METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
415.778.6700
www.mtc.ca.gov

Air Quality Conformity Task Force Meeting

Metropolitan Transportation Commission

Join Zoom Meeting @
https://bayareametro.zoom.us/j/88015790031?from=addon
Meeting ID: 880 1579 0031

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

August 22, 2024
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. Silverado Trail Five-Way Intersection Improvements Project
      ii. South Milpitas Blvd Extension and Bridge Project

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

3. Draft 2025 TIP Conformity Analysis – Comment Response Discussion

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

5. Consent Calendar

   a. July 25, 2024 Air Quality Conformity Task Force Meeting Summary

6. Other Items

Next Meeting: September 26, 2024

MTC Staff Liaison: Harold Brazil hbrazil@bayareametro.gov

Harold Brazil is inviting you to a scheduled Zoom meeting.

Topic: Air Quality Conformity Task Force Meeting
Time: This is a recurring meeting Meet anytime

Join Zoom Meeting
https://bayareametro.zoom.us/j/84383698853

Meeting ID: 843 8369 8853
One tap mobile
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- +1 669 900 6833 US (San Jose)
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- +1 646 876 9923 US (New York)
- +1 301 715 8592 US (Washington DC)
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162.255.37.11 (US West)
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115.114.131.7 (India Mumbai)
115.114.115.7 (India Hyderabad)
213.19.144.110 (Amsterdam Netherlands)
213.244.140.110 (Germany)
103.122.166.55 (Australia Sydney)
103.122.167.55 (Australia Melbourne)
64.211.144.160 (Brazil)
69.174.57.160 (Canada Toronto)
65.39.152.160 (Canada Vancouver)
207.226.132.110 (Japan Tokyo)
149.137.24.110 (Japan Osaka)
Meeting ID: 843 8369 8853

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Memorandum

TO: Air Quality Conformity Task Force DATE: August 19, 2024

FR: Harold Brazil W. I.

RE: $PM_{2.5}$ Project Conformity Interagency Consultation

Two project sponsors 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	City of Napa	Silverado Trail Five-Way Intersection Improvements Project
2	City of Milpitas	South Milpitas Blvd Extension and Bridge Project

2ai_Silverado_Tr_5-Way_Inter_Imp_Project_Assessment_Form.pdf (for the Silverado Trail Five-Way Intersection Improvements project)

2aii_South_Milpitas_Blvd_Extens_&_Bridge_Project_Assessment_Form.pdf (for the South Milpitas Blvd Extension and Bridge project)

MTC also requests the review and concurrence from the Task Force on a project which a project sponsor has identified as exempt and likely not to be a POAQC. **2b_POAQC_Exempt_List_ 081924.pdf** lists exempt projects under 40 CFR 93.126.

Application of Criteria for a Project of Air Quality Concern

Project Title: Five-Way Intersection Improvements at Silverado Trail (SR 121)/Third Street/Coombsville Road/East Avenue ("Five-Way Intersection")
Summary for Air Quality Conformity
Task Force Meeting: August 22, 2024

Description
The City of Napa (City) and the California Department of Transportation (Caltrans) propose to convert the existing intersection of Silverado Trail (State Route [SR] 121), Third Street, Coombsville Road, and East Avenue to two, single-lane roundabouts (Project). The Project is located at post mile (PM) 7.35. However, roadway improvements associated with the project are anticipated from PM 7.2 to PM 7.4 in southeast Napa in Napa County. The Project would include roadway improvements along SR 121, Third Street, East Avenue, and Coombsville Road including two new roundabouts with curb, gutter, ramps, sidewalk, streetlights, and storm drain improvements. Caltrans is the lead agency under the National Environmental Policy Act (NEPA) and the City of Napa is the lead agency under the California Environmental Quality Act (CEQA).

This Project is included in the current MTC Regional Transportation Plan (RTP), Plan Bay Area 2050, as RTP ID 21-T07-056 and MTC's 2023 Transportation Improvement Program (TIP) as TIP ID NAP170009.

Background
The Project is located at the intersection of four roads serving local and regional traffic: SR 121 and local roadways Third Street, Coombsville Road, and East Avenue. It would improve the intersection by constructing two, modern, single-lane roundabouts with curb, gutter, ramps, sidewalk, streetlights, and storm drain improvements. The proposed Project would ease traffic congestion by introducing a traffic-calming circulation pattern, improving community connectivity in the Project area, and improving pedestrian and bicycle safety within and adjacent to the intersection. Local circulation and access would largely remain unchanged.

