



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105  
415.778.6700  
[www.mtc.ca.gov](http://www.mtc.ca.gov)

## **Air Quality Conformity Task Force**

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: Dial - **(415) 655-0002 (Access Code: 924 281 575)**

Participant ID is # **button**.

**March 26, 2020**

**9:30 a.m. –11:00 a.m.**

### **AGENDA**

1. Welcome and Introductions
2. PM<sub>2.5</sub> Project Conformity Interagency Consultations
  - a. Consultation to Determine Project of Air Quality Concern Status  
I-680/Sunol Interchange Improvements Project
  - b. Confirm Projects Are Exempt from PM<sub>2.5</sub> Conformity  
Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern
3. Approach to the Conformity Analysis for the Amended Plan Bay Area 2040 and the Amended 2019 Transportation Improvement Program
4. Projects with Regional Air Quality Conformity Concerns
  - a. Review of the Regional Conformity Status for New and Revised Projects  
4a\_Regional\_AQ\_Conformity\_Review\_032620.pdf  
4\_Attachment-A\_List\_of\_Proposed\_New\_Projects\_032620.pdf
5. Consent Calendar
  - a. February 27, 2020 Air Quality Conformity Task Force Meeting Summary
6. Other Items – Revision to the Bay Area Conformity Protocol and Interagency Consultation Procedures

Next Meeting: April 23, 2020

MTC Staff Liaison: Harold Brazil

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



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## *Memorandum*

TO: Air Quality Conformity Task Force

DATE: March 20, 2020

FR: Harold Brazil

W. I.

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

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

No.	Project Sponsor	Project Title
1	City of Pleasanton	I-680/Sunol Blvd Interchange Project

**2ai\_I\_680\_Sunol\_Blvd\_Interchange\_Project\_Assessment\_Form.pdf** (for the I-680/Sunol Blvd Interchange project)

MTC also requests the review and concurrence from the Task Force on projects which project sponsors have identified as exempt and likely not to be a POAQC. **2b\_Exempt List 032020.pdf** lists exempt projects under 40 CFR 93.126

## Application of Criteria for a Project of Air Quality Concern

### Project Title: I-680/Sunol Blvd Interchange

### Project Summary for Air Quality Conformity Task Force Meeting: March 26, 2020

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#### Description

- Project will improve the interchange by adding capacity for the southbound on-ramp, adding intersection controls (either traffic signal or roundabout), and adding improved bike facilities through the interchange.
- No change to I-680 mainline
- Existing southbound on-ramp is single lane and operates as two-cars per green
- Proposed project improves congestion and safety on Sunol Blvd for both westbound and eastbound traffic
- Additional southbound ramp will improve ramp efficiency

#### Background

- Project Study Report-Project Development Study completed in January 2020
- Preliminary Analysis & Environmental Document starting in March/April 2020
- Seeking air quality conformity determination this year or prior to completion of PA&ED (May 2021)

#### Not a Project of Air Quality Concern (40 CFR 93.123(b)(1))

##### *(i) New or expanded highway projects with significant number/increase in diesel vehicles?*

- Not a new or expanded highway project
- Interchange improvement —no additional lanes on Interstate 680
- No significant change in traffic volume or truck percentages on Interstate 680
- 

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

- Diesel vehicles represent 2% of intersection traffic volume
- Intersection of I-680 Northbound Ramp/Sunol Blvd is at LOS D (existing). Proposed interchange improvements will improve LOS and delays decrease (2045)
- No project changes to land use that would affect diesel traffic percentage

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

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

##### *(v) Affects areas identified in PM<sub>10</sub> or PM<sub>2.5</sub> implementation plan as site of violation?*

- No state implementation plan for PM<sub>2.5</sub> for this project location.
- Therefore, not identified in plan as an area of potential violation

<b>RTIP ID# (required)</b> 17-01-0044				
<b>TIP ID#</b> ALA190020				
<b>Air Quality Conformity Task Force Consideration Date</b>				
<b>Project Description (clearly describe project)</b> This project proposes to upgrade the I-680/Sunol Blvd Interchange and provide local road intersection improvements within the City of Pleasanton. The purpose of this project is to reduce congestion on Sunol Blvd, accommodate future traffic volume growth, and promote safer and more efficient pedestrian and bicycle travel through the interchange. Specifically, the project will add intersection controls (either Signal or roundabout) at Sunol/I-680 interchange ramps and widen southbound I-680 on-ramp. The ramp widening will not extend into the freeway. In addition, protected bike lanes on the north and south side of Sunol Blvd through the interchange will be added.				
<b>Type of Project:</b> Road Project – Signal and Freeway on-ramp widening				
<b>County</b> Alameda	<i>Narrative Location/Route &amp; Postmiles - The project is at the I-680/Sunol Blvd Interchange (PM R15.5) and 0.5 mile south of Sunol Blvd Interchange (PM R14.8)</i> <b>Caltrans Projects – EA#</b> 04-0Q920K			
<b>Lead Agency:</b> City of Pleasanton				
<b>Contact Person</b> Cedric Novenario	<b>Phone#</b> 925-931-5667	<b>Fax#</b>	<b>Email</b> cnovenario@cityofpleasantonca.gov	
<b>Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)</b>				
<input checked="" type="checkbox"/> <b>Categorical Exclusion (NEPA)</b>	<input checked="" type="checkbox"/> <b>EA or Draft EIS</b>	<input type="checkbox"/> <b>FONSI or Final EIS</b>	<input type="checkbox"/> <b>PS&amp;E or Construction</b>	<input type="checkbox"/> <b>Other</b>
<b>Scheduled Date of Federal Action:</b>				
<b>NEPA Delegation – Project Type (check appropriate box)</b>				
<input type="checkbox"/>	<input checked="" type="checkbox"/> <b>Section 326 – Categorical Exclusion</b>	<input type="checkbox"/> <b>Section 327 – Non-Categorical Exclusion</b>		
<b>Current Programming Dates (as appropriate)</b>				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	March 2020	June 2021	October 2022	March 2023
<b>End</b>	May 2021	August 2022		Sept 2024

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

Purpose – Reduce congestion on Sunol Blvd; Accommodate future traffic growth; and promote safer and more efficient pedestrian and bicycle travel through the interchange.

Need – The portion of SB I-680 between Sunol Blvd on-ramp and Koopman off-ramp is a major bottle neck in the AM peak period. Due to this congestion and the position of the I-680/Sunol Blvd interchange as the freeway access point immediately upstream of the bottleneck, a high amount of AM peak period traffic volume (including a substantial amount of cut-through traffic from points east of Pleasanton) enter the SB I-680 mainline at the Sunol Blvd onramp. Vehicle queues from the existing ramp meter regularly spill back onto Sunol Blvd.

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

To the west of the project location is the Castlewood Golf course. To the east of the project location are single family homes and professional office.

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

The project will evaluate two build alternatives primarily relating to differences in intersection control at the interchange on/off ramps (Signal or Roundabout control). An Air Quality Impact Assessment will be prepared to identify sensitive receptors (primarily single family residences in the southeast of the interchange) and provide a quantitative analyses of construction-related emissions for both build alternatives. It is anticipated that a carbon monoxide hot spot analysis is not needed.

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

N/A

**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**

N/A

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

These are for both No Build and Build Alternative, for Opening Year 2025: AADT = 18,000. Truck ADT = 360. Truck % = 2%. These values represent the traffic volume just east of the northbound ramp terminal intersection (Sunol Blvd. between the I-680 northbound ramps and Riddell Street); this location was chosen because most volume at the interchange approaches/departs the interchange to/from the east.

**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**

These are for both No Build and Build Alternative, for Horizon Year 2040: AADT = 25,700. Truck ADT = 515. Truck % = 2% These values represent the traffic volume just east of the northbound ramp terminal intersection (Sunol Blvd. between the I-680 northbound ramps and Riddell Street); this location was chosen because most volume at the interchange approaches/departs the interchange to/from the east.

**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**

N/A

**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**

N/A

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

It is anticipated that cut-through traffic in the neighborhood east of the project location will be reduced and will use the widened on-ramp instead of trying to access I-680/Sunol via Happy Valley Road and Pleasanton-Sunol Road. Additionally, impatient westbound commuters have been known to travel to the intersection of Pleasanton-Sunol Road/Happy Valley Road, make a U-turn and access the SB I-680 Sunol on-ramp (coming from the west) because the queue is shorter coming from the west.

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

These are for both No Build and Build Alternative, for Opening Year 2025: AADT = 18,000. Truck ADT = 360. Truck % = 2%. These values represent the traffic volume just east of the northbound ramp terminal intersection (Sunol Blvd. between the I-680 northbound ramps and Riddell Street); this location was chosen because most volume at the interchange approaches/departs the interchange to/from the east.

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**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**

