METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
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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: Dial - **(415) 655-0002 (Access Code: 920 769 799)**

Participant ID is **# button.**

December 5, 2019
9:30 a.m. –11:00 a.m.

AGENDA

1. Welcome and Introductions

2. $PM_{2.5}$ Project Conformity Interagency Consultations

   a. Consultation to Determine Project of Air Quality Concern Status
      i. Oakland/Alameda Access Project

   b. Confirm Projects Are Exempt from $PM_{2.5}$ Conformity
      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
      3_Regional_AQ_Conformity_Review_120519.pdf
      3_Attachment-A_List_of_Proposed_New_Projects_120519.pdf

4. Proposed Revision to the Bay Area Conformity Protocol and Interagency Consultation Procedures

5. Consent Calendar

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

6. Other Items – CARB EMFAC Off-Model Adjustment Factors

Next Meeting: January 23, 2020

MTC Staff Liaison: Harold Brazil hbrazil@bayareametro.gov

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Memorandum

TO: Air Quality Conformity Task Force DATE: November 22, 2019

FR: Harold Brazil W. I.

RE: $PM_{2.5}$ 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 projects is as follows:

No.	Project Sponsor	Project Title
1	Alameda County Transportation Commission	Oakland/Alameda Access Project

2a_Oakland_Alameda_Access _Project_Assessment_Form.pdf (for the Oakland/Alameda Access project)

MTC also requests the review and concurrence from the Air Quality Conformity Task Force (AQCTF) that the list of projects sponsors have identified as exempt and likely not to be a POAQC. **2b_Exempt List 11222019.pdf** lists exempt projects under 40 CFR 93.126.

Application of Criteria for a Project of Air Quality Concern
Project Title: Oakland/Alameda Access Project
Project Summary for Air Quality Conformity Task Force Meeting: (December 5, 2019)

Description

- Project will improve access to northbound and southbound I-880 from the Posey Tube by modifying the Posey Tube exit and constructing a new horseshoe ramp under I-880 at Jackson Street. This will reduce traffic congestion in the adjacent neighborhoods that currently carry freeway bound traffic.
- Removal of the NB I-880/Broadway off-ramp allows 6th Street to become a one-way through street from Oak Street to Harrison Street and a two-way street from Harrison Street to Broadway with a Class IV bicycle path and complete streets improvements.
- Bicycle and pedestrian improvements from 6th Street in Oakland to Alameda through the Posey Tube, and from 4th Street in Oakland through the Webster Tube to Mariner Square Loop in Alameda.
- I-880 modifications are limited to off-ramps.

Background

- NEPA process for Environmental Assessment (EA) leading to a Finding of No Significant Impact (FONSI) is underway with an estimated completion date of 2021.
- Public review for EA is scheduled for Fall 2020.
- Seeking air quality conformity determination on or before December 5, 2019

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?

- The Project is not a new or expanded highway project.
- It is an access project in Oakland and Alameda that would improve connectivity between freeways and local roads for vehicles and includes enhanced multimodal transportation options.
- The proportion of diesel vehicles would not increase as a result of this Project.

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

- Diesel vehicles represent less than 7%of intersection traffic volumes.
- Intersections at LOS D, E, or F improve as a result of this Project.
- No changes to land use that would affect diesel traffic percentages as a result of this Project.

(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_{10} or $PM_{2.5}$ implementation plan as site of violation?

- There is no implementation plan for $PM_{2.5}$ for this region.
- It was determined on January 9, 2013 by the U.S. EPA that the San Francisco Bay Area air basin had attained the 24-hour $PM_{2.5}$ National Ambient Air Quality Standards (NAAQS).
- Therefore, the Project would not create a new, or worsen an existing, $PM_{2.5}$ violation.

RTIP ID# *(required)*
17-01-0007

TIP ID# *(required)*
ALA090020

Air Quality Conformity Task Force Consideration Date
December 5, 2019

Project Description *(clearly describe project)*
The Project is located in the Cities of Oakland and Alameda in Alameda County, California. The Oakland Alameda Access Project (OAAP) would improve access along I-880, the Posey and Webster Tubes, downtown Oakland, and the City of Alameda. Within the approximately 1-mile-long Project area, I-880 (PM ALA 30.47 to PM 31.61) and SR 260 (PM ALA R0.78 to R1.90) are major transportation corridors that currently experience heavy congestion during peak travel periods. Moreover, the I-880 freeway viaduct is a physical barrier, limiting bicycle and pedestrian connectivity between downtown Oakland and Chinatown to the north and the Jack London District and Oakland Estuary to the south. Existing local street patterns across I-880 are intertwined with freeway entrance and exit ramps and the Posey and Webster Tubes through downtown Oakland and to and from the City of Alameda, affecting the cross-freeway circulation of motorists, bicyclists, and pedestrians.

The Project would improve access to northbound (NB) and southbound (SB) I-880 from the Posey Tube via a right-turn-only lane from the Posey Tube to 5th Street and a new horseshoe ramp at Jackson Street below the I-880 viaduct that would connect to the existing NB I-880/Jackson Street on-ramp. The Project would also reconstruct and shift the existing WB I-980/Jackson Street off-ramp to the south.

The Webster Tube entrance at 5th Street and Broadway would be shifted to the east to create more space for trucks to make the turn from Broadway into the Webster Tube. A bulbout would be constructed to extend the sidewalk, reducing the crossing distance and allowing improved visibility of pedestrians on the southeast corner.

The Project would remove the NB I-880/Broadway off-ramp and widen the NB I-880/Oak Street off-ramp to 6th Street, which would become the main NB I-880 off-ramp to downtown Oakland and to west Alameda. 6th Street would become a one-way through street from Oak Street to Harrison Street and a two-way street from Harrison Street to Broadway.

The Project would add a two-way cycle track on 6th Street between Oak Street and Washington Street and on Oak Street between 3rd and 9th Streets. The Project would also include the construction of minor bicycle and pedestrian improvements at the Posey and Webster Tubes on the Oakland and Alameda approaches. The Project would not require the acquisition of private property.

The Project would include the following:

- Construction of a new horseshoe ramp under I-880 at Jackson Street
- Reconstruction of the existing WB I-980/Jackson Street off-ramp
- Removal of the existing NB I-880/Broadway off-ramp viaduct structure, including the bridge deck and supporting columns
- Widening of the NB I-880/Oak Street off-ramp
- Modification of the 5th Street/Broadway access to the Webster Tube
- Construction of a new through 6th Street connecting Oak Street to Broadway
- Construction of a two-way bicycle path from Webster Street in Alameda to 6th Street in Oakland and from 4th Street in Oakland to Mariner Square Loop in Alameda
- Modification of 5th, 7th, Madison, Jackson, Harrison, Webster, Oak, and Franklin Streets
- Construction of retaining walls to support improved on- and off-ramps to minimize right-of-way impacts

The attached Figures 1A-C show Project components in Alameda and Oakland.

Type of Project: Arterial and freeway access improvements, bike/pedestrian improvements				
County ALA	***Narrative Location/Route & Postmiles*** I-880 (PM ALA 30.47 to 31.61); SR 260 (PM ALA R0.78 to R1.90) **Caltrans Projects – EA#** 04-0G360			
Lead Agency: Alameda County Transportation Commission				
Contact Person Susan Chang	Phone# 510-504-9188	*Fax#*	*Email* schang@alamedactc.org	

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*				
Categorical Exclusion (NEPA)	X **EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	*Other*

Scheduled Date of Federal Action:

NEPA Delegation – Project Type *(check appropriate box)*		
	Section 326 –Categorical Exclusion	**Section 327 – Non-Categorical Exclusion**

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	2018	2017	2021	2024
End	2021	2023	2024	2027

Project Purpose and Need (Summary): *(please be brief)*
The purpose of the OAAP is to:

- improve mobility and reduce traffic congestion for travelers along Interstate 880 (I-880), State Route 260 (SR 260; the Posey and Webster Tubes), City of Oakland downtown neighborhoods, and the City of Alameda;
- reduce freeway-bound regional traffic on local roadways and in area neighborhoods;
- reduce conflicts between regional and local traffic; and
- improve connectivity for bicycle and pedestrian traffic in the Project area.

Local streets in the Project area are congested during morning and evening peak commute hours. Under current conditions, motorists traveling between the I-880 and Interstate 980 (I-980) freeways and the Posey and Webster Tubes must take circuitous routes along Oakland city streets, which causes local arterial congestion, bottlenecks, and long delays. Several of the local intersections are operating at deficient levels of service because of the high traffic volumes. The streets in and around the Oakland Chinatown area have a high volume of pedestrian activity and experience substantial vehicle-pedestrian conflicts. In addition, the large footprint of the I-880 structure has impeded the implementation of bicycle and pedestrian connectivity between downtown Oakland and the Jack London District.

The Project proposes to remove and modify the existing freeway ramps and to modify the Posey Tube exit in Oakland. In addition, the proposed Project would construct Class IV bicycle paths within the Project area to improve connectivity to existing and future planned bicycle paths in the City of Oakland and implement various "complete streets" improvements to facilitate mobility across I-880 between downtown Oakland and the Jack London District. The Project would also implement bicycle and pedestrian improvements at the Posey and Webster Tubes approach in Alameda and Oakland. The Project will also open the Webster Tube westside walkway to bicycles and pedestrians.

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

Land use in the vicinity of the Project is diverse. Properties near the Project footprint include historic and modern buildings, parking lots, public space (Chinese Garden Park), commercial, transportation (roads, highways, tunnel facilities, Lake Merritt BART), residential (from single family and apartment buildings), governmental facilities (Alameda County courthouse, county facilities, Oakland Police Department,), educational (Laney College, child care facilities), and a health center (Asian Health Services). Oakland General Plan and Estuary Land Use Designations (2015) are Mixed Use District, Waterfront Warehouse District, Retail Dining Entertainment, Produce Market, Central Business District, Urban Park and Open Space, Parks, Light Industry, Planned Waterfront Development. Alameda General Plan Diagram (2016) indicates Mixed Use, Business Park, Parks and Public Open Space, Office, and Public/Institutional/Schools.

Brief summary of assumptions and methodology used for conducting analysis
DKS prepared the Traffic Operations Analysis Report (TOAR) for the OAAP. The traffic analysis study area encompassed both freeway and local street roadways. For the freeway portions the analysis focuses on the segment of I-880 from just west of Union Street to just west of High Street and the segment of I-980 from I-880 to 18th Street. For the local street portion, the study area included 56 existing intersections and adjoining roadways including SR 260 from I-880 to Atlantic Avenue in Alameda. The traffic demand forecasts were developed using Alameda CTC's countywide travel demand model. The average weekday truck percentages were derived from mainline vehicle classification counts conducted by DKS in April 2015. Trucks were defined as buses, vehicles with 2 axles and 6 tires, and anything greater than 3 axles is a truck. Truck percentages were assumed not to change.

For simplicity, DKS provided average daily traffic (ADT) for the Project study area not for every intersection studied. The majority of the Project access changes for vehicles occur on the highways/freeways so the calculated ADTs are along the mainline. The baseline year (2015), opening year (2025) and design year (2045) were analyzed in the TOAR. DKS calculated the RTP horizon year (2040) traffic volumes using linear interpolation.

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

Table 1. Opening Year (2025) Traffic Conditions for No Build and Build

Location	2025 No Build					2025 Build				
	ADT	Daily Truck %	Truck ADT	LOS		ADT	Daily Truck %	Truck ADT	LOS	
				AM	PM				AM	PM
I-880										
Northbound between 23rd Avenue off and on	102,245	11.5%	11,758	F	F	102,459	11.5%	11,783	F	F
Southbound between 23rd Avenue/Kennedy Street off and on	101,033	11.7%	11,821	F	F	101,101	11.7%	11,829	F	F
Northbound between Union Street on and 7th Street off	71,812	12.9%	9,264	C	C	72,208	12.9%	9,315	C	C
Southbound between 7th Street on and Union Street off	61,587	11%	6,775	F	F	61,625	11%	6,779	F	F
I-980										
Westbound between 18th Street off and 12th Street off	61,427	3.4%	2,089	NA		61,195	3.4%	2,081	NA	
Eastbound between 12th Street on and 18th Street on	57,197	3.4%	1,945	NA		57,116	3.4%	1,942	NA	
SR 260										
Webster Tube	34,742	4.3%	1,494	NA		35,346	4.3%	1,520	NA	
Posey Tube	28,187	3.5%	987	NA		28,625	3.5%	1,002	NA	

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

Table 2. RTP Horizon Year (2040) Traffic Conditions for No Build and Build

Location	2040 No Build					2040 Build				
	ADT	Daily Truck %	Truck ADT	LOS*		ADT	Daily Truck %	Truck ADT	LOS*	
				AM	PM				AM	PM
I-880										
Northbound between 23rd Avenue off and on	104,889	11.5 %	12,062	F	F	105,211	11.5 %	12,099	F	F
Southbound between 23rd Avenue/Kennedy Street off and on	104,578	11.7 %	12,236	F	F	104,652	11.7 %	12,244	F	F
Northbound between Union Street on and 7th Street off	75,849	12.9 %	9,784	C	C	75,828	12.9 %	9,782	C	C
Southbound between 7th Street on and Union Street off	65,366	11%	7,190	F	F	65,441	11%	7,199	F	F
I-980										
Westbound between 18th Street off and 12th Street off	63,412	3.4%	2,156	NA		63,147	3.4%	2,147	NA	
Eastbound between 12th Street on and 18th Street on	59,319	3.4%	2,017	NA		59,744	3.4%	2,031	NA	
SR 260										
Webster Tube	40,001	4.3%	1,720	NA		40,583	4.3%	1,745	NA	
Posey Tube	31,659	3.5%	1,108	NA		32,048	3.5%	1,122	NA	

*LOS not provided for the RTP Horizon Year. Assuming LOS is same as the Design Year