Not a Project of Air Quality Concern (40 CFR 93.123(b)(1))
This project does not meet the definition of a Project of Air Quality Concern (POAQC) as defined by 40 CFR 93.123(b)(1). Specifically:

- The Project will not result in a significant number or significant increase in diesel vehicles in the area.
- The Project does not change the number of diesel vehicles using the intersection nor does it degrade the LOS of the intersection. The primary purpose of the project is to improve operations of the intersection by reducing delay and congestion, improving LOS. It would also upgrade bicycle and pedestrian facilities.
- The Project does not involve a bus terminal, rail terminal, or vehicle transfer points.
- The intersection is not an area identified by the SIP as a location where the NAAQS for $PM_{2.5}$ could be violated or possibly violated.

RTP ID# *21-T07-056*

TIP ID# *NAP170009*

Air Quality Conformity Task Force Consideration Date
August 22, 2024

Project Description *(clearly describe project)*

The Build Alternative proposes to improve the intersection by constructing two, modern, single-lane roundabouts with curb, gutter, ramps, sidewalk, streetlights, and storm drain improvements. The proposed Project would ease traffic congestion by introducing a traffic-calming circulation pattern, improving community connectivity in the Project area, and improving pedestrian and bicycle safety within and adjacent to the intersection. Local circulation and access would largely remain unchanged. The Project intersection geometrics and pedestrian crossings are consistent with the National Cooperative Highway Research Program (NCHRP) Report 672 entitled “Roundabouts: An Information Guide, 2nd Edition” (Guide). Figure 1 shows the Project improvements proposed.

A double roundabout with four legs on the northerly roundabout and three legs on the southerly roundabout would accommodate the Design Year traffic volumes. Retaining walls will be required to minimize adjacent property impacts along Coombsville Road and East Avenue. Along Coombsville Road, a retaining wall minimizes grading impacts that would otherwise require removal of multiple mature trees. Along East Avenue, the retaining wall minimizes encroachment onto the parcel at the northeast corner of the intersection with SR 121 to maintain economic viability of the commercial parcel. Due to the steep entry grades coming into/out of East Avenue and Coombsville Road, the new roundabout intersections will largely be in fill in order to flatten the roadway grade on the entry/exits. Minor regrading of the approaches where the project conforms to existing roadways will be required but would be a maximum excavation of three feet.

The geometric design of roundabouts typically requires drivers to reduce speed in the intersection to 15-25 mph. At signalized intersections, drivers are typically able to travel through the intersection at speeds higher than posted limits due to the lack of geometric constraints. Because of these reduced travel speeds through the intersection and expected reduction in crashes, the Project is likely to eliminate the most severe crash types.

A 10-foot shared-use path will be provided throughout the new roundabout(s) buffered by at least 2 feet of landscaping from the roadway. The shared-use path conveys both pedestrian and bicycle traffic through the intersection. Pedestrians will travel through the project area using a combination of sidewalks, the new shared-use path, and marked crossings. Where realignment of roadways is occurring for the new roundabout approaches, existing sidewalks will be replaced to follow the new roadway edge. Pedestrian refuges at the splitter islands are at least 6 feet wide (consistent with the NCHRP Guide). These two-stage crossings reduce the amount of sustained time a pedestrian is in potential conflict with motorized vehicles by limiting the length of each crossing and limiting each crossing to one direction of vehicle travel at a time.

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

The Project is located within the City of Napa, which is a populated urban area. The land uses adjacent to the Project primarily include single-family and multifamily residential, commercial/retail, and civic uses (i.e. Tulocay Cemetery, Napa Valley Expo). The proposed Project would not alter the existing land use/development patterns nor impact truck trip generation. Figure 2 shows the sensitive receptor types located near the proposed Project.

