



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

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

## **Air Quality Conformity Task Force Meeting**

Metropolitan Transportation Commission

Join Zoom Meeting @  
<https://bayareametro.zoom.us/j/82441040258>

**Meeting ID: 824 4104 0258**

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

**July 22, 2021  
9:30 a.m. –11:00 a.m.**

### **AGENDA**

1. Welcome and Introductions
2. PM<sub>2.5</sub> Project Conformity Interagency Consultations
  - a. Consultation to Determine Project of Air Quality Concern Status
    - i. Santa Rosa - SR-12/Boas Dr Traffic Signal Project
  - b. Confirm Projects Are Exempt from PM<sub>2.5</sub> Conformity  
Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern
3. Projects with Regional Air Quality Conformity Concerns
  - a. Review of the Regional Conformity Status for New and Revised Projects  
3a\_Regional\_AQ\_Conformity\_Review\_072221.pdf  
3a\_Attachment-A\_List\_of\_Proposed\_New\_Projects\_072221.pdf
4. Consent Calendar
  - a. June 24, 2021 Air Quality Conformity Task Force Meeting Summary
5. Other Items
  - a. Draft Plan Bay Area 2050 Conformity Analysis Posted:  
[https://www.planbayarea.org/sites/default/files/documents/Draft\\_PBA2050\\_AirQuality\\_Conformity\\_Analysis\\_Report\\_Jul2021\\_0.pdf](https://www.planbayarea.org/sites/default/files/documents/Draft_PBA2050_AirQuality_Conformity_Analysis_Report_Jul2021_0.pdf)

Next Meeting: August 26, 2021

MTC Staff Liaison: Harold Brazil [hbrazil@bayareametro.gov](mailto:hbrazil@bayareametro.gov)

Harold Brazil is inviting you to a scheduled Zoom meeting.

Join Zoom Meeting

<https://bayareametro.zoom.us/j/82441040258>

Meeting ID: 824 4104 0258

One tap mobile

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## *Memorandum*

TO: Air Quality Conformity Task Force

DATE: July 13, 2021

FR: Harold Brazil

W. I.

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

Project sponsors representing three projects, seek interagency consultation from the Air Quality Conformity Task Force (AQCTF) at today's meeting and the projects are as follows:

No.	Project Sponsor	Project Title
1	Caltrans	Santa Rosa - SR-12/Boas Dr Traffic Signal Project

**2a\_Santa\_Rosa\_SR-12\_Boas\_Dr\_Traffic\_Signal\_Project\_Assessment\_Form.pdf** (for the Santa Rosa - SR-12/Boas Dr Traffic Signal project)

MTC also requests the review and concurrence from the Task Force on projects which project sponsors have identified as exempt and likely not to be a POAQC. **2b\_Exempt List 071221.pdf** lists exempt projects under 40 CFR 93.126.

**Application of Criteria for a Project of Air Quality Concern**  
**Project Title: SON-12/ Boas Drive Intersection Safety Project**  
**Project Summary for Air Quality Conformity Task Force Meeting: July 22, 2021**

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**Description**

- Construct either a signalized intersection or a roundabout
- No change to number of lanes along SR-12 mainline
- Construct pedestrian facilities
- Construct retaining walls to provide adequate sight distance
- Modify the existing drainage systems
- Relocate existing utilities
- Construct curb ADA ramps

**Background**

- Project Initiation Report (PIR) was completed on 12/16/2019 and refresher of PIR was completed on 01/13/2020
- NEPA review and approval for Non-Categorical Exemption (a 327 CE) plans to be done before or on 4/1/2022
- Public review for CE/IS plans to be before 4/1/2022
- The project was exempt per 40CFR93.126 from air quality conformity
- Seeking air quality conformity redetermination before September 2021

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

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

- Not a new or expanded highway project
- No change in traffic volume or truck percentages at the intersection and along SR012

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

- Diesel vehicles represent 2.4% along SR-12
- The proposed project will improve safety at the intersection
- No project changes to land use that would affect diesel traffic percentage

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

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

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

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

**RTIP ID# 17-10-0025**

**TIP ID# SON190012**

**Air Quality Conformity Task Force Consideration Date**

July 22, 2021

**Project Description**

The project proposes to improve the pedestrian safety and traffic operations at the SR-12 and South Boas Drive intersection at Post Mile 19.83 in the City of Santa Rosa in Sonoma County. The following two alternatives are under considerations:

