



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)

September 26, 2024

10:00 a.m. – 11:30 a.m.

****Please Note the 30 Minute Later Meeting Start Time****

AGENDA

1. Welcome and Introductions
2. PM_{2.5} Project Conformity Interagency Consultations
 - a. Confirm Project Projects Exempt from PM_{2.5} Conformity
 - i. Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern
3. Projects with Regional Air Quality Conformity Concerns
 - a. Review of the Regional Conformity Status for New and Revised Projects
 - 3a_Regional_AQ_Conformity_Review_092624.pdf
 - 3a_Attachment-A_List_of_Proposed_New_Projects_092624.pdf
4. Draft Plan Bay Area 2050 Amendment: Sonoma-Marin Rail Transit to Healdsburg Conformity Analysis – Comment Response Discussion
5. Consent Calendar
 - a. August 22, 2024 Air Quality Conformity Task Force Meeting Summary
6. Other Items

Next Meeting: October 24, 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

Time: This is a recurring meeting Meet anytime

Join Zoom Meeting

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Meeting ID: 843 8369 8853

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Memorandum

TO: Air Quality Conformity Task Force

DATE: September 19, 2024

FR: Harold Brazil

W. I.

RE: PM_{2.5} Project Conformity Interagency Consultation

MTC requests the review and concurrence from the Task Force on projects which the sponsors have identified as exempt under 40 CFR 93.126 and **2b_POAQC_Exempt_List_091924.pdf** lists the projects to be considered.

40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Additional Description	Project Type under 40 CFR 93.126
SCL	SCL230220	Santa Clara	Anna Dr Neighborhood Flood Protection	Santa Clara (City) : In the Anna Drive neighborhood : Upsizing the existing storm drain system	The project will upsize the existing storm drain system in the Anna Drive neighborhood east of San Tomas Aquino Creek to meet current flood protection requirements.	Other - Plantings, landscaping, etc
SM	SM-230215	SSF	Grand Avenue OH Bridges	South San Francisco : Grand Avenue - Bridge No. 35C0148(R) & Bridge No. 35C0148(L) : Remove spalled or delaminated concrete in the deck and edge of deck, patch with suitable material; blast clean and place methacrylate; clean and paint the steel closed web box girder superstructure; clear all deck drains that have been blocked by dirt and debris; bridge deck and steel box girder require rehabilitation per cast Caltrans Bridge Inspection Reports.	Remove spalled or delaminated concrete in the deck and edge of deck, patch with suitable material; blast clean and place methacrylate; clean and paint the steel closed web box girder superstructure; clear all deck drains that have been blocked by dirt and debris; bridge deck and steel box girder require rehabilitation per cast Caltrans Bridge Inspection Reports.	Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
SOL	SOL230209	Solano County	Maine Prairie Bridge Replacement	Solano County : Maine Prairie Road 2730 LF from SR 113. Project limits 800' East of bridge to 800' West of bridge : Replace existing 2-lane bridge with a new 2-lane bridge.	BRIDGE NO. 23C0118, MAIN PRAIRIE RD OVER ULATIS CREEK, 0.3 MI E OF RTE 113. Replace existing 2-lane bridge with a new 2-lane bridge.	Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
SON	SON230203	Santa Rosa	Highway 101 Hearn Avenue Multi-Use Pathway and Pav	Santa Rosa : Hearn Ave from the SMART tracks to Corby Ave : Santa Rosa : Hearn Ave from the SMART tracks to Corby Ave: Install Class I separated multi-use pathway, sidewalk installation at gaps, pavement rehabilitation, bike lane installation.	This project will 1) install a Class I separated multi-use pathway along the South side of Hearn Avenue, connecting the existing SMART multi-use pathway at the western project limits with a planned multi-use pathway on the Hearn Avenue freeway overcrossing at the Eastern project limits, 2) install a sidewalk along the North side of Hearn Avenue where there are gaps, and 3) rehabilitate pavement on Hearn Avenue. Following pavement rehabilitation, vehicle lanes will be narrowed and shifted to provide a westbound Class II bike lane.	Air Quality - Bicycle and pedestrian facilities



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TO: Air Quality Conformity Task Force

