helena at Pratt Avenue on SR 29 at PM 29.2.
- Americans with Disabilities Act (ADA) curb ramps would be installed where the trail intersects major roads, including Pratt Avenue, Fulton Avenue, Railroad Avenue, Main Street, Adams Street, Oak Avenue, Mitchell Drive, El Bonita Avenue, Grayson Avenue, Inglewood Avenue, Charter Oak Avenue, Vidovich Lane, Sulphur Springs Avenue, Lewelling Lane, Zinfandel Lane, Whitehall Lane, and Oakville Grade Road.
- Additional improvements include stop signs and trail signage, interpretive signage, fencing along the edge of some property lines, bus stop relocations and improvements, railing replacements, concrete barriers, guardrail end treatments, at-grade rail crossings, bridges, drainage improvements, and other improvements that support the trail.

Background

- Project is a CE (NEPA)
- Technical Studies currently being prepared to support CEQA Environmental document
- Final Air Quality Assessment Report Approval anticipated March 2024

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 Applicable
- Not a new or expanded highway project
- Bicycle and pedestrian trail only with intersection improvements
- No increase in diesel vehicles

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

- Not Applicable
- No increase in diesel vehicles

(iii) New bus and rail terminals and transfer points? — Not Applicable

(iv) Expanded bus and rail terminals and transfer points? — Not Applicable

(v) Affects areas identified in PM₁₀ or PM_{2.5} implementation plan as site of violation?

- The project is consistent with the MTC RTP (ID 21-T08-060) and is intended to meet the transportation needs in the area based on local land use plans.
- No change in traffic volume or truck percentages on any roadways. The project does not increase capacity and would not increase diesel truck volumes or AADT.
- The purpose of the project is to provide bicyclists and pedestrians with a safe alternative to using SR 29 between the Town of Yountville and City of St. Helena and beyond.

RTIP ID# 21-T08-060

Napa Valley Vine Trail – Yountville to St. Helena Gap Closure Project

TIP ID# NAP230201

Air Quality Conformity Task Force Consideration Date

February 22, 2024

Project Description (*clearly describe project*)

The Project is one segment of the Napa Valley Vine Trail, which is envisioned as a 47- mile, mostly Class I mixed-use path for pedestrians and cyclists that will run the length of the Napa Valley (Calistoga to American Canyon) and connect to the Vallejo Ferry Terminal in Vallejo, Solano County, California. The Napa Valley Vine Trail – Yountville through St. Helena Section is an approximately 11-mile Class I bicycle/pedestrian trail that would complete the Napa Valley Vine Trail.

The Project is located within a combination of Caltrans, public, and private right of way (ROW). Approximately 40% of the Project alignment is located within the Caltrans ROW. Napa County would also need to obtain private property easements to construct the proposed trail section. The south end of the project would start in Yountville at California Drive on SR 29 postmile (PM) 19.0. The north end of the Project terminates by connecting to an existing segment of the Vine Trail in St. Helena at Pratt Avenue on SR 29 at (PM) 29.2.

The proposed trail would generally be a paved 10-foot-wide trail with 2-foot rock shoulders for a total width of 14 feet in most locations, narrowing to a lesser width in constrained locations. In most locations, the trail would be an asphalt concrete surface installed over aggregate base, with gravel/aggregate base shoulders. Permeable asphalt or a pervious material may be used in some locations (e.g., along vineyard edges). In most locations, the existing ground surface would be excavated to a depth of zero to three feet below ground surface (bgs) to install the trail surface.

Americans with Disabilities Act (ADA) curb ramps would be installed where the trail intersects major roads, including Pratt Avenue, Fulton Avenue, Railroad Avenue, Main Street, Adams Street, Oak Avenue, Mitchell Drive, El Bonita Avenue, Grayson Avenue, Inglewood Avenue, Charter Oak Avenue, Vidovich Lane, Sulphur Springs Avenue, Lewelling Lane, Zinfandel Lane, Whitehall Lane, and Oakville Grade Road. Consistent with ADA standards, detectable warnings may be installed on either side of private driveways, where the trail crosses private driveways. Additional improvements include stop signs and trail signage, interpretive signage, fencing along the edge of some property lines, bus stop relocations and improvements, railing replacements, concrete barriers, guardrail end treatments, at-grade rail crossings, bridges, drainage improvements, and other improvements that support the trail. Safety improvements including signals and signage would be installed at roadway and driveway crossings to conform to applicable local, Caltrans, and California Manual on Uniform Traffic Control Devices (California MUTCD) standards.

Short retaining walls may be necessary to support the construction of the trail, including an approximately 200-foot retaining wall near Crescent Vista Point on the west side of SR 29 and across from Washington Street. The retaining wall could include mechanically stabilized earth, concrete barrier, block walls, or other types and would generally be less than 4 feet tall. Additionally, the project would install guardrails and construct concrete barriers between SR 29 and the trail in select locations where the bike path is in the clear recovery zone for SR 29. Barriers would be based on Caltrans standard plan concrete barriers. Appropriate crash cushions and guardrail end-treatments would be included on concrete barriers. Excavation depths for improvements including drainage pipes and structures, retaining walls, and barriers would range from 1.5 to 7.0 feet below existing grade. In addition, it is expected that deep foundations will be required at each bridge location.