**Alternative 1: Signalized Intersection**

- Construct pedestrian facilities and install traffic signals at the SR-12/Boas Drive/South Boas Drive intersection
- Construct a retaining wall to ensure adequate sight distance from South Boas Drive at intersection
- Acquire a minimal right of way from private property

**Alternative 2: Roundabout**

- Construction a 2-lane roundabout at the intersection, which include pedestrian facilities
- Relocate the existing bus stops
- Acquire right of way from private property

Both build alternatives would include drainage modifications, utility relocation, landscaping, and curb ramp construction in compliance with ADA standards

<b>Type of Project:</b> Intersection Channelization Improvements				
<b>County</b>	<b>Caltrans Project – EA# 04-2Q780</b> 04 -SON-12-PM 19.83			
<b>Lead Agency:</b> Caltrans				
<i>Contact Person</i> Kevin Krewson	<i>Phone#</i> 510-812-6331	<i>Fax#</i>	<i>Email</i> Kevin.Krewson@dot.ca.gov	
<b>Federal Action for which Project-Level PM Conformity is Needed</b> ( <i>check appropriate box</i> )				
X	<i>Categorical Exclusion (NEPA)</i>		<b>EA or Draft EIS</b>	
			<b>FONSI or Final EIS</b>	
				<b>PS&amp;E or Construction</b>
				<i>Other</i>
<b>Scheduled Date of Federal Action:</b> Before or on 4/1/2022				
<b>NEPA Delegation – Project Type</b> ( <i>check appropriate box</i> )				
			<b>Section 326 –Categorical Exclusion</b>	X
				<b>Section 327 – Non-Categorical Exclusion</b>
<b>Current Programming Dates for</b> ( <i>as appropriate</i> )				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	5/11/2020	4/1/2022	4/1/2022	5/6/2024
<b>End</b>	4/1/2022	11/30/2023	11/1/2023	6/30/2025
<b>Project Purpose and Need:</b>				
<p>The purpose of the Project is to reduce the number and severity of accidents, and to improve the pedestrian safety and traffic operations at the SR 12/Boas Drive/South Boas Drive intersection.</p> <p>The Project is needed to reduce the number of accidents at the intersection. Based on a traffic collision report for the intersection covering the five-year period between January 1, 2012 and December 31, 2016 there were 10 collisions at the intersection, of which 8 involved injury. This injury rate is 3.6 times greater than the statewide average for similar facilities. Additionally, pedestrian crossings are needed at the intersection for pedestrians to safely cross SR 12 and access existing transit facilities (bus stops).</p>				
<b>Surrounding Land Use/Traffic Generators</b>				
The surrounding land uses of the project are rural residential, general commercial and open space.				

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

The Average Annual Daily Traffic (AADT) were provided by the Office of Traffic Forecasting at Caltrans.

Two analysis years, along with the existing conditions, were evaluated:

- Year 2025 represents the possible opening year of the project
- Year 2040 represents the planning horizon year for the project

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

The traffic information is provided the Office of Traffic Forecasting at Caltrans on July 09, 2021. Please see below.

Roadway	Existing Year	AADT	% Truck	Truck AADT
SR 12	2021	38,700	2.4%	929

Roadway	Year	Alternative	AADT	% Truck	Truck AADT
SR 12	2025	No-Build	39,600	2.4%	951
SR 12	2025	Build	39,600	2.4%	951

**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**

Roadway	Year	Alternative	AADT	% Truck	Truck AADT
SR 12	2040	No-Build	43,200	2.4%	1,037
SR 12	2040	Build	43,200	2.4%	1,037
SR 12	2045	No-Build	45,700	2.4%	1,097
SR 12	2045	Build	45,700	2.4%	1,097

**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**

The proposed project is not capacity-increasing or congestion relief project. Therefore, this project would not redistribute the traffic or not impact other facilities in the region.

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

The proposed project is in a nonattainment area for federal PM<sub>2.5</sub> standards. Therefore, according to 40 CFR Part 93.116, a hotspot analysis is required for conformity purposes. However, the environmental Protection Agency (EPA) does not require a quantitative PM<sub>2.5</sub> hotspot analysis for project that are not a project of air quality concern (POAQC). Five types of projects listed in 40 CFR Section 93.123 (b)(1) qualify as a POAQC. The following discussion evaluates whether the project falls into any of these POAQC categories.