DATE: September 26, 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 couple 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	CC	CC-230237	Contra Costa County	EV-4-ALL	Contra Costa County : Countywide : Install DC Fast Charging (DCFC) and Level-2 chargers will be constructed across public-access sites, including local public libraries, and serve rural, low-income and disadvantaged communities.	A total of 52 DC Fast Charging (DCFC) and 60 Level-2 chargers will be constructed across the 15 public-access sites, including local public libraries, and serve rural, low-income and disadvantaged communities	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
2	VAR	REG230209	BAAQMD	SF Bay Area Electric Vehicle Charging Project	SF Bay Area : SF Bay Area - Regional : Utilize the Air District's established EV charging incentive program to add hundreds of EV charging stations to the Bay Area's public charging network with a focus on projects in environmental justice communities	This project will use FHWA CFI funding to help create a more robust, accessible, and equitable electric vehicle (EV) charging network in the nine county San Francisco Bay Area (Bay Area). The proposed project will utilize the Air District's established EV charging incentive program to add hundreds of EV charging stations to the Bay Area's public charging network with a focus on projects in environmental justice communities	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)



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Memorandum

TO: Air Quality Conformity Task Force

DATE: September 19, 2024

FR: Harold Brazil

W. I.

RE: Draft Plan Bay Area 2050 Amendment: Sonoma-Marin Rail Transit to Healdsburg Conformity Analysis – Comment Response Discussion

The comment period for the Draft Plan Bay Area 2050 Amendment conformity analysis to add the Sonoma-Marin Rail Transit extension to Healdsburg ended September 11, 2024 and while there were no public comments addressing the document itself, at last month's meeting, multiple Task Force members had comments. To confirm that these comments were addressed, the group will have a follow-up discussion.

Air Quality Conformity Task Force
Summary Meeting Notes
August 22, 2024

Participants:

Peter Kang – Caltrans	Jasmine Amanin – FHWA
Celine Chen – FTA	Eden Winniford – YSAQMD
At van den Hout – Hexagon Transportation Consultants, Inc.	Paul Hensleigh – YSAQMD
Tam Duong – City of Napa	Rodney Tavitias – Caltrans
Demetri Loukas – David J. Powers & Assoc	Chris Barney – SCTA/RCPA
Michael Runchey – City of Milpitas	Will Burns – DJP&A
Ian Heid – City of Napa	Lyhak Eam – City of Milpitas
Elliot Clark – MTC	Shilpa Mareddy – Caltrans
Kamesh Vedula – GHD	Mark Tang – BAAQMD
Matt Wargula – GHD	Andrea Gordon – BAAQMD
Connor Tutino – DJP&A	Jay Witt – Illingworth & Rodkin Inc
Howard Wong – AIA	Mallory Atkinson – MTC
Emily Shandy – City of Napa	John Saelee – MTC
Roberto Alonzo – City of Milpitas	Adam Crenshaw – MTC
Michael Dorantes – EPA	Harold Brazil – MTC
Emma Maggioncalda – Caltrans	Karishma Becha – Caltrans
Cidney Chiu – Caltrans	Erika Espinosa Araiza – Caltrans
Libby Nachman – MTC	Erika Vaca – Caltrans

1. Welcome and Self Introductions: Harold Brazil (MTC) called the meeting to order at 9:35 am.
2. PM_{2.5} Project Conformity Interagency Consultation
 - a. Consultation to Determine Project of Air Quality Concern Status
 - i. Silverado Trail Five-Way Intersection Improvements Project

Matt Wargula (GHD) began the presentation for the Silverado Trail Five-Way Intersection Improvements project by describing the project's location as being heavily congested with long delays and queues which is why the city of Napa, along with Napa Valley Transportation Authority seek to improve the safety and operations of this major intersection within the city of Napa.

Mr. Wargula also discussed the purpose of the Silverado Trail Five-Way Intersection Improvements project is to:

- Improve the operations of the intersection that will result in reduced driver delay
- Improve the operations of the intersection that will result in reduced congestion.
- Improve the safety and accessibility of the intersection for all users.
- Improve bicycle and pedestrian facilities at the intersection and meet ADA requirements.

And Mr. Wargula also said the project is needed because:

- The intersection needs geometric improvements to improve the operations, efficiency, and capacity of the intersection. In addition, safety improvements are needed to reduce the higher-than-average collision rate at this intersection. Based on data from the Caltrans Traffic Accident Surveillance and Analysis System (TASAS) for the 3-year period from July 1, 2020 to June 30, 2023, there were six reported collisions in the project area. This results in a rate of 0.64 collisions per million vehicle miles in the project area, higher than the statewide average rate of 0.61 for similar facilities.
- Traffic studies conducted by the City of Napa have shown that the intersection has operated at a Level of Service (LOS) D since at least the year 2000. Although the intersection is already operating at an unacceptable LOS, operations will continue to deteriorate due to the continued growth of the area and continued increase in vehicular demand on this intersection, as documented in the Napa-Solano Travel Demand Model.



