



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Bay Area Metro Center
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Air Quality Conformity Task Force

Metropolitan Transportation Commission
Bay Area Metro Center

Mount Hamilton Conference Room

375 Beale Street, Suite 800

(Note: Visitors must check in with the receptionist on the 7th floor)
San Francisco, CA

Conference Call Number: 888-273-3658 (Access Code: 9427202)

Thursday, March 23, 2017

9:30 a.m. –11:00 a.m.

AGENDA

1. Welcome and Introductions
2. PM_{2.5} Project Conformity Interagency Consultations
 - a. Confirm Projects Are 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.pdf
3a_Attachment-A_List_of_Proposed_New_Projects_3-23-17.pdf
4. Approach to the Conformity Analysis for the Amended 2017 Transportation Improvement Program (TIP) and Plan Bay Area 2040
5. Consent Calendar
 - a. February 23, 2017 Air Quality Conformity Task Force Meeting Summary
6. Other Items

Next Meeting: April 27, 2017

MTC Staff Liaison: Harold Brazil hbrazil@mtc.ca.gov



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Memorandum

TO: Air Quality Conformity Task Force

DATE: March 10, 2017

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 that project sponsors have identified as exempt and likely not to be a POAQC. **2b_Exempt List 0301017.pdf** lists these exempt projects.