A modification to an existing bridge is proposed at the existing Sulphur Creek Bridge and new single span, pre-fabricated steel truss bridges are proposed at the other locations at this time, including; one to cross a Kalon Creek on railroad ROW near PM 22.3, one to cross Lincoln Creek on railroad ROW near PM 21.7, one to cross an unnamed creek on railroad ROW near PM 22.1, one to cross an existing drainage ditch located on private property near PM 23.6, and one to cross Bale Slough on railroad ROW near PM 25.3.

The Project would require the installation of new culverts or culvert extensions throughout the alignment. The type, size and material of culvert extensions and new culverts would be designed to match existing conditions. Some existing culverts would be extended by up to 400 linear feet. In some constrained locations, new culverts would be installed in existing roadside ditches in order to minimize tree removal and stay within ROW to the

extent possible. These new culverts would extend between 50 to 500 linear feet. New or replacement headwalls and wingwalls would be installed or extended at some culvert crossings where necessary to provide enough width for the trail.

Storm drain infrastructure, including inlets, junction boxes and manholes, would be installed to convey stormwater runoff and to provide access to maintain this infrastructure. With exception of the storm drain infrastructure mentioned above, stormwater runoff from the trail would be conveyed to adjacent permeable non-erodible areas.

Vegetation and tree removal would be required to construct the trail and would include the removal of native trees, landscape trees, and non-native trees. It is estimated that approximately 95 trees would be removed in the project area. Protected trees would be replanted within the project area at a ratio consistent with local tree protection ordinances and California Department of Fish and Wildlife (CDFW) replanting requirements.

Trail construction is anticipated to take 12 months to complete and will begin in 2026 or 2027. Construction will be timed to maximize working in the summer dry season, and the work may be phased to adhere to seasonal work limits or to accommodate funding.

Type of Project:
Complete Streets - -Bicycle and Pedestrian Facilities

County	<i>Narrative Location/Route & Postmiles</i>
Napa County	The Napa Valley Vine Trail – Yountville to St. Helena is a combination of Caltrans, public, and private right of way (ROW), extending from the Town of Yountville at the intersection of California Drive and State route 29 (SR 29), through Napa County, through the City of St. Helena at the previously constructed section of the Vine Trail at the intersection of Pratt Avenue and SR 29.
	Caltrans Project – EA# 5921-091

Lead Agency: Napa County

<i>Contact Person</i>	<i>Phone#</i>	<i>Fax#</i>	<i>Email</i>
Graham Wadsworth, PE	(707) 259-8331	n/a	Graham.Wadsworth@countyofnapa.org

Federal Action for which Project-Level PM Conformity is Needed (*check appropriate box*)

X	<i>Categorical Exclusion (NEPA)</i>	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	<i>Other</i>
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Scheduled Date of Federal Action: 12/1/24

NEPA Delegation – Project Type (*check appropriate box*)

X	Section 326 – Categorical Exclusion	Section 327 – Non-Categorical Exclusion
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Current Programming Dates (*as appropriate*)

	PE/Environmental	ENG	ROW	CON
Start	11/08/2023	01/03/2024	N/A	07/01/2026
End	01/03/2024	06/12/2024	N/A	07/01/2027

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

Purpose

The project’s primary purpose is to help close a gap in the regional bicycle and pedestrian transportation network, which would provide bicyclists and pedestrians with a safe alternative to using SR 29 between the Town of Yountville and City of St. Helena and beyond. The Project will provide a safe route to schools, jobs, services, and shopping and encourage the use of non-motorized travel. The Napa Valley Vine Trail would provide recreational opportunities to residents and visitors of Napa County which would provide economic value to Napa County.

Need

- The Napa Valley currently has only two main north-south roadways, SR 29 and Silverado Trail. These roadways experience congestion and collisions. The Project would encourage mode shift to active forms of transportation, which would help to alleviate motor vehicle congestion and reduce greenhouse gas emissions.
- Development in the County is covered by an Agricultural Preserve ordinance, which limits the ability to build new roadways to relieve existing congestion. The Project would encourage mode shift to active forms of transportation.
- Napa County has the 10th highest bicycle accident rate per capita of all 58 counties in California and a poor environment for non-motorized transportation. The Project would create a safe and accessible active transportation route that separates bicyclists from motor vehicles, thereby reducing the risk for bicycle accidents.
- The Napa Valley Vine Trail Coalition is building a 47-mile-long safe and accessible active transportation route from the Vallejo Ferry to Calistoga to offer alternative options for transportation. This Project would close a gap in the 47-mile-long network.