Project Location



Mr. Wargula also described the proposed Silverado Trail Five-Way Intersection Improvements project as follows:

- The City of Napa and the California Department of Transportation (Caltrans) propose to convert the existing intersection of Silverado Trail (State Route 121), Third Street, Coombsville Road, and East Avenue to two, singlelane roundabouts (Project).
- The northern roundabout has four legs and includes SR 121, Third Street, and East Avenue
- The southern roundabout has three legs and includes SR 121 and Coombsville Road. The Project would include roadway improvements along State Route 121 (SR 121), Third Street, East Avenue, and Coombsville Road including two new roundabouts with curb, gutter, ramps, sidewalk, streetlights, and storm drain improvements.



Questions and Answer Discussion:

Michael Dorantes (EPA) asked about the inconsistency on the project assessment form in the “Federal Action for which Project-Level PM Conformity is Needed” section.

Will Burns (DJP&A) indicated – after re-checking the assessment form – a correction was needed and the NEPA Delegation Project Type needed to be changed to “section 326”. Rodney Tavitas (Caltrans) stated the Silverado Trail Five-Way Intersection Improvements project – being a roundabout project – presents a low risk/non-controversial project for Caltrans to move through its approval process and directed team to make the section 326 correction in the assessment form.

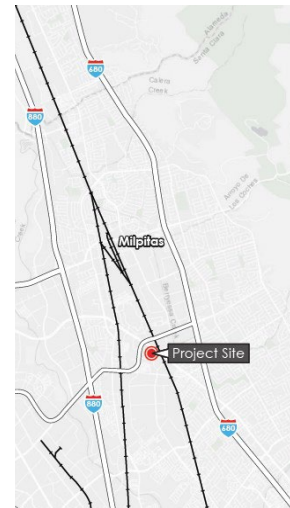
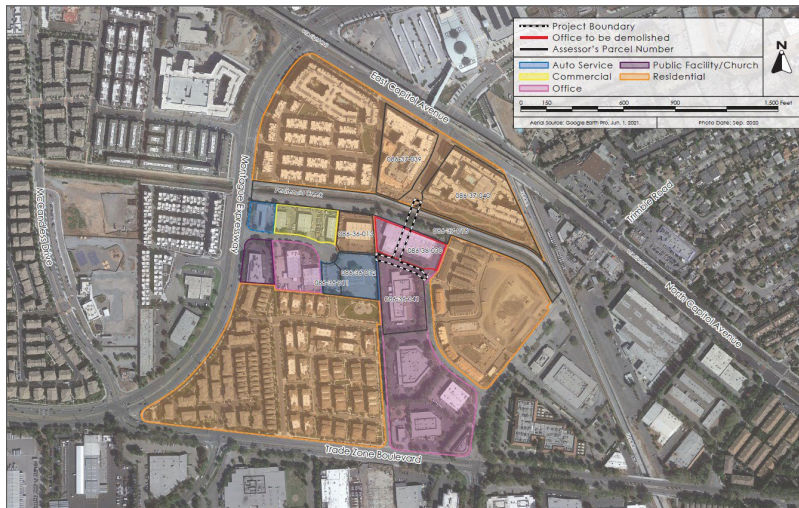
Final Determination: With input from EPA, FTA, Caltrans, and FHWA (deferring their determination to Caltrans) the Task Force concluded the Silverado Trail Five-Way Intersection Improvements project was not of air quality concern.

ii. South Milpitas Blvd Extension and Bridge Project

Lyhak Eam (City of Milpitas) began the presentation for the South Milpitas Blvd Extension and Bridge project by introducing the project team which included Dimitri Lucas (David J. Powers & Assoc) who continued with the rest of the presentation.

Mr. Loukas said the location of the South Milpitas Blvd Extension and Bridge project was in an area which is in a state of transition from commercial and light industrial uses to high density, residential transit, oriented uses.