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	ALA170016	Union City	Traffic Signal Improvements H8-04-032	H8-04-032. Traffic signal improvements including installation of new mast arms, removal of median poles, new signal heads at intersections of Alvarado Blvd./Galaxy and Alvarado-Nile Rd./Mann Ave.	CM = S7 - Convert signal to mast arm (from pedestal mounted)	Safety - Safety improvement program
ALA	ALA170018	Oakland	Bancroft Ave H8-04-013	H8-04-013. In Oakland, on Bancroft Avenue (66th Ave to 98th Ave). Install crosswalk enhancements, pedestrian countdowns, HAWKs, RRFBs, signal upgrades and modifications, landscape median, signing, striping, markings.	H8-04-013. In Oakland, on Bancroft Avenue (66th Ave to 98th Ave). Install crosswalk enhancements, pedestrian countdowns, HAWKs, RRFBs, signal upgrades and modifications, landscape median, signing, striping, markings. CounterMeasures = S7, NS19, NS18.	Safety - Safety improvement program
ALA	ALA170019	Oakland	High St H8-04-016	H8-04-016. In Oakland, on High St (San Leandro St to Porter St). Install new crosswalks, crossing enhancements, pedestrian countdowns, HAWKs, RRFBs, signal upgrades and modifications, signing, striping, markings.	H8-04-016. In Oakland, on High St (San Leandro St to Porter St). Install new crosswalks, crossing enhancements, pedestrian countdowns, HAWKs, RRFBs, signal upgrades and modifications, signing, striping, markings. CounterMeasures = NS19, NS18, S7.	Air Quality - Bicycle and pedestrian facilities
ALA	ALA170020	Oakland	Downtown Oakland H8-04-017	H8-04-017. In Oakland downtown, project intersections at Broadway, Franklin St, Webster St at 7th, 8th, 9th St; and Harrison St at 7th, 8th, 9th, 10th St. Install crosswalk enhancements and signal upgrades and modifications, signing, striping, markings.	H8-04-017. In Oakland downtown, project intersections at Broadway, Webster St, Franklin St at 7th, 8th, 9th St; and Harrison St at 7th, 8th, 9th, 10th St. Install crosswalk enhancements (audible devices, pedestrian push buttons, countdown devices, curb ramps) and signal upgrades and modifications (controllers, mast arms, standard size vehicular signal heads, vehicular signal head overhead, back plates, video actuation, IISNS), signing, striping, markings. CounterMeasures = S2, S7.	Safety - Safety improvement program
ALA	ALA170021	Oakland	Oakland Hills Guardrails H8-04-018	H8-04-018. In Oakland, project has 27 locations. Upgrade existing guardrail sections, end treatments, mounting hardware, posts and foundations to current Caltrans standards. Includes guardrail extensions to fill minor gaps and AC curb to control drainage.	H8-04-018. In Oakland, project has 27 locations in the Oakland Hills. Site are at 701 and 777 Panoramic Way, 5725 Shepherd Canyon Rd, 7535 Claremont Ave, 5895 Skyline Blvd, 10701 Golf Link Rd, 5700 Ascot Dr, 3100 Butters Dr, 3551 Brunell Dr, Grizzle Peak 3800 ft north of Claremont Ave, 5600 Moraga Ave, 6018 Balboa Dr to Paso Robles Dr, 6830-6900 Paso Robles Dr, 187 Duncan Way, Esher Dr (Shepherd Canyon Rd to Bagshoote Dr), Wellington St at Canon Ave, Sterling Dr (at McCromick Ave & Crest Ave), 6354 Girvin Dr, 5749 Balboa Dr, 2263 Scout Rd, Haverfill Dr (Longcroft Dr to Chelton Dr), Chelton Dr at Chelsea Dr. Upgrade existing guardrail sections, end treatments, mounting hardware, posts and foundations to current Caltrans standards. Includes guardrail extensions to fill minor gaps and AC curb to control drainage.	Safety - Guardrails, median barriers, crash cushions
ALA	ALA170022	Alameda County	Fairmont Drive Safety Improvements H8-04-003	H8-04-003: Installation of Guardrails along Fairmont Drive in Unincorporated Alameda COunty	H8-04-003: Project Location between Lake Chabot Road and approximately 2700 Fairmont Drive in Castro Valley, Unincorporated Alameda County. Approved "CM=R4"	Safety - Guardrails, median barriers, crash cushions
ALA	ALA170023	Alameda County	Redwood Road Safety Improvements H8-04-001	H8-04-001: In Castro Valley; Pave existing shoulder along Redwood Road between Marciel Rd and Camino Alta Mira.	H8-04-001: Provide law enforcement pullout areas along the Redwood Road corridor.	Safety - Shoulder improvements
ALA	ALA170026	Alameda County	Palomares Road Safety Improvements H8-04-002	H8-04-002: Pave existing shoulders along Palomares Road between Palo Verde and Highway 84.	H8-04-002: Provide law enforcement pullout areas along the Palomares corridor between Castro Valley and Highway 84.	Safety - Shoulder improvements
CC	CC-150016	Richmond	The Yellow Brick Road in Richmond's Iron Triangle	Richmond: Various locations outlined in the the Yellow Brick Road Plan: Implement bike/ped improvements	Richmond: On Pennsylvania Ave at 2nd and Harbour Way; 7th St at Pennsylvania St and Ripley St; Elm St at 7th and 8th; 8th St between Lincoln St and Ohio Ave; and the crossings at the Richmond Greenway at 2nd, 4th, 6th, 8th, Harbour Way and 22nd St: Implement bike/ped improvements per the Yellow Brick Road Plan	Air Quality - Bicycle and pedestrian facilities
MRN	MRN150016	Novato	Vineyard Road Improvements	Novato: Vineyard Road from Wilson Avenue to Sutro Avenue: Perform pavement rehabilitation, install bicycle lanes, and property owner-funded frontage improvements	Novato: Vineyard Road from Wilson Avenue to Sutro Avenue: Perform pavement rehabilitation, install bicycle lanes, and property owner-funded frontage improvements. ADA improvements, including accessible curb ramps will be included within the project limits. STP funds are from the Priority Conservation Area (PCA) program that were intended for land acquisition projects; land acquisition projects will receive local funds and this project will receive the federal STP funds	Safety - Pavement resurfacing or rehabilitation
MRN	MRN170008	GGBHTD	GGBHTD: Replace 67 Diesel Buses with Hybrid Buses	GGBHTD: Routine replacement of 67 standard diesel-powered revenue vehicles that have reached end of useful life with diesel-electric hybrid buses	Routine replacement of revenue vehicles that have reached end of useful life. Project will replace standard diesel-powered buses with diesel-electric hybrid buses.	Mass Transit - Purchase of new busses and rail cars to replace existing vehicles or for minor expansions of the fleet
SOL	SOL170005	Solano County	Guardrail Repair and Installation HSIP8-04-028	H8-04-028: Install new guardrail and update existing guardrail to current standards at various locations within Solano County right of way.	Install new guardrail and update existing guardrail to current standards at various locations within Solano County right of way.	Safety - Guardrails, median barriers, crash cushions



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Memorandum

TO: Air Quality Conformity Task Force

DATE: March 23, 2017

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 revise or add into the 2017 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.