Table 3. Design Year (2045) Traffic Conditions for No Build and Build

Location	2045 No Build					2045 Build				
	ADT	Daily Truck %	Truck ADT	LOS		ADT	Daily Truck %	Truck ADT	LOS	
				AM	PM				AM	PM
I-880										
Northbound between 23rd Avenue off and on	105,770	11.5 %	12,164	F	F	106,128	11.5%	12,205	F	F
Southbound between 23rd Avenue/Kennedy Street off and on	105,759	11.7 %	12,374	F	F	105,835	11.7%	12,383	F	F
Northbound between Union Street on and 7th Street off	77,194	12.9 %	9,958	C	C	77,034	12.9%	9,937	C	C
Southbound between 7th Street on and Union Street off	66,626	11%	7,329	F	F	66,713	11%	7,338	F	F
I-980										
Westbound between 18th Street off and 12th Street off	64,073	3.4%	2,178	NA		63,797	3.4%	2,169	NA	
Eastbound between 12th Street on and 18th Street on	60,026	3.4%	2,041	NA		60,620	3.4%	2,061	NA	
SR 260										
Webster Tube	41,754	4.3%	1,795	NA		42,328	4.3%	1,820	NA	
Posey Tube	32,816	3.5%	1,149	NA		33,189	3.5%	1,162	NA	

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

Table 4. Core Study Intersection Level of Service: 2025 Weekday AM Peak Hour

Intersection		Control[1]	City	No Build		Build	
				Delay[2]	LOS[2]	Delay[2]	LOS[2]
1	4th/Broadway	Two-way Stop (WB 4th St)	Oakland	5.6 (14.3)	A (B)	3.8 (9.1)	A (A)
7	5th/Washington	Signal	Oakland	4.9	A	5.2	A
8	5th/Broadway	Signal	Oakland	18.5	B	13.9	B
9	5th/Jackson	Signal	Oakland	43.8	D	12.7	B
10	5th/Madison	Signal	Oakland	**59.0**	**E**	21.7	C
11	5th/Oak	Signal	Oakland	50.9	D	9.7	A
12	6th/Oak	Signal	Oakland	20.3	C	17.9	B
13	6th/Madison	Signal	Oakland	15.8	B	30.6	C
14	6th/Jackson	Signal	Oakland	43.7	D	11.9	B
15	6th/Broadway	Signal	Oakland	22.0	C	21.1	C
16	6th/Washington	Signal	Oakland	8.6	A	12.7	B
25	7th/Washington	Signal	Oakland	8.3	A	8.5	A
26	7th/Broadway	Signal	Oakland	16.7	B	14.1	B
27	7th/Webster	Signal	Oakland	12.1	B	10.3	B
28	7th/Harrison	Signal	Oakland	9.0	A	7.7	A
29	7th/Jackson	Signal	Oakland	32.4	C	11.3	B
30	7th/Madison	Signal	Oakland	18.0	B	44.3	D
31	8th/Harrison	Signal	Oakland	13.5	B	12.2	B
32	8th/Webster	Signal	Oakland	38.6	D	35.3	D
33	8th/Franklin	Signal	Oakland	26.1	C	25.8	C
34	8th/Broadway	Signal	Oakland	11.5	B	11.5	B
35	8th/Washington	Signal	Oakland	10.6	B	10.1	B
37	9th/Webster	Signal	Oakland	32.7	C	23.5	C
55	7th St/Oak St	Signal	Oakland	11.9	B	13.0	B
56	8th St/Oak St	Signal	Oakland	12.2	B	14.2	B

Notes:
1. Signal = signalized intersection; Two-way stop = Side-Street STOP-Control intersection.
2. for two-way stop, delay and LOS presented for average intersection and worst approach (in parentheses).
BOLD indicates unacceptable LOS conditions (LOS E or F).
Source: CHS Consulting Group (2019)

Table 5. Intersection Level of Service: 2025 Weekday PM Peak Hour

Intersection		Control[1]	City	No Build		Build	
				Delay[2]	LOS[2]	Delay[2]	LOS[2]
1	4th/Broadway	Two-way Stop (WB 4th St)	Oakland	**59.7 (143.7)**	**F (F)**	12.7 **(57.8)**	B **(F)**
7	5th/Washington	Signal	Oakland	**118.5**	**F**	**112.6**	**F**
8	5th/Broadway	Signal	Oakland	**62.3**	**E**	45.9	D
9	5th/Jackson	Signal	Oakland	44.0	D	20.9	C
10	5th/Madison	Signal	Oakland	7.3	A	44.5	D
11	5th/Oak	Signal	Oakland	**274.9**	**F**	32.7	C
12	6th/Oak	Signal	Oakland	15.3	B	21.3	C
13	6th/Madison	Signal	Oakland	9.8	A	36.6	D
14	6th/Jackson	Signal	Oakland	37.9	D	16.0	B
15	6th/Broadway	Signal	Oakland	44.0	D	25.3	C
16	6th/Washington	Signal	Oakland	**129.7**	**F**	40.3	D
25	7th/Washington	Signal	Oakland	**61.5**	**E**	**69.5**	**E**
26	7th/Broadway	Signal	Oakland	35.2	D	24.3	C
27	7th/Webster	Signal	Oakland	52.6	D	**69.6**	**E**
28	7th/Harrison	Signal	Oakland	10.5	B	6.3	A
29	7th/Jackson	Signal	Oakland	19.0	B	31.1	C
30	7th/Madison	Signal	Oakland	14.4	B	46.3	D
31	8th/Harrison	Signal	Oakland	16.4	B	14.3	B
32	8th/Webster	Signal	Oakland	43.0	D	33.5	C
33	8th/Franklin	Signal	Oakland	27.8	C	28.1	C
34	8th/Broadway	Signal	Oakland	52.8	D	17.6	B
35	8th/Washington	Signal	Oakland	27.5	C	21.8	C
37	9th/Webster	Signal	Oakland	**66.8**	**E**	25.3	C
55	7th St/Oak St	Signal	Oakland	14.4	B	15.9	B
56	8th St/Oak St	Signal	Oakland	10.6	B	13.4	B

Notes:
1. Signal = signalized intersection; Two-way stop = Side-Street STOP-Control intersection.
2. for two-way stop, delay and LOS presented for average intersection and worst approach (in parentheses).
BOLD indicates unacceptable LOS conditions (LOS E or F).
Source: CHS Consulting Group (2019)

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

Table 6. Intersection Level of Service: 2040 Weekday AM Peak Hour

Intersection		Control[1]	City	No Build		Build	
				Delay[2]	LOS[2]	Delay[2]	LOS[2]
1	4th/Broadway	Unsignalized	Oakland	6.7	A	15.1	C
		(WB 4th St)		18.9	C	34.5	D
7	5th/Washington	Signalized	Oakland	5.0	A	5.1	A
8	5th/Broadway	Signalized	Oakland	19.0	B	20.7	C
9	5th/Jackson	Signalized	Oakland	50.2	D	14.2	B
10	5th/Madison	Signalized	Oakland	**83.4**	**F**	21.1	C
11	5th/Oak	Signalized	Oakland	**62.9**	**E**	11.2	B
12	6th/Oak	Signalized	Oakland	20.9	C	21.2	C
13	6th/Madison	Signalized	Oakland	14.5	B	33.8	C
14	6th/Jackson	Signalized	Oakland	38.7	D	12.5	B
15	6th/Broadway	Signalized	Oakland	22.1	C	20.9	C
16	6th/Washington	Signalized	Oakland	8.8	A	11.4	B
25	7th/Washington	Signalized	Oakland	8.8	A	8.7	A
26	7th/Broadway	Signalized	Oakland	17.8	B	13.4	B
27	7th/Webster	Signalized	Oakland	16.8	B	12.3	B
28	7th/Harrison	Signalized	Oakland	8.9	A	7.7	A
29	7th/Jackson	Signalized	Oakland	22.7	C	13.0	B
30	7th/Madison	Signalized	Oakland	18.5	B	47.4	D
31	8th/Harrison	Signalized	Oakland	13.8	B	12.5	B
32	8th/Webster	Signalized	Oakland	39.2	D	37.1	D
33	8th/Franklin	Signalized	Oakland	27.2	C	26.6	C
34	8th/Broadway	Signalized	Oakland	12.9	B	11.7	B
35	8th/Washington	Signalized	Oakland	11.6	B	10.6	B
37	9th/Webster	Signalized	Oakland	28.3	C	25.2	C
55	7th St/Oak St	Signalized	Oakland	12.1	B	13.8	B
56	8th St/Oak St	Signalized	Oakland	14.5	B	18.0	B

Notes:
1. Signal = signalized intersection; Two-way stop = Side-Street STOP-Control intersection.
2. for two-way stop, delay and LOS presented for average intersection and worst approach (in parentheses).
BOLD indicates unacceptable LOS conditions (LOS E or F).
Source: CHS Consulting Group (2017)

Table 7. Intersection Level of Service: 2040 Weekday PM Peak Hour

Intersection		Control[1]	City	No Build		Build	
				Delay[2]	LOS[2]	Delay[2]	LOS[2]
1	4th/Broadway	Unsignalized (WB 4th St)	Oakland	**58.6** **181.7**	**F** **F**	**39.2** **97.2**	**E** **F**
7	5th/Washington	Signalized	Oakland	**119.0**	**F**	**124.8**	**F**
8	5th/Broadway	Signalized	Oakland	**61.6**	**E**	53.8	D
9	5th/Jackson	Signalized	Oakland	34.8	C	20.2	C
10	5th/Madison	Signalized	Oakland	7.9	A	34.1	C
11	5th/Oak	Signalized	Oakland	**338.7**	**F**	47.9	D
12	6th/Oak	Signalized	Oakland	16.1	B	19.9	B
13	6th/Madison	Signalized	Oakland	10.9	B	31.1	C
14	6th/Jackson	Signalized	Oakland	33.0	C	15.9	B
15	6th/Broadway	Signalized	Oakland	**83.4**	**F**	31.7	C
16	6th/Washington	Signalized	Oakland	**102.1**	**F**	30.1	C
25	7th/Washington	Signalized	Oakland	**120.7**	**F**	**85.9**	**F**
26	7th/Broadway	Signalized	Oakland	53.9	D	38.6	D
27	7th/Webster	Signalized	Oakland	**73.1**	**E**	**82.1**	**F**
28	7th/Harrison	Signalized	Oakland	21.2	C	9.5	A
29	7th/Jackson	Signalized	Oakland	19.3	B	18.7	B
30	7th/Madison	Signalized	Oakland	18.8	B	29.6	C
31	8th/Harrison	Signalized	Oakland	**59.2**	**E**	**71.3**	**E**
32	8th/Webster	Signalized	Oakland	**59.5**	**E**	**61.1**	**E**
33	8th/Franklin	Signalized	Oakland	40.7	D	30.7	C
34	8th/Broadway	Signalized	Oakland	**61.7**	**E**	20.3	C
35	8th/Washington	Signalized	Oakland	18.6	B	15.7	B
37	9th/Webster	Signalized	Oakland	52.1	D	26.3	C
55	7th St/Oak St	Signalized	Oakland	14.6	B	16.3	B
56	8th St/Oak St	Signalized	Oakland	11.5	B	13.9	B

Notes:
1. Signal = signalized intersection; Two-way stop = Side-Street STOP-Control intersection.
2. for two-way stop, delay and LOS presented for average intersection and worst approach (in parentheses).
BOLD indicates unacceptable LOS conditions (LOS E or F).
Source: CHS Consulting Group (2017)

Table 8. Intersection Level of Service: 2045 Weekday AM Peak Hour

Intersection		Control[1]	City	No Build		Build	
				Delay[2]	LOS[2]	Delay[2]	LOS[2]
1	4th/Broadway	Two-way Stop (WB 4th St)	Oakland	7.1 (20.4)	A (C)	18.8 (**43.0**)	C (**E**)
7	5th/Washington	Signal	Oakland	5.0	A	5.1	A
8	5th/Broadway	Signal	Oakland	19.2	B	23.0	C
9	5th/Jackson	Signal	Oakland	52.3	D	14.7	B
10	5th/Madison	Signal	Oakland	**91.5**	**F**	20.9	C
11	5th/Oak	Signal	Oakland	**66.9**	**E**	11.7	B
12	6th/Oak	Signal	Oakland	21.1	C	22.3	C
13	6th/Madison	Signal	Oakland	14.0	B	34.8	C
14	6th/Jackson	Signal	Oakland	37.0	D	12.7	B
15	6th/Broadway	Signal	Oakland	22.1	C	20.8	C
16	6th/Washington	Signal	Oakland	8.9	A	10.9	B
25	7th/Washington	Signal	Oakland	8.9	A	8.8	A
26	7th/Broadway	Signal	Oakland	18.2	B	13.1	B
27	7th/Webster	Signal	Oakland	18.3	B	13.0	B
28	7th/Harrison	Signal	Oakland	8.8	A	7.7	A
29	7th/Jackson	Signal	Oakland	19.4	B	13.5	B
30	7th/Madison	Signal	Oakland	18.7	B	48.4	D
31	8th/Harrison	Signal	Oakland	13.9	B	12.6	B
32	8th/Webster	Signal	Oakland	39.4	D	37.7	D
33	8th/Franklin	Signal	Oakland	27.5	C	26.9	C
34	8th/Broadway	Signal	Oakland	13.3	B	11.8	B
35	8th/Washington	Signal	Oakland	11.9	B	10.7	B
37	9th/Webster	Signal	Oakland	26.8	C	25.8	C
55	7th St/Oak St	Signal	Oakland	12.1	B	14.1	B
56	8th St/Oak St	Signal	Oakland	15.2	B	19.2	B

Notes:
1. Signal = signalized intersection; Two-way stop = Side-Street STOP-Control intersection.
2. for two-way stop, delay and LOS presented for average intersection and worst approach (in parentheses).
BOLD indicates unacceptable LOS conditions (LOS E or F).
Source: DKS Associates (2019)