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

The project site area includes a mix of highly scenic areas and already developed areas. The highly scenic areas include higher concentrations of vegetation and numerous vineyards. The developed areas include a mix of residential, recreational, retail, commercial, civic, and agricultural uses with roads and surface parking lots. The proposed project would be consistent with planned uses within Napa County, St. Helena, and Yountville. The project proposes only a pedestrian and bicycle trail and improvements and would not generate any additional traffic, including diesel traffic.

Brief summary of assumptions and methodology used for conducting analysis

No Air Quality analysis is required.

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

Not applicable. The project is not a highways or street project. No traffic is generated by the project and there is no increase in Average Daily Trips.

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

Not applicable. The project is not a highways or street project. No traffic is generated by the project and there is no increase in Average Daily Trips.

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

Not applicable. The project is not an interchange or intersection. No traffic is generated by the project. There is no increase in Average Daily Trips.

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. The project is not an interchange or intersection. No traffic is generated by the project. There is no increase in Average Daily Trips.

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. The project is not a bus, rail, or intermodal facility.

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

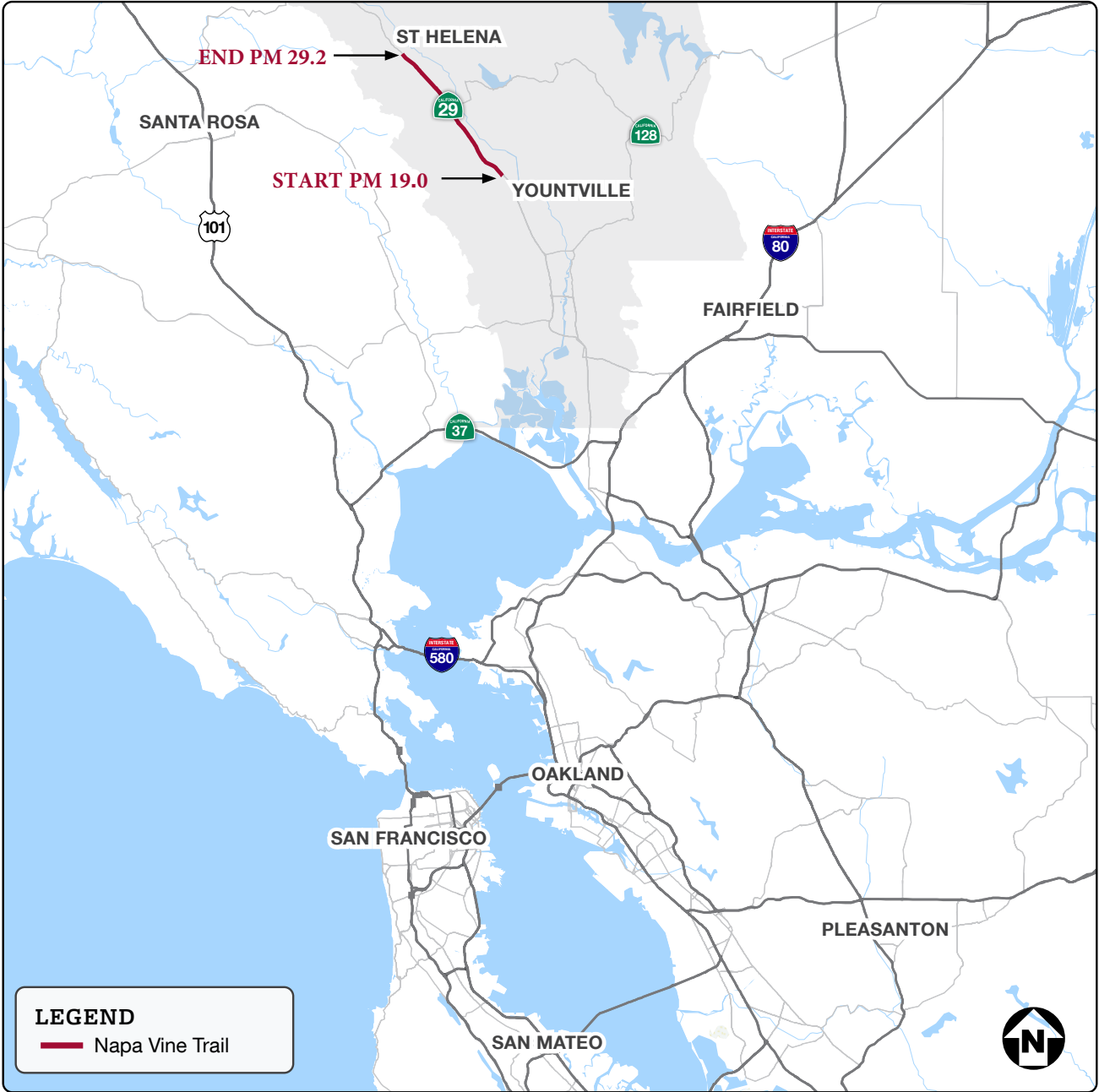
Not applicable. The project is not a bus, rail, or intermodal facility.