Type of Project:
Intersection Improvement Project

County	***Narrative Location/Route & Postmiles*** Intersection of SR 121 with Third Street/Coombsville Road/East Avenue located at post mile (PM) 7.35.
Napa	**Caltrans Projects – EA#** 04-0J890

Lead Agency: City of Napa

Contact Person	*Phone#*	*Fax#*	*Email*
Tam Duong	(707) 257-9520		tduong@cityofnapa.org

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

X *Categorical Exclusion (NEPA)*	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	*Other*

Scheduled Date of Federal Action: Winter 2024

NEPA Delegation – Project Type *(check appropriate box)*

	Section 326 – Categorical Exclusion	**X**	**Section 327 – Non-Categorical Exclusion**

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	2024	2024	2026	2027
End	2026	2027	2027	2029

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

The purpose of the proposed project is to:

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

The project is needed because:

- The intersection needs geometric improvements to improve the operations, efficiency, and capacity of the intersection. In addition, safety improvements are needed to reduce the higher-than-average collision rate at this intersection. Based on data from the Caltrans Traffic Accident Surveillance and Analysis System (TASAS) for the 3-year period from July 1, 2020 to June 30, 2023, there were six reported collisions in the project area. This results in a rate of 0.64 collisions per million vehicle miles in the project area, higher than the statewide average rate of 0.61 for similar facilities.

- Traffic studies conducted by the City of Napa have shown that the intersection has operated at a Level of Service (LOS) D since at least the year 2000. Although the intersection is already operating at an unacceptable LOS, operations will continue to deteriorate due to the continued growth of the area and continued increase in vehicular demand on this intersection, as documented in the Napa-Solano Travel Demand Model.