Projects and Revisions Staff is Proposing to Include in the 2017 TIP

Staff has received requests from sponsors to revise one existing project, add one previously archived individually listed project back into the 2017 TIP, and add four new individually listed and 11 new group listed projects to the 2017 TIP.

The existing project is being revised to include road-diet elements that may not be treated as exempt from regional conformity under 40 CFR 93.126 or 40 CFR 93.127. However, staff believes that the addition of these elements to the 2017 TIP would not require an update to the air quality conformity analysis for *Plan Bay Area* and the 2017 TIP. The proposed changes are as follows:

East Bay Greenway **TIP ID: ALA150008**

Sponsor: Alameda CTC

Current Description: Alameda County: BART alignment from Lake Merritt BART station to the South Hayward BART station. Install a primarily Class I facility that generally follows BART alignment, a distance of approximately 16 miles.

Current Expanded Description: BART alignment from Lake Merritt BART station to the South Hayward BART station. Install a primarily Class I facility that generally follows BART alignment, a distance of approximately 16 miles, traversing East Oakland, San Leandro, Ashland/Cherryland, and South Hayward. The greenway will be a primarily Class I facility with many sections under the elevated BART tracks and will provide a high quality, all ages facility for transportation and recreation.

Proposed Description: Alameda County: Generally along the BART alignment from Lake Merritt BART station to South Hayward BART station: Install a trail facility consisting of Class I & Class IV bikeway facilities. Includes 2 road diet segments & intersection modifications.

Proposed Expanded Description: The East Bay Greenway would construct a regional trail facility comprised of Class I and Class IV bikeway facilities that generally follows the BART alignment from Lake Merritt Station to South Hayward Station. The project would span approximately 16 miles, traversing East Oakland, San Leandro, Ashland/Cherryland, and Hayward. The project would utilize a combination of BART and Union Pacific Railroad (UPRR) Oakland Subdivision rights-of-way as well as adjacent streets including E. 10th, E. 8th, E. 12th, and San Leandro Streets, San Leandro Blvd, and Whitman St. Many sections of the project will be constructed under the elevated BART tracks. Two road diet segments are included, from 47th Ave. to Seminary Ave. in Oakland and from Broadmoor Blvd. to Peralta Ave. in San Leandro, and intersections will be modified at various locations for enhanced bicycle and pedestrian safety.

While road diets are may not be treated as exempt from regional conformity, both road diet segments have an estimated AADT of approximately 16,000 vehicles. As such, staff is requesting the Task Force's concurrence that the addition of this scope to the 2017 TIP will not require an update to the air quality conformity analysis.

Attachment A includes a list of the remaining projects along with the regional air quality category that staff believes best describes the projects.

MTC staff is not seeking a determination on the status of these projects for project-level conformity purposes with this item.