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

No traffic redistribution effects are anticipated with the project. The project proposes an gap closure of the Napa Valley Vine Trail only. No traffic is generated by the project. The project intends to make bike and pedestrians activities safer and to encourage residents to walk or ride bikes in the area or to and from school resulting in a decrease in automobile traffic in the study area.

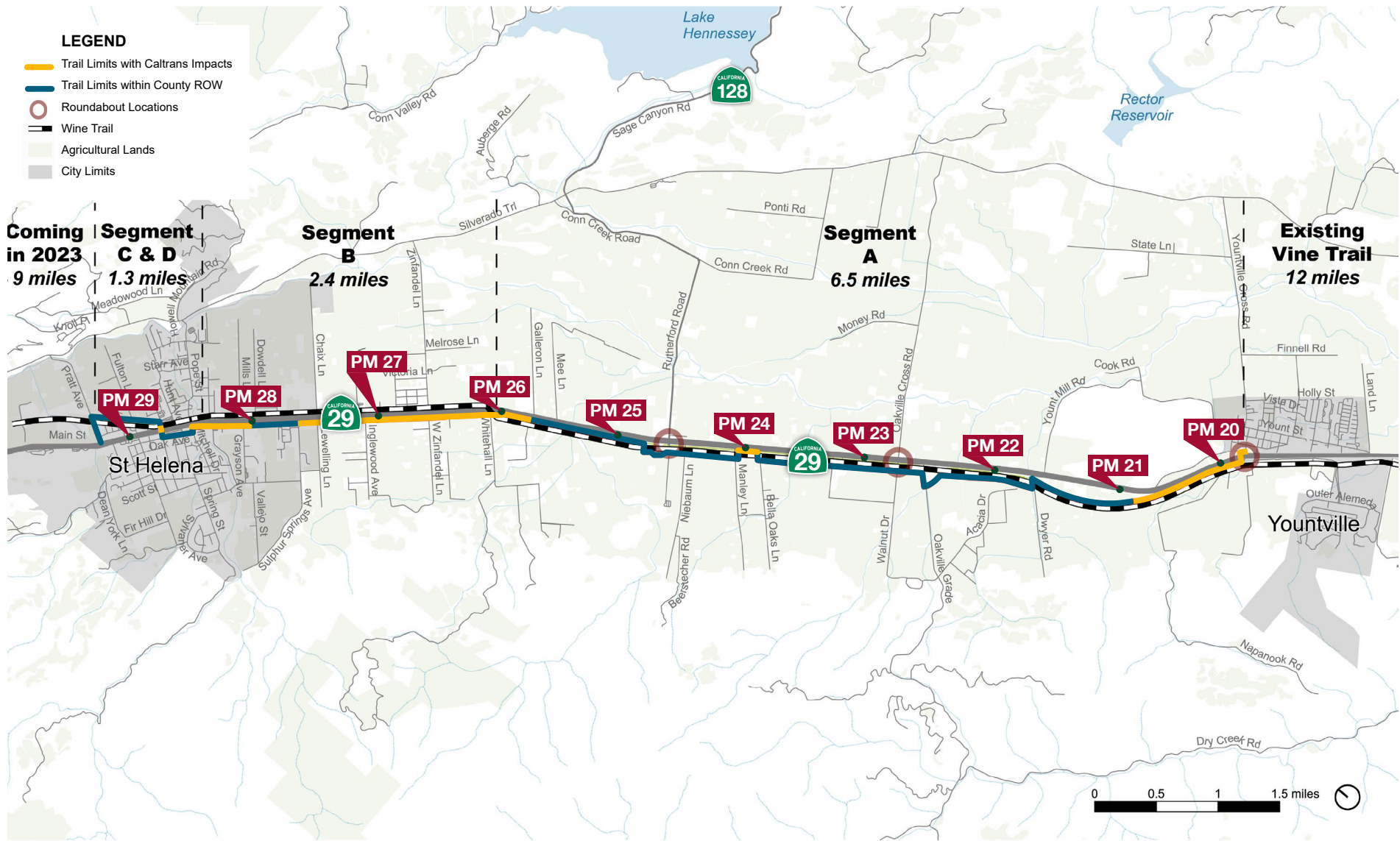
Comments/Explanation/Details (please be brief)

As previously discussed, the project proposes pedestrian and bicycle enhancements that provide bicyclists and pedestrians with a safe alternative to using SR 29 between the Town of Yountville and City of St. Helena and beyond. The proposed improvements do not generate any new or additional traffic trips. The project is intended to reduce and minimize automobile trips in the area. As such, the project will not result in any new or increased PM_{2.5} emissions.