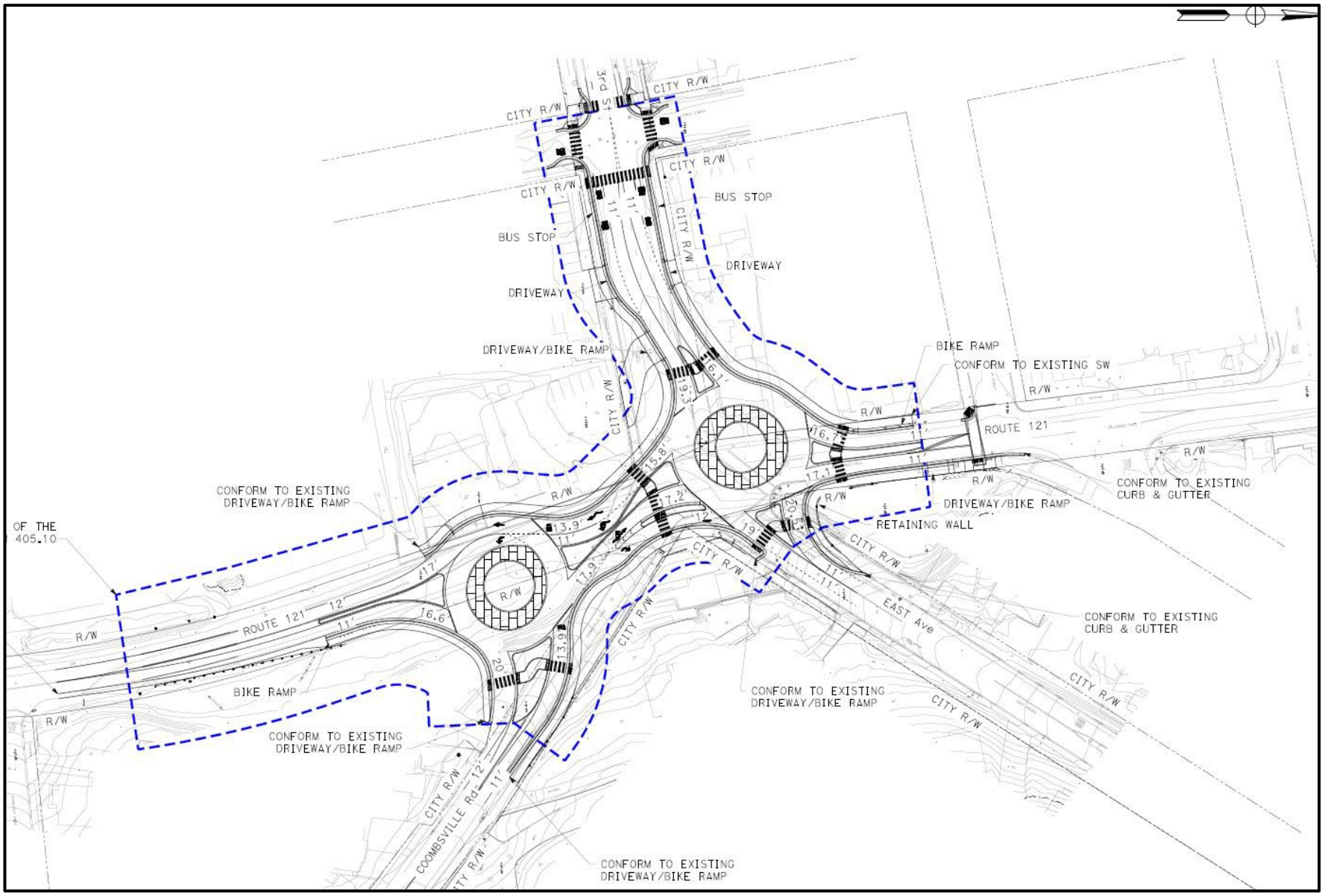


Figure 1. Project Overview

Figure 2. Sensitive Receptors Located Near the Project

Brief summary of assumptions and methodology used for conducting analysis

Traffic forecasts were developed by GHD using the City's travel demand forecasting model. Land use forecasts in the City's model are consistent with those used by MTC for the Plan Bay Area 2050 RTP conformity analysis.

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

2026						
Leg	No Build			Build		
	AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic	AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic
SR 121 South Leg	12,344	247	2	12,344	247	2
SR 121 North Leg	14,726	295	2	14,726	295	2
Coombsville Road	7,182	144	2	7,182	144	2
East Avenue	3,272	65	2	3,272	65	2
Third Street	7,108	142	2	7,108	142	2
Intersection LOS (Delay)	AM	PM		AM	PM	
	F (80.4)	F (81.8)		A(9.1)/A(8.0)	B(10.2)/A(7.4)	

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

2046						
Leg	No Build			Build		
	AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic	AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic
SR 121 South Leg	14,534	291	2	14,534	291	2
SR 121 North Leg	17,338	347	2	17,338	347	2
Coombsville Road	8,458	169	2	8,458	169	2
East Avenue	3,854	77	2	3,854	77	2
Third Street	8,370	167	2	8,370	167	2
Intersection LOS (Delay)	AM	PM		AM	PM	
	F (143.7)	F (126.0)		B(11.1)/A(9.5)	B(12.7)/A(8.5)	

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

2050						
Leg	No Build			Build		
	AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic	AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic
SR 121 South Leg	15,000	300	2	15,000	300	2
SR 121 North Leg	17,900	358	2	17,900	358	2
Coombsville Road	8,800	176	2	8,800	176	2
East Avenue	4,000	80	2	4,000	80	2
Third Street	8,700	174	2	8,700	174	2
Intersection LOS (Delay)	AM	PM		AM	PM	
	F (143.7)	F (126.0)		B(11.1)/A(9.5)	B(12.7)/A(8.5)	

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 intersection improvements would not result in a redistribution of traffic. The roundabouts would improve travel time through the area and reduce the delay currently experienced with the signalized control. The design provides fewer conflict points and allows for calmer speeds through the intersection, improving safety. It provides continuous flow of movements during lower demand periods, better visibility of pedestrians and bicyclists, and potential for U-turn movements not allowed by the current design. There will not be spillback into the Route 121 & Hennessey Dr or Coombsville Rd & Hennessey Dr intersections, as currently happens and will continue to happen given the no build scenario. As such, the proposed roundabouts will not impact the operations at these locations.

Comments/Explanation/Details (please be brief)

This project does not meet the definition of a Project of Air Quality Concern (POAQC) as defined by 40 CFR 93.123(b)(1). Specifically:

- The Project will not result in a significant number or significant increase in diesel vehicles in the area.
- The Project does not change the number of diesel vehicles using SR 121, Coombsville Road, East Avenue, or Third Street. Nor does it degrade the LOS of the adjacent intersections. The primary purpose of the project is to reduce congestion at the intersection.
- The Project does not involve a bus terminal, rail terminal, or vehicle transfer points.
- This intersection is not an area identified by the SIP as a location where the NAAQS for $PM_{2.5}$ could be violated or possibly violated.