- (i) New and expanded highway projects that have a significant number of diesel vehicles?

*According to the EPA guidance released on March 2006, there are two criteria providing on this guidance to identify whether a project that serves a significant volume of diesel truck traffic:*

- 1. Project services more than 125,000 AADT, and*
- 2. Project services at least 8% or 10,000 AADT of diesel trucks*

*Based on the forecasted traffic volumes along SR12 for Build and No Build Alternatives, provided in Tables above, traffic volumes for both opening year and horizon year are forecasted at "39,600 and 43,200", which are well below the EPA threshold of 125,000 AADT and 8% (10,000 AADT of diesel trucks). Therefore, the project is not expected to significantly increase the truck traffic in the project area.*

- (ii) Projects affecting intersections that are at LOS D, E, or F with a significant number of diesel vehicles, or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project?

*The traffic volumes of diesel trucks at the SR12/Boas Drive/South Boas Drive intersection are well below the EPA threshold of 125,000 AADT and 8% (10,000 AADT of diesel trucks). Therefore, the project is not expected to significantly increase the truck traffic at this intersection.*

- (iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location?

*Not applicable*

- (iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location?

*Not applicable*



- (v) Projects in or Affecting locations, areas, or categories of sites which are identified in the PM<sub>10</sub> or PM<sub>2.5</sub> applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation?

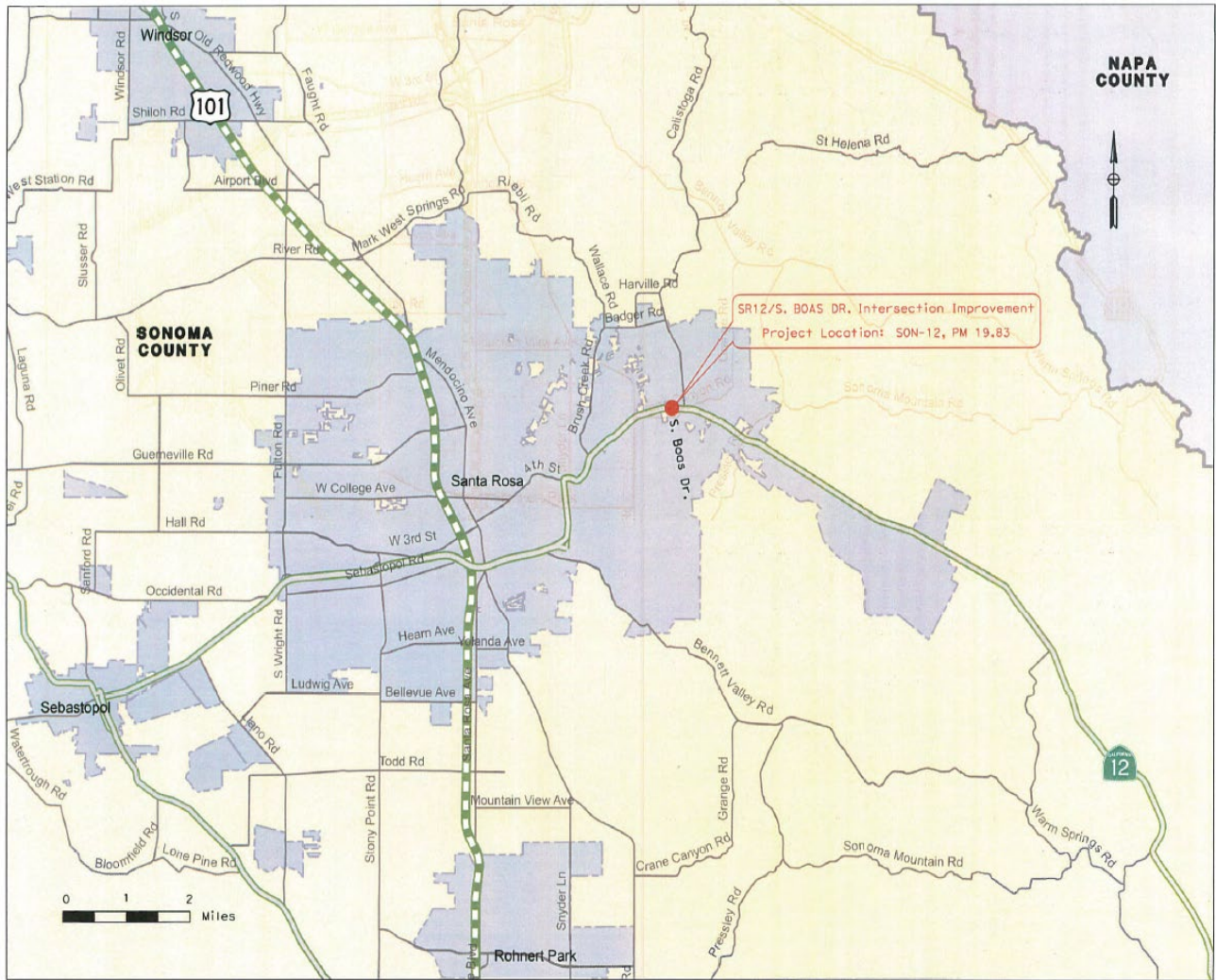
*The project at the SR-12/Boas Drive/South Boas Drive intersection is not identified in the state implementation plan (SIP) or implementation plan submission.*