Source: Kimley-Horn & Associates, Inc., ESRI

Figure 1: Vicinity Map
 Napa Valley Vine Trail — Yountville through St. Helena Section



Source: Kimley-Horn & Associates, Inc., ESRI

Figure 2: Site Location Map

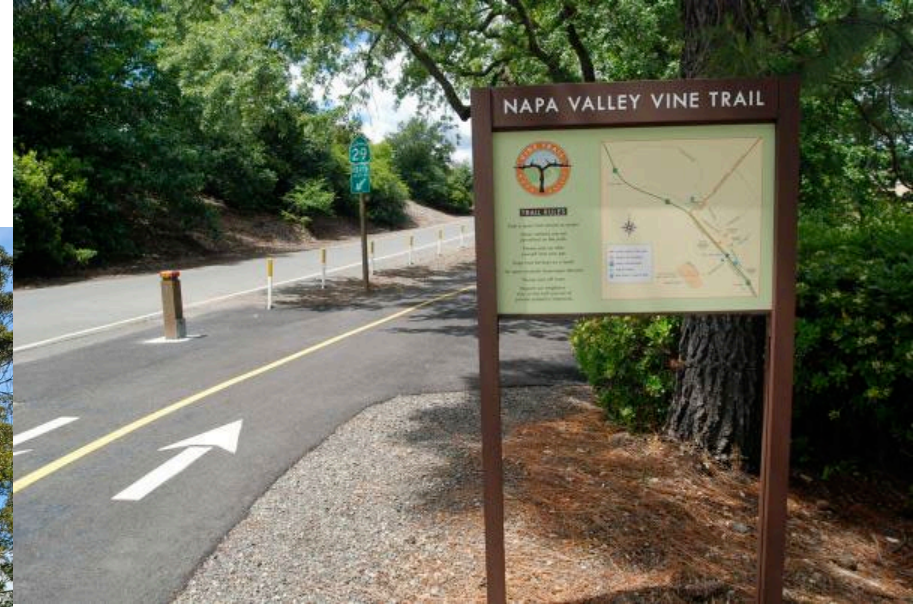
Napa Valley Vine Trail — Yountville through St. Helena Section



Not to scale



NAPA VALLEY VINE TRAIL



Napa Valley Vine Trail – Yountville to St. Helena Gap Closure Project Air Quality Conformity Task Force Presentation



Kimley»Horn

February 22, 2024



Agenda



Project Overview



Project Schedule



Proposed Improvements



Recommendation/Concurrence

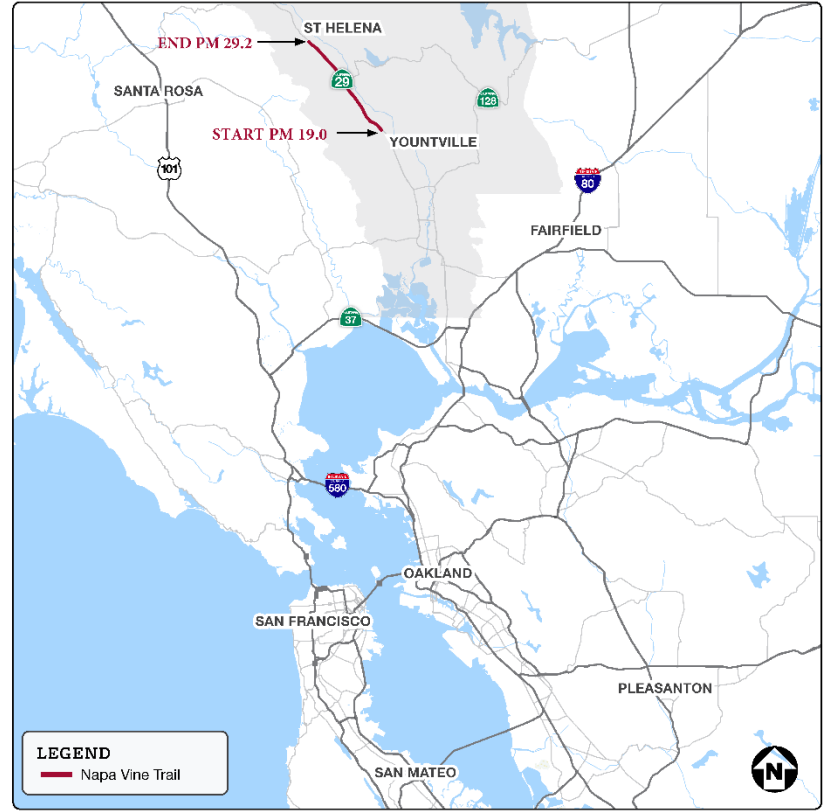


Questions



Project Location

- The Napa County proposes to close the gap in the Napa Valley Vine Trail from Yountville to St. Helena.
- The project is located on starting California Drive on State Route (SR 29) postmile 19.0 and ending at Pratt Avenue on SR 29 at postmile 29.2.