Item 3a - Attachment A

County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
Proposed New Individually Listed Projects for Regional Air Quality Conformity Status Review						
San Mateo	6494	SamTrans	El Camino Real Traffic Signal Priority Project	San Mateo County: On El Camino Real (State Route 82) from the Palo Alto Caltrain Station to the Daly City BART Station: Install of Traffic Signal Priority on El Camino Real	Installation of traffic signal priority (TSP) on El Camino real (State Route 82) to improve transit speed along the corridor by either giving buses early green lights or extending green lights at traffic intersections.	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization projects
Santa Clara	6501	VTA	Santa Clara Pocket Track Light Rail Interlocking	In Santa Clara: At pocket light rail track near Levi's Stadium: Implement interlocking improvements	Interlock a recently constructed pocket track in Santa Clara to improve reliability for two light rail lines of service in the area and allow for trains to turn back in a more efficient manner. An interlocking is an arrangement of track signals and trackwork, which prevents conflicting movements of trains through the same location.	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems.
Sonoma	6505	SCTA	Sonoma County - County-Wide SRTS Program	Sonoma County: Countywide: Safe Routes to Schools Education Program in schools, while encouraging schools to lead their own ongoing programs, with a goal of increasing active or shared modes of transportation to school.	Implement an ongoing Safety and Education Program in schools in Sonoma County, while encouraging schools to lead their own ongoing programs, with a goal of increasing active or shared modes of transportation to school.	EXEMPT (40 CFR 93.126) - Grants for training and research programs
Contra Costa	6516	San Ramon	Iron Horse Trail Bike and Pedestrian Overcrossings	In San Ramon: At the intersections of Bollinger Canyon Road and the Iron Horse Trail and Crow Canyon Road and the Iron Horse Trail: Construct two bicycle/pedestrian overcrossings	In San Ramon, construct two bicycle/pedestrian overcrossings at the intersections of Bollinger Canyon Road and the Iron Horse Trail and Crow Canyon Road and the Iron Horse Trail. This work includes construction of the overcrossings, utility work, stormwater mitigation, ADA compliance, and landscape restoration.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
Santa Clara	SCL110107	San Jose	San Jose: Road Rehab and Ped. Facilities	In San Jose, On various streets, Rehabilitate roadway and construct pedestrian facilities	In San Jose, perform road rehabilitation work and build pedestrian facilities on various roadways including but not limited to Monterey Rd. between Reed St. and Blossom Hill Rd.; Santa Clara St. between Hwy 87 and Stockton St.; The Alameda between Stockton St. and Hwy 880; Blossom Hill Rd. between Almaden Expy and Santa Teresa Blvd.; and Story Rd. between King RD and Capitol Expy. Additional streets are Blossom Hill Rd between Meridian Av to Almaden Expwy, Santa Teresa Blvd between Bailey Av to Bayliss Dr, and McKee Rd between Hwy 101 to King Rd.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation

Item 3a - Attachment A						
County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
Proposed New Group Listed Projects for Regional Air Quality Conformity Status Review						
Alameda	VAR170007	Caltrans	SHOPP Collision Reduction	In San Leandro, at the southbound Route 880/238 connector off-ramp to Washington Avenue. Reconstruct and signalize off-ramp.	In San Leandro, at the southbound Route 880/238 connector off-ramp to Washington Avenue. Reconstruct and signalize off-ramp.	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections
Santa Clara	VAR170007	Caltrans	SHOPP Collision Reduction	In and near Morgan Hill, on US-101 from south of Masten Avenue to East Main Avenue. Install edgeline and shoulder rumble strips, concrete barrier and enhanced wet-night visibility striping.	In and near Morgan Hill, on US-101 from south of Masten Avenue to East Main Avenue. Install edgeline and shoulder rumble strips, concrete barrier and enhanced wet-night visibility striping.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature
Alameda	VAR170005	Caltrans	SHOPP Mobility	In Alameda County, on Routes 24, 80, 84, 92, 238, 580, 680, 880, and 980 at various locations. Repair and replace existing Transportation Management System elements.	In Alameda County, on Routes 24, 80, 84, 92, 238, 580, 680, 880, and 980 at various locations. Repair and replace existing Transportation Management System elements.	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization projects
Contra Costa	VAR170005	Caltrans	SHOPP Mobility	In Contra Costa County, on Routes 4, 24, 80, 242, 580, and 680 at various locations. Repair and replace existing Transportation Management System elements.	In Contra Costa County, on Routes 4, 24, 80, 242, 580, and 680 at various locations. Repair and replace existing Transportation Management System elements.	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization projects
Santa Clara	VAR170005	Caltrans	SHOPP Mobility	In Santa Clara County, on Routes 17, 85, 87, 101, 152, 237, 280, and 680 at various locations. Repair and replace existing Transportation Management System elements.	In Santa Clara County, on Routes 17, 85, 87, 101, 152, 237, 280, and 680 at various locations. Repair and replace existing Transportation Management System elements.	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization projects
San Mateo	VAR170005	Caltrans	SHOPP Mobility	In San Mateo and San Francisco Counties, on Routes 80, 92, 101, and 280 at various locations. Repair and replace existing Transportation Management System elements.	In San Mateo and San Francisco Counties, on Routes 80, 92, 101, and 280 at various locations. Repair and replace existing Transportation Management System elements.	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization projects
Sonoma	VAR170005	Caltrans	SHOPP Mobility	In Sonoma, Marin, Napa, and Solano Counties, on Routes 12, 29, 37, 80, 101, 580, 680, and 780 at various locations. Repair and replace existing Transportation Management System elements.	In Sonoma, Marin, Napa, and Solano Counties, on Routes 12, 29, 37, 80, 101, 580, 680, and 780 at various locations. Repair and replace existing Transportation Management System elements.	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization projects
Alameda	VAR170005	Caltrans	SHOPP Mobility	In Fremont, I-880 from Auto Mall Parkway to Mowry Avenue; also, in Newark on Route 84 from Thornton Avenue to Newark Boulevard (PM R3.8 to R4.9). Widen ramps and install ramp metering.	In Fremont, I-880 from Auto Mall Parkway to Mowry Avenue; also, in Newark on Route 84 from Thornton Avenue to Newark Boulevard (PM R3.8 to R4.9). Widen ramps and install ramp metering.	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections
Santa Clara	VAR170008	Caltrans	SHOPP Emergency Response	In San Jose, on I-280 at various locations, the Southwest Expressway pump station (PM 2.9), Bird Avenue pump station (PM 3.8) and Menker Avenue pump station (PM 4.4); also in San Mateo County, at Ravenswood pump station (PM 28.0). Replace and/or repair failed pump station components.	In San Jose, on I-280 at various locations, the Southwest Expressway pump station (PM 2.9), Bird Avenue pump station (PM 3.8) and Menker Avenue pump station (PM 4.4); also in San Mateo County, at Ravenswood pump station (PM 28.0). Replace and/or repair failed pump station components.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature.
San Mateo	VAR170008	Caltrans	SHOPP Emergency Response	In the city of San Mateo, at Route 92/101 Separation No. 35-0252R. Replace failed bridge joint seal.	In the city of San Mateo, at Route 92/101 Separation No. 35-0252R. Replace failed bridge joint seal.	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
Santa Clara	VAR170008	Caltrans	SHOPP Emergency Response	Near Los Gatos, On SR-17 approximately 0.3 mile south of Alma College Road. Modify drainage system and repair slope washout.	Near Los Gatos, On SR-17 approximately 0.3 mile south of Alma College Road. Modify drainage system and repair slope washout.	EXEMPT (40 CFR 93.126) - Shoulder improvements