*Based on the above discussion, the project would not be expected to be a project of air quality concern (POAQC). Therefore, the project would not be expected to cause or contribute to any new localized PM<sub>2.5</sub> violations or increase the severity of any existing violations. As such, the project would meet the requirements of 40 CFR 93.116 without explicit quantitative PM<sub>2.5</sub> hot-spot analysis.*

## **Attachments**

1. Attachment A-Location Map
2. Attachment B-Project Layout Sheets

# 1. Attachment A-Location Map



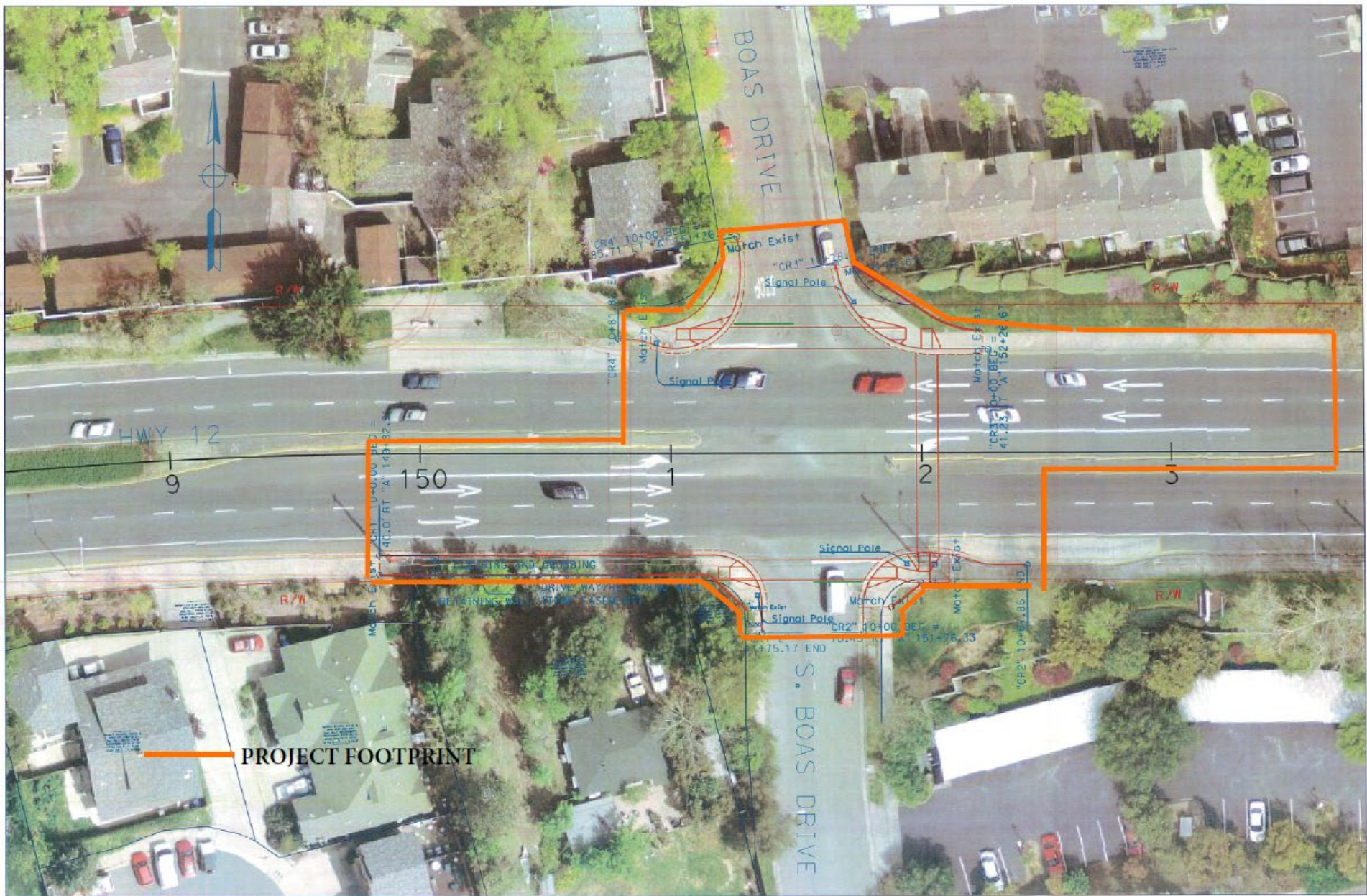
## 2. Attachment B-Project Layout Sheets