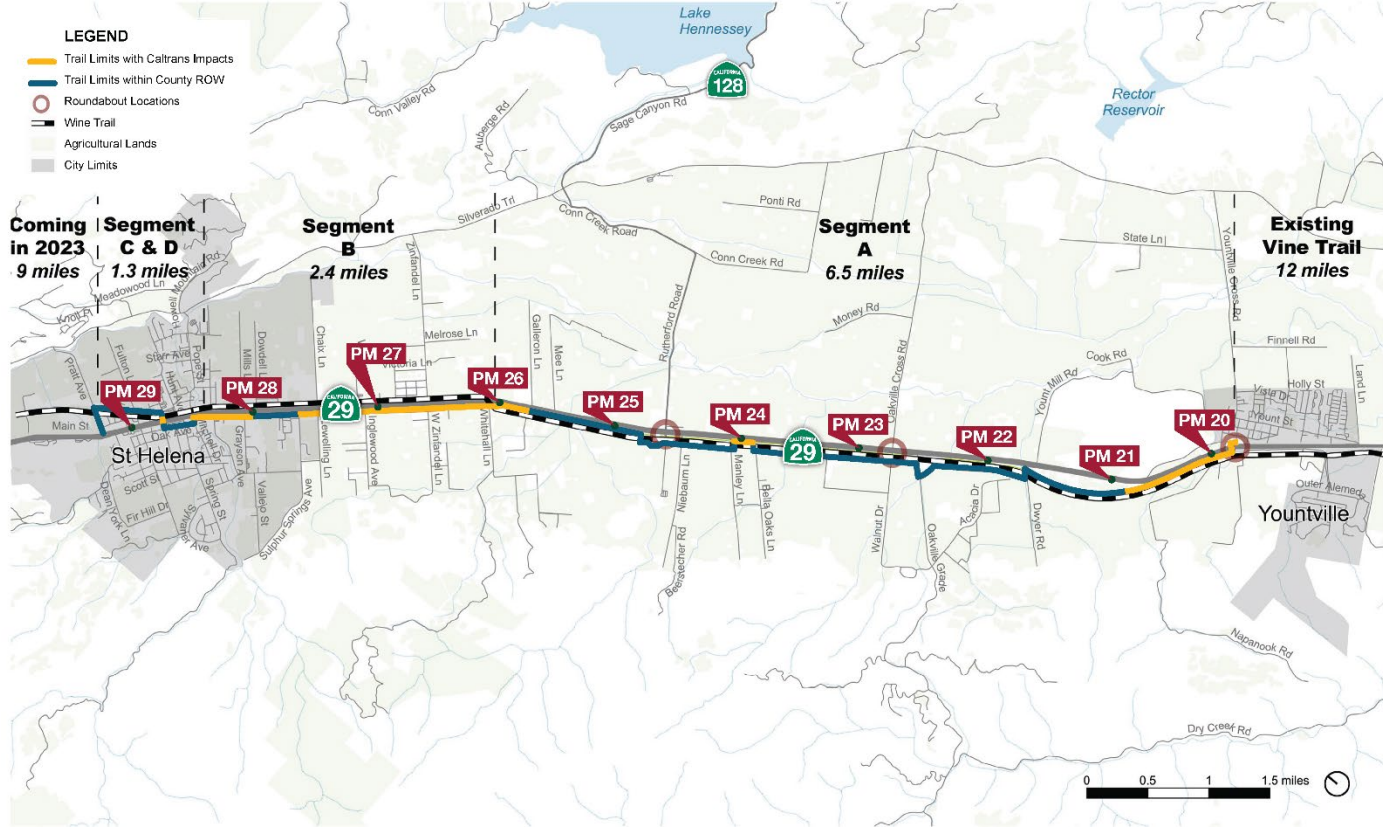
Project Purpose and Need

- Provide a safe route to schools, jobs, services, and shopping and recreational opportunities to residents and visitors of Napa County which would provide economic value to Napa County;
- Encourage a mode shift to active forms of transportation, which would help alleviate motor vehicle congestion and reduce greenhouse gas (GHG) emissions;
- Create an accessible and safe active transportation route that separates bicyclists and pedestrians from motor vehicles, thereby reducing the risk for bicycle accidents; and
- Close the gap in the 47-mile-long gap in the Napa Valley Vine Trail.

Project Milestone Schedule

MILESTONE	TARGET DATE
PSR-PDS & ED	04/30/24
PS&E	09/10/24
Begin Construction	07/01/26
End Construction	07/01/27

Vine Trail Gap Closure





Summary of Project Improvements

- Construct a 10-foot wide trail with 2-foot rock shoulders, narrowing in constrained locations for bicycle and pedestrian use
- Install ADA curb ramps at intersections between the trail and major roadways
- Signage, fencing along property lines, bus stop relocations and improvements, railing replacements, barriers, and drainage improvements that support the trail
- Modification of the existing Sulphur Creek Bridge and installation of Steel Truss Bridges at other locations
- Documentation prepared in compliance with CEQA

Summary of Traffic Findings

- No change in traffic volume or truck percentages as a result of the Project.
- Construction of proposed Project is not anticipated to adversely impact highway traffic.
- No traffic redistribution effects are anticipated for this Project.
- Project expected to promote active transportation by providing a safe and accessible route from Yountville to St. Helena.
- Project will result in overall improvements for safety and efficiency on SR-29.