Table 9. Intersection Level of Service: 2045 Weekday PM Peak Hour

Intersection		Control[1]	City	No Build		Build	
				Delay[2]	LOS[2]	Delay[2]	LOS[2]
1	4th/Broadway	Two-way Stop (WB 4th St)	Oakland	**58.2 (194.4)**	**F (F)**	**48.0 (110.3)**	**E (F)**
7	5th/Washington	Signal	Oakland	**119.1**	**F**	**128.9**	**F**
8	5th/Broadway	Signal	Oakland	**61.3**	**E**	**56.4**	**E**
9	5th/Jackson	Signal	Oakland	31.7	C	19.9	B
10	5th/Madison	Signal	Oakland	8.1	A	30.6	C
11	5th/Oak	Signal	Oakland	**360.0**	**F**	52.9	D
12	6th/Oak	Signal	Oakland	16.3	B	19.4	B
13	6th/Madison	Signal	Oakland	11.3	B	29.3	C
14	6th/Jackson	Signal	Oakland	31.3	C	15.9	B
15	6th/Broadway	Signal	Oakland	**96.5**	**F**	33.8	C
16	6th/Washington	Signal	Oakland	**92.9**	**F**	26.7	C
25	7th/Washington	Signal	Oakland	**140.4**	**F**	**91.4**	**F**
26	7th/Broadway	Signal	Oakland	**60.1**	**E**	43.4	D
27	7th/Webster	Signal	Oakland	**79.9**	**E**	**86.2**	**F**
28	7th/Harrison	Signal	Oakland	24.7	C	10.5	B
29	7th/Jackson	Signal	Oakland	19.4	B	14.5	B
30	7th/Madison	Signal	Oakland	20.3	C	24.0	C
31	8th/Harrison	Signal	Oakland	**73.5**	**E**	**90.3**	**F**
32	8th/Webster	Signal	Oakland	**65.0**	**E**	**70.3**	**E**
33	8th/Franklin	Signal	Oakland	45.0	D	31.6	C
34	8th/Broadway	Signal	Oakland	**64.7**	**E**	21.2	C
35	8th/Washington	Signal	Oakland	15.6	B	13.7	B
37	9th/Webster	Signal	Oakland	47.2	D	26.6	C
55	7th St/Oak St	Signal	Oakland	14.7	B	16.4	B
56	8th St/Oak St	Signal	Oakland	11.8	B	14.0	B

Notes:
1. Signal = signalized intersection; Two-way stop = Side-Street STOP-Control intersection.
2. for two-way stop, delay and LOS presented for average intersection and worst approach (in parentheses).
BOLD indicates unacceptable LOS conditions (LOS E or F).
Source: DKS Associates (2019)

Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses
Not applicable

RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses
Not applicable

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

- The proposed exit from the Posey Tube to the "horseshoe" ramp and 5th provides a more direct linkage between Posey Tube and both northbound and southbound I-880. Construction of this new ramp would allow unimpeded access from Posey Tube to NB I-880/EB I-980 without traveling through any intersections and minimizes pedestrian/bicycle conflicts. It would also take freeway-bound traffic from Alameda off of Chinatown streets, notably Harrison/7th/Jackson (the existing "racetrack").

- Removal of the Broadway off-ramp and extension of 6th provides a direct link to the Webster Tube from northbound I-880 and the east side of downtown, redistributing local arterial traffic from Broadway, 7th, Webster, and 8th.

- The extension of 6th Street provides for additional local circulation and network connectivity for all modes.

- These roadway network modifications lead to traffic volume decreases on several streets in downtown Oakland and Chinatown, notably along 7th, 8th, Broadway, Webster, Harrison, and Jackson. For some segments, traffic volume decreases up to 1500 vehicles per hour. These volume reductions lead to reduced conflicts between vehicles, cyclists and pedestrians, thus improving safety for all travelers.

- In the morning peak hour, travel times through the Posey Tube to I-880 would decrease up to 3 minutes. Meanwhile, travel times to the Webster Tube from various points would decrease up to 8 minutes during the PM peak hour.

Comments/Explanation/Details (please be brief)
The proposed Project is not a project of air quality concern (POAQC) as defined in 40 CFR 93.123 (b)(1) due to the following justifications:

1) The Project is not a new or expanded highway project that would have a significant number of or increase in the number of diesel vehicles.

2) The Project would not cause an increase in diesel vehicles at intersections that operate at LOS D, E, or F.

3) The Project is not a new bus or rail terminal or transfer point.

4) The Project would not expand an existing bus or rail terminal or transfer point.

5) The Project is not located in an area with an $PM_{2.5}$ applicable implementation plan nor would it affect locations that have an applicable implementation plan.

LEGEND

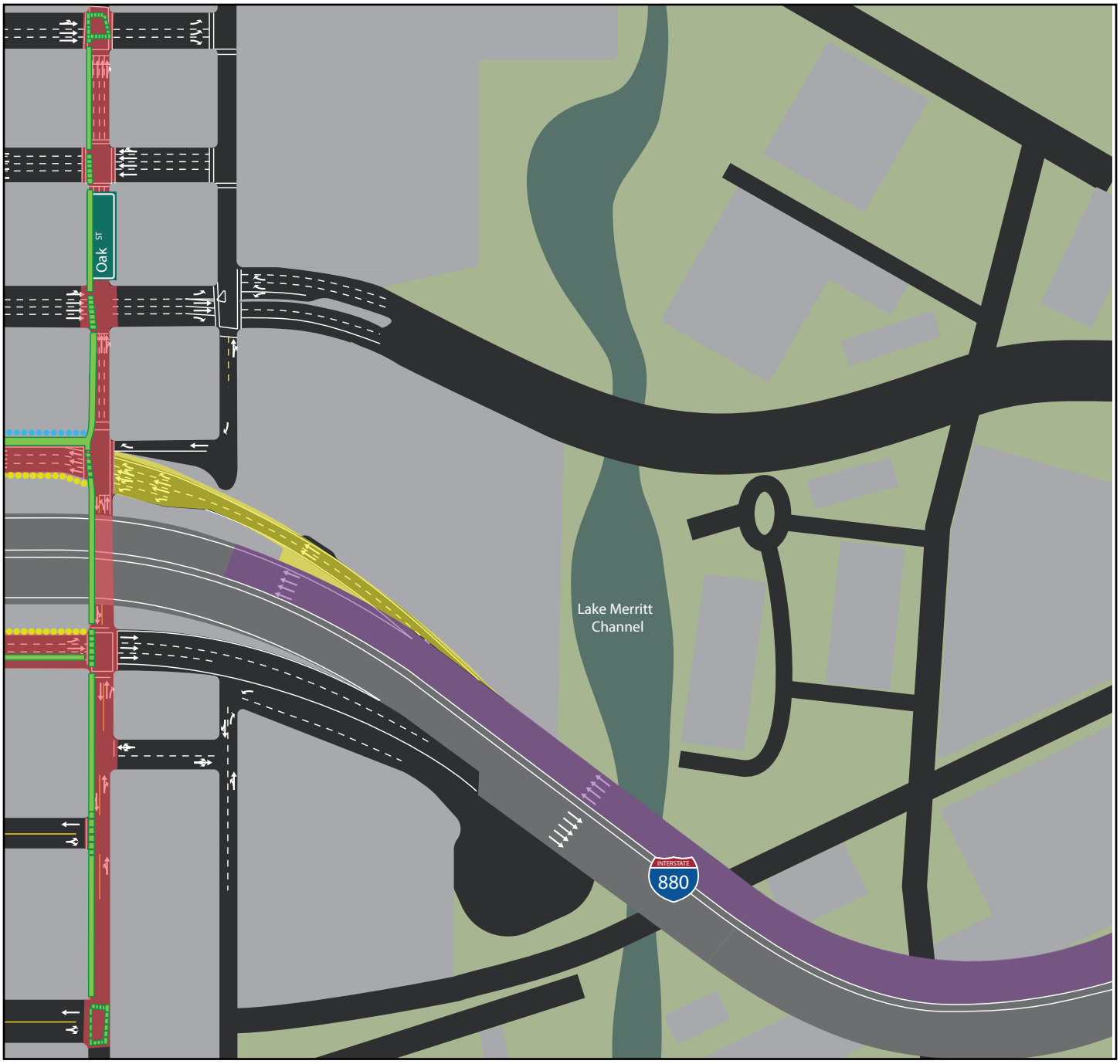
- NB I-880 Broadway Off-ramp Removal
- Proposed Horseshoe Ramp
- WB I-980 Jackson Street Off-ramp Removal
- NB I-880 Oak Street Off-ramp Widening
- Surface Street Improvements
- Proposed Bike Lane/Path
- Landscaped Median
- HAWK Pedestrian Crossing
- 5th Street/Broadway Access to the Webster Tube Improvement
- Sidewalk (existing)
- Sidewalk (proposed)
- Sidewalk (remove)
- Multi-Use Path (proposed)

N

0 500

Feet

Figure 1A
Proposed Project
Alameda Oakland Access Project
04-03G360, ALA-I-880/SR-260
Alameda, California



LEGEND

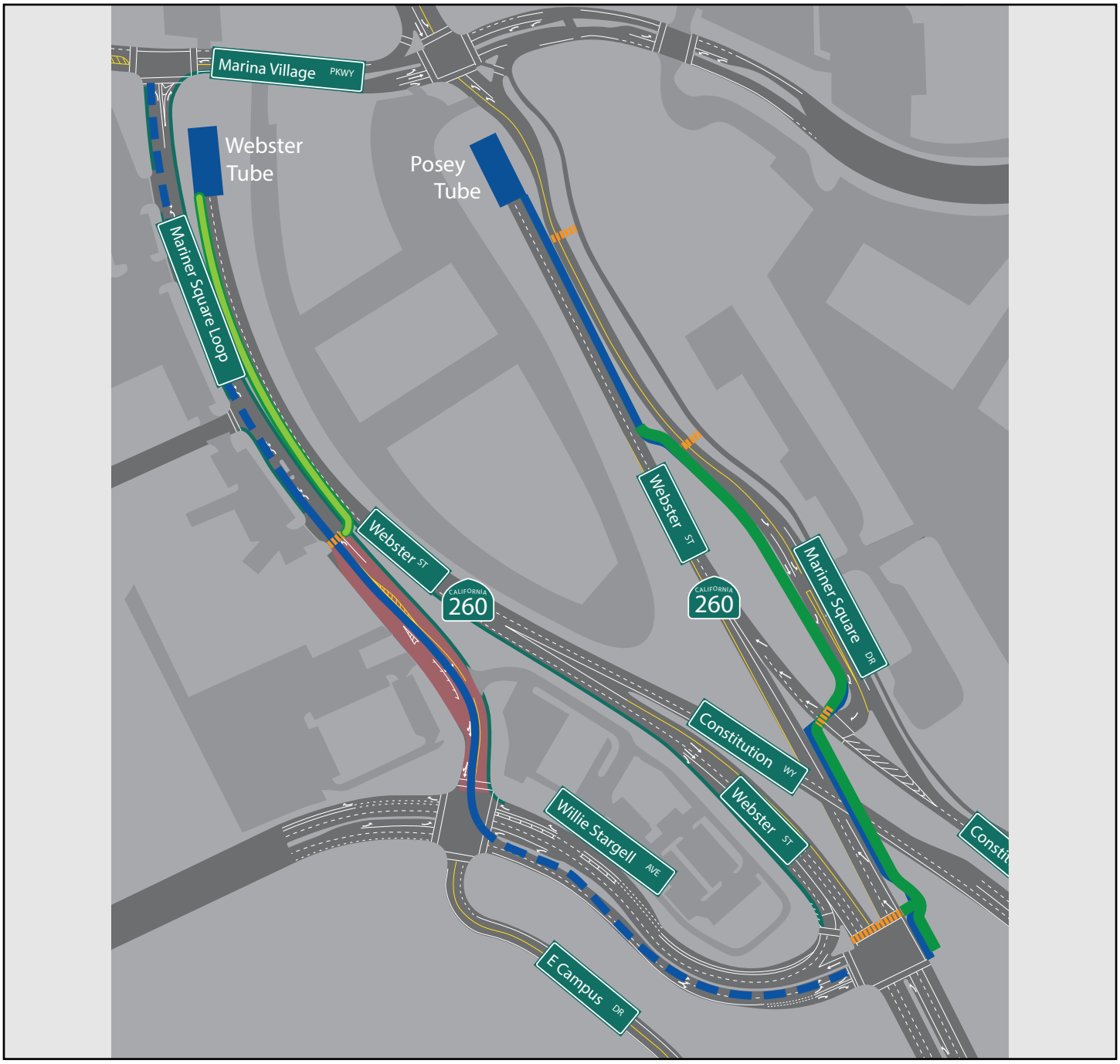
- NB I-880 Oak Street Off-ramp Widening
- Surface Street Improvements
- Proposed Bike Lane/Path
- Restriping on NB I-880

N

0 500

Feet

Figure 1B
Proposed Project
Alameda Oakland Access Project
04-03G360, ALA-I-880/SR-260
Alameda, California



LEGEND

- Proposed Bike Lane/Path
- Existing Bike/Pedestrian Path
- Widen Existing Bike Lane/Path
- Surface Street Improvements
- Proposed Crosswalks

N

0 300

Feet

Figure 1C
Proposed Project
Alameda Oakland Access Project
04-03G360, ALA-I-880/SR-260
Alameda, California