N/A

**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**

N/A

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

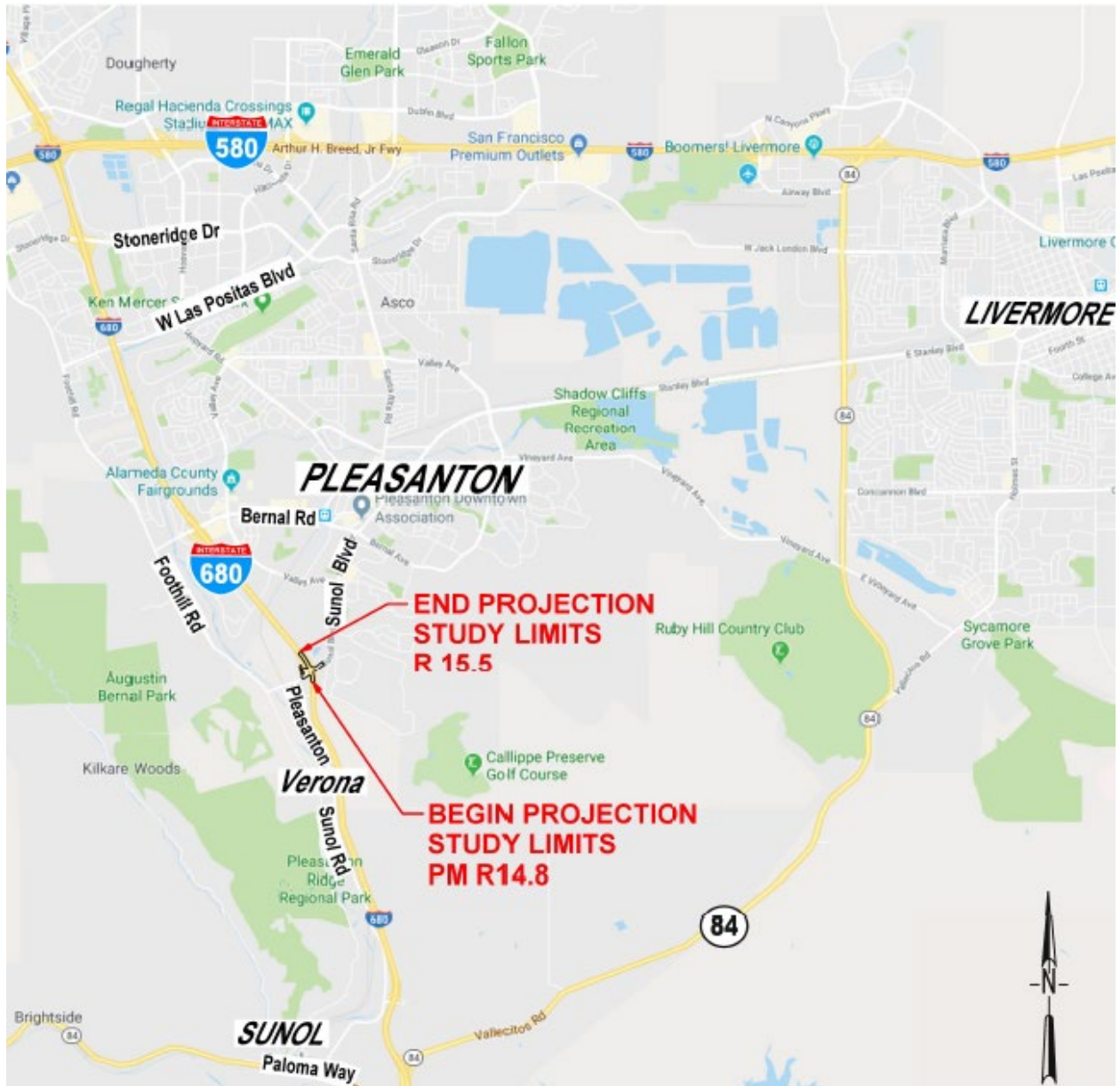
It is anticipated that cut-through traffic in the neighborhood east of the project location will be reduced and will use the widened on-ramp instead of trying to access I-680/Sunol via Happy Valley Road and Pleasanton-Sunol Road. Additionally, impatient westbound commuters have been known to travel to the intersection of Pleasanton-Sunol Road/Happy Valley Road, make a U-turn and access the SB I-680 Sunol on-ramp (coming from the west) because the queue is shorter coming from the west.

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

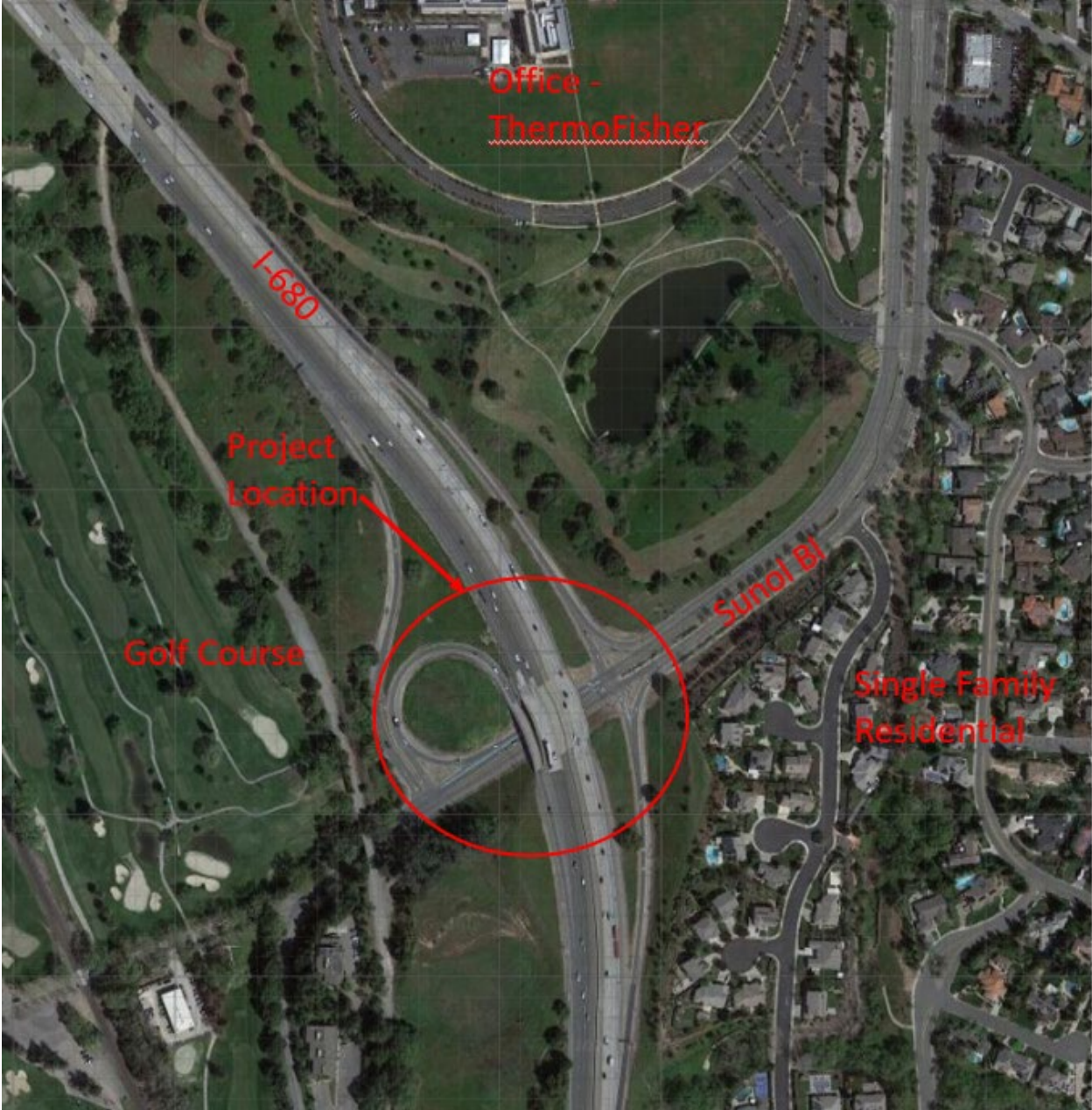
This project has completed the Project Study Report – Project Development Study phase in January 2020. The next phase, Preliminary Analysis & Environmental Document will start in March/April 2020, with an expected completion in 14-16 months.



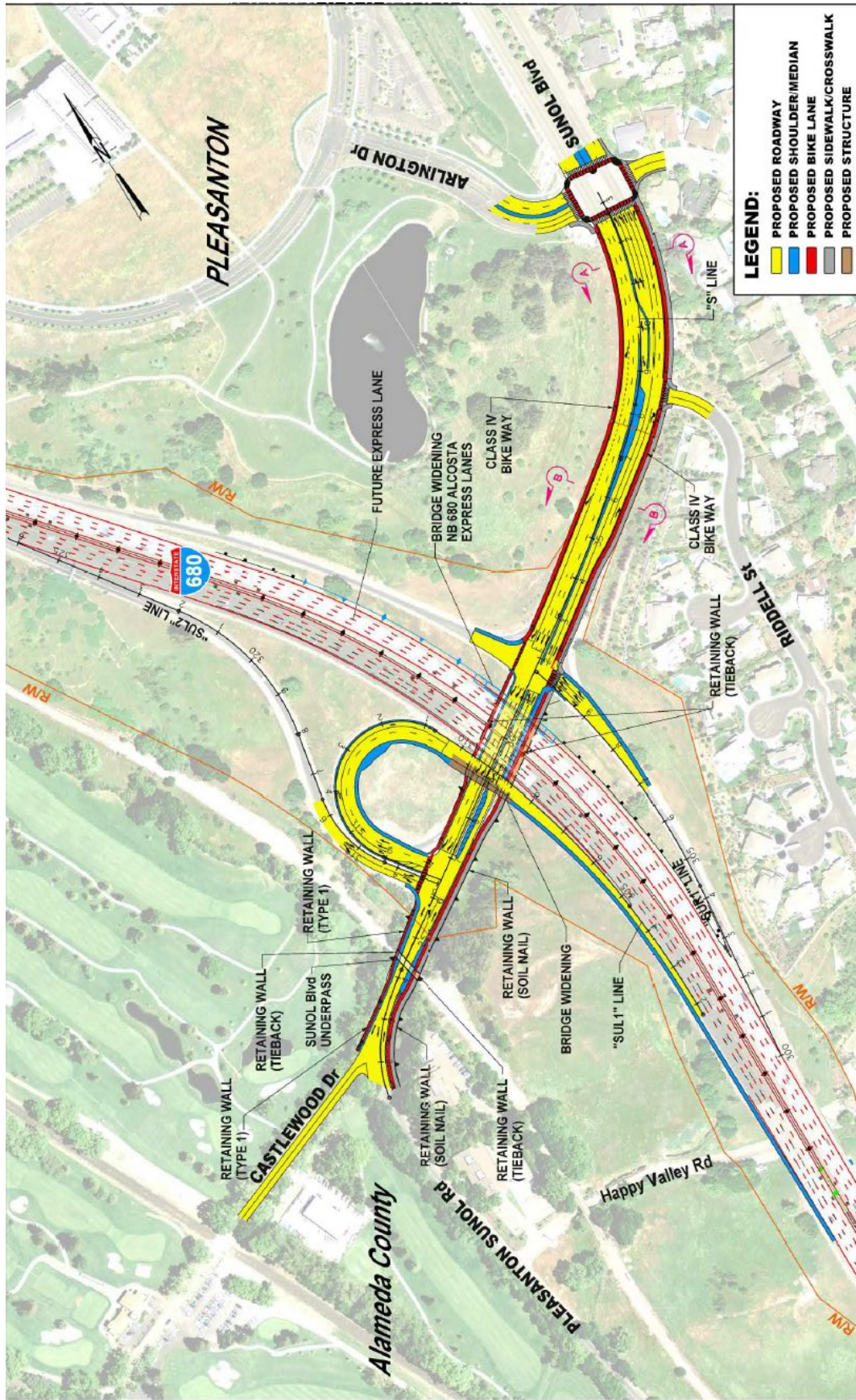
Project Location Map:



Adjacent Land Use:



Project Conceptual Design:

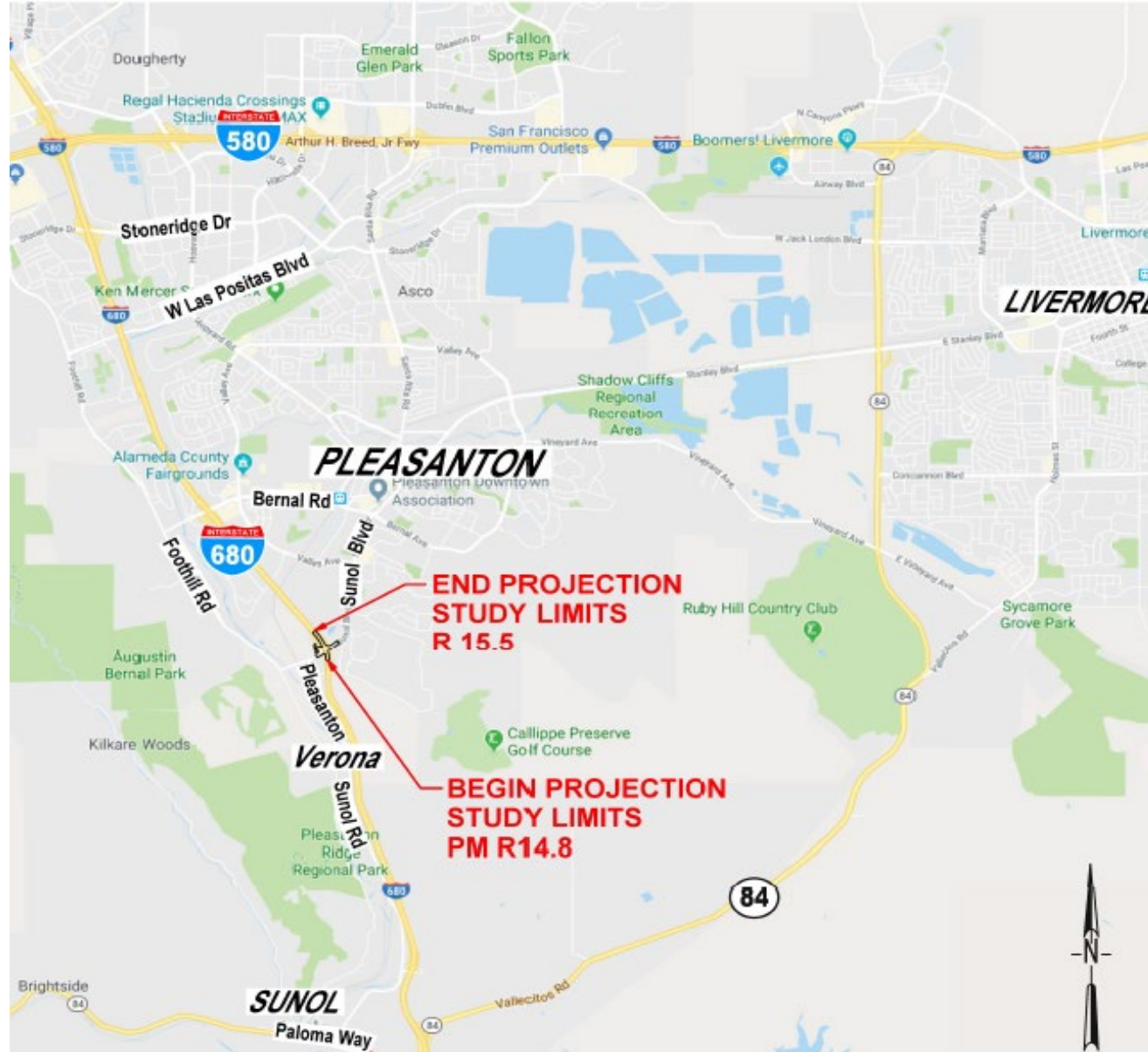


# I-680/Sunol Blvd Interchange Modification

*Air Quality Conformity Task Force Presentation*

*March 26, 2019*

# Project Location



# Project Location

- East Bay Area – Alameda County - SW Pleasanton
- I-680/Sunol Blvd Interchange – southern most access point to I-680
- Southbound on-ramp
- Ramp Intersections
- Pleasanton/Sunol Border to Arlington Dr



# Purpose and Need

The purpose of this project is to:

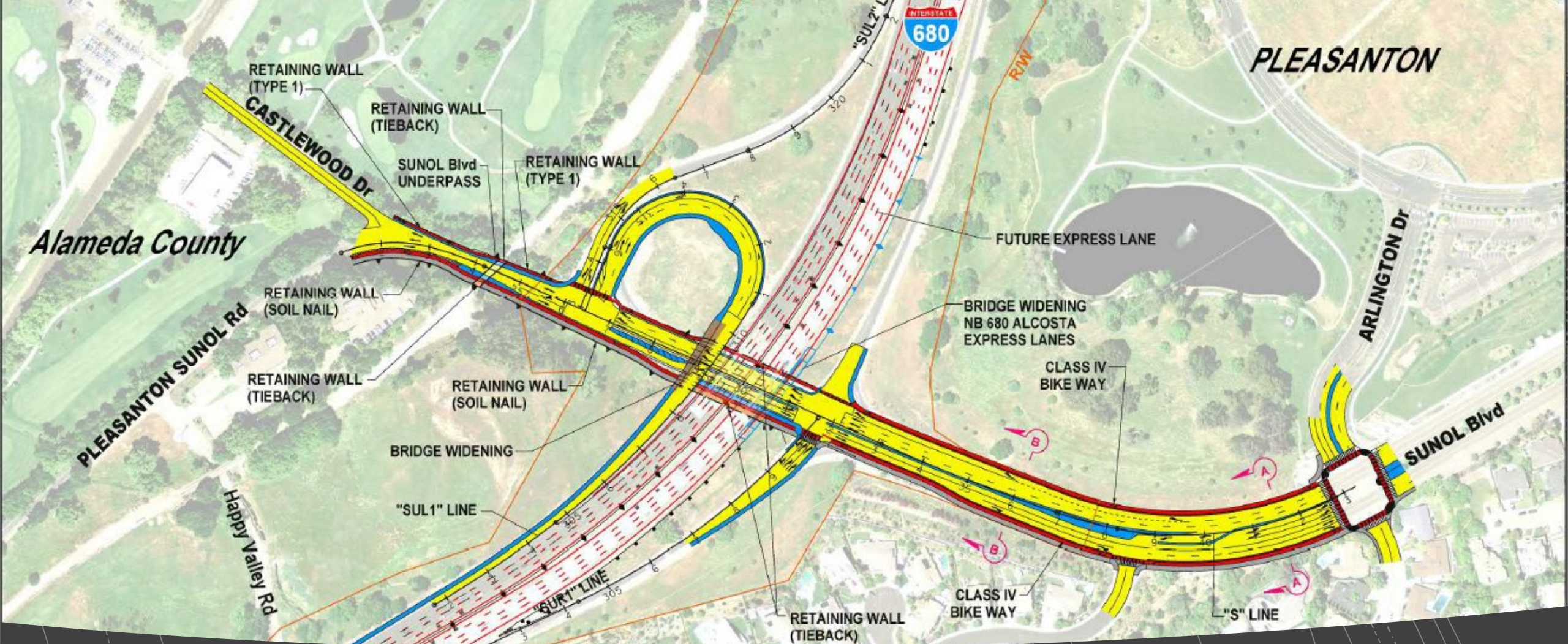
- Improve traffic operations and reduce congestion on Sunol Blvd
- Accommodate future traffic growth
- Promote safer and more efficient pedestrian and bicycle travel through the interchange.

This project is needed to address:

- Congestion and extensive vehicular spill back onto Sunol Blvd from the southbound I-680 on-ramp during the AM peak.
- Improve access safety from on and off ramps on Sunol Blvd (coming from the west and east)
- Improve safety for non-motorized facilities through the interchange.
  - Sunol Blvd is a popular road for recreational and commuter cyclists to access Pleasanton-Sunol Road and Foothill Road.
  - The interchange has been in the top x annual for collisions.

Additional Info:

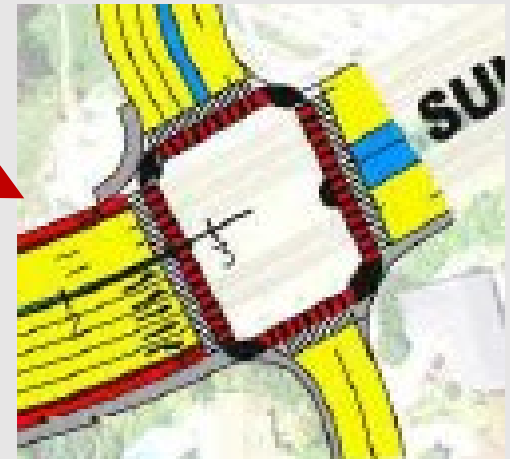
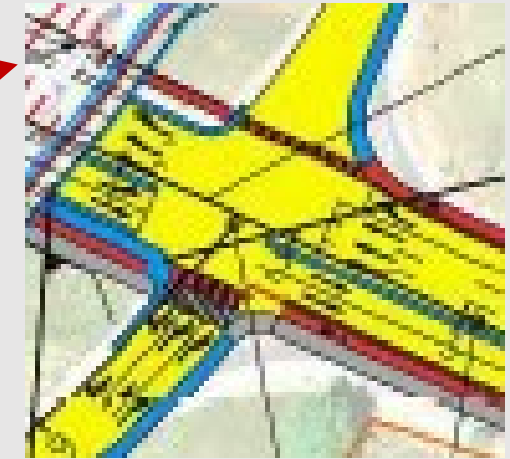
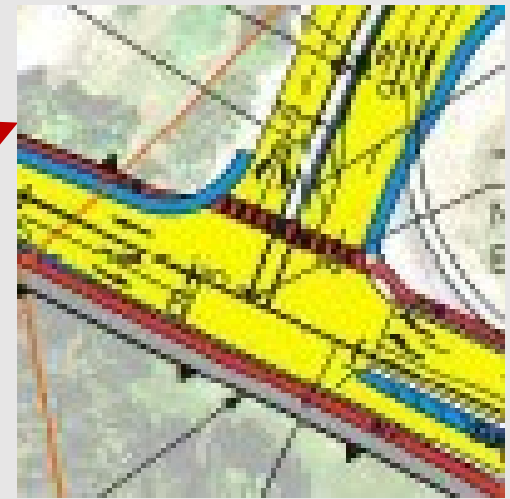
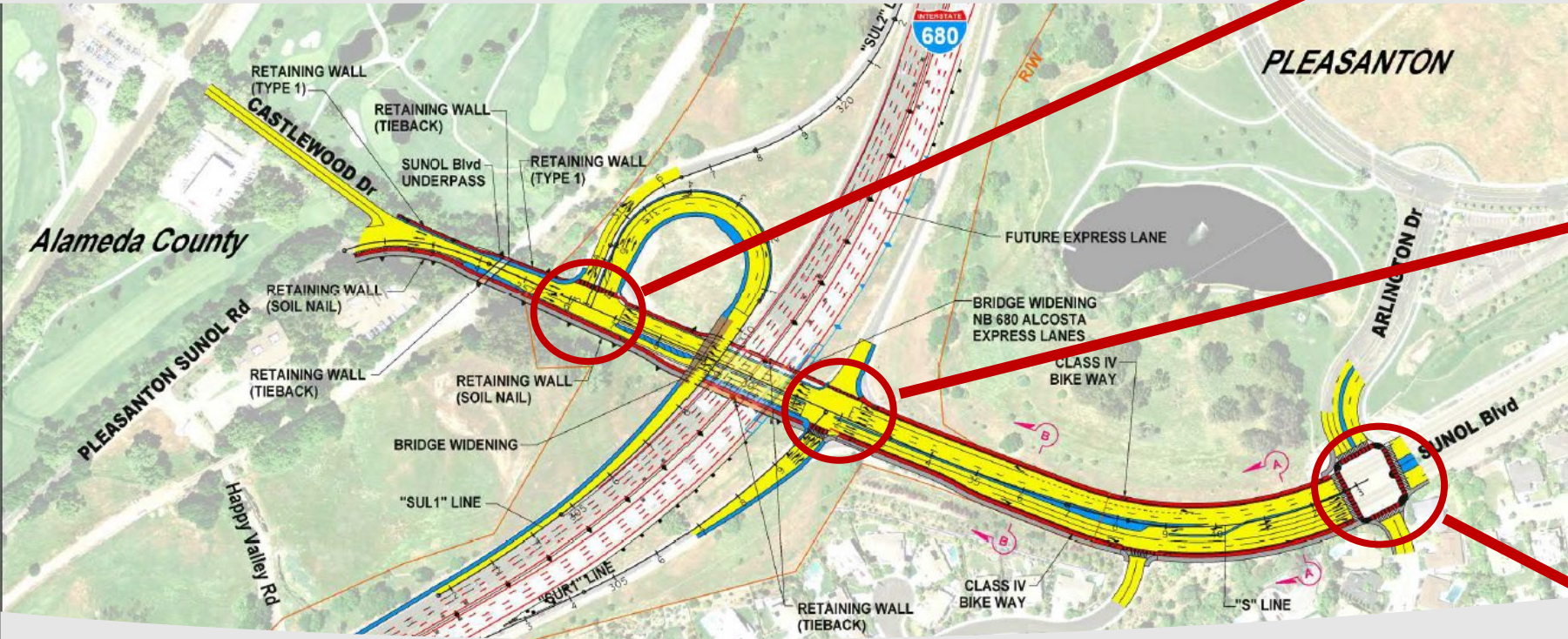
- On City of Pleasanton City Council high priority project list
- Identified as a City General Plan project