### LEGEND:

- EXISTING R/W LINE
- PROPOSED PAVEMENT MARKING LINE

**INTERSECTION 12 / S. BOAS DRIVE  
IN THE CITY OF SANTA ROSA IN SONOMA COUNTY  
ALTERNATIVE 1  
(SIGNALIZED INTERSECTION)**

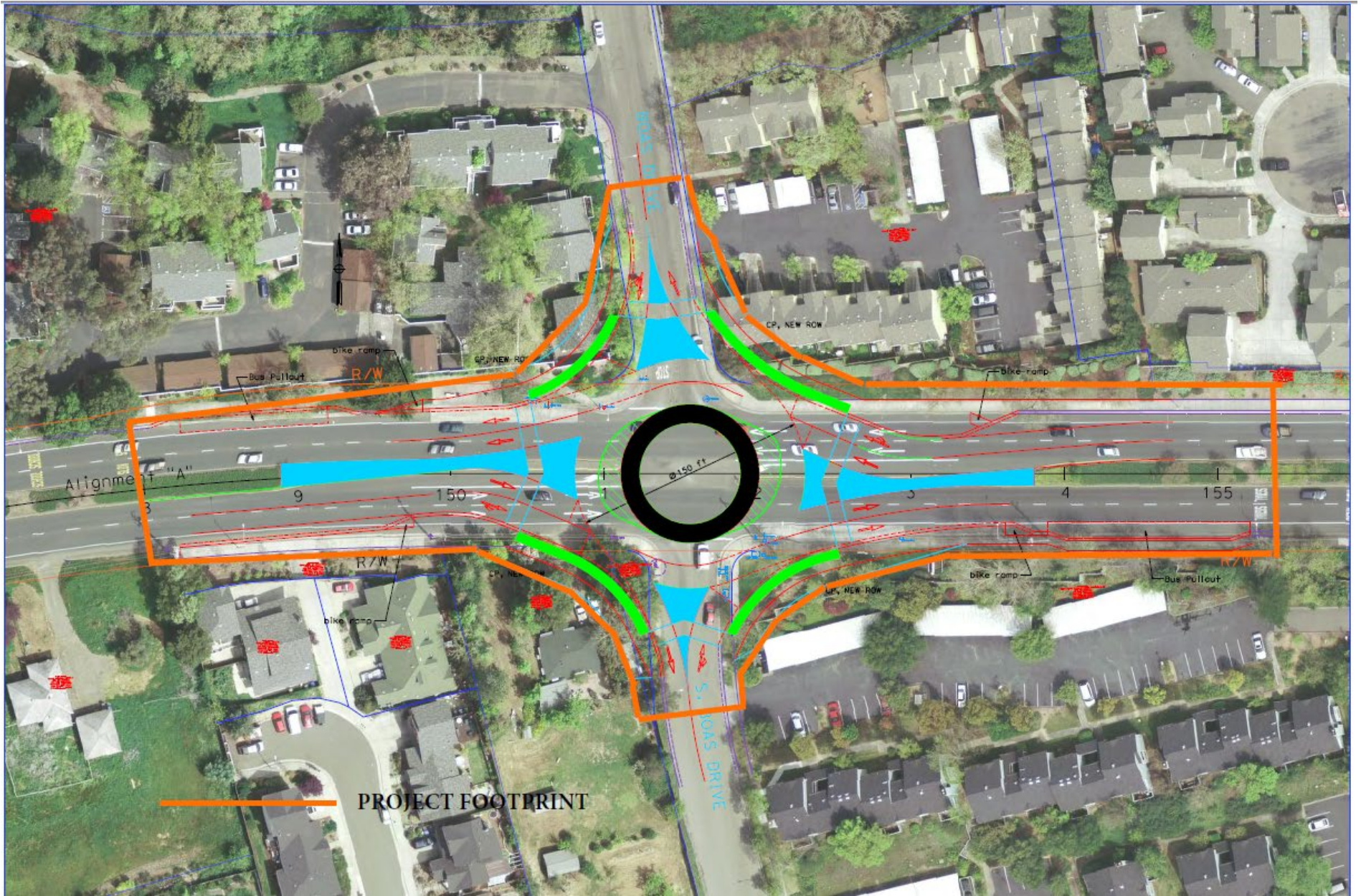




**LEGEND:**

- PLANTING STRIP
- ENTRANCE SEPARATION ISLAND
- EXISTING R/W LINE
- PROPOSED R/W LINE
- TRUCK APRON
- PAVEMENT MARKING AREA

**INTERSECTION 12 / S. BOAS DRIVE  
IN THE CITY OF SANTA ROSA IN SONOMA COUNTY  
ALTERNATIVE A2 (ROUNDBOUT)**



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	ALA210022	ACTC	Alameda County Rail Safety Enhancement Program	Alameda County: Various at-grade rail crossings: Implement safety improvements	Alameda County: Various at-grade rail crossings: Implement safety improvements. The improvements include full pedestrian treatments (automatic gates, swing gates, channelizing railing and sidewalks), replace crossing panels and median islands, fencing, lighting, signage and striping; lighting. The improvements and locations were developed from a crossing analysis approved by ACTC to advance safety and reduce impacts throughout Alameda County. Currently these safety improvements are planned to be implemented in a two-phase approach, RSEP-A and RSEP-B. RSEP-A will implement the near-term upgrades. Other related RTP IDs are 17-01-0026 and 17-10-0018.	Safety - Railroad/highway crossing
SF	SF-210003	SFMTA	San Francisco - Folsom Streetscape	San Francisco: On Folsom St from 2nd St to 11th St: Construct traffic safety improvements including a two-way separated bikeway, bike signals, lane removal, raised crosswalks, a transit only lane, boarding islands, and improved curb management.	