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	VAR170006 (subproject)	Caltrans	Alameda SR-61 SHOPP Roadway Preservation	In the city of Alameda: on SR-61 (Central Ave) from Broadway/Encinal Avenue to Sherman Street, Pavement rehabilitation, upgrade Americans with Disabilities Act (ADA) curb ramps, and improve crosswalks.	In the city of Alameda: on SR-61 (Central Ave) from Broadway/Encinal Avenue to Sherman Street, Pavement rehabilitation, upgrade Americans with Disabilities Act (ADA) curb ramps, and improve crosswalks. A road diet is being implemented at this location as part of a related project (ALA170049), which went through interagency consultation on 3/22/2018 and was found to not be a project of air quality concern.	Safety - Pavement resurfacing or rehabilitation
NAP	NAP170007	Napa	Vine Trail Gap Closure - Soscol Avenue Corridor	Napa: Between Third St and Vallejo St in Downtown Napa: Construct a Class I multi-use trail to close a gap in the Napa Valley Vine Trail	Napa: Between Third St and Vallejo St in Downtown Napa: Construct a Class I multi-use trail to close a gap in the Napa Valley Vine Trail. The Vine Trail Soscol Gap Closure project will connect the missing gap in the Vine Trail Class I Multi-Use Trail in Downtown Napa providing active transportation opportunities for residents and visitors to the City of Napa. The project will run adjacent to Soscol Avenue connecting the commuter bicycle path segment of the Vine Trail at Vallejo Street to the Tulocay segment of the Vine Trail at Third Street. It will link 12.5 continuous miles of the Vine Trail that runs from the Town of Yountville to Kennedy Park in the southern part of the City of Napa.	Air Quality - Bicycle and pedestrian facilities
SCL	SCL170013	Palo Alto	Page Mill Road Safety Project H8-04-019	H8-04-019: In Palo Alto: On Page Mill Rd between mile marker 0.0 to mile marker 4.5, rehabilitate roadway including installation of guardrails.	In Palo Alto: On Page Mill Road between mile markers 0.0 and 4.5; Rehabilitate roadway pavement using high friction pavement, increasing turn radius and installation of guardrails	Safety - Safety improvement program
SCL	SCL170028	Los Gatos	Los Gatos Creek Trail to Hwy 9 Trailhead Connector	In Los Gatos: The Los Gatos Creek Trail to the north and south sides of Highway 9 between the Highway 17 interchange and University Ave: Construct bike and pedestrian connector	In Los Gatos: The Los Gatos Creek Trail to the north and south sides of Highway 9 between the Highway 17 interchange and University Ave: Construct bike and pedestrian connector. The connector will connect the Los Gatos Creek Trail to the north and south sides of Highway 9 between the Highway 17 interchange and University Ave. A pedestrian and bicycle pathway will be constructed along with a pedestrian & bicycle bridge that will cross the creek. Eastbound and westbound bicycle lanes will be extended from trail connections to existing Class II lanes at University Avenue. The project will also improve pedestrian crossings at Highway 17 ramps.	Air Quality - Bicycle and pedestrian facilities
SCL	SCL170044	San Jose	San Jose Pavement Maintenance	San Jose: Various streets and roads: Pavement maintenance and rehabilitation and build pedestrian facilities	San Jose: Various roadways including - Cherry Av from Almaden Ex to Branham Ln, Fruitdale Av from Bascom Av to Southwest Ex, Lean Av from Blossom Hill Rd to Chynoweth Av, Meridian Av from Camden Av to Blossom Hill Rd, Naglee Av from Forest Av to The Alameda, O¿Toole Av from Montague Ex to Brokaw Rd, Piedmont Rd from Landess Av to Penitencia Creek Rd, Pine Av from Hicks Av to Bird Av, Santa Teresa Blvd from Bernal Rd to City Limit (3,000 feet south of Bailey Av), and Zanker Rd from Bering Dr/Remuda Ln to Montague Ex: perform road rehabilitation work, restripe roadways with improved designs, bike improvements, and upgrade non-compliant curb ramps for improved accessibility.	Safety - Pavement resurfacing or rehabilitation
SCL	SCL170045	Santa Clara	Saratoga Creek Trail Phase 1	Santa Clara: Saratoga Creek Trail between Homeridge Park and Central Park: Build a class I bicycle and pedestrian trail	Santa Clara: Saratoga Creek Trail between Homeridge Park and Central Park: Build a class I bicycle and pedestrian trail. The multi-use trail will be 10 - 14 feet wide, 1/2 mile in length, and will also include signage, striping and landscaping. A pedestrian bridge will be constructed over the Saratoga Creek west of Kiely Boulevard and two undercrossing at Homestead Road and Kiely Boulevard will be a part of this project.	Air Quality - Bicycle and pedestrian facilities
SM	SM-190008	Atherton	Atherton Street Preservation	Atherton: Various streets and roads: Pavement preservation	Atherton: Various streets and roads including James Ave from Middlefield Rd to Magnolia Ave: Pavement preservation	Safety - Pavement resurfacing or rehabilitation
SOL	SOL190016	Vallejo	Mare Island Causeway Bridge (23C0248) Preventative	Vallejo: G St over Napa River 1 mile west of SR-29 (23C0248): Preventive Maintenance	Vallejo: G St over Napa River 1 mile west of SR-29 (23C0248): Preventive Maintenance (Painting, applying methacrylate, piles and boards of fenders, replacing anodes at Piers 26 and 27)	Safety - Hazard elimination program

METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
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Memorandum

TO: Air Quality Conformity Task Force DATE: November 21, 2019

FR: Adam Crenshaw

RE: Review of the Regional Conformity Status for New 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 a sponsor to add one individually listed project to the 2019 TIP. The description of this new projects along with the regional air quality category that staff believes best describes the project is included on Attachment A.

Staff also received a request from a project sponsor for a re-evaluation of the regional conformity status of the following project in the 2019 TIP. The project sponsor would like the project removed from the TIP so that it may proceed as a CEQA-only local project. Before removing the project, we would like the Task Force's concurrence that doing so will not require an update to the regional conformity analysis.

The project was originally identified as a regionally non-exempt project when it was included in the 2019 TIP and the air quality conformity analysis document. The project's description is as follows:

I-280/Foothill Expressway Off Ramp Improvement
TIP ID: SCL190002
Sponsor: VTA
Description: Santa Clara County: NB I-280/Foothill Expressway interchange: Widen off ramp to add one additional lane
Expanded Description: Santa Clara County: NB I-280/Foothill Expressway interchange: Widen off ramp to add one additional lane

The project sponsor has confirmed that the additional lane will only be added to the ramp itself and will not extend onto I-280 or the Foothill Expressway. As such, we believe that the project

would more correctly be identified as either a non-exempt, not regionally significant project or a project that is exempt from regional conformity under 40 CFR 93.127 – Interchange reconfiguration.

If the Task Force concurs that the project is either not regionally significant or exempt from regional conformity and, as such, may be removed from the TIP without updating the conformity analysis, then we will delete the project through a future amendment.

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

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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							
1	Contra Costa	7065	ECCTA	ECCTA: Oakley Park and Ride	Oakley: Near the intersection of Highway 4 and East Cypress Road: Construct a Park and Ride Lot	Oakley: Near the intersection of Highway 4 and East Cypress Road: Construct a Park and Ride Lot. This is an inter-modal facility on a 2.4 acre lot that includes 164 parking stalls (6 ADA stalls), 6 bus bays, bike lockers and EV charging stations. The project also includes lighting, landscaping and frontage road improvements which include sidewalks, a median, and an extra lane.	EXEMPT (40 CFR 93.127) - Bus terminals and transfer points

METROPOLITAN
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Memorandum

TO: Air Quality Conformity Task Force DATE: November 22, 2019

FR: Harold Brazil W. I.

RE: Proposed Revision to the Bay Area Transportation Air Quality Conformity Protocol and Interagency Consultation Procedures

Background
ABAG, BAAQMD, and MTC adopted the Bay Area's current Transportation Air Quality Conformity Protocol and Interagency Consultation Procedures in 2006 (ABAG Resolution No. 06-06). These procedures, along with the 2001 Ozone Attainment Plan and certain BAAQMD rules, are Bay Area elements of the California State Implementation Plan (SIP) which is the plan to attain the national ambient air quality standards (NAAQS). MTC has taken the lead to consult with the Air Quality Conformity Task Force and revise the conformity procedures to reflect updated consultation best practices and agency roles and responsibilities.

MTC and BAAQMD staff are proposing to update procedures for interagency consultation to account for additional federal transportation-air quality requirements and (specifically) provide clarity on MTC and SACOG's roles and updated responsibilities on these requirements, constituting a formal revision to the Bay Area elements of the SIP. The proposed SIP revisions have been reviewed and approved by the Air Quality Conformity Task Force and SACOG staff.

The key revisions are summarized below:

- Coordination between MTC and SACOG when exchanging travel data for emission inventories in eastern Solano County; and,
- Coordination between MTC and SACOG when conducting project-level conformity in eastern Solano County.

Next Steps
The ABAG Administrative Committee (on 11/8/19) and the BAAQMD Board of Directors (on 11/20/19) have delegated authority to MTC to conduct a public hearing at a wintertime 2019-2020 Joint MTC Planning Committee with the ABAG Administrative Committee on behalf of the three co-lead agencies for revising the Bay Area's Transportation Air Quality Conformity Protocol and Interagency Consultation Procedures. The draft schedule (Attachment A, below) for completing the SIP revision process includes beginning the public comment period in early January 2020 and submitting the approved SIP revision to CARB in late February 2020.

Attachment A: Draft Schedule for the Proposed Revision to the Bay Area Transportation Air Quality Conformity Protocol and Interagency Consultation Procedures

Activity	Timeline
ABAG delegates authority to MTC to conduct public hearing on proposed revision to Conformity Protocol and Interagency Consultation Procedures	*November 8, 2019 – ABAG Administrative Committee Meeting*
BAAQMD delegates authority to MTC to conduct public hearing on proposed revision to Conformity Protocol and Interagency Consultation Procedures	*November 20, 2019 – BAAQMD Board of Directors Meeting*
Begin Public Review and Comment Period	January 3, 2020
Discuss received comments with AQCTF	January 23, 2020
End of Public Comment Period	February 4, 2020
MTC Planning Committee/ABAG Administrative Committee Approval	February 14, 2020
BAAQMD Approval	February 2020
Commission Approval	February 26, 2020
AQCTF Meeting	February 27, 2020
Expected Submission to CARB	Late February 2020

Date: July 26, 2006
W.I.: 1412
Referred by: Planning Committee
Revised: 01/22/20-C

ABSTRACT

Resolution No. 3757

This Resolution approves the "San Francisco Bay Area Transportation Air Quality Conformity Protocol," listed as Attachment A (conformity procedures) and Attachment B (interagency consultation procedures), for determining the conformity of the Regional Transportation Plan and Transportation Improvement Program with federal air quality plans and procedures. These two Attachments constitute the "Conformity SIP" for the San Francisco Bay Area (the conformity portion of the State Implementation Plan (SIP)).

Attachments A and B contained in this resolution were revised on January 22, 2020, to update and clarify the responsibilities of MTC and SACOG for the overlapped area for conducting the project-level conformity process and coordinating the exchange of travel data.

This Resolution will be submitted to the California Air Resources Board (ARB) and the U.S. Environmental Protection Agency (EPA) for approval as revisions to the California State Implementation Plan (SIP), which governs transportation conformity and decisions in the San Francisco Bay Area.

Further discussion of this action is contained in the Executive Director's memo dated December 13, 2019.

Date: July 26, 2006
W.I.: 1412
Referred by: Planning Committee

Re: Approval of San Francisco Bay Area Transportation Air Quality Conformity Protocol

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3757

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code § 66500 et seq.; and

WHEREAS, the Bay Area Air Quality Management District (BAAQMD), Association of Bay Area Governments (ABAG) and MTC are collectively responsible for developing and implementing various portions of the federal air quality plans in the San Francisco Bay Area; and

WHEREAS, prior to adopting or amending the long-range Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP), MTC must first determine that these plans and programs conform to the federal air quality plan for the San Francisco Bay Area (termed the State Implementation Plan, or SIP) using procedures established by the U.S. Environmental Protection Agency (EPA); and

WHEREAS, the three agencies have prepared a protocol for determining transportation air quality conformity in compliance with Federal regulation entitled: San Francisco Bay Area Transportation Air Quality Conformity Protocol ("the Protocol"), which includes certain conformity procedures relating to transportation plans, programs, and projects and the interagency consultation procedures, attached hereto as Attachment A and Attachment B, respectively, and incorporated herein as though set forth at length; and

WHEREAS, the three agencies have revised the Protocol to reflect the most recent guidance provided by the U.S. EPA; and

WHEREAS, Federal regulations for amending the SIP require a public hearing prior to adoption or changes to the Protocol, and the BAAQMD and ABAG have delegated authority to MTC to hold a public hearing on the Protocol as proposed herein; and

WHEREAS, MTC held a duly noticed public hearing on June 9, 2006; and

WHEREAS, at the conclusion of the public hearing, the Protocol was referred back to the three respective agencies along with the public comments and staff recommendations that each agency adopt the new Protocol; and

WHEREAS, the Protocol must be submitted to the California Air Resources Board (ARB) for review and subsequent submittal to the U.S. Environmental Protection Agency (EPA) for revision of the California State Implementation Plan (SIP), now therefore be it

RESOLVED, that the Protocol to be included in the Conformity SIP are approved for submission to CARB and to EPA; and, be it further

RESOLVED, that the MTC staff may make minor adjustments, as necessary, to the Protocol in the Conformity SIP in response to ARB and EPA comments; and, be it further

RESOLVED, that this resolution supercedes MTC Resolution No. 3075.

METROPOLITAN TRANSPORTATION COMMISSION

_____

Jon Rubin, Chair

The above resolution was entered
into by the Metropolitan Transportation
Commission at a regular meeting
of the Commission held in Oakland,
California, on July 26, 2006.

SAN FRANCISCO BAY AREA
TRANSPORTATION AIR QUALITY CONFORMITY PROTOCOL

Conformity Procedures

Current federal law does not require that EPA's detailed procedures for determining the conformity of plans, programs and projects be included in the Conformity SIP. Therefore, Part 93 of MTC's conformity procedures (MTC Resolution 3075), which includes verbatim EPA's transportation conformity regulation from 40 CRF Part 93, is deleted in entirety, with the exception of sections 93.122(a)(4)(ii) and 93.125(c)(see below).

In accordance with 40 CFR section 93.122(a)(4)(ii), prior to making a conformity determination on the RTP or TIP, MTC will not include emissions reduction credits from any control measures that are not included in the RTP or TIP and that do not require a regulatory action in the regional emissions analysis used in the conformity analysis unless MTC or FHWA/FTA obtains written commitments, as defined in 40 CFR section 93.101, from the appropriate entities to implement those control measures. The written commitments to implement those control measures must be fulfilled by the appropriate entities.

In accordance with 40 CFR section 93.125(c), prior to making a project-level conformity determination for a transportation project, FHWA/FTA must obtain from the project sponsor and/or operator written commitments, as defined in 40 CFR section 93.101, to implement any project-level mitigation or control measures in the construction or operation of the project identified as conditions for NEPA approval. The written commitments to implement those project-level mitigation or control measures must be fulfilled by the appropriate entities. Prior to making a conformity determination on the RTP or TIP, MTC will ensure the project design concept and scope are appropriately identified in the regional emissions analysis used in the conformity analysis.

SAN FRANCISCO BAY AREA
TRANSPORTATION AIR QUALITY CONFORMITY PROTOCOL

Interagency Consultation Procedures

I. General

These procedures implement the interagency consultation process for the nine-county San Francisco Bay Area, and include procedures to be undertaken by the Metropolitan Transportation Commission (MTC), California Department of Transportation (Caltrans), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), State and local air agencies and U.S. EPA, before making transportation conformity determinations on the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). Air quality planning in the Bay Area is the joint responsibility of the Metropolitan Transportation Commission (MTC), Association of Bay Area Governments (ABAG) and the Bay Area Air Quality Management District (BAAQMD).