Matt Wargula, PE
GHD Project Manager

Kamesh Vedula, PE, TE
GHD Traffic Engineer

Will Burns, AICP
DJPA Principal Project Manager

Napa Five-Way Intersection Project

Air Quality Conformity Task Force Meeting | August 22, 2024

Welcome

FIVE-WAY INTERSECTION
PROJECT FACT SHEET

PROJECT OVERVIEW

The City of Napa's "Five-Way Intersection," located between Silverado Trail (State Route 121), Third Street, East Avenue, and Coombsville Road, serves both local and regional traffic, but is often heavily congested with long driver delays. The City of Napa, in partnership with Caltrans and the Napa Valley Transportation Authority (NVTA), seeks to improve the safety and level of service of this major intersection through the Five-Way Intersection Project. The proposed project would convert the intersection into two, modern, single-lane roundabouts with curb, gutter, ramps, sidewalk, streetlights, and storm drain improvements.

Aerial view of the proposed Five-Way Intersection design

PROJECT GOALS

The goals of this project are to:

- Increase safety by reducing driver speeds through the intersection
- Improve access for people biking and walking
- Reduce congestion by easing traffic flow

Project Schedule

Project Purpose and Need

Purpose

- Improve the operations of the intersection that will result in reduced driver delay, reduced congestion, and, therefore, an overall improvement to intersection operations.

- Improve the safety and accessibility for all users of the intersection.

- Improve bicycle and pedestrian facilities at the intersection as well as meet ADA requirements.

Project Purpose and Need

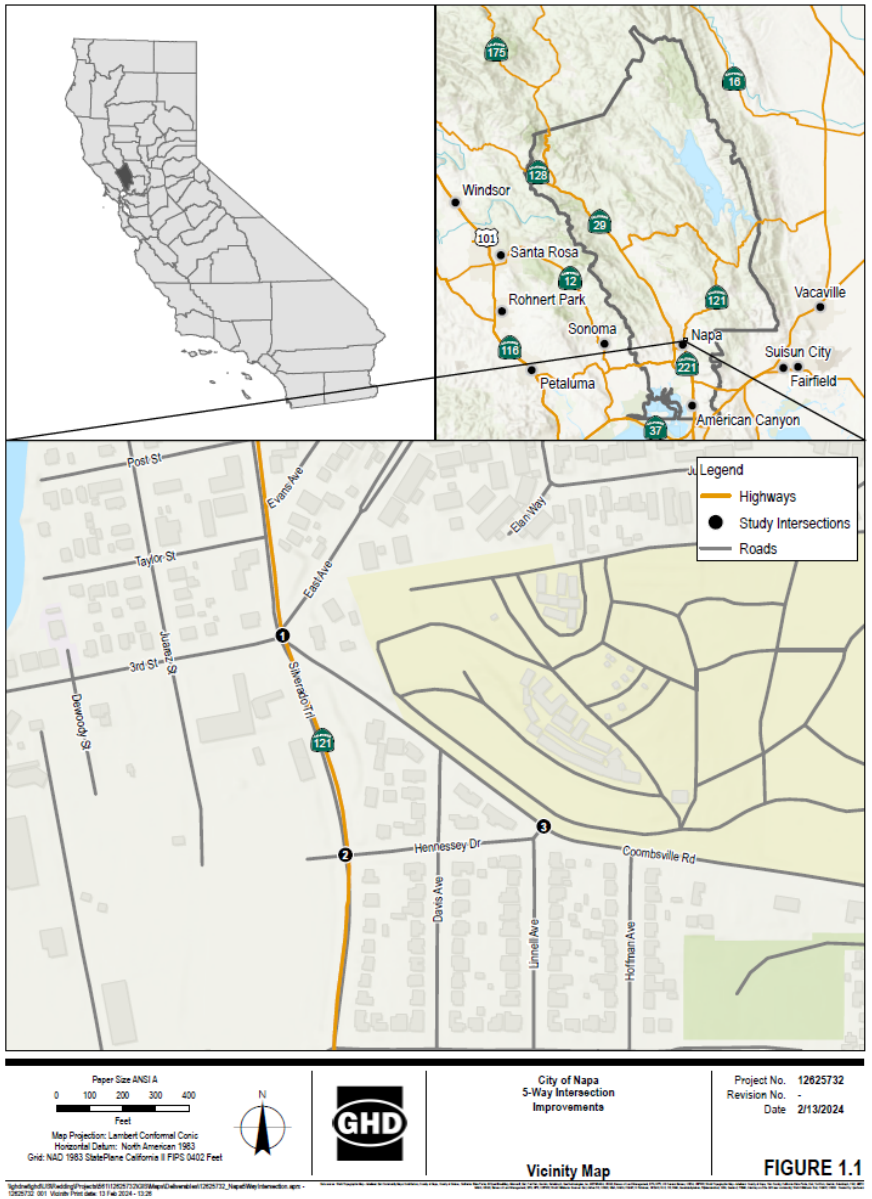
Need

- Geometric improvements to improve the operations, efficiency, and capacity of the intersection.