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Memorandum

TO: Air Quality Conformity Task Force

DATE: March 15, 2017

FR: Harold Brazil

W. I.

RE: Approach to Draft Conformity Analysis for Plan Bay Area 2040 and the Amended 2017 Transportation Improvement Program

MTC staff is preparing its Regional Transportation Plan (called Plan Bay Area 2040) and the amended 2017 Transportation Improvement Program (TIP) conformity analysis. MTC staff seeks the Task Force's review of the proposed approach to conform Plan Bay Area 2040 and the amended 2017 TIP in accordance with federal conformity regulations. MTC is scheduled to release the Draft Conformity Analysis for Plan Bay Area 2040 and the Amended 2017 TIP on May 1, 2017. Attachment A includes a full schedule for review and approval of the conformity analysis for Plan Bay Area 2040 and the Amended 2017 TIP.

Background

Transportation conformity is required under CAA section 176(c) (42 U.S.C. 7506(c)) to ensure that federally funded or approved highway and transit activities are consistent with ("conform to") the purpose of the state air quality implementation plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones. EPA's transportation conformity rule (40 CFR Parts 51 and 93) establishes the criteria and procedures for determining whether metropolitan transportation plans, TIPs, and federally supported highway and transit projects conform to the SIP. Transportation conformity applies to designated nonattainment and maintenance areas¹ for transportation-related criteria pollutants: ozone, PM_{2.5}, PM₁₀, carbon monoxide, and nitrogen dioxide.²

Ozone Requirements

On February 13, 2015, the U.S. Environmental Protection Agency (EPA) issued a final rule that addresses a range of implementation requirements for the 2008 National Ambient Air Quality Standards (NAAQS) for ground-level ozone. The EPA set the final primary and secondary standards at 0.075 ppm on March 12, 2008.