Air Quality Conformity Task Force

To conduct consultation, staff involved in conformity issues for their respective agencies will participate in an Air Quality Conformity Task Force, hereafter referred to as the "Conformity Task Force." The Conformity Task Force is open to all interested agencies, but will include staff of:

- Federal agencies: FHWA, FTA, EPA
- State DOT: Caltrans
- Regional planning agencies: MTC, ABAG
- County transportation agencies: all CMAs,
- State and local air quality agencies: California Air Resources Board and BAAQMD
- Transit operators

MTC will maintain a directory for the current membership of the Conformity Task Force. MTC will chair the Conformity Task Force and will consult with members of the Conformity Task Force to determine items for meeting agendas and will transmit all meeting materials. Agendas and other meeting material will generally be transmitted seven days in advance of meetings, or on occasion, distributed at the meetings. MTC will prepare summary minutes of each meeting. Any member of the Conformity Task Force listed above can request MTC to call a meeting of

this group to discuss issues under the purview of the Conformity Task Force as described below, including whether certain events would trigger the need to make a new conformity determination for the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP).

Persons of any organizational level in the member agencies may attend meetings of the Conformity Task Force. All meetings of the Conformity Task Force will be open to the public.

Meeting frequency will be at least quarterly, unless there is consensus among the federal and state transportation agencies and air quality agencies to meet less frequently. MTC will also consult with these agencies to determine which items may not require a face-to-face meeting and could be handled via conference call or email.

II. Consultation on Regional Transportation Plan (RTP) and RTP Amendments

a. RTP Consultation Structure and Process

The mechanism for developing the RTP and for reviewing RTP documents is through The Bay Area Partnership or its successor. MTC is responsible for convening meetings of The Bay Area Partnership and its subcommittees.

The Bay Area Partnership, hereafter referred to as the "Partnership", was established in 1991 by MTC as a strategic alliance to advise and implement the mandates of the Intermodal Surface Transportation Efficiency Act of 1991. The Partnership includes representatives of all federal, state and local transportation agencies involved in developing and implementing transportation policies and programs in the nine-county San Francisco Bay Area as well as other regional agencies, such as the BAAQMD, ABAG, and Bay Conservation and Development Commission (BCDC). The Conformity Task Force member agencies, including EPA and ARB, are represented on the Partnership, and therefore the Conformity Task Force member agencies may participate directly in the Partnership process. MTC maintains a directory of the current membership of the Partnership. Partnership membership changes are frequent and expected. The current membership of the Conformity Task Force will be included in the Partnership directory.

Early in the RTP development process, MTC will develop a schedule for key activities and meetings leading up to the adoption of the RTP. In developing the draft RTP, MTC brings important RTP-related issues to the Partnership for discussion and feedback. MTC is responsible for transmitting all materials used for these discussions to the Partnership prior to the meetings, or on occasion, may distribute materials at the meetings. All materials that are relevant to interagency consultation, such as the RTP schedule, important RTP-related issues, and draft RTP, will also be transmitted to the Conformity Task Force for discussion and feedback. Similar consultation will occur with RTP amendments although amendments to the RTP are few and infrequent.

Public involvement in development of the RTP and RTP Amendments will be provided in accordance with MTC's adopted public involvement procedures. Key RTP supporting documents are posted on MTC's Web site for reference.

Policy decisions and actions pertaining to the RTP are the responsibility of MTC and will be made through MTC's Commission and its standing committee structure. The MTC standing committee currently in charge of the RTP is the Planning Committee, but changes to committee names can be expected from time to time. Comments received on important RTP-related issues and materials will be reviewed and considered by MTC staff in preparation of issuing a draft and final RTP for public review. MTC staff will respond to all significant comments, and the comments and response to comments will be made available for discussion with the Planning Committee and the Commission. MTC will transmit RTP-related materials to be discussed at the Planning Committee and Commission meetings to the Conformity Task Force prior to the meeting, or on occasion, may distribute materials at the meetings. Staff and policy board members of Conformity Task Force agencies may participate in these meetings.

b. Agency Roles and Responsibilities. Development of the RTP will be a collaborative process with agencies participating through participation the Partnership and/or MTC Commission and its standing committees. The following are the expected participation of key agencies in RTP development and review.

Agency	**Roles**
MTC	As the MPO for the San Francisco Bay Area, MTC develops, coordinates, circulates and provides for public involvement prior to adopting the RTP. Develops supporting technical documents, environmental documents, public information and other supplemental reports related to RTP. Prepares conformity analysis for RTP and makes conformity findings prior to adoption. Includes funding for TCMs in RTP. MTC Commission will act as the final policy body in the development and adoption of the RTP.
ABAG	Adopts long-range land use and demographic projections for the Bay Area. Provides detailed demographic data to MTC for travel forecasting and regional emissions analysis.
California DOT (Caltrans)	Project initiator for all state highway projects in the MTC region. Works directly with MTC in providing and reviewing detailed technical programming information. Defines the design concept and scope of projects in the RTP to conduct regional emissions analysis. Promptly notifies MTC of changes in design concept and scope, cost, and implementation year of regionally significant projects. Conducts project level CO and PM hotspot analyses. Identifies and commits to project level CO and PM mitigation measures, as required. Implements TCMs for which Caltrans is responsible in a timely fashion.
California ARB	Develops, solicits input on and adopts motor vehicle emissions factors; seeks EPA approval for their use in conformity analyses.
BAAQMD	Reviews and comments on all aspects of the conformity determinations for the RTP.
EPA	Administers and provides guidance on the Clean Air Act and Transportation Conformity regulations. Determines adequacy of motor vehicle emissions budget used for making RTP conformity findings. Reviews and comments on conformity determinations for the RTP.

Agency	Roles
Local Municipalities	Local municipalities propose projects for inclusion in the RTP and provide related information on design concept and scope for all regionally significant projects, including facilities where detailed design features have not yet been decided. Promptly notifies MTC of changes in design concept and scope, cost, and implementation year of regionally significant projects that would affect a new conformity analysis. Conducts project level CO and PM hotspot analyses. Identifies and commits to project level mitigation measures for CO and PM, as required. Implement TCMs for which local governments have responsibility in a timely fashion.
Local Transportation Agencies (CMAs, Transit Operators)	Project initiators for certain road and transit projects. See above Local Municipalities.
FHWA/FTA	FHWA and FTA consult with EPA on finding that the RTP conforms to the SIP. Provide guidance on transportation planning regulations. Ensure that all transportation planning and transportation conformity requirements contained in 23 CFR Part 450 and 40 CFR Part 93, respectively, are met.

* While these are the key areas and agencies involved in the development of the RTP, participation in the RTP process by other agencies may occur.

c. Consultation on RTP and RTP Amendment Conformity Analysis

Consultation on the assumptions and approach to the conformity analysis of the RTP or RTP Amendment will occur during the preparation of the draft RTP or RTP Amendment. MTC typically starts discussing the assumptions and approach to the conformity analysis with the Conformity Task Force at least two to three months prior to the conformity analysis being conducted. Early in the RTP or RTP Amendment development process, MTC will consult with the Conformity Task Force on, at a minimum, the following topics:

- Travel forecasting and modeling assumptions
- Latest planning assumptions
- Motor vehicle emission factors to be used in conformity analysis
- Appropriate analysis years
- Key regionally significant projects assumed in the transportation network and the year of operation
- Status of TCM implementation
- Financial constraints and other requirements that affect conformity pursuant to Federal Statewide and Metropolitan Planning regulations.
- Reliance on a previous regional emissions analysis
- The need for an Interim RTP (in the event of a conformity lapse)

The preparation of the draft conformity analysis will typically begin after public review of the draft RTP or RTP Amendment since there may be changes to projects and programs resulting from further public input. MTC will transmit the results of the draft conformity analysis to the

Conformity Task Force prior to releasing the draft conformity analysis for public review. The Conformity Task Force will respond promptly to MTC staff with any comments. The draft conformity analysis will be available for public review at least 30 days prior to any final action by MTC on the final conformity analysis and RTP or RTP Amendment. MTC will consult with the Conformity Task Force, as needed, in preparing written responses to significant comments on the draft conformity analysis. The draft conformity analysis will be reviewed by the MTC standing committee responsible for the RTP and will be referred to the Commission for approval. Members of the public can comment on the draft conformity analysis in writing or in person at MTC meetings prior to the close of the 30-day public review period. After the Commission approves the final conformity analysis, MTC will provide the final conformity analysis to FHWA/FTA for joint review as required by 40 CRF 93.104 and 23 CRF 450.322 of the FHWA/FTA Statewide and Metropolitan Planning Rule. Copies of the final conformity analysis will also be transmitted to the Conformity Task Force and made available in the MTC/ABAG Library and MTC's Web site.

III. Consultation on Transportation Improvement Program (TIP) and TIP Amendments

a. TIP Consultation Structure and Process

Similar to the RTP development, the mechanism for developing the TIP or TIP Amendments is through the Partnership or its successor. MTC is responsible for convening meetings of the Partnership and its subcommittees. These meetings are open to the public.

The Partnership includes representatives of all federal, state and local transportation agencies involved in developing and implementing transportation policies and programs in the nine-county San Francisco Bay Area as well as other regional agencies, such as the BAAQMD, ABAG, and BCDC. The Conformity Task Force member agencies, including EPA and ARB, are represented on the Partnership, and therefore the Conformity Task Force member agencies may participate directly in the Partnership process.

Early in the TIP development process, MTC will develop a schedule for key activities and meetings leading up to the adoption of the TIP. In developing the draft TIP, MTC brings important TIP-related issues to the Partnership for discussion and feedback. MTC is responsible for transmitting all materials used for these discussions to the Partnership prior to the meetings, or on occasion, may distribute materials at the meetings. All materials that are relevant to interagency consultation, such as the TIP schedule, important TIP-related issues, and draft TIP, will also be transmitted to the Conformity Task Force for discussion and feedback. Similar consultation will occur for TIP Amendments requiring an air quality conformity determination.

Public involvement in development of the TIP or TIP Amendments will be provided in accordance with MTC's adopted public involvement procedures. Key TIP supporting documents are posted on MTC's Web site for reference.

Policy decisions and actions pertaining to the TIP are the responsibility of MTC and will be made through MTC's Commission and its standing committee structure. The MTC standing committee

currently in charge of the TIP is the Programming and Allocations Committee, but changes to committee names can be expected from time to time. Comments received on important TIP-related issues and materials will be reviewed and considered by MTC staff in preparation of issuing a draft and final TIP for public review. MTC staff will respond to all significant comments, and the comments and response to comments will be made available for discussion with the Programming and Allocations Committee and the Commission. MTC will transmit TIP-related materials to be discussed at the Programming and Allocations Committee and Commission meetings to the Conformity Task Force prior to the meeting, or on occasion, may distribute materials at the meetings. Staff and policy board members of Conformity Task Force agencies may participate in these meetings.

b. Agency Roles and Responsibilities

Development of the TIP will be a collaborative process with agencies participating through the Partnership or its successor. The following are the expected participation of key agencies in TIP development and review:

Agency	**Roles**
MTC	As MPO for the San Francisco Bay Area, MTC develops, coordinates, circulates and provides for public involvement prior to adopting the TIP. Develops supporting technical documents and memorandum. Ensures projects in the TIP are consistent with the RTP. Ensures project sponsors have written commitments to any CO or PM mitigation measures required as conditions to NEPA process, prior to funding approval. Prepares conformity analysis for the TIP and makes conformity findings prior to adoption. Includes funding for TCMs in the TIP to ensure timely implementation. MTC Commission will act as the final policy body in the development of the TIP, prior to submittal to Caltrans, FHWA and FTA.
ABAG	Adopts long-range land use and demographic projections for the Bay Area. Provides detailed demographic data to MTC for travel forecasting and regional emissions analysis.
California DOT (Caltrans)	Project initiator for all state highway projects in the MTC region. As such, works directly with MTC in providing and reviewing detailed technical programming information. Defines the design concept and scope of projects in the TIP to conduct regional emissions analysis and provides costs. Promptly notifies MTC of changes in design concept and scope, cost, and implementation year of regionally significant projects. Conducts project level CO and PM hotspot analyses. Identifies and commits to certain CO and PM mitigation measures, as required. Implements TCMs for which Caltrans is responsible in a timely fashion.
California ARB	Develops, solicits input on and adopts motor vehicle emissions factors. Seeks EPA approval for their use in conformity analyses
BAAQMD	Reviews and comments on all aspects of the conformity determinations for the TIP.
EPA	Administers and provides guidance on the Clean Air Act and transportation conformity regulations. Determines adequacy of motor vehicle emissions budget used for making TIP conformity findings. Reviews and comments on conformity determinations for the TIP.

Agency	Roles
Local Municipalities	Local municipalities propose projects for inclusion in the TIP. Responsible for informing MTC of design concept and scope and costs of all regionally significant projects, including non-FHWA/FTA funded projects when the project sponsor is a recipient of federal funds. Provides design concept and scope for facilities where detailed design features have not yet been decided. Promptly notifies MTC of changes in design concept and scope, cost, and implementation year of any regionally significant projects that would affect a new conformity analysis. Ensures regionally significant projects are in a conforming RTP and TIP (or otherwise meet the requirements of EPA conformity regulations, Sec. 93.121) prior to local approval action. Conducts project level CO and PM hotspot analyses. Identifies and commits to project level mitigation measures for CO and PM, as required. Implement TCMs for which local governments have responsibility in a timely fashion.
Local Transportation Agencies (CMAs, Transit Operators)	Project initiators for certain road and transit projects. See above Local Municipalities.
FHWA/FTA	FHWA and FTA consult with EPA on finding that the TIP conforms to the SIP. Provide guidance on transportation planning regulations. Ensure that all transportation planning and transportation conformity requirements contained in 23 CFR Part 450 and 40 CFR Part 93, respectively, are met.