San Francisco: On Folsom St from 2nd St to 11th St: Construct a permanent two-way separated bikeway using a concrete island, added traffic and corridor wide bike signals, the removal of one to two eastbound vehicle travel lanes, protected corners at intersections, corner bulb-outs, raised crosswalks at alleyways, mid-block crosswalks and crosswalks at alleyways and minor streets, a transit only lane, transit boarding islands, and improved curb management.	Safety - Hazard elimination program
SOL	SOL210002	Vacaville	Vacaville Pavement Preservation	Vacaville: Various Streets and Roads: Pavement preservation	Vacaville: Various Streets and Roads including Merchant St from I-80 to Camelia Way, Alamo Dr from Butcher Rd to Edgewood Dr, Alamo Dr from Buck Ave to West Monte Vista Ave, West Monte Vista from Alamo Dr to Orchard Ave, and Fruitvale from Orchard Ave to City Limits: Pavement preservation including resurface pavement, stripe, ADA improvements.	Safety - Pavement resurfacing or rehabilitation





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## *Memorandum*

TO: Air Quality Conformity Task Force

DATE: July 22, 2021

FR: Adam Crenshaw

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

Staff has prepared the following information in an effort to streamline the review of the regional air quality conformity implications of projects that staff proposes to add into the 2021 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 2021 TIP

Staff is proposing to add a number of projects to the 2021 TIP. The description of the new projects along with the regional air quality category that staff believes best describes the projects are included on Attachment A.