2023 Final TIP Project Listing

Report of TIP Revision 2023-07 (By Phase & Fund Source)

PROPOSED

TIP ID: NAP230201	Revision: 2023-07	Version: 1	Status: ACCEPTED	CTIPS ID:
Sponsoring Agency: Napa County		Implementing Agency: Napa County		
Trans. System:	Public Land Trail	Mode: Bike/Ped:100%	Purpose: EXPANSION:100%	
Project Name:	Napa Valley Vine Trail - Yountville to St Helena			Hwy Rte:
Proj Description:	Napa County : Parallel to Highway 29 from Madison Street in Yountville to Pratt Avenue in St. Helena : Construct multi-use path			
Revision Reason:	Amend a new exempt project into the TIP with \$3.2M in CPFCDs, \$610K in Local, and \$26M in RTP-LRP			
Primary RTP ID:	21-T08-060	RTP Cycle:	RTP Cost:	
RTP Description:				
AQCTF Review:	Reviewed			
AQ Description:	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities			

Phase	Fund Source	Total	Prior	FY 22/23	FY 23/24	FY 24/25	FY 25/26	Later	Toll Credit
PE	EARMARK-T6-23-CPFCDs-III	3,195,933	-	-	-	3,195,933	-	-	-
PE	GENERAL FUND	414,067	-	-	-	414,067	-	-	-
ROW	GENERAL FUND	195,933	-	-	-	195,933	-	-	-
ROW	RTP-LRP	804,067	-	-	-	-	-	804,067	-
CON	RTP-LRP	25,282,000	-	-	-	-	-	25,282,000	-
Total Funding		29,892,000	-	-	-	3,805,933	-	26,086,067	-

End of Project NAP230201



Recommended Concurrence for Air Quality Conformity Exemption

- Not a new or expanded highway project
- No change in traffic volume or truck percentages as a result of the proposed project
- No intersections modified or significantly impacted by this Project

Questions





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TO: Air Quality Conformity Task Force

DATE: February 22, 2024

FR: John Saelee

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	ALA230225	Alameda	Parking Pricing And Curb Management Strategies	Alameda (City) : Various locations citywide : 1) implement demand-responsive parking pricing in paid parking spaces; 2) create more space for short-term parking, loading, and ADA parking; 3) guide people straight to underutilized off-street parking; and 4) introduce and improve paid parking at ferry terminals.	Alameda's Demand-Based Parking Pricing and Curb Management in Business Districts and Ferry Terminals Project is a package of strategies that includes: 1) implement demand-responsive parking pricing in paid parking spaces; 2) create more space for short-term parking, loading, and ADA parking; 3) guide people straight to underutilized off-street parking; and 4) introduce and improve paid parking at ferry terminals.	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
2	ALA	ALA230224	Alameda County	Lower San Lorenzo Creekway Trail	Alameda County : San Lorenzo Creek Channel from Meekland Avenue to the Hayward Shoreline : Install approximately 2.5 miles of primarily Class 1 bicycle and pedestrian trail facility.	The Lower San Lorenzo Creekway Trail project will install approximately 2.5 miles of primarily Class 1 bicycle and pedestrian trail facility in central Alameda County. The project includes direct connections to the San Francisco Bay Trail.	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities
3	MRN	MRN230211	MCTD	MCTD- Onboard Technology	Marin County Transit District : Marin County : Replace on board AVL and fare collection equipment.	Marin Transit will replace on board AVL and fare collection equipment.	Exempt (40 CFR 93.126) - Mass Transit - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)
4	SF	SF-230208	Port of SF	POSF-MTC Parking Management Pilot	Port of San Francisco : Various parking lots across the Port's waterfront. : Purchase and installation of multi-vehicle parking meters.	Purchase and installation 24 multi-space meters that would be managed and maintained by SFMTA. The project will reduce local congestion caused by drivers by searching for parking without the benefit of real-time meter occupancy information; reduce delays to transit caused by local congestion, improving transit reliability and increasing transit patronage; and incentivize the use of alternative zero-emission transportation (public transit and bicycles) with adjustable meter pricing designed by SFMTA to manage demand and promote these alternatives.	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
5	SF	SF-230209	SFMTA	Pay or Permit Parking Program Expansion	San Francisco City/County : Various neighborhoods in San Francisco : Installation of parking paystations and replacement of parking related signage. Project may have locations on Lombard Street (SR 101)	This project uses FHWA funds to purchase parking paystations to expand SFMTA's Pay or Permit Parking Program, which charges a fee to visitors to park on streets in residential neighborhoods to increase parking availability and reduce congestion.	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
6	SF	SF-230210	SFMTA	Howard Streetscape Improvement Project	San Francisco City/County : On Howard Street, from 4th to 11th Streets, in San Francisco. : Remove a westbound vehicle lane, construct a two-way protected bikeway, upgraded bike and vehicle signals, bulb-outs and raised crosswalks, new midblock crosswalks, and improved curb management. Also included are public realm improvements such as landscaped medians, decorative pavement, cultural district signs and plaques, and additional streetlights	San Francisco: Implement safety improvements on Howard Street from 4th to 11th Streets, which is on San Francisco's Vision Zero High Injury Network. The project will remove a westbound vehicle lane, construct a two-way protected bikeway, upgraded bike and vehicle signals, bulb-outs and raised crosswalks, new midblock crosswalks, and improved curb management. Also included are public realm improvements such as landscaped medians, decorative pavement, cultural district signs and plaques, and additional streetlights.	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature
7	VAR	VAR230207	BART	Electric Vehicle Charging at BART Stations	Bay Area Rapid Transit District (BART) : Various locations throughout the BART system : Install Level-2 charging ports at various BART stations.	Install roughly 200 Level-2 charging ports at four BART stations.	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)