* While these are the key areas and agencies involved in the development of the TIP, participation in the TIP process by other agencies may occur.

c. Consultation and Notification Procedures for Conformity Analysis of TIP and TIP Amendments

Adoption of a new TIP will occur at intervals specified in federal planning requirements, whereas TIP Amendments can be expected to occur much more frequently. Consultation on the assumptions and approach to the conformity analysis of the TIP or TIP Amendment will occur during the preparation of the draft TIP or TIP Amendment. MTC typically starts discussing the assumptions and approach to the conformity analysis with the Conformity Task Force at least two to three months prior to the conformity analysis being conducted. When preparing a new TIP, MTC will consult with the Conformity Task Force on the same topics listed for the RTP (see Section II.c.), as well as the additional topics listed below:

- Identification of exempt projects in the TIP
- Identification of exempt projects which should be treated as non exempt
- Determination of projects which are regionally significant (both FHWA/FTA and non FHWA/FTA funded projects)
- Development of an Interim TIP (in the event of a conformity lapse)

For TIP Amendments, MTC will consult with the Conformity Task Force as identified below:

Consultation Required in Situations Requiring a Conformity Determination, Including But Not Limited To:

- Add a regionally significant project to the TIP when it has already been appropriately accounted for in the regional emissions analysis for the RTP
- Add a non-regionally significant project to the TIP
- Add non-exempt, regionally significant project that has not been accounted for in the regional emissions analysis
- Change in non-exempt, regionally significant project that is not consistent with the design concept and scope or the conformity analysis years

In addition, notification at the beginning of the public comment period is required for major amendments that add/delete exempt project or project phases to/from the TIP and add environmental studies for non-exempt project to the TIP.

Some changes to an adopted TIP do not require consultation or notification of these changes to federal or state agencies.

No Consultation Required:
According to FHWA/FTA/Caltrans *Procedures for Minor Modification to the FSTIP*, minor change amendments are revisions to project descriptions that do not affect the scope or conflict with the environmental documents, funding revisions that are no more than $2 million but not more than 20% of the total project cost, changes to fund sources, changes to project lead agency, changes that split or combine projects with no scope or funding changes, changes to required information for grouped projects and adding or deleting projects from grouped project listings. Per the *Procedures for Minor Modification to the FSTIP*, these types of changes are considered administrative actions and do not require any public notification or consultation.

The preparation of the draft conformity analysis will typically begin during the public review period and be completed when all changes to the proposed listing of projects and programs in the draft TIP or TIP Amendment have been finalized. MTC will transmit the results of the draft conformity analysis to the Conformity Task Force prior to releasing the draft conformity analysis for public review. The Conformity Task Force will respond promptly to MTC staff with any comments. The draft conformity analysis will be available for public review at least 30 days prior to any final action by MTC on the final conformity analysis and TIP or TIP Amendment. MTC will consult with the Conformity Task Force, as needed, in preparing written responses to significant comments on the draft conformity analysis. The draft conformity analysis will be reviewed by the MTC standing committee responsible for the TIP and will be referred to the Commission for approval. Members of the public can comment on the draft conformity analysis in writing or in person at MTC meetings prior to the close of the 30-day public review period. After the Commission approves the final conformity analysis, MTC will provide the final conformity analysis to FHWA/FTA for joint review as required by 40 CRF 93.104 and 23 CRF 450.322 of the FHWA/FTA Statewide and Metropolitan Planning Rule. Copies of the final

conformity analysis will also be transmitted to the Conformity Task Force and made available in the MTC/ABAG Library and MTC's Web site.

IV. State Implementation Plan (SIP) Consultation Process

a. SIP Consultation Structure and Process

The BAAQMD, MTC and ABAG have co-lead responsibilities for preparing the SIP. The SIP will normally be developed through a series of workshops, technical meetings, and public involvement forums independent of the Conformity Task Force; however, all Conformity Task Force agencies will be provided with all information and every opportunity to fully participate in the development of the SIP. The BAAQMD will provide and update schedules for SIP development that will be available to all agencies and the public. Public involvement will be in accordance with the BAAQMD's public involvement procedures. Key documents will be posted on BAAQMD's website. SIP development will normally cover inventory development, determination of emission reductions necessary to achieve and/or maintain federal air quality standards, transportation and other control strategies that may be necessary to achieve these standards, contingency measures, and other such technical documentation as required. The SIP will include a process to develop and evaluate transportation control measures as may be suggested by the co-lead agencies, other agencies, and the public.

MTC will consult with the BAAQMD and ARB in providing the travel activity data used to develop the on-road motor vehicle emissions inventory. If new transportation control strategies are necessary to achieve and/or maintain federal air quality standards, MTC will evaluate and receive public comment on potential new measures through the SIP consultation process administered by the BAAQMD. This SIP process will define the motor vehicle emissions budget (MVEB), and its various components, that will be used for future conformity determinations of the RTP and TIP. Prior to publishing the draft SIP, the Conformity Task Force will have an opportunity to review and comment on the proposed MVEB.

The BAAQMD will circulate the draft SIP for public review, and all comments will be responded to in writing prior to adoption of the SIP by the co-lead agencies. The Boards of the co-lead agencies will formally adopt the submittal. The BAAQMD will then transmit the adopted submittal, along with the public notice, public hearing transcript and a summary of comments and responses, to the ARB.

b. Agency Roles and Responsibilities

The following provides a summary on the roles and responsibilities of the different agencies with involvement in development and review of SIP submittals dealing with TCMs or emissions budgets.

Agency	Responsibilities
MTC	MTC is a co-lead agency for development of the SIP. Responsibilities may include preparing initial drafts of SIP submittals, revising those drafts, incorporating other agencies' comments, and preparing public hearing transcripts and responding to public comments. MTC is responsible for developing regional travel demand forecasts used in the SIP emissions inventory and analysis of new TCMs. MTC develops, analyzes, and monitors and reports on implementation of federal TCMs. MTC participates in public workshops and hearings on the SIP. MTC will provide final SIP documents to the Conformity Task Force and place copies in MTC's library.
ABAG	ABAG is a co-lead agency for development of the SIP. Responsibilities may include preparing initial drafts of SIP submittals, revising those drafts, incorporating other agency comments, and preparing public hearing transcripts and responding to public comments. ABAG's responsibilities include developing regional economic, land use and population forecasts used in developing SIP inventories. ABAG participates in public workshops and hearings on SIP submittals
California DOT (Caltrans)	Caltrans participates through various meetings, workshops, and hearings that are conducted by the co-lead agencies.
California ARB	ARB participates in the SIP development process in the Bay Area. ARB receives the Bay Area's SIP submittals, and upon approval, transmits them to EPA. Concurs with TCM substitution in the SIP.
BAAQMD	BAAQMD is responsible for air quality monitoring, preparation and maintenance of detailed and comprehensive emissions inventories, and other air quality planning and control responsibilities. BAAQMD is responsible for air quality planning in the region. Its responsibilities may include preparing initial drafts of SIP submittals, revising those drafts, incorporating other agencies' comments, and preparing public hearing transcripts and responding to public comments. BAAQMD organizes and participates in public workshops and hearings on SIP submittals.
EPA	EPA receives the Bay Area's SIP submittals from the California ARB, and has the responsibility to act on them in a timely manner. EPA directly influences the content of the submittals through regulations implementing the federal Clean Air Act. EPA also has the opportunity to influence the submittals through various meetings, workshops, and hearings that are conducted by the co-lead agencies. Provides guidance on the Clean Air Act. Determines adequacy of motor vehicle emissions budget used for making RTP/TIP conformity findings. Concurs with TCM substitution in the SIP.
Local Municipalities	Local municipalities will also participate through various meetings, workshops, and hearings that are conducted by the co-lead agencies.
Local Transportation Agencies (CMAs and Transit Operators)	CMAs and transit operators participate through various meetings, workshops, and hearings that are conducted by the co-lead agencies. CMAs represent the collective transportation interests of cities and counties, and, in certain cases, other local agencies.
FHWA/FTA	Provide guidance on transportation planning regulations. Opportunities to participate in the SIP are as noted above.

V. Consultation process for model assumptions, design and data collection

Consultation on model assumptions, design and data collection will take place through two forums [(1)]:

Group	Role/Focus	Approximate Meeting Frequency
Conformity Task Force	Feedback on regional travel demand forecast model development and assumptions. Consultation on regional emission models and assumptions. Feedback on CO and PM hot spot analysis models developed by others	Quarterly, unless consensus to meet less frequently
Model Coordination Working Group of the Partnership	Consultation on regional travel model data collection, analysis, forecasting assumptions, and model development and calibration.	At the call of the Chair.

[(1)] Membership and meeting frequency changes are regular and expected. Committee structure is subject to change as new committees are formed or as additional committees are included in modeling consultation.

The Model Coordination Working Group focuses on regional transportation model development and coordination. The Working Group or its successor, among other duties, provides a process for consulting on the design, schedule and funding of research and data collection efforts and on development and upgrades to the regional travel demand forecast model maintained by MTC. MTC staff coordinates meetings and helps prepare agenda items. Agendas and packets are generally mailed out one week prior to each meeting. Participation is open to all interested agencies, including members of the Conformity Task Force and the public.

Significant modeling issues that affect or pertain to conformity determinations of the RTP and TIP will be brought by MTC to the Conformity Task Force for discussion prior to any conformity analysis that requires the use of the MTC travel demand forecast model. Any member of the Conformity Task Force can independently request information from MTC concerning specific issues associated with the MTC model design or assumptions, and MTC staff will make the information available.

Models for analysis of localized CO and PM10 hot spots have been developed by others, and the Conformity Task Force does not have any direct role in their development or application. The Conformity Task Force may:

1. Periodically review and participate with Caltrans and other agencies as appropriate in the update of these models and procedures.
2. Refer project sponsors to the most up to date guidance on hot spot analyses.

VI. Project Level Conformity Determinations for Carbon Monoxide (CO)

All project-level conformity determinations are the responsibility of FHWA and FTA. Project sponsors should use the most recent Caltrans procedures for CO analysis approved by CARB and the EPA. In accordance with Government Code 66518 and 66520, MTC will determine the following:

1. That FHWA or FTA has approved the project-level CO conformity analysis which is included in the project's environmental document.
2. That the design concept and scope of the project has not changed significantly from that used by MTC in its regional emissions analysis of the RTP or the TIP.

The Conformity Task Force may periodically review and participate with Caltrans and other agencies as appropriate in the update of the Caltrans procedures for CO analysis, and provide technical guidance to project sponsors who use these procedures.

VII. Monitoring of Transportation Control Measures (TCMs)

The periodic conformity analyses for the RTP and TIP will include updates of the implementation of TCMs in the applicable SIP. The Conformity Task Force may request more frequent updates, as needed.

Prior to conducting a new conformity analysis for an RTP or TIP, MTC will document the status of TCMs that have not been completed, by comparing progress to the implementation steps in the SIP. Where TCM emissions reductions are included as part of the MVEB, MTC will also estimate the portion of emission reductions that have been achieved. If there are funding or scheduling issues for a TCM, MTC will describe the steps being undertaken to overcome these obstacles, including means to ensure that funding agencies are giving these TCM maximum priority. MTC may propose substitution of a new TCM for all or a portion of an existing TCM that is experiencing implementation difficulties (see below).

VIII. Substitution of TCMs in the SIP

After consultation with the Conformity Task Force, MTC may recommend and proceed with the substitution of a new TCM in the SIP to overcome implementation difficulties with an existing TCM(s). The substitution will take place in accordance with MTC's adopted TCM substitution procedures, which provide for full public involvement. In the event of possible discrepancies between MTC's TCM Substitution Procedures and those in SAFETEA (Public Law 109-59), the provisions of SAFETEA will govern.

IX. Other Conformity Task Force Processes and Procedures

Interagency consultation procedures for specific conformity issues are described below:

1. Defining regionally significant projects: Regionally significant projects are defined as a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs and would normally be included in the coded network for the regional transportation demand forecast model, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel. MTC's travel model roadway network may also include other types of facilities for reasons of functionality or connectivity that would not normally be considered regionally significant. MTC will periodically review with the Conformity Task Force the types of facilities and projects that are coded in the network but which MTC recommends should not be classified as regionally significant (and which therefore would not trigger a new regional emissions analysis if amended into the TIP). MTC will document the decisions of the Task Force for future reference. The Task Force will also consider projects that would not be found regionally significant according to the modeling definition above, but should be treated as regionally significant for conformity purposes.

2. Determination of significant change in project design concept and scope: Project sponsors should provide timely notice to MTC of any change in the design concept or scope of any regionally significant project in the RTP and TIP. MTC will consider a significant change in design concept and scope to be one that would alter the coding of the project in the transportation network associated with the regional travel model. When a project(s) have a change in design concept and scope from that assumed in the most recent conformed TIP and RTP, MTC will not normally consider revisions to the RTP or TIP if such a revision requires a new regional emissions analysis for the entire Plan and TIP. MTC will evaluate projects that may be considered to have a change in design concept and scope and will consult with the Conformity Task Force prior to advising the project sponsor as to how MTC intends to proceed with any request to amend the RTP and/or TIP.

3. Determining if exempt projects should be treated as non-exempt: MTC will identify all projects in the TIP that meet the definition of an exempt project, as defined in the Conformity regulations. MTC will provide a list of exempt projects to the Conformity Task Force for review prior to releasing the draft TIP for public comment. If any member of the Conformity Task Force believes an exempt project has potentially adverse emission impacts or interferes with TCM implementation, they can bring their concern to the Conformity Task Force for review and resolution. If it is determined by the Conformity Task Force that the project should be considered non exempt, MTC will notify the project sponsor of this determination and make appropriate changes to the conformity analysis, as required.

4. Treatment of non-FHWA/FTA regionally significant projects: Any recipient of federal funding is required to disclose to MTC the design concept and scope of regionally significant

projects that do not use FHWA or FTA funds. MTC will request that Caltrans and local agencies identify all such projects prior to conducting a new conformity analysis for the RTP or TIP. As part of the conformity analysis, MTC will also include a written response to any significant comment received about whether any project or projects of this type are adequately accounted for in the regional emissions analysis.

5. Projects that can advance during a conformity lapse. In the event of a conformity lapse, MTC will convene the Conformity Task Force to identify projects in the RTP and TIP that may move forward. MTC will also consult the Conformity Task Force on the process for preparing an Interim RTP and TIP.

6. Addressing activities and emissions that cross MPO boundaries: When a project that is not exempt is proposed in another MPO's Plan or TIP crosses MTC's boundaries, MTC will review the project with the Conformity Task Force to determine appropriate methods for addressing the emissions impact of the project in MTC's conformity analysis, consistent with EPA's conformity regulations.

   MTC's planning area includes a portion of Solano County, which is in the Sacramento air basin. The Sacramento Area Council of Governments (SACOG) is the MPO for this planning area. MTC and SACOG, in consultation with Caltrans, the State Air Resources Board, and the Governor's Office, have developed and signed a Memorandum of Understanding for undertaking conformity analysis in eastern Solano County.