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

Review of the Regional Conformity Status for New and Revised Projects - Attachment A							
County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type	
<b>Proposed New Individually-Listed Projects for Regional Air Quality Conformity Status Review</b>							
1	Alameda	ALA210027	MTC	Bay Bridge Forward I-80/ Powell I/C Transit Access	Emeryville: At the I-80/Powell Street interchange: Providing bus queue jump lanes, exclusive bus-only turn lanes, transit signal priorities, new and/or improved bus stops in the interchange vicinity. Project is phased	Emeryville: At the I-80/Powell Street interchange: Proposed transit access improvements to this interchange include providing bus queue jump lanes, exclusive bus-only turn lanes, transit signal priorities, new and/or improved bus stops at the interchange vicinity.	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects
2	San Mateo	SM-210004	Burlingame	Burlingame - Broadway Grade Separation	Burlingame: Broadway Ave at the Caltrain ROW: Grade separate the roadway from the commuter rail tracks and reconstruction of the Broadway Caltrain Station	Burlingame: Broadway Ave at the Caltrain ROW: Grade separate Broadway from the Caltrain tracks, reconstruct the Broadway Caltrain station to meet current standards (eliminating the existing hold-out rule that currently prohibits north and south bound trains from passing through the station at the same time), the relocate and reconfigure parking from the west to the east side of the tracks, a new pedestrian and bicycle access crossing in proximity to Carmelita Avenue, and the grade separation of an existing at-grade pedestrian/bicycle access at Morrell Avenue within close proximity to the existing crossing.	EXEMPT (40 CFR 93.126) - Railroad/highway crossing
3	Santa Clara	SCL210022	MTC	Diridon Station Planning & Studies	San Jose: Diridon Station: Planning activities to advance delivery of the Diridon Station and rail operations.	San Jose: Diridon Station: Planning activities to advance delivery of the Diridon Station and rail operations.	EXEMPT (40 CFR 93.126) - Planning and technical studies

**Air Quality Conformity Task Force  
Summary Meeting Notes  
June 24, 2021**

Participants:

Dick Fahey – Caltrans	Paul Hensleigh – YSAQMD
Erika Espinosa Araiza – Caltrans	Joseph Vaughn – FHWA
Tom Kelly – EPA	Dominique Kraft – FTA
Roland Lebrun – Member of the Public	Lucas Sanchez – Caltrans
Abhijit Bagde – Caltrans	Adam Crenshaw – MTC
Andrea Gordon – BAAQMD	Harold Brazil – MTC

- 1. Welcome and Self Introductions:** Harold Brazil (MTC) called the meeting to order at 9:35 am.
- 2. PM<sub>2.5</sub> Project Conformity Interagency Consultations**
  - a. Confirm Projects Are Exempt from PM<sub>2.5</sub> Conformity**
    - i. Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern**

The Task Force 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 **2a\_Exempt List 06162021.pdf** are exempt from PM<sub>2.5</sub> project level analysis.

**3. Projects with Regional Air Quality Conformity Concerns**

Adam Crenshaw (MTC) stated staff prepared information to review the potential regional air quality conformity implications of projects staff proposes to add to the 2021 TIP through current or future revisions. Mr. Crenshaw went on to ask Task Force members if they had any questions or concerns about the new projects being added (via amendment) which are expected to be brought to the Commission in July and the Task Force had no comments.

**4. Plan Bay Area 2050 Conformity Analysis Development (Update)**

Harold Brazil (MTC) indicated the start of the 30-day public comment period for the Plan Bay Area 2050 conformity analysis will be pushed back to July 7<sup>th</sup> due to the need for additional MTC internal review. Mr. Brazil added the projected Commission conformity analysis approval date will be in October and will send a revised schedule to the Task Force members. If available, initial comments on the conformity will be discussed at the next month's meeting.

Dick Fahey (Caltrans) asked if the comment period duration was 30 or 45 days and Mr. Brazil indicated the public comment period for the conformity analysis is 30 days. Mr. Brazil went on to say the Plan Bay Area 2050 conformity analysis, the EIR for the Plan and the Plan itself each has a different public comment period start date and duration – so it can be confusing which comment period applies to the conformity analysis.

## **5. Consent Calendar**

### **a. May 27, 2021 Air Quality Conformity Task Force Meeting Summary**

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

## **6. Other Items**

- It was noted Roland Lebrun (Member of the Public) participated on the call.
- Lucas Sanchez asked the Task Force to clarify the exemption status for bridge replacement projects with a vertical alignment change component and both Joseph Vaughn (FHWA) and Tom Kelly (EPA) agreed that generally the project would likely be exempt but would need additional project information to make a complete determination.