This final rule addresses a range of nonattainment area state implementation plan (SIP) requirements for the 2008 ozone NAAQS, including requirements pertaining to attainment demonstrations, reasonable further progress (RFP), reasonably available control technology (RACT), reasonably available control measures (RACM), major new source review (NSR), emission inventories, and the timing of SIP submissions and of compliance with emission control measures in the SIP

¹ "Maintenance areas" are those areas that were initially designated nonattainment for a criteria pollutant and subsequently redesignated to attainment after 1990. Maintenance areas have SIPs developed under CAA section 175A.

² See "Transportation Conformity Guidance for 2008 Ozone Nonattainment Areas"; <https://www3.epa.gov/otaq/stateresources/transconf/regs/420b12045.pdf>.

On Oct. 1, 2015, the U.S. Environmental Protection Agency (EPA) strengthened the National Ambient Air Quality Standards (NAAQS) for ground-level ozone to 70 parts per billion (ppb), based on extensive scientific evidence about ozone's effects on public health and welfare. EPA is expected to complete the process to designate the attainment status for each air basin under the revised standard in fall 2017. Based on current monitoring data³, it is likely that the San Francisco Bay Area nonattainment area will be designated as nonattainment at that time.

Carbon Monoxide (CO) Requirements

In April 1998, the Bay Area was redesignated to a "maintenance area" for the national 8-hour carbon monoxide (CO) standard, having demonstrated attainment of the standards. As a maintenance area, the region must assure continued attainment of the CO standard.

PM_{2.5} Requirements

The Bay Area's designation as nonattainment was published in the Federal Register on November 13, 2009 and the designation became effective on December 14, 2009. Nonattainment areas were required to meet the standard by 2014 and transportation conformity requirements began to apply to the Bay Area on December 14, 2010.

On February 8, 2013, EPA took final action and determined that the San Francisco Bay Area nonattainment area attained the 2006 24-hour PM_{2.5} National Ambient Air Quality Standard (NAAQS). This determination was based upon complete, quality-assured, and certified ambient air monitoring data showing that this area has monitored attainment of the 2006 24-hour PM_{2.5} NAAQS based on the 2009–2011 monitoring period. Based on the above determination, the requirements for the San Francisco Bay Area nonattainment area to submit an attainment demonstration (including transportation conformity emission budgets), together with reasonably available control measures (RACM), a reasonable further progress (RFP) plan, and contingency measures for failure to meet RFP and attainment deadlines were suspended for as long as the Bay Area continues to attain the 2006 24-hour PM_{2.5} NAAQS.

Therefore, since approved motor vehicle emissions budgets for PM_{2.5} are not available for use in this conformity analysis, MTC must complete one of the two interim emissions tests:

1. "Baseline Year Test". Emissions for each analysis year for the "Action" are less than or equal to the level of emissions in the year 2008⁴; or
2. "Build/No-Build Test". Emissions for each analysis year in the "Action" scenario are less than or equal to emissions from the "Baseline" scenario.

Analysis Approach

MTC will review the proposed conformity approach at this March 23rd Conformity Task Force meeting. MTC will review the approach with the Conformity Task Force again when we present the draft conformity analysis in May 2017. Key aspects of the conformity analysis are as follows:

1. Regional Emissions Analysis: MTC will conduct a new regional emissions analysis to conform the draft 2017 TIP and the Plan.
2. Latest Planning Assumptions: MTC will use the latest planning assumptions, including:
 - **UrbanSim**; regional land use forecasting model – **UrbanSim** relies on regional control totals of jobs, housing, and population, developed and adopted by ABAG, to analyze the effects of land use and transportation strategies on the forecasted regional development pattern. **UrbanSim** simulates the interactions of households,

³ See "Draft 2017 Clean Air Plan. Spare the Air and Cool the Climate"; https://http://www.baaqmd.gov/~media/files/planning-and-research/plans/2017-clean-air-plan/baaqmd_2017_cap_draft_122816-pdf.pdf?la=en.

⁴ See 40 CFR 93.119; <http://www.epa.gov/otaq/stateresources/transconf/baseline.htm>

businesses, developers, and governments within the urban market. *UrbanSim* produces land use outputs, including the forecasted location of new jobs and housing for a forecasted scenario. MTC and ABAG staff have evaluated the model outputs through an extensive planning process which involved input by local jurisdictions.