X. Addressing Activities and Emissions that Cross MPO Boundaries

When a project that is not exempt is proposed in another MPO's Plan or TIP crosses MTC's boundaries, MTC will review the project with the Conformity Task Force to determine appropriate methods for addressing the emissions impact of the project in MTC's conformity analysis, consistent with EPA's conformity regulations.

MTC's federal transportation planning area includes a portion of Solano County, which is in the Sacramento air basin. This portion, the eastern half of Solano County, is also designated nonattainment for the ozone National Ambient Air Quality Standard (NAAQS), and - is included in the Sacramento Metropolitan air quality planning area. (see Exhibit A) The Sacramento Area Council of Governments (SACOG) is the MPO for this planning area. MTC and SACOG, in consultation with Caltrans, the State Air Resources Board, and the Governor's Office, have developed and signed a Memorandum of Understanding for undertaking conformity analysis in eastern Solano County.

MTC staff has consulted with the Conformity Task Force and SACOG staff and has prepared revisions to the MTC/SACOG MOU. The revisions account for additional federal transportation-air quality requirements and provide clarity on MTC and SACOG's roles and responsibilities relative to these new requirements. The MTC/SACOG MOU revisions were reviewed and approved by the Conformity Task Force and SACOG staff. The key revisions are summarized below:

- Programming of CMAQ funds in eastern Solano County;
- Coordination between MTC and SACOG when exchanging travel data for emission inventories in eastern Solano County; and,
- Coordination between MTC and SACOG when conducting project-level conformity in eastern Solano County.

The MTC approved MTC Resolution No. 2611, Revised, and MTC's and SACOG's executive directors executed the revised MTC/SACOG MOU on September 11, 2018.

XI. Conflict Resolution

Conflicts between State agencies, ABAG, MTC or BAAQMD that arise during consultation will be resolved as follows:

1 A statement of the nature of the conflict will be prepared and agreed to by the Conformity Task Force.

3. Staff of the affected agencies will meet in a good faith effort to resolve the conflict in a manner acceptable to all parties.

4. If the staff is unsuccessful, the Executive Directors or their designee of any state agency and all other parties to the conflict shall meet to resolve differences in a manner acceptable to all parties.

5. The parties to the conflict will determine when the 14-day clock (see below) starts.

6. Following these steps, the State Air Resources Board has 14 days to appeal to the Governor after Caltrans or MTC has notified the State Air Resources Board that either party plans to proceed with their conformity decision or policy that is the source of the conflict. If the State air agency appeals to the Governor, the final conformity determination must have the concurrence of the Governor. If the State Air Resources Board does not appeal to the Governor within 14 days, the MTC or State Department of Transportation may proceed with the final conformity determination. The Governor may delegate his or her role in this process, but not to the head or staff of the State or local air agency, State department of transportation, State transportation commission or board, or an MPO.

XII. Public Consultation Procedures

MTC will follow its adopted public involvement procedures when making conformity determinations on transportation plans, and programs. These procedures establish a proactive public involvement process which provides opportunity for public review and comment by, at a

minimum, providing reasonable public access to technical and policy information considered by MTC at the beginning of the public comment period and prior to taking formal action on a conformity determination for the RTP and TIP, consistent with these requirements and those of 23 CFR 450.316(b). Meetings of the Conformity Task Force and Partnership are open to the public. Any charges imposed for public inspection and copying should be consistent with the fee schedule contained in 49 CFR 7.95. These agencies shall also provide opportunity for public involvement in conformity determinations for projects where otherwise required by law.

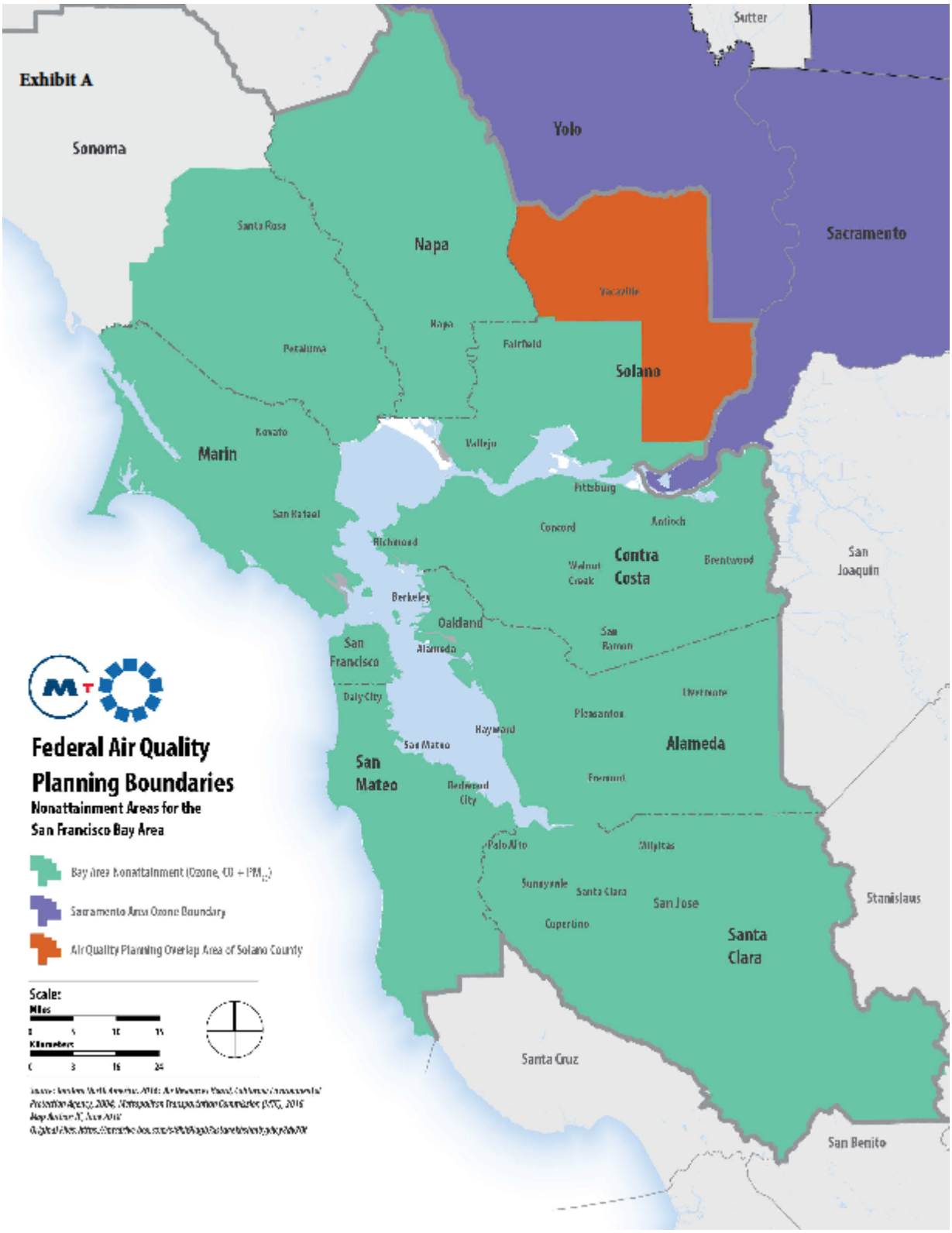
Exhibit A
Sonoma
Sutter
Yolo
Sacramento
Napa
Solano
Marin
Contra Costa
Alameda
San Mateo
Santa Clara
San Joaquin
Stanislaus
San Benito
Santa Cruz
Federal Air Quality Planning Boundaries
Nonattainment Areas for the San Francisco Bay Area
Bay Area Nonattainment (Ozone, CO + PM2.5)
Sacramento Area Ozone Boundary
Air Quality Planning Overlap Area of Solano County
Scale:
Miles
Kilometers

Air Quality Conformity Task Force
Summary Meeting Notes
October 24, 2019

Participants:
Andrea Gordon – BAAQMD
John Cacciotti – HMH
Panah Stauffer – EPA
Shannon Hatcher – CARB
Lani Lee Ho – Santa Clara Valley Transportation Authority
Mimi McNamara – Illingworth & Rodkin
John Hesler – David J. Powers & Assoc, Inc.
John Hesler – David J. Powers & Assoc, Inc.
Marcella Rensi – Santa Clara Valley Transportation Authority
Joseph Vaughn – FHWA
Rodney Tavitas – Caltrans
John Saelee – MTC
Adam Crenshaw – MTC

1. **Welcome and Self Introductions**: Adam Crenshaw (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. **I-280/Wolfe Road Interchange Improvement Project**

Lani Lee Ho (Santa Clara Valley Transportation Authority) started her presentation of I-280/Wolfe Road Interchange Improvement project by indicating that the purpose of the project is to improve traffic operations and facilities for multimodal1 forms of transportation, including bicycle, pedestrian, and high occupancy vehicle uses, at the Interstate 280 (I-280)/Wolfe Road Interchange in the City of Cupertino. Ms. Ho also indicated the project would construct the following improvements:

- Widen (Alternative A) or Replace (Alternative B) the existing Wolfe Road bridge structure over I-280 from two lanes in each direction to three through lanes and one right turn lane in each direction
- Modify, realign, and square up all on- and off-ramps to better accommodate bicyclists and pedestrians
- Replace existing HOV preferential on all on-ramps
- Replace existing sound walls along the north side of I-280 affected by the project
- Add Class II or IV bicycle lanes and 10-foot sidewalks along both NB and SB Wolfe Road
- Provide a bike/ped connection from Wolfe Road to Perimeter Road and/or the planned Junipero Serra Trail
- Place retaining walls and fill on the existing Perimeter Road undercrossing to accommodate grade changes

Ms. Ho added that the existing and proposed project interchanges would remain as Partial Cloverleaf (Type L-9) and would not include changes to the I-280 mainline.

In addition, the following comments were made:

John Cacciotti (HMH)
- no change to I-280 mainline
- Design Year is 20 years after the opening/analysis year
- Open Year is 2025

Panah Stauffer (EPA);
- Some documents reference an Alternative C, but not addressed in the assessment form

VTA Staff;
- Alternative C included reconstructing the interchange as a diverging cloverleaf
- This alternative is no longer being considered

Ms. Stauffer;
- The volume is steady across all build and no build scenarios?

VTA Staff;
- That is correct. The volume is steady and only the LOS changes.

Andrea Gordon (BAAQMD);
- What construction emissions assumptions were used?

Mimi McNamara (Illingworth & Rodkin);
- Used RCM SacMeds default emissions – probably Tier II.

Ms. Gordon;
- Would prefer that they use Tier IV equipment during construction.
- Noticed that the health report had not been completed.
- There are sensitive receptors in the area.

Joseph Vaughn (FHWA);
- Task Force should focus only on project level AQ requirements per 40 CFR 93

Ms. Stauffer;
- Is there anything in writing/in the review packet that confirms that alternative C was dropped.

Lani Lee Ho (VTA);
- No. They will add that to the revised assessment form.

Ms. Gordon;
- The project is a widening project?

VTA Staff;
- Only widening the roadway through the interchange. No changes to the upstream or downstream roadway.

Take aways;
- VTA staff will update the project assessment form to;
    - Indicate that alternative C was dropped

- Update the tables to include 2040 volumes

Final Determination; Following the meeting (via email – see below), Task Force members received the updated, analysis year 2040 traffic tables for the I-280/Wolfe Road Interchange Improvement project and input from FHWA, EPA, Caltrans (deferring their determination to FHWA) and FTA, the Task Force concluded that I-280/Wolfe Road Interchange Improvement project was not of air quality concern.

From:	Tavitas, Rodney A@DOT
To:	Adam Crenshaw
Cc:	Joseph.Vaughn@dot.gov; Kraft, Dominique (FTA); Fahey, Dick@DOT; Sanchez, Lucas@DOT; Hatcher, Shannon (shannon.hatcher@arb.ca.gov); Harold Brazil
Subject:	RE: October 2019 Air Quality Conformity Task Force Meeting Package
Date:	Wednesday, October 30, 2019 6:54:47 AM

External Email

Hi Adam,

Thank you for the updated form:

Caltrans HQ concurs this is NOT a project of air quality concern.

Sincerely,

Rodney Tavitas
Air Quality Planning and Coordination
California Department of Transportation
Phone:(916)653-1069
Fax:(916)653-1447
Rodney.Tavitas@dot.ca.gov
http://www.dot.ca.gov/hq/env/air/index.htm

How did we do? Help us serve you better! Caltrans Division of Transportation Planning Customer Service Survey Link:
https://www.surveymonkey.com/r/CTDOTP

From: Adam Crenshaw <ACrenshaw@bayareametro.gov>
Sent: Thursday, October 24, 2019 4:59 PM
To: Harold Brazil <HBrazil@bayareametro.gov>; 'Gordon, Andrea' <AGordon@baaqmd.gov>; 'Hilken, Henry' <Hhilken@baaqmd.gov>; Fahey, Dick@DOT <dick.fahey@dot.ca.gov>; 'rodney.tavitas@dot.ca.gov'; 'shaila.chowdhury@dot.ca.gov'; Rivas, Yolanda@DOT <yolanda.rivas@dot.ca.gov>; 'Vagenas, Ginger' <Vagenas.ginger@EPA.gov>; 'Wiggins, Jerome' <Jerome.Wiggins@fta.dot.gov>; 'Matley, Ted' <ted.matley@fta.dot.gov>; 'Surani, Amin' <amin.surani@vta.org>; 'Rensi, Marcella' <marcella.rensi@vta.org>; 'Joseph.Vaughn@dot.gov'; 'OConnor, Karina' <OConnor.Karina@epa.gov>; 'dominique.kraft@dot.gov'; 'Carson, Scott (FHWA)' <Scott.Carson@dot.gov>; 'Jelani.Young@dot.ca.gov'; 'Stauffer, Panah' <Stauffer.Panah@epa.gov>; 'Jean.Mazur@dot.gov'; 'Johnson, Antonio (FHWA)' <antonio.johnson@dot.gov>; Mortenson, Marilee C@DOT <marilee.mortenson@dot.ca.gov>; Choi, Yoojoong@DOT <yoojoong.choi@dot.ca.gov>; Christian, Shalanda M@DOT <shalanda.christian@dot.ca.gov>; Sanchez, Lucas@DOT <Lucas.Sanchez@dot.ca.gov>; shannon.hatcher@arb.ca.gov; Arellano, Alexus@DOT <Alexus.Arellano@dot.ca.gov>
Cc: Ross McKeown <RMcKeown@bayareametro.gov>; Mallory Atkinson <matkinson@bayareametro.gov>; John Saelee <jsaelee@bayareametro.gov>

Subject: RE: October 2019 Air Quality Conformity Task Force Meeting Package

Good afternoon,

Please find attached the updated project assessment form for the I-280 Wolfe Rd Interchange project.