**Project Overview**  
Completed PSR-PDS Jan 2020  
Begin PA&ED April 2020

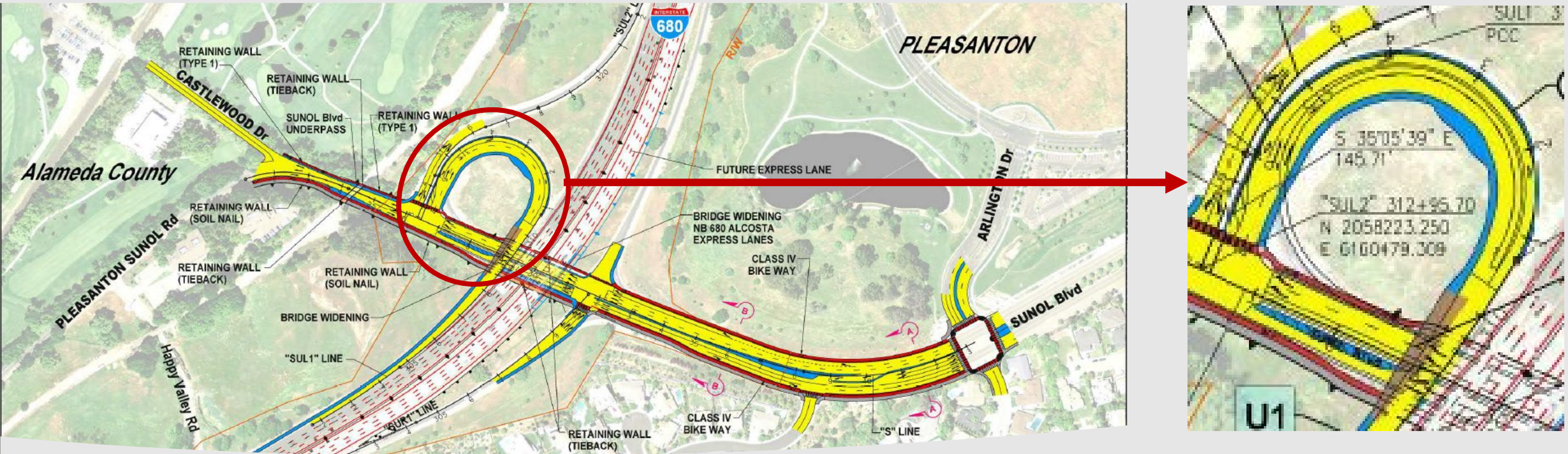


# Intersection Improvements



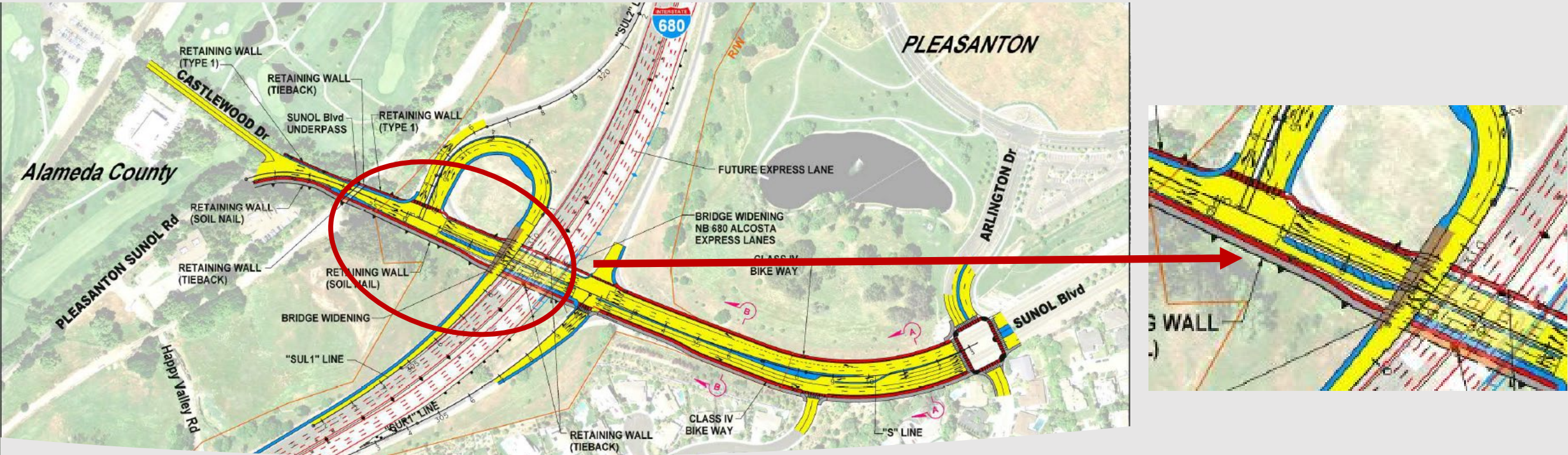
- Upgrade access control from stop signs at off-ramps to traffic signals at both off/on ramp locations
- Convert Arlington/Sunol to a bike/ped protected intersection

# SB On-Ramp Improvements



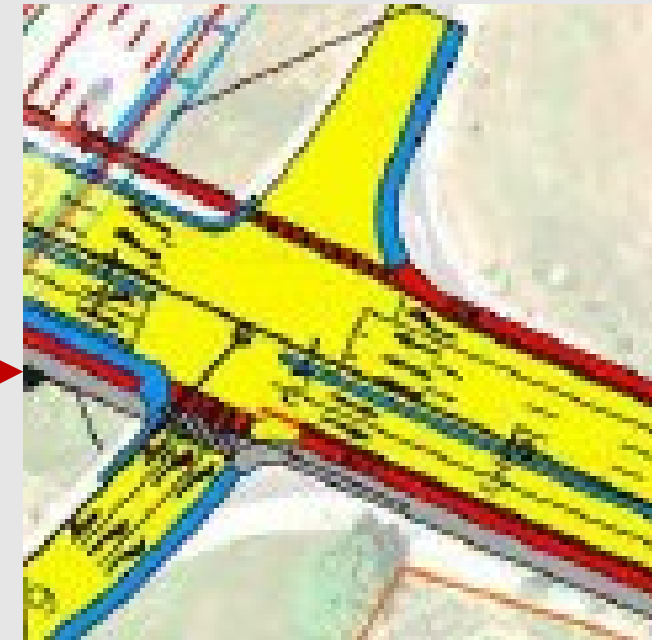
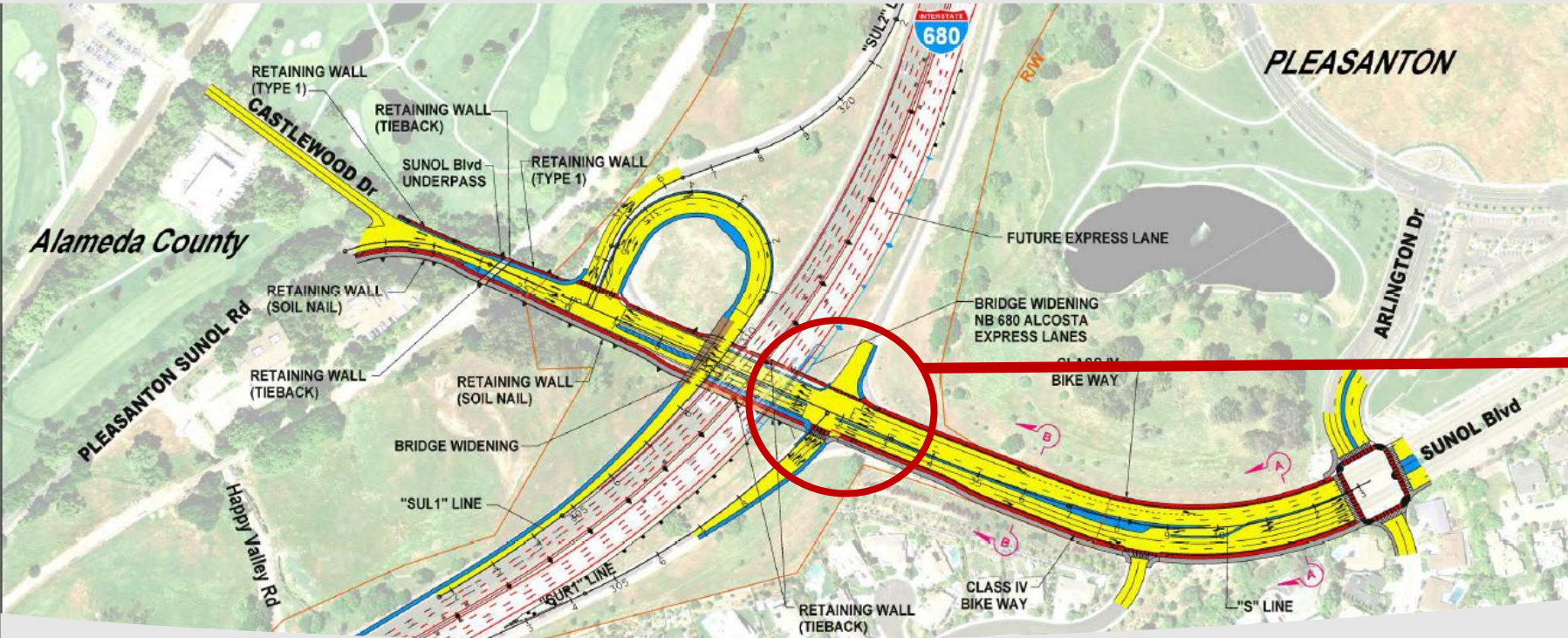
- Widen SB I-680 on-ramp to include 2 general purpose lanes and one HOV2+ bypass lane
- Modify SB on-ramp overcrossing infrastructure to accommodate merging downstream