- ***Travel Model One***; Updated travel demand forecasts using MTC's ***Travel Model One*** (version 0.6), released July 2016, was validated against the years 2000, 2005 and 2010 observed conditions with the most up to date highway and transit networks.
 - ***EMFAC2014***; VMT estimates used in the federally approved ***EMFAC2014*** emission model will be consistent with the California Air Resources Board's (CARB) recommended adjustment methods.
3. Latest Emissions Model: MTC will apply EMFAC2014 model system to produce emission estimates.
4. Emissions Budget/Interim Emissions:
- **Ozone**: MTC will use the 1-hour motor vehicle emissions budget from the *2001 Ozone Attainment Plan* as the 8-hour motor vehicle emissions budget to demonstrate conformity with the 8-hour ozone standard. The ozone budget for ROG and NO_x was compared to quantified emissions for analysis years **2020, 2030 and 2040**.
 - **Carbon Monoxide (CO)**: MTC will use the CO motor vehicle emissions budget from the 2004 Revision to the *California State Implementation Plan for Carbon Monoxide, Updated Maintenance Plan for Ten Federal Planning Areas* to determine conformity with the CO standard. The CO budget will be compared to projected emissions for analysis years **2018** (the CO Maintenance Plan horizon year), **2020, 2030 and 2040**.
 - **PM_{2.5}**: MTC will use the "Baseline Year Test" interim emission test to demonstrate conformity with the 24-hour PM_{2.5} standard. Consistent with EPA's Transportation Conformity Rule PM_{2.5} and PM₁₀ Amendments; Final Rule published in the federal register in March 2010. MTC will quantify emissions for both directly emitted PM_{2.5} and NO_x (as the precursor to PM_{2.5} emissions) and for the baseline year test, emissions from the planned transportation system are compared to emissions that occurred in the baseline year for analysis years **2020, 2030 and 2040**. The analysis will be carried out using inputs for the winter season, during which the Bay Area experiences its highest levels of PM_{2.5} concentrations. MTC will present documentation regarding the projects proposed for inclusion in the Build scenarios.
5. Transportation Control Measure (TCM) Implementation: The motor vehicle emissions estimates for ROG and NO_x will include the effects of TCMs A-E in the 2001 Ozone Attainment Plan. These TCMs are now fully implemented.
6. Financial Constraint: The TIP must be financially constrained by year, meaning that the amount of dollars committed to the projects (also referred as "programmed") must not exceed the amount of dollars estimated to be available. The draft Amended 2017 TIP includes the fiscal constraint analysis. Plan Bay Area 2040's draft Investment Strategy comprises a 24-year fiscally constrained set of transportation projects and programs that

support the region’s land use and transportation goals. The total plan investment totals \$310 billion in year of expenditure (YOE) dollars. Of this total, roughly \$74 billion is considered to be discretionary revenue.

7. Interagency and Public Consultation: MTC will conduct the appropriate agency and public consultation for the Draft Transportation Air Quality Conformity Analysis for Plan Bay Area 2040 and the Amended 2017 TIP.

Attachment A: Draft Schedule for the Transportation Air Quality Conformity Analysis for Plan Bay Area 2040 and the Amended 2017 Transportation Improvement Program (TIP)

Activity	Timeline
Conformity Task Force Reviews Proposed Conformity Approach	March 23, 2017
MTC Staff Conducts Technical Analysis & Report Preparation	March-April 2017
Authorize Release Draft Conformity Analysis for Public Review and Begin Public Comment Period	May 1, 2017
Discuss Draft Conformity Analysis with AQCTF	May 25, 2017
End of Public Comment Period	May 31, 2017
AQCTF Briefing on Responses to Comments	June 22, 2017
Committee Approval	TBA
Commission Approval	TBA
Expected FHWA/FTA Final Approval of 2017 TIP and AQ Conformity Analysis	TBA

**Air Quality Conformity Task Force
Summary Meeting Notes
February 23, 2017**

Participants:

Gary Sidhu – Alameda County Transportation
Commission (ACTC)
Tim Lee – WMH
Boris Deunert – San Francisco Department of
Public Works (SFDPW)
Oliver Iberien– San Francisco Department of
Public Works (SFDPW)
Dick Fahey – Caltrans