- Safety improvements to address the higher-than-average collision rate at this intersection

- The intersection has operated at a Level of Service (LOS) D since at least the year 2000. Operations will continue to deteriorate as documented in the Napa-Solano Travel Demand Model.

Project Location



Project Description

- The City of Napa and the California Department of Transportation (Caltrans) propose to convert the existing intersection of Silverado Trail (State Route 121), Third Street, Coombsville Road, and East Avenue to two, single-lane roundabouts (Project).

- The northern roundabout has four legs and includes SR 121, Third Street, and East Avenue.

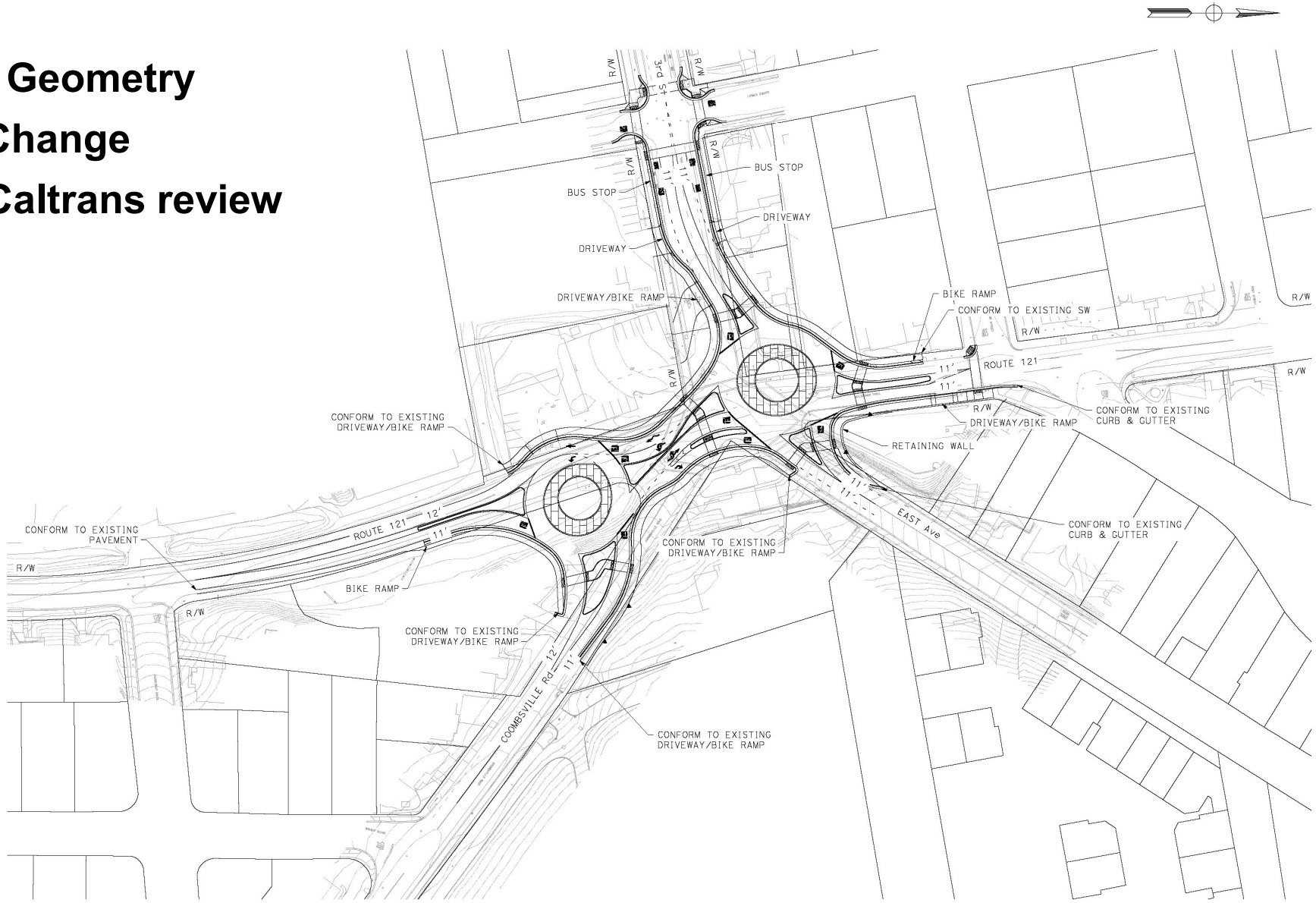
- The southern roundabout has three legs and includes SR 121 and Coombsville Road. The Project would include roadway improvements along State Route 121 (SR 121), Third Street, East Avenue, and Coombsville Road including two new roundabouts with curb, gutter, ramps, sidewalk, streetlights, and storm drain improvements.