Thank you.

Adam

From: Adam Crenshaw
Sent: Thursday, October 24, 2019 9:16 AM
To: Harold Brazil <HBrazil@bayareametro.gov>; 'Gordon, Andrea' <AGordon@baaqmd.gov>; 'Hilken, Henry' <Hhilken@baaqmd.gov>; 'Fahey, Dick' <dick_fahey@dot.ca.gov>; 'rodney.tavitas@dot.ca.gov'; 'shaila.chowdhury@dot.ca.gov'; 'Rivas, Yolanda' <yolanda_rivas@dot.ca.gov>; 'Vagenas, Ginger' <Vagenas.ginger@EPA.gov>; 'Wiggins, Jerome' <Jerome.Wiggins@fta.dot.gov>; 'Matley, Ted' <ted.matley@fta.dot.gov>; 'Surani, Amin' <amin.surani@vta.org>; 'Rensi, Marcella' <marcella.rensi@vta.org>; 'Joseph.Vaughn@dot.gov'; 'OConnor, Karina' <OConnor.Karina@epa.gov>; 'dominique.kraft@dot.gov'; 'Carson, Scott (FHWA)' <Scott.Carson@dot.gov>; 'Jelani.Young@dot.ca.gov'; 'Stauffer, Panah' <Stauffer.Panah@epa.gov>; 'Jean.Mazur@dot.gov'; 'Johnson, Antonio (FHWA)' <antonio.johnson@dot.gov>; marilee.mortenson@dot.ca.gov; yoojoong.choi@dot.ca.gov; shalanda.christian@dot.ca.gov; Lucas.Sanchez@dot.ca.gov; shannon.hatcher@arb.ca.gov; Alexus.Arellano@dot.ca.gov
Cc: Ross McKeown <RMcKeown@bayareametro.gov>; Mallory Atkinson <matkinson@bayareametro.gov>; John Saelee <jsaelee@bayareametro.gov>
Subject: RE: October 2019 Air Quality Conformity Task Force Meeting Package

Good morning,

The project sponsor has provided an attachment with updated traffic volume numbers for the I-280/Wolfe Rd Interchange project going through interagency consultation this morning. Please find it attached.

Thank you.

Adam L. Crenshaw
Transportation Improvement Program Manager
acrenshaw@bayareametro.gov

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Association of Bay Area Governments
Metropolitan Transportation Commission

Bay Area Metro Center | 375 Beale Street | Suite 800

From: Adam Crenshaw
To: Harold Brazil
Subject: FW: October 2019 Air Quality Conformity Task Force Meeting Package
Date: Friday, November 1, 2019 2:02:00 PM

Hi Harold,

I got your voicemail. Aside from Rodney, I received the email below from Panah, but I haven't received emails from anyone else.

Thank you.

Adam

From: Stauffer, Panah [mailto:Stauffer.Panah@epa.gov]
Sent: Tuesday, October 29, 2019 4:46 PM
To: Adam Crenshaw <ACrenshaw@bayareametro.gov>
Cc: Tavitas, Rodney A@DOT <rodney.tavitas@dot.ca.gov>; Vaughn, Joseph (FHWA) <Joseph.Vaughn@dot.gov>; Kraft, Dominique <Dominique.Kraft@dot.gov>; dick_fahey@dot.ca.gov; Lucas.Sanchez@dot.ca.gov; Hatcher, Shannon@ARB <shannon.hatcher@arb.ca.gov>
Subject: RE: October 2019 Air Quality Conformity Task Force Meeting Package

External Email

Hi Adam,

Thank you for this updated information. I do not think this is a project of air quality concern.

Thanks,

Panah Stauffer
Air Division (AIR-2)
US EPA Region 9
75 Hawthorne Street
San Francisco, CA 94105
415-972-3247

From: Adam Crenshaw <ACrenshaw@bayareametro.gov>
Sent: Thursday, October 24, 2019 4:59 PM
To: Harold Brazil <HBrazil@bayareametro.gov>; agordon@baaqmd.gov; 'Hilken, Henry' <Hhilken@baaqmd.gov>; 'Fahey, Dick' <dick_fahey@dot.ca.gov>; 'rodney.tavitas@dot.ca.gov'; 'shaila.chowdhury@dot.ca.gov'; 'Rivas, Yolanda' <yolanda_rivas@dot.ca.gov>; Vagenas, Ginger <Vagenas.Ginger@epa.gov>; 'Wiggins, Jerome' <Jerome.Wiggins@fta.dot.gov>; 'Matley, Ted' <ted.matley@fta.dot.gov>; 'Surani, Amin' <amin.surani@vta.org>; 'Rensi, Marcella' <marcella.rensi@vta.org>; 'Joseph.Vaughn@dot.gov'; OConnor, Karina <OConnor.Karina@epa.gov>;

'dominique.kraft@dot.gov'; 'Carson, Scott (FHWA)' <Scott.Carson@dot.gov>; 'Jelani.Young@dot.ca.gov'; Stauffer, Panah <Stauffer.Panah@epa.gov>; 'Jean.Mazur@dot.gov'; 'Johnson, Antonio (FHWA)' <antonio.johnson@dot.gov>; marilee.mortenson@dot.ca.gov; yoojoong.choi@dot.ca.gov; shalanda.christian@dot.ca.gov; Lucas.Sanchez@dot.ca.gov; shannon.hatcher@arb.ca.gov; Alexus.Arellano@dot.ca.gov
Cc: Ross McKeown <RMcKeown@bayareametro.gov>; Mallory Atkinson <matkinson@bayareametro.gov>; John Saelee <jsaelee@bayareametro.gov>
Subject: RE: October 2019 Air Quality Conformity Task Force Meeting Package

Good afternoon,

Please find attached the updated project assessment form for the I-280 Wolfe Rd Interchange project.

Thank you.

Adam

From: Adam Crenshaw
Sent: Thursday, October 24, 2019 9:16 AM
To: Harold Brazil <HBrazil@bayareametro.gov>; 'Gordon, Andrea' <AGordon@baaqmd.gov>; 'Hilken, Henry' <Hhilken@baaqmd.gov>; 'Fahey, Dick' <dick_fahey@dot.ca.gov>; 'rodney.tavitas@dot.ca.gov'; 'shaila.chowdhury@dot.ca.gov'; 'Rivas, Yolanda' <yolanda_rivas@dot.ca.gov>; 'Vagenas, Ginger' <Vagenas.ginger@EPA.gov>; 'Wiggins, Jerome' <Jerome.Wiggins@fta.dot.gov>; 'Matley, Ted' <ted.matley@fta.dot.gov>; 'Surani, Amin' <amin.surani@vta.org>; 'Rensi, Marcella' <marcella.rensi@vta.org>; 'Joseph.Vaughn@dot.gov'; 'OConnor, Karina' <OConnor.Karina@epa.gov>; 'dominique.kraft@dot.gov'; 'Carson, Scott (FHWA)' <Scott.Carson@dot.gov>; 'Jelani.Young@dot.ca.gov'; 'Stauffer, Panah' <Stauffer.Panah@epa.gov>; 'Jean.Mazur@dot.gov'; 'Johnson, Antonio (FHWA)' <antonio.johnson@dot.gov>; marilee.mortenson@dot.ca.gov; yoojoong.choi@dot.ca.gov; shalanda.christian@dot.ca.gov; Lucas.Sanchez@dot.ca.gov; shannon.hatcher@arb.ca.gov; Alexus.Arellano@dot.ca.gov
Cc: Ross McKeown <RMcKeown@bayareametro.gov>; Mallory Atkinson <matkinson@bayareametro.gov>; John Saelee <jsaelee@bayareametro.gov>
Subject: RE: October 2019 Air Quality Conformity Task Force Meeting Package

Good morning,

The project sponsor has provided an attachment with updated traffic volume numbers for the I-280/Wolfe Rd Interchange project going through interagency consultation this morning. Please find it attached.

Thank you.

Adam L. Crenshaw

From: Kraft, Dominique (FTA)
To: Harold Brazil; Vaughn, Joseph (FHWA)
Cc: Adam Crenshaw
Subject: RE: I-280/Wolfe Rd Interchange Project Determination
Date: Saturday, November 2, 2019 3:25:00 PM

External Email

Hi Harold,

Based on the information provided initially and the supplemental information provided, FTA does not believe that this project is a POAQC.

Thanks.
Dominique

From: Harold Brazil <HBrazil@bayareametro.gov>
Sent: Friday, November 01, 2019 2:24 PM
To: Kraft, Dominique (FTA) <Dominique.Kraft@dot.gov>; Vaughn, Joseph (FHWA) <Joseph.Vaughn@dot.gov>
Cc: Adam Crenshaw <ACrenshaw@bayareametro.gov>
Subject: Re: I-280/Wolfe Rd Interchange Project Determination

Good afternoon Dominique and Joseph, we need to get an official determination from both of you on whether the I-280/Wolfe Rd Interchange project is or is not a POAQC.

If you could let us know at your earliest convenience, that would be great.

If you have any questions, let me know and thanks!

Harold

_____

Harold Brazil
Senior Planner
hbrazil@bayareametro.gov

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Metropolitan Transportation Commission
Association of Bay Area Governments

Bay Area Metro Center
375 Beale Street, Suite 800

From: Vaughn, Joseph (FHWA)
To: Harold Brazil
Cc: Adam Crenshaw
Subject: RE: I-280/Wolfe Rd Interchange Project Determination
Date: Tuesday, November 5, 2019 11:10:59 AM

External Email

Sure-though, I made it already on the call. I concur that the I-280/Wolfe Rd Interchange project is not a POAQC. Thanks

Joseph Vaughn
Environmental Specialist
FHWA, California Division
(916) 498-5346

From: Harold Brazil <HBrazil@bayareametro.gov>
Sent: Tuesday, November 05, 2019 2:06 PM
To: Vaughn, Joseph (FHWA) <Joseph.Vaughn@dot.gov>
Cc: Adam Crenshaw <ACrenshaw@bayareametro.gov>
Subject: Re: I-280/Wolfe Rd Interchange Project Determination
Importance: High

Hello Joseph, we need to get an official determination from you on whether the I-280/Wolfe Rd Interchange project is or is not a POAQC.

Please let us know at your earliest convenience and thanks.

Harold

From: Harold Brazil
Sent: Friday, November 1, 2019 2:24 PM
To: Kraft, Dominique <Dominique.Kraft@dot.gov>; 'Vaughn, Joseph (FHWA)' <Joseph.Vaughn@dot.gov>
Cc: Adam Crenshaw <ACrenshaw@bayareametro.gov>
Subject: Re: I-280/Wolfe Rd Interchange Project Determination

Good afternoon Dominique and Joseph, we need to get an official determination from both of you on whether the I-280/Wolfe Rd Interchange project is or is not a POAQC.

If you could let us know at your earliest convenience, that would be great.

If you have any questions, let me know and thanks!

Harold

Harold Brazil
Senior Planner
hbrazil@bayareametro.gov

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Bay Area Metro Center
375 Beale Street, Suite 800
[Note: Visitors must check in with the receptionist on the 7th floor]
San Francisco, CA 94105
Phone: 415-778-6747
Gen. 415-778-6700
http://www.mtc.ca.gov/

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

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

Adam Crenshaw (MTC) noted email comments sent in prior to the meeting by Dick Fahey (Caltrans) and explained that the bridge projects listed on the exempt list **(2b_Exempt List 10122019.pdf)** would be rebuilt to the two-lane design standards and were also located in rural areas. Task Force members had no comments.

> ***Final Determination;*** With input from FTA, FHWA, EPA, Caltrans and MTC, the Task Force agreed that the projects on the exempt list **2b_Exempt List 10122019.pdf** are 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 2019 TIP

Adam Crenshaw (MTC) stated that MTC staff had received requests from sponsors to add eight individually listed projects to the 2019 TIP.

Mr. Crenshaw went on to note that since the original list of projects was composed, some of the projects have been withdrawn from being added to the 2019 TIP and they are:

- SR 87/Charcot Ave On-Ramp HOV Bypass (VTA)
- SR 237/Great America Pkwy WB off-ramp Improvements
- SR-17/SR-9 Interchange Improvement (already in TIP and RTP)
- US 101/SR 152/10th Ramp and Intersection Improvements

Panah Stauffer (EPA) noted that all projects on the original list of eight which were project type exempt code 40 CFR 93.127 were removed and the projects with 40 CFR 93.126 remained on the list of projects being added to the TIP and Mr. Crenshaw concurred.

4. Proposed Revision to the Bay Area Transportation Air Quality Conformity Protocol and Interagency Consultation Procedures

Adam Crenshaw (MTC) noted the public hearing requirements for ABAG, the Air District (BAAQMD) and MTC in order to conduct the revision process for the region's conformity protocol and interagency consultation procedures and ABAG and the Air District will be delegating authority to MTC to conduct the public hearing for this purpose. Andrea Gordon (BAAQMD) confirmed that the Air District Board will address this delegation item at their November 20, 2019 meeting.

5. Consent Calendar

a. September 26, 2019 Air Quality Conformity Task Force Meeting Summary

Adam Crenshaw (MTC) noted Panah Stauffer (EPA) provided an update to the September 26, 2019 meeting summary, specifically on the portion addressing the EPA Administrator's letter concerning the status of SIPs in California. Ms. Stauffer's edits were made to quote the letter, as opposed

Final Determination; The Task Force concurred with the revisions made by Ms. Stauffer to the September Task Force meeting summary and the consent calendar was approved.

6. Other Items

Adam Crenshaw (MTC) asked about TIP revisions under the Safe Vehicles rule (in place as of November 26, 2019) and Joseph Vaughn (FHWA) stated we are awaiting guidance. Rodney Tavitas (Caltrans) indicated he is routinely asking EPA for guidance on this issue and we will have to wait and see.