Dominique Paukowits – FTA
Catherine Wade – Circlepoint
Ginger Vagenas – EPA
Rodney Tavitias – Caltrans
Cecilia Crenshaw-Godfrey – FHWA
Adam Crenshaw – MTC
Harold Brazil – MTC

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

2. PM_{2.5} Project Conformity Interagency Consultations

a. Consultation to Determine Project of Air Quality Concern Status

i. Great Highway Permanent Restoration Project

Oliver Iberien (San Francisco Department of Public Works) began his presentation of Great Highway Permanent Restoration project by stating it would convert the existing northbound lanes between Skyline and Sloat Boulevards into a single northbound and a single southbound travel lane in City of San Francisco. Mr. Iberien went on to say that substantial coastal erosion is causing the southbound lanes to become increasingly unusable.

Mr. Iberien listed other project elements in the have been removed or modified for the Phase 1A Great Highway Permanent Restoration project:

- New catch basins and culverts will be installed and connected to the existing sewer main
- Bicycle lane signage and signage warning of the lane merges will be installed along both the north and southbound lanes.
- The northbound and southbound travel lanes will have 8-foot wide shoulders and be separated by double yellow line striping.
- The existing Class III bicycle lanes will be maintained in both directions.

Ginger Vagenas (EPA) and Dominique Paukowits (FTA) asked if the erosion was accelerating and Mr. Iberien answered yes and was due to climate change. Ms. Vagenas and Dick Fahey (Caltrans) suggested to make a typographical wording change on the cover page of the Great Highway Permanent Restoration project assessment form. (accidental omission of the word “not” from the sixth bullet of the *Description* section)

Cecilia Crenshaw-Godfrey (FHWA) asked about the project scheduling and Boris Deunert (San Francisco Department of Public Works) answered saying that construction could possibly start in September 2017 and the completion date would be either January or February 2018.

Final Determination: With input from FTA, EPA, Caltrans and FHWA (deferring their determination to Caltrans), the Task Force concluded that the Great Highway Permanent Restoration project was not of air quality concern.

b. Confirm Projects Are Exempt from PM_{2.5} Conformity

i. Confirmation of the list of exempt projects from PM_{2.5} conformity (2b_Exempt List 020917.pdf)

On the **2b_Exempt List 020917.pdf** list of exempt projects, Rodney Tavitas (Caltrans) pointed out that **TIP ID CC-110115**, the Byron Highway/Byer Road Safety Improvements project did not belong on the 40 CFR 93.126 exempt list of projects and should be classified as 40 CFR 93.127 – projects exempt from regional emissions analysis and go through consultation with the Task Force for a project-level conformity determination.

Final Determination: With input from FTA, EPA, Caltrans and FHWA, the Task Force agreed, with the exclusion of **TIP ID CC-110115**, that the rest of the projects on the exempt list (**2b_Exempt List 020917.pdf**) were exempt from PM_{2.5} project level analysis.

3. Projects with Regional Air Quality Conformity Concerns

a. Review of the Regional Conformity Status for New and Revised Projects

Projects Staff Proposing to Include in the 2017 TIP

Adam Crenshaw (MTC) stated that MTC staff had received requests from sponsors to add 51 new individually listed projects and one group listed projects to the 2017 TIP. Mr. Crenshaw also mentioned that MTC staff is not seeking a determination on the status of these projects for project-level conformity purposes with this item.

Ginger Vagenas (EPA) noted that many of the listed projects were either existing vehicle replacements or minor fleet expansion projects. Ms. Vagenas and the rest of the Task Force members had no further comments on this agenda item.

4. Consent Calendar

a. January 26, 2017 Air Quality Conformity Task Force Meeting Summary

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

5. Other Items

a. I-680 NB HOV/Express Lanes – SR 237 to SR 84 (Vallecitos Road) Project – Discussion Follow-up

Gary Sidhu (ACTC), who sponsors the I-680 NB HOV/Express Lanes – SR 237 to SR 84 (Vallecitos Road) project, requested the Task Force to make a formal “not a project of air quality concern” determination as opposed to what is reflected in the January 26th, 2017 Task Force summary meeting minutes.

Final Determination: With input from FTA, EPA, Caltrans and FHWA, the Task Force concluded that the I-680 NB HOV/Express Lanes – SR 237 to SR 84 (Vallecitos Road) project was not of air quality concern.