# Intersection Geometry Improvements



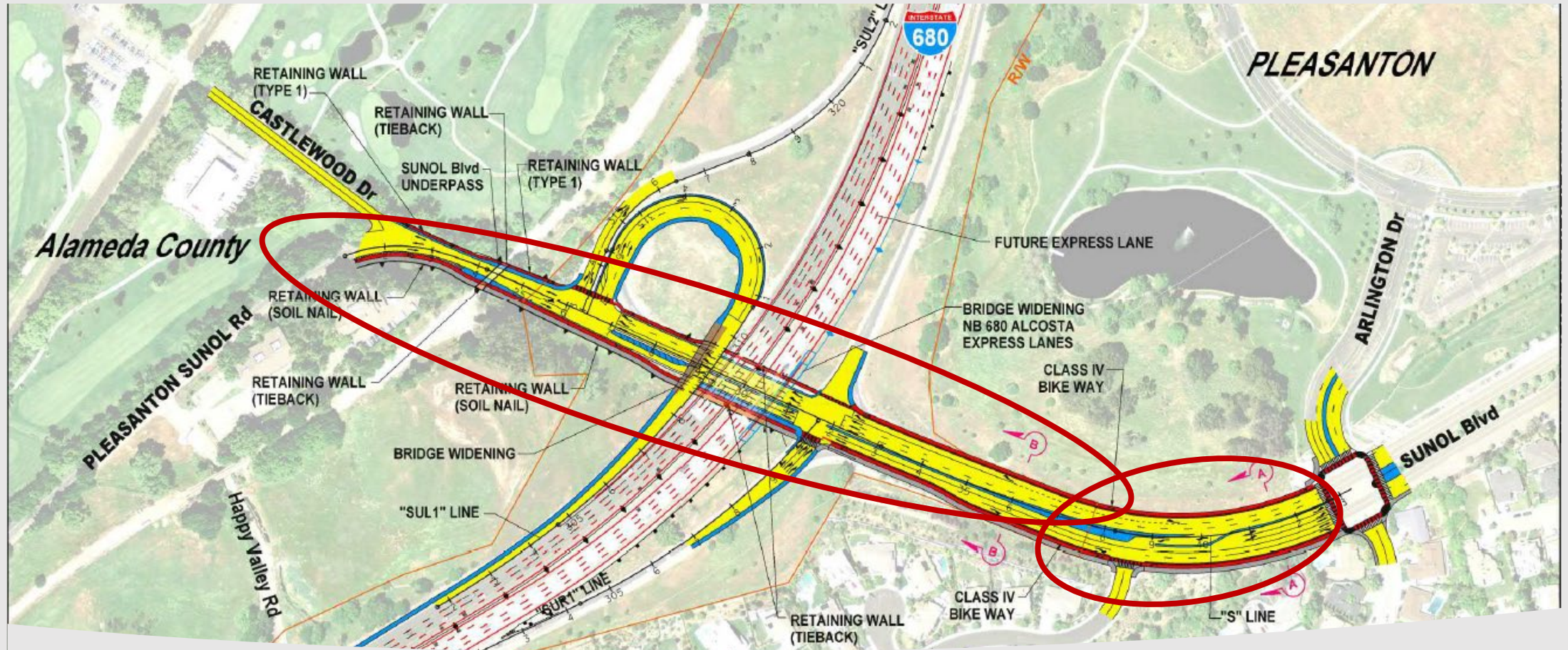
- Improve WB Sunol to include one through and one right turn only lane
- Lengthen EB LT pocket to maximize storage
- Modify SB off-ramp approach to include one left and one right turn lane
- Add protected intersection for bicyclists on northside
- Add Crosswalk

# Intersection Geometry Improvements



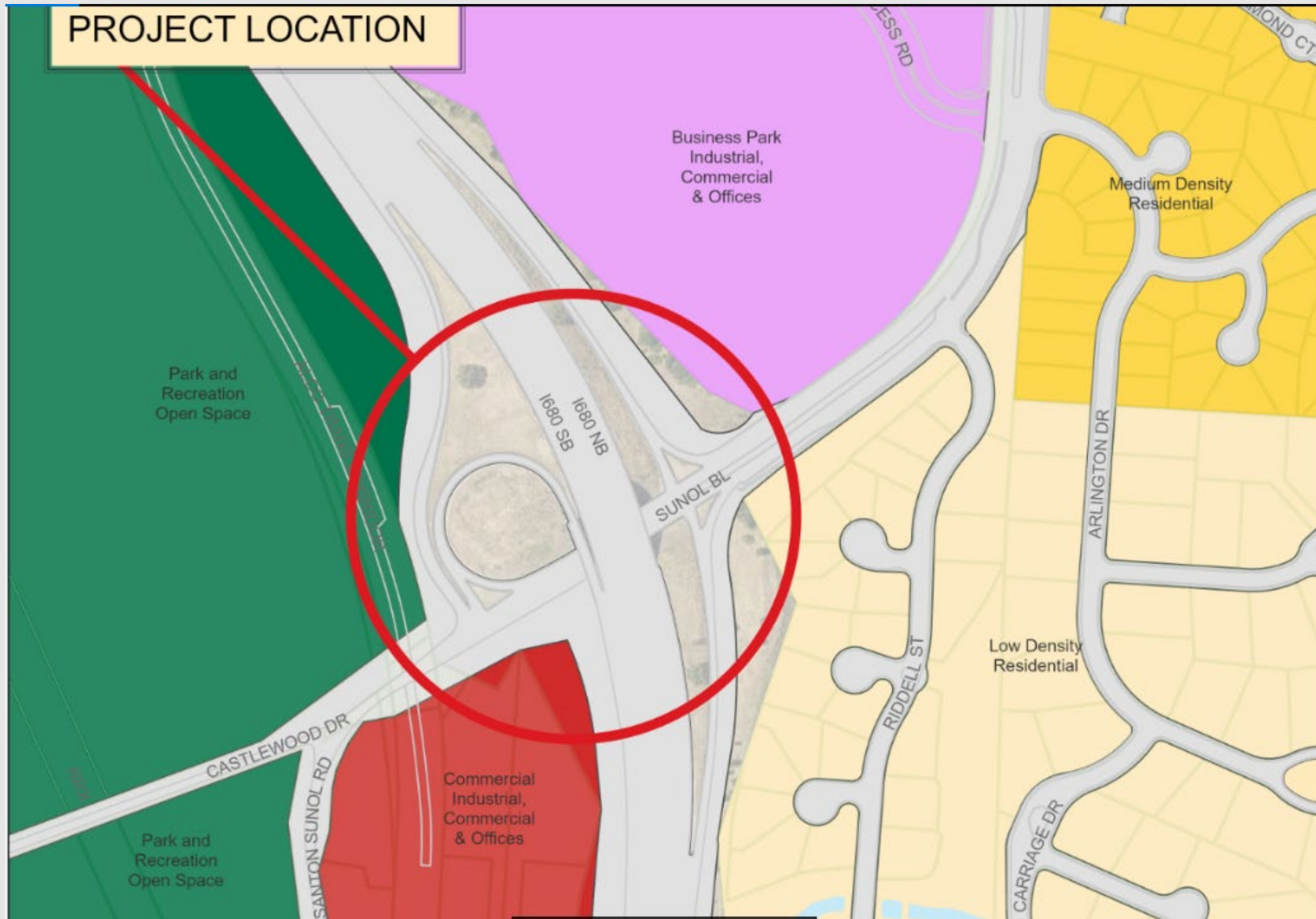
- Improve WB approach to include three WB lanes and one right turn lane
- Modify NB off-ramp approach to include one thru-left turn lane and two right turn only lanes.
- Add protected intersection for bicyclists on southside
- Add Crosswalk

# Bicycle and Pedestrian Improvements Along Sunol Bl



- Add Class IV bicycle facilities on both north and southsides of Sunol Bl
- Add protected intersection for bicyclists on southside
- Continuation of crosswalk on southside through interchange to Pleasanton Sunol-Rd

# Land Uses Surrounding Project



## 2025 Peak Hour LOS Summary

Alternative	No. Intersection at LOS D,E,F
No Build	3
Build Alternative	0

## 2040 Peak Hour LOS Summary

Alternative	No. Intersection at LOS D,E,F
No Build	3*
Build Alternative	2**

- Assumes Alameda County builds signal at Castlewood/Pleasanton-Sunol
- \*\*NB 680 on-ramp goes to D. Intersection of Sunol/Arlington goes to D (however this intersection has bike/pedestrian protected features)

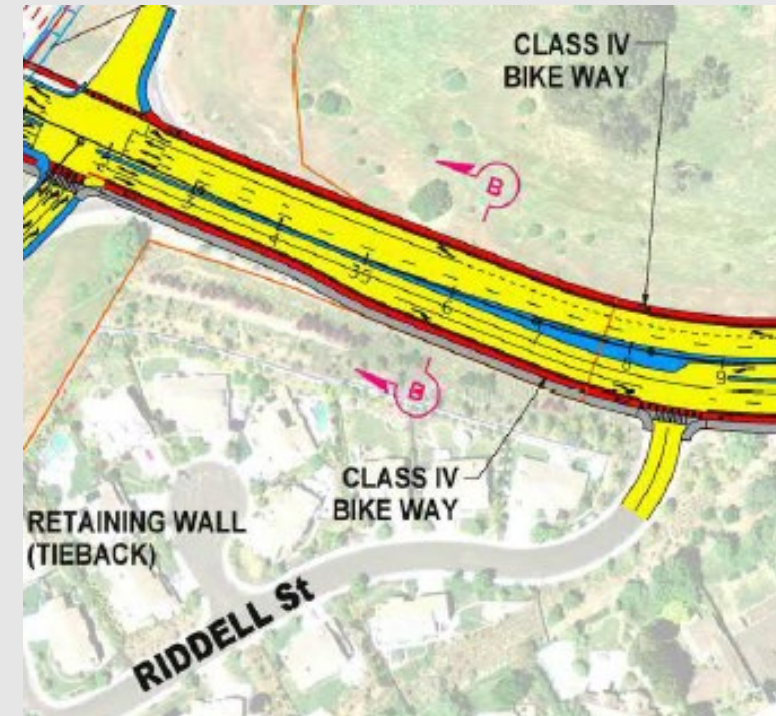
## Opening Year (2025) AADT Summary

- No Build and Build
  - AADT – 18,000
  - Truck ADT – 360
  - Truck % - 2%

## Horizon Year (2040) AADT Summary

- No Build and Build
  - AADT – 25,700
  - Truck ADT – 515
  - Truck % - 2%

\*These values represent the traffic volume just east of the NB ramp terminal intersection (Sunol BI between I-680 NB ramps and Riddell Street. This location was chosen because most volume at the interchange approaches/departs the interchange to and from the east.