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
8	VAR	VAR230208	MTC	GL: Bus Accelerated Infrastructure Delivery	SF Bay Area : Multi-County : The BusAID effort serves to inventory transit operator-identified "hotspot" locations throughout the Bay Area with transit delay or reliability issues and fund the delivery of near-term (quick-build) transit priority projects. The intent is to maximize travel time savings and service reliability improvements for the most people as quickly as possible, while centering populations that depend on transit the most most people as quickly as possible, while centering populations that depend on transit the most.	The Bus Accelerated Infrastructure Delivery (BusAID) effort serves to fund the delivery of near-term (quick-build) transit priority projects in "hotspot" locations throughout the Bay Area. The intent is to maximize travel time savings and service reliability improvements for the most people as quickly as possible, while centering populations that depend on transit the most.	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)

**Air Quality Conformity Task Force
Summary Meeting Notes
January 25, 2024**

Participants:

Andrea Gordon – BAAQMD
Eden Winniford – Yolo-Solano Air Quality
Management District
Bernice Alaniz – VTA
Christina Jaworski – VTA
John Sighamony – VTA
Michael Dorantes – EPA
Erika Vaca – Caltrans
Samantha Swan McCleary – MTC
Mary Nguyen – FTA

Emma Maggioncalda – Caltrans
Karishma Becha – Caltrans
John Saelee – MTC
Yuqi Wang – MTC
Libby Nachman – MTC
Adam Noelting – MTC
Rodney Tavitas – Caltrans
Michael Baldini – MTC Policy Advisory Council
Adam Crenshaw – MTC
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. Review of the Regional Conformity Status for New and Revised Projects

2a_Regional_AQ_Conformity_Review_012524.pdf

2a_Attachment-A_List_of_Proposed_New_Projects_012524.pdf

The Regional Conformity Status memo and corresponding list of Proposed New Projects for this agenda item were accidentally not sent to Task Force members prior to the meeting. Therefore, this item was tabled for the current meeting and Task Force members will provide review and comments on the Proposed New Projects via email.

3. VTA's BART Silicon Valley Phase II Project (Updates on schedule and cost)

The BART Silicon Valley Phase II will now be completed in 2036, a full decade later than initially expected. The six-mile extension will run from the Berryessa Transit Center in north San Jose, looping through the downtown core and up towards Santa Clara

Adam Noelting (MTC) made the following comments for how the BART Silicon Valley Phase II project will impact Plan Bay Area 2050 and regional conformity:

- The project cost has increased as well as the schedule has changed for its potential opening or proposed opening date – both items do influence our plan, and we are working to sort out how to address the cost increase as well as the schedule change for the project.
- For impacts on MTC's most recent regional conformity analysis perspective – the initial start date from when our original Plan Bay Area 2050 was adopted, the project was proposed to open in 2030

and incorporated into our 2030 analysis year for regional conformity and the recent project schedule changes moves the project's opening year to 2036.

Rodney Tavitas (Caltrans) responded with the following comments:

- Highly recommend that coordinate with FTA as they are the lead agency for transit projects.
- If this was a highway project, Caltrans would require a complete regional conformity analysis – but since this is a transit project, it can be treated differently.
- Caltrans is most concerned with is the change in VMT when the project is open to open the traffic.

Mr. Noelting provided follow-up comments:

- MTC has conducted an internal/informal analysis – following the same procedures as the conformity analysis to understand the implications of taking the project from the 2030 analysis here and found that it does.increase VMT on the on-road network and emissions.
- That increase is very minimal in terms of the regional scale – not seeing a large increase in its inclusion or removal from the network, but there is a very minor increase.
- Sorting out with FTA and VTA on how we can address this issue to keep the project moving forward and on how to address this concern.

4. Consent Calendar

a. December 7, 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.

5. Other Items

Michael Dorantes (EPA) notified the group that EPA finalized action approving the conformity protocols for MTC and they are now federally enforceable at the end of this December 2023. Harold Brazil (MTC) thanked Mr. Dorantes for EPA's work.