Project Location



Mr. Loukas went on to describe the South Milpitas Blvd Extension and Bridge project as follows:

- New roadway and bridge across Penitencia East Channel
- Connects South Milpitas Boulevard (north side) with Tarob Court and Sango Court (south side).
- Bridge is 40 feet long and 48 feet wide and would include in each direction:
 - an 11-foot-wide vehicle lane
 - a six-foot-wide bicycle lane
 - a six-foot-wide sidewalk
- New intersection at S. Milpitas Boulevard and Sango Court/Tarob Court
 - will likely be STOP controlled



Mr. Loukas also mentioned that the purpose of the proposed project is to connect planned development in the project area south of Penitencia East Channel to the Milpitas Transit Center and roadway network north of the channel. Adding that the South Milpitas Blvd Extension and Bridge project is needed because planned development in the project area south of Penitencia East Channel does not have direct access to the Milpitas Transit Center and roadway network north of the channel.

Project Need

- Planned development in the project area south of Penitencia East Channel does not have:
 - direct access to the Milpitas Transit Center or;
 - direct access to the roadway network north of the channel
- The Milpitas Transit Center includes regional transit connections via BART, VTA Light Rail and bus systems, and AC Transit express bus service.



Questions and Answer Discussion:

Michael Dorantes (EPA) asked for an explanation as to why the horizon year traffic data that did not include intersection LOS information included for the analysis area intersections?

Demetri Loukas (David J. Powers & Assoc) deferred Mr. Dorantes question to the project team's traffic consultant who is At van den Hout (Hexagon Transportation Consultants, Inc.) who indicated that the traffic analysis was really done for the years 2020 and 2040, and the forecast years of 2050 and 2027 were basically data that was interpolated between those years. Mr. van den Hout added that the project team did not really do an operational analysis for the interim analysis and the traffic impact report that was associated with this project that shows level of service for 2020 and for 2040, with and without the project.

Michael Dorantes (EPA) asked if there was any information that can presume for the 2050 horizon years? Meaning that the project will either have a neutral impact on the intersections in the area or show some level of improvement and does the project sponsor believe that any improvements would carry through to the year 2050?

Mr. Loukas indicated yes, the South Milpitas Blvd Extension and Bridge project would accomplish that.

Final Determination: With input from EPA, FTA, Caltrans, and FHWA (deferring their determination to Caltrans) the Task Force concluded the South Milpitas Blvd Extension and Bridge project was not of air quality concern.

b. Confirm Projects Are Exempt from PM2.5 Conformity

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

Task Force members had no comments.

Final Determination: With input from FTA, FHWA, EPA, Caltrans and MTC, the Task Force agreed that the projects on the exempt list **2b_POAQC_Exempt_List_081924.pdf** are exempt from PM_{2.5} project level analysis.

3. Draft 2025 TIP Conformity Analysis – Comment Response Discussion

Harold Brazil (MTC) and Erika Espinosa Araiza (Caltrans) discussed the Caltrans' comments received about the conformity checklist provided by Caltrans and the need to follow-up on the MTC's travel modeling validation/calibration document as being labelled "draft" although it being the final and current version and include in the checklist "Notes Section" to state that the draft version is the final and current version. Mr. Brazil confirmed that the reference to the modeling validation/calibration document would be made in the Notes Section.

4. Plan Bay Area 2050 Amendment: Sonoma-Marin Rail Transit to Healdsburg (Update)

Harold Brazil (MTC) provided an update on the Plan Bay Area 2050 amendment to add the Sonoma-Marin Rail Transit to Healdsburg project. Mr. Brazil discussed the planning assumptions applied in the modeling for the amendment conformity analysis and Task Force members provided the following comments:

- Erika Espinosa Araiza (Caltrans) noted when Caltrans does their conformity analysis review for the RTPs, they are slightly different. For this type of conformity analysis, just for the Task Force group awareness that Caltrans will be working with our regional planning branch to get these comments, and the comments will to Caltrans District offices, as well.
- Jasmine Amanin (FHWA) asked which project was dropping out of Plan Bay Area 2050 and Mr. Brazil indicated he would follow-up with that information.
- Celine Chen requested that the conformity analysis for the Plan Bay Area 2050 include a discussion of the assumptions and changes that have occurred in the region related to transit to check the reasonableness of the assumptions – in particular relating to increases in transit fares. Mr. Brazil confirmed that Ms. Chen's assumption request will be included in the final conformity analysis document.

5. Consent Calendar

a. June 27, 2024 Air Quality Conformity Task Force Meeting Summary

The Task Force members had no comments.