## Not a Project of Air Quality Concern

- ❑ Not a new or expanded highway project
- ❑ Interchange improvement —no additional lanes on Interstate 680
- ❑ No significant change in traffic volume or truck percentages on Interstate 680
- ❑ Diesel vehicles represent 2% of intersection traffic volume
- ❑ Intersection of I-680 Northbound Ramp/Sunol Blvd is at LOS D (existing). Proposed interchange improvements will improve LOS and delays decrease (2045)
- ❑ No project changes to land use that would affect diesel traffic percentage

# West Las Positas Traffic Calming



Questions?

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	ALA190021	Alameda County	Niles Canyon Trail, Phase I	Alameda County: In the vicinity of SR-84 between Niles District and Palomares Road (Phase I): Construct multi-Use trail	Alameda County: In the vicinity of SR-84 between Niles District and Palomares Road (Phase I): Construct multi-Use trail. The multi-use trail will serve walkers and bikers users who seek to both recreate and commute through Niles Canyon between the Niles District and the Town of Sunol. The Niles trail project includes three phases between the following geographic limits: Phase I - The District of Niles near Vallejo Mill to Palomares Road; Phase II - Palomares Road to Brightside railroad yard; Phase III - Brightside railroad yard to the railroad station within the Town of Sunol. Phases II and III will be added to future TIP listings if needed.	Air Quality - Bicycle and pedestrian facilities
ALA	ALA190022	Alameda County	E14th St/Mission Blvd Corridor Improvements	Alameda County: Along E14th St/Mission Blvd between I-238 and Hayward City limits: Construct streetscape improvements for continuity along corridor	Alameda County: Along E14th St/Mission Blvd between I-238 and Hayward City limits: Construct streetscape improvements for continuity along corridor. Project includes new sidewalks, intersection bulb-outs, Class IV bikeways, landscaping, bus boarding islands, pavement resurfacing. No general purpose automobile travel lanes will be added or removed.	Air Quality - Bicycle and pedestrian facilities
SCL	SCL190035	VTA	VTA - Not on Transit Program	VTA: Systemwide: Conduct training for employees and create awareness among passengers and the public to recognize and report human trafficking activities on transit. Other Federal funds are Human Trafficking Awareness and Public Safety Initiative Grant	VTA: Systemwide: Conduct training for employees and create awareness among passengers and the public to recognize and report human trafficking activities on transit. This project will address the need to reduce or eliminate human trafficking activity occurring at or via the use of transit systems, to reduce crime on public transit vehicles including operator assaults and improve overall rider and public safety.	Other - Specific activities which do not involve or lead directly to construction, such as: Planning and technical studies; Grants for training and research programs; Planning activities conducted pursuant to Titles 23 and 49 U.S.C. Federal-aid systems revisions
SM	SM-110040	Half Moon Bay	BRIDGE NO. 35C0025, MAIN ST OVER PILARCITOS CREEK	BRIDGE NO. 35C0025, MAIN ST OVER PILARCITOS CREEK, 0.25 MI S/O S.H. 92. Replace existing 2 lane bridge with 2 lane bridge.	BRIDGE NO. 35C0025, in Half Moon Bay, replace existing structurally and functionally deficient two lane bridge with a new bridge providing two vehicular lanes, shoulders/bike lanes and ADA compliant sidewalks. Streetlights, public utilities, including sewer and water mains on the existing bridge, will also be replaced on the new bridge. The project includes reconstruction/re-alignment of the existing street improvements for a distance of approximately 300 feet beyond the bridge for conformity; traffic diversions, roadway striping, markings and signage; public notification, creek and habitat protection, material testing, construction inspection, design, environmental and right-of-way related studies, project administration and other ancillary work.	Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)



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## *Memorandum*

TO: Air Quality Conformity Task Force

DATE: March 20, 2020

FR: Harold Brazil

W. I.

RE: Approach to Draft Conformity Analysis for the Amended Plan Bay Area 2040 and the 2019 Amended Transportation Improvement Program

MTC staff is preparing an amendment to its Regional Transportation Plan (called Plan Bay Area 2040) and, therefore, will also conduct a conformity analysis on the Amended Plan Bay Area 2040 and the 2019 Amended Transportation Improvement Program (TIP). MTC staff seeks the Task Force's review of the proposed approach to conform the Amended Plan Bay Area 2040 and the 2019 Amended TIP in accordance with federal conformity regulations.

The conformity analysis update will include an amendment PBA 2040 to add express lanes in the northbound and southbound directions of Interstate 680 between State Route 85 and Alcosta Boulevard (herein referred to as "I-680 Gap Closure Project"). The project has been included in prior regional plans but was not prioritized for inclusion in PBA 2040 (adopted in 2017). The project has become a near-term priority for ACTC due to an opportunity to coordinate project delivery with Caltrans, who is scheduled to deliver a State Highway Operations and Protection Program (SHOPP) project on the same segment of I-680 beginning in 2020. The amendment would allow ACTC to explore and secure a funding plan to accelerate project delivery of the I-680 Gap Closure Project in coordination with the Caltrans SHOPP project.

MTC staff has begun procedures to amend PBA 2040 to add the I-680 Gap Closure Project. Staff will continue to coordinate with ACTC and Caltrans staff over the next several months to prepare the Plan amendment and the statutory environmental documents. In addition, staff will monitor the implementation of new federal fuel economy and emission standards, detailed below, and its effect on the approval of the proposed Plan amendment.

### **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 areas<sup>1</sup> for transportation-related criteria pollutants: ozone, PM<sub>2.5</sub>, PM<sub>10</sub>, carbon monoxide, and nitrogen dioxide.<sup>2</sup>

## Issues

On September 18, 2019, the Trump Administration announced that it will enact the Safer Affordable Fuel Efficient (SAFE) Vehicle Rule. When finalized, the rule will revoke California's authority to implement the Advanced Clean Cars (I and II) and zero emission vehicles (ZEV) mandates. Consequently, it also invalidates California's tool to estimate mobile source emissions—commonly known as “EMFAC”—which assumes the clean car mandates are implemented. Planning agencies across California use EMFAC to estimate mobile source emissions to demonstrate their respective plans conform to the SIP and meet federal clean air standards. In response, CARB staff developed off-model adjustment factors to account for the impacts of this rule. On March 12, 2020, the EPA confirmed these adjustment factors to be acceptable for use in transportation conformity determinations<sup>3</sup>

## 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

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. On June 28, 2017, EPA announced that it is using its authority under the Clean Air Act (CAA) to extend by 1 year the deadline for promulgating initial area designations for the ozone national ambient air quality standards (NAAQS) that were promulgated in October 2015. The deadline was October 1, 2018 and based monitoring data<sup>4</sup>, the San Francisco Bay Area nonattainment area was designated to be in nonattainment by EPA.

The San Francisco Bay Area region being in nonattainment for the 2015 ozone NAAQS and must show compliance with these requirements by completing the transportation conformity process, which conforms the most recent Regional Transportation Plan (RTP) – currently the Amended Plan Bay Area 2040 – and Transportation Improvement Program (TIP) – currently the MTC's 2019 TIP to the State Implementation Plan (SIP).

## Carbon Monoxide (CO) Requirements

The approved 1998 maintenance plan for the San Francisco-Oakland-San Jose Carbon Monoxide nonattainment area did not extend the maintenance plan period beyond 20 years from re-designation. Consequently, transportation conformity requirements for CO ceased to apply after June 1, 2018 (i.e., 20 years after the effective date of the EPA's approval of the first 10-year maintenance plan and redesignation of the area to attainment for CO NAAQS). As a result, as of June 1, 2018 –

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<sup>1</sup> “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.

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

<sup>3</sup> Additional information is available here:

[https://ww3.arb.ca.gov/msei/emfac\\_off\\_model\\_adjustment\\_factors\\_final\\_draft.pdf](https://ww3.arb.ca.gov/msei/emfac_off_model_adjustment_factors_final_draft.pdf)

<sup>4</sup> 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](https://http://www.baaqmd.gov/~media/files/planning-and-research/plans/2017-clean-air-plan/baaqmd_2017_cap_draft_122816-pdf.pdf?la=en).

transportation conformity requirements no longer applies for the CO NAAQS in the San Francisco-Oakland-San Jose CO nonattainment area for Federal Highway Administration/Federal Transit Association projects as defined in 40 CFR 93.101.

### **PM<sub>2.5</sub> 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<sub>2.5</sub> 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<sub>2.5</sub> 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<sub>2.5</sub> NAAQS.

Therefore, since approved motor vehicle emissions budgets for PM<sub>2.5</sub> 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 2008<sup>5</sup>; 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 23<sup>rd</sup> 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, 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.

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<sup>5</sup> See 40 CFR 93.119; <http://www.epa.gov/otaq/stateresources/transconf/baseline.htm>

- **EMFAC2017**; VMT estimates used in the federally approved **EMFAC2017** emission model will be consistent with the California Air Resources Board's (CARB) recommended adjustment methods.
3. Latest Emissions Model: As mentioned above, MTC will apply EMFAC2017 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 NOx was compared to quantified emissions for analysis years **2020, 2030 and 2040**.
    - **PM<sub>2.5</sub>**: MTC will use the "Baseline Year Test" interim emission test to demonstrate conformity with the 24-hour PM<sub>2.5</sub> standard. Consistent with EPA's Transportation Conformity Rule PM<sub>2.5</sub> and PM<sub>10</sub> Amendments; Final Rule published in the federal register in March 2010. MTC will quantify emissions for both directly emitted PM<sub>2.5</sub> and NOx (as the precursor to PM<sub>2.5</sub> 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<sub>2.5</sub> concentrations. MTC will present documentation regarding the projects proposed for inclusion in the Build scenarios.
  5. Transportation Control Measure (TCM) Implementation: The motor vehicle emission estimates for ROG and NOx 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 2019 Amended TIP includes the fiscal constraint analysis. The Amended 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 original Plan Bay Area 2040's 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 the Amended Plan Bay Area 2040 and the Amended 2019 TIP.

**Attachment A: Draft Schedule for the Transportation Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and the Amended 2019 Transportation Improvement Program (TIP)**

<b>Activity</b>	<b>Timeline</b>
Conformity Task Force Reviews Proposed Conformity Approach	March 20, 2020 thru March 26, 2020
MTC Staff Conducts Technical Analysis & Report Preparation	March 2020
<ol style="list-style-type: none"> <li>1. Release Draft Conformity Analysis for Public Review and Begin Public Comment Period</li> <li>2. Discuss Draft Conformity Analysis with AQCTF</li> </ol>	March 26, 2020
Discuss Draft Conformity Analysis with AQCTF	April 23, 2020
End of Public Comment Period	April 24, 2020
AQCTF Briefing on Responses to Comments	Via Email after – April 24, 2020
Committee Approval	May 8, 2020
Commission Approval	May 27, 2020
Expected FHWA/FTA Final Approval of 2017 TIP and AQ Conformity Analysis	TBA





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## *Memorandum*

TO: Air Quality Conformity Task Force

DATE: March 26, 2020

FR: Adam Crenshaw

RE: Review of the Regional Conformity Status for New and Revised Projects

Staff has prepared the following information in an effort to streamline the review of the regional air quality conformity implications of projects that staff proposes to add into the 2019 TIP through current or future revisions. This item is for advisory purposes only. The inclusion of these projects and project changes in a proposed revision to the TIP is subject to Commission approval in the case of amendments and MTC's Executive Director or Deputy Executive Director in the case of administrative modifications. The final determination of the regional air quality conformity status of these projects will be made by the Federal Highway Administration, the Federal Transit Administration and the Environmental Protection Agency as part of their review of proposed final TIP amendments and by the Executive Director or Deputy Executive Director as part of their review for TIP administrative modifications.

### Changes Staff is Proposing to Include in the 2019 TIP

Staff has received a request from sponsors to add four individually listed project and 52 group listed projects to the 2019 TIP. The description of the other new projects along with the regional air quality category that staff believes best describes the projects are included on Attachment A.

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

**Review of the Regional Conformity Status for New and Revised Projects - Attachment A**

County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type	
<b>Proposed New Individually-Listed Projects for Regional Air Quality Conformity Status Review</b>							
1	Alameda	ALA190021	Alameda County	Niles Canyon Trail, Phase I	Alameda County: In the vicinity of SR-84 between Niles District and Palomares Road (Phase I): Construct multi-Use trail	Alameda County: In the vicinity of SR-84 between Niles District and Palomares Road (Phase I): Construct multi-Use trail. The multi-use trail will serve walkers and bikers users who seek to both recreate and commute through Niles Canyon between the Niles District and the Town of Sunol. The Niles trail project includes three phases between the following geographic limits: Phase I - The District of Niles near Vallejo Mill to Palomares Road; Phase II - Palomares Road to Brightside railroad yard; Phase III - Brightside railroad yard to the railroad station within the Town of Sunol. Phases II and III will be added to future TIP listings if needed.	EXEMPT (40 CFR 93.126) - Bicycle and Pedestrian Projects
2	Alameda	ALA190022	Alameda County	E14th St/Mission Blvd Corridor Improvements	Alameda County: Along E14th St/Mission Blvd between I-238 and Hayward City limits: Construct streetscape improvements for continuity along corridor	Alameda County: Along E14th St/Mission Blvd between I-238 and Hayward City limits: Construct streetscape improvements for continuity along corridor. Project includes new sidewalks, intersection bulb-outs, Class IV bikeways, landscaping, bus boarding islands, pavement resurfacing. No general purpose automobile travel lanes will be added or removed.	EXEMPT (40 CFR 93.126) - Bicycle and Pedestrian Projects
3	Santa Clara	SCL190035	VTA	VTA - Not on Transit Program	VTA: Systemwide: Conduct training for employees and create awareness among passengers and the public to recognize and report human trafficking activities on transit. Other Federal funds are Human Trafficking Awareness and Public Safety Initiative Grant	VTA: Systemwide: Conduct training for employees and create awareness among passengers and the public to recognize and report human trafficking activities on transit. This project will address the need to reduce or eliminate human trafficking activity occurring at or via the use of transit systems, to reduce crime on public transit vehicles including operator assaults and improve overall rider and public safety.	EXEMPT (40 CFR 93.126) - Grants for training and research programs
4	Alameda	ALA190020	Pleasanton	I-680/Sunol Interchange Improvements	Pleasanton: At the I-680/Sunol Blvd Interchange: Widen the SB ramp to add two lanes (1 general purpose, 1 HOV bypass) and add intersection and bike/ped improvements.	Pleasanton: At the I-680/Sunol Blvd Interchange: Widen the SB ramp to add two lanes (1 general purpose, 1 HOV bypass), add intersection control at the on and off ramp intersections, and Eastbound and Westbound protected bike lanes. Widening is limited to the ramp and no additional lanes will be added to the mainline of either roadway	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects
<b>Proposed New Group-Listed Projects for Regional Air Quality Conformity Status Review</b>							
5	Alameda	VAR190005	Alegria Community Living	GL: FTA Section 5310 Program FY18 and FY19	Five Replacement Minivans	Five Replacement Minivans	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
6	Alameda	VAR190005	Bay Area Outreach Program	GL: FTA Section 5310 Program FY18 and FY19	One Replacement Large Bus	One Replacement Large Bus	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
7	Alameda	VAR190005	Eden I&R	GL: FTA Section 5310 Program FY18 and FY19	Mobility Management	Mobility Management	EXEMPT (40 CFR 93.126) - Grants for training and research programs
8	Alameda	VAR190005	Friends of Children with Special Needs	GL: FTA Section 5310 Program FY18 and FY19	Two SE Minivans	Two SE Minivans	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
9	Alameda	VAR190005	The Center of Independent Living	GL: FTA Section 5310 Program FY18 and FY19	Mobility Management	Mobility Management	EXEMPT (40 CFR 93.126) - Grants for training and research programs

**Review of the Regional Conformity Status for New and Revised Projects - Attachment A**

County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type	
10	Contra Costa	VAR190005	Choice in Aging	GL: FTA Section 5310 Program FY18 and FY19	Operating Assistance	Operating Assistance	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
11	Contra Costa	VAR190005	City of Lafayette: Lamorinda Spirit Van	GL: FTA Section 5310 Program FY18 and FY19	Operating Assistance	Operating Assistance	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
12	Contra Costa	VAR190005	Contra Costa Transportation Authority	GL: FTA Section 5310 Program FY18 and FY19	Mobility Management	Mobility Management	EXEMPT (40 CFR 93.126) - Grants for training and research programs
13	Contra Costa	VAR190005	Eastern Contra Costa	GL: FTA Section 5310 Program FY18 and FY19	Operating Assistance	Operating Assistance	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
14	Contra Costa	VAR190005	Golden Rain Foundation Walnut Creek	GL: FTA Section 5310 Program FY18 and FY19	Three Replacement Large Buses; One SE Medium Bus	Three Replacement Large Buses; One SE Medium Bus	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
15	Contra Costa	VAR190005	Mobility Matters	GL: FTA Section 5310 Program FY18 and FY19	Mobility Management	Mobility Management	EXEMPT (40 CFR 93.126) - Grants for training and research programs
16	Contra Costa	VAR190005	Mobility Matters	GL: FTA Section 5310 Program FY18 and FY19	Mobility Management	Mobility Management	EXEMPT (40 CFR 93.126) - Grants for training and research programs
17	Contra Costa	VAR190005	Mobility Matters	GL: FTA Section 5310 Program FY18 and FY19	Mobility Management	Mobility Management	EXEMPT (40 CFR 93.126) - Grants for training and research programs
18	Contra Costa	VAR190005	Mobility Matters	GL: FTA Section 5310 Program FY18 and FY19	Operating Assistance	Operating Assistance	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
19	Contra Costa	VAR190005	SAHA	GL: FTA Section 5310 Program FY18 and FY19	One SE Small Bus	One SE Small Bus	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
20	Contra Costa	VAR190005	SAHA	GL: FTA Section 5310 Program FY18 and FY19	Operating Assistance	Operating Assistance	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
21	Contra Costa	VAR190005	The Respite Inn	GL: FTA Section 5310 Program FY18 and FY19	One Replacement Minivan	One Replacement Minivan	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
22	Marin	VAR190005	Marin County Transit District	GL: FTA Section 5310 Program FY18 and FY19	Mobility Management	Mobility Management	EXEMPT (40 CFR 93.126) - Grants for training and research programs
23	Marin	VAR190005	Marin Senior Coordinating Council, Inc	GL: FTA Section 5310 Program FY18 and FY19	Six Replacement Large Buses	Six Replacement Large Buses	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
24	San Francisco	VAR190005	Casa Allegra Community Services	GL: FTA Section 5310 Program FY18 and FY19	One Replacement Minivan	One Replacement Minivan	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
25	San Francisco	VAR190005	Center for Elders' Independence	GL: FTA Section 5310 Program FY18 and FY19	Five Replacement Medium Buses; Two SE Medium Buses; Mobile Radios (7)	Five Replacement Medium Buses; Two SE Medium Buses; Mobile Radios (7)	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
26	San Francisco	VAR190005	Institute on Aging	GL: FTA Section 5310 Program FY18 and FY19	Four Replacement Medium Buses	Four Replacement Medium Buses	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
27	San Francisco	VAR190005	Kimochi, Inc.	GL: FTA Section 5310 Program FY18 and FY19	One Replacement Large Bus	One Replacement Large Bus	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet

**Review of the Regional Conformity Status for New and Revised Projects - Attachment A**

County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type	
28	San Francisco	VAR190005	Lighthouse for the Blind and Visually Impaired	GL: FTA Section 5310 Program FY18 and FY19	Mapping Software	Mapping Software	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities
29	San Francisco	VAR190005	Lighthouse for the Blind and Visually Impaired	GL: FTA Section 5310 Program FY18 and FY19	Mobility Management	Mobility Management	EXEMPT (40 CFR 93.126) - Grants for training and research programs
30	San Francisco	VAR190005	Pomeroy Recreation & Rehabilitation Center	GL: FTA Section 5310 Program FY18 and FY19	One Replacement Small Bus	One Replacement Small Bus	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
31	San Francisco	VAR190005	San Francisco Municipal Transportation Authority	GL: FTA Section 5310 Program FY18 and FY19	Mobility Management	Mobility Management	EXEMPT (40 CFR 93.126) - Grants for training and research programs
32	San Francisco	VAR190005	Self-Help for the Elderly	GL: FTA Section 5310 Program FY18 and FY19	One Replacement Medium Bus; Two Replacement Large Buses; Computer Hardware	One Replacement Medium Bus; Two Replacement Large Buses; Computer Hardware	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
33	San Mateo	VAR190005	Peninsula Family Service	GL: FTA Section 5310 Program FY18 and FY19	Operating Assistance	Operating Assistance	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
34	San Mateo	VAR190005	Peninsula Jewish Community Center	GL: FTA Section 5310 Program FY18 and FY19	Operating Assistance	Operating Assistance	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
35	Santa Clara	VAR190005	Avenidas	GL: FTA Section 5310 Program FY18 and FY19	Operating Assistance	Operating Assistance	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
36	Santa Clara	VAR190005	Friends of Children with Special Needs	GL: FTA Section 5310 Program FY18 and FY19	Operating Assistance	Operating Assistance	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
37	Santa Clara	VAR190005	Friends of Children with Special Needs	GL: FTA Section 5310 Program FY18 and FY19	Two SE Minivans	Two SE Minivans	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
38	Santa Clara	VAR190005	Metropolitan Transportation Commission	GL: FTA Section 5310 Program FY18 and FY19	Mobility Management	Mobility Management	EXEMPT (40 CFR 93.126) - Grants for training and research programs
39	Santa Clara	VAR190005	On Lok	GL: FTA Section 5310 Program FY18 and FY19	Six SE Small Buses; 8 Replacement Small Buses	Six SE Small Buses; 8 Replacement Small Buses	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
40	Santa Clara	VAR190005	Outreach and Escort	GL: FTA Section 5310 Program FY18 and FY19	Mobility Management	Mobility Management	EXEMPT (40 CFR 93.126) - Grants for training and research programs
41	Santa Clara	VAR190005	Outreach and Escort	GL: FTA Section 5310 Program FY18 and FY19	Mobility Management	Mobility Management	EXEMPT (40 CFR 93.126) - Grants for training and research programs
42	Santa Clara	VAR190005	Outreach and Escort	GL: FTA Section 5310 Program FY18 and FY19	Operating Assistance	Operating Assistance	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
43	Santa Clara	VAR190005	Outreach and Escort	GL: FTA Section 5310 Program FY18 and FY19	Operating Assistance	Operating Assistance	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
44	Santa Clara	VAR190005	West Valley Community Services	GL: FTA Section 5310 Program FY18 and FY19	Operating Assistance	Operating Assistance	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
45	Solano	VAR190005	City of Rio Vista	GL: FTA Section 5310 Program FY18 and FY19	Operating Assistance	Operating Assistance	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies

**Review of the Regional Conformity Status for New and Revised Projects - Attachment A**

County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type	
46	Solano	VAR190005	Faith in Action	GL: FTA Section 5310 Program FY18 and FY19	Operating Assistance	Operating Assistance	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
47	Solano	VAR190005	Milestones of Development INC	GL: FTA Section 5310 Program FY18 and FY19	One Replacement Minivan; Hardware; Three Replacement Small Buses; Two SE Minivans	One Replacement Minivan; Hardware; Three Replacement Small Buses; Two SE Minivans	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
48	Solano	VAR190005	Pace Solano	GL: FTA Section 5310 Program FY18 and FY19	Small Bus	Small Bus	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
49	Solano	VAR190005	Solano Transportation Authority	GL: FTA Section 5310 Program FY18 and FY19	Mobility Management	Mobility Management	EXEMPT (40 CFR 93.126) - Grants for training and research programs
50	Sonoma	VAR190005	Becoming Independent	GL: FTA Section 5310 Program FY18 and FY19	Two Replacement Small Buses; One Replacement Medium Bus	Two Replacement Small Buses; One Replacement Medium Bus	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
51	Sonoma	VAR190005	City of Santa Rosa	GL: FTA Section 5310 Program FY18 and FY19	One Replacement Large Bus	One Replacement Large Bus	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
52	Sonoma	VAR190005	County of Sonoma, Human Services Department	GL: FTA Section 5310 Program FY18 and FY19	Mobility Management	Mobility Management	EXEMPT (40 CFR 93.126) - Grants for training and research programs
53	Sonoma	VAR190005	County of Sonoma, Human Services Department	GL: FTA Section 5310 Program FY18 and FY19	Mobility Management	Mobility Management	EXEMPT (40 CFR 93.126) - Grants for training and research programs
54	Sonoma	VAR190005	County of Sonoma, Human Services Department	GL: FTA Section 5310 Program FY18 and FY19	Operating Assistance	Operating Assistance	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
55	Sonoma	VAR190005	County of Sonoma, Human Services Department	GL: FTA Section 5310 Program FY18 and FY19	Operating Assistance	Operating Assistance	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
56	Various	VAR190005	On Lok Senior Health Services	GL: FTA Section 5310 Program FY18 and FY19	Six Replacement Small Buses; One Replacement Minivan	Six Replacement Small Buses; One Replacement Minivan	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet

**Air Quality Conformity Task Force  
Summary Meeting Notes  
February 27, 2020**

Participants:

Panah Stauffer – EPA

Dick Fahey – Caltrans

Dominique Kraft – FTA

Lucas Sanchez – Caltrans

Rodney Tavitas – Caltrans

John Saelee – MTC

Ross McKeown – MTC

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<sub>2.5</sub> Project Conformity Interagency Consultations**

**a. Confirm Projects Are Exempt from PM<sub>2.5</sub> 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 (via email), EPA, Caltrans and MTC, the Task Force agreed that the projects on the exempt list **2a\_Exempt List 02172020.pdf** are exempt from PM<sub>2.5</sub> project level analysis.

**b. SMART Rail Extension to Windsor + Environmental to Cloverdale + Bike Path Project (Discussion)**

The Task Force conducted a conversation about the transportation conformity impacts due to the SMART Rail Extension to Windsor + Environmental to Cloverdale + Bike Path project.

- Adam Crenshaw (MTC) stated the SMART Rail Extension to Windsor project is included in Plan Bay Area (PBA) up to the City of Windsor only and the segment north of Windsor to Cloverdale is listed for the non-construction environmental phase. Mr. Crenshaw asked if an amendment to PBA could be conducted.
- Rodney Tavitas (Caltrans) asked that since the extension segment north of Windsor to Cloverdale is located outside the San Francisco Bay Area non-attainment area, there should be no reason to use EMFAC in a new regional conformity analysis.
- Dominique Kraft (FTA) asked if a project timeline for the SMART Rail extension to Cloverdale and Mr. Crenshaw indicated he was not aware of one.
- Mr. Tavitas asked Ms. Kraft if this type of amendment had been done in other parts of the region and Ms. Kraft responded by saying no.
- Ms. Kraft asked if the extension segment of the project is included in the NEPA document because it would be strange if only a portion of the project was listed in PBA and the entire full

alignment of the project was to go through the NEPA process. Including the entire full alignment in PBA would be done to avoid segmentation of the project which was also Dick Fahey's (Caltrans) thought.

- Mr. Fahey mentioned, if the Task Force – when the group conducted consultation in 2012 – evaluated the entire extension project to Cloverdale, then it should be included in PBA and Ms. Kraft concurred.
- Harold Brazil (MTC) indicated the SMART Rail Extension project assessment form used during consultation in 2012 included:
  - Phase 2 of the project located two new extension stations in the North Coast Air Basin
  - Entire project covers a 70 mile corridor from Larkspur to Cloverdale
- Mr. Brazil stated that there would be travel demand/EMFAC modeling impacts to adding the extension segment north of Windsor and outside the SF Bay Area nonattainment area because the entire Sonoma County is included in MTC's travel demand model and (therefore) alter the regional conformity analysis results. Mr. Tavitas agreed with Mr. Brazil modeling impacts conclusion.
- Ms. Kraft requested additional information on how the SMART Extension was modeled and if the segment between Windsor and Cloverdale was not included in the modeling, then this portion of the project cannot go forward
- Mr. Brazil indicated he would follow-up with the Task Force as to what was modeled between Windsor and Cloverdale.
- Panah Stauffer (EPA) asked for additional information on the SMART Rail Extension project to get a better understanding of what the entire project entails.
- Mr. Tavitas asked Mr. Brazil if he could send the information on what was modeled on the project asap and Ross McKeown (MTC) asked what was causing the urgency. Mr. Tavitas indicated the urgency was due to the immediate need to apply for certain funding sources and to possibly eliminate critical blocks to project development. Mr. McKeown asked what type of funding Mr. Tavitas was referring to and Mr. Tavitas stated he was not referring to any type of specific funding, but he wanted to discuss this issue with the Task Force as a group.

### **3. Revision to the Bay Area Conformity Protocol and Interagency Consultation Procedures**

Harold Brazil (MTC) stated the MTC Planning Committee approved MTC Resolution 3757, Revised at its February 14, 2020 meeting and referred it to the Commission for final action on February 26, 2020. The BAAQMD Board of Directors final action is scheduled for March 4, 2020. ABAG will take final action at its Executive Board meeting scheduled for March 19, 2020. Mr. Brazil went on to say that after the ABAG Executive Board takes its action, the Air District will submit the revised protocol to CARB as a formal revision the Bay Area conformity SIP and after CARB approval, CARB will then submit the revised protocol to EPA.

### **4. Consent Calendar**

#### **a. October 24, 2019 Air Quality Conformity Task Force Meeting Summary**

Rodney Tavitas (Caltrans) asked when the Task Force would have project-level conformity concurrence for the I-280 HOV Extension project and Adam Crenshaw (MTC) stated the amendment for this project covers the funding for the construction phase of the project moving into the TIP time period. Mr.

Crenshaw estimated that the project-level conformity process for the I-280 HOV Extension project should occur in the next month or two.

Ross McKeown (MTC) informed the Task Force that MTC will not process TIP amendments for projects with in-active obligations until certain information is provided.

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

## **5. Other Items**

Adam Crenshaw (MTC) asked if there was any updated guidance available to conduct conformity with the EMFAC model with the SAFE Rule part one in place and Rodney Tavitas (Caltrans) indicated there was not any available currently.