Preliminary Geometry

Subject to Change

Still under Caltrans review

Preliminary Geometry
Subject to Change
Still under Caltrans review



LAYOUT
SCALE: 1" = 50'

AQ Conformity

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

- Not a new or expanded highway project—no additional lanes.
- Purpose of the project is to improve mobility and accessibility for all users (including bicycle and pedestrian) between SR 121 and local roads.
- No change in traffic volume or truck percentages (i.e., diesel vehicles) on SR 121.

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

- Diesel vehicles (trucks) represent approximately 2% of the daily traffic in the area.
- No project changes to land use are anticipated that would significantly affect diesel traffic percentage.
- The project would improve LOS at the affected intersections.

AQ Conformity

(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 PM10 or PM2.5 implementation plan as site of violation?

- The Project location is not in an area identified by the PM2.5 State Implementation Plan (SIP) as one that could violate or possibly violate the National Ambient Air Quality Standards (NAAQS) for PM2.5. The area is in attainment of the PM10 NAAQS; therefore, conformity does not apply for PM10.
- The Project would not significantly increase PM2.5 emissions when compared to the No-Build Alternative.

AQ Conformity

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

2026						
Leg	No Build			Build		
	AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic	AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic
SR 121 South Leg	12,344	247	2	12,344	247	2
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Intersection LOS (Delay)	AM	PM		AM	PM	
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Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

2046						
Leg	No Build			Build		
	AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic	AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic
SR 121 South Leg	14,534	291	2	14,534	291	2
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Coombsville Road	8,458	169	2	8,458	169	2
East Avenue	3,854	77	2	3,854	77	2
Third Street	8,370	167	2	8,370	167	2
Intersection LOS (Delay)	AM	PM		AM	PM	
	F (143.7)	F (126.0)		B(11.1)/A(9.5)	B(12.7)/A(8.5)	

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

2050						
Leg	No Build			Build		
	AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic	AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic
SR 121 South Leg	15,000	300	2	15,000	300	2
SR 121 North Leg	17,900	358	2	17,900	358	2
Coombsville Road	8,800	176	2	8,800	176	2
East Avenue	4,000	80	2	4,000	80	2
Third Street	8,700	174	2	8,700	174	2
Intersection LOS (Delay)	AM	PM		AM	PM	
	F (143.7)	F (126.0)		B(11.1)/A(9.5)	B(12.7)/A(8.5)	

* Thank You

Questions?

Application of Criteria for a Project of Air Quality Concern

Project Title: South Milpitas Boulevard Bridge Project
Summary for Air Quality Conformity
Task Force Meeting: August 22, 2024

Description

The City of Milpitas (City) in Santa Clara County proposes to construct a new bridge across the Penitencia East Channel that would serve vehicles, pedestrians, and cyclist, connecting South Milpitas Boulevard on the north side of the channel with Tarob Court and Sango Court on the south side of the channel. It would be approximately 40 feet long and 48 feet wide and include an 11-foot vehicle lane, a six-foot wide bicycle lane, and a six-foot wide sidewalk in each direction. The bridge would be clear-span, meaning that no permanent structures or fill would be placed within the Penitencia East Channel. All abutments and support structures associated with the proposed bridge would occur outside the top of banks of Penitencia East Channel. Demolition of an existing office building located at 1831-1841 Tarob Court would be required as would the removal of approximately 15 to 20 trees. The intersection of S. Milpitas Boulevard at E. Capitol Ave. is already signalized and would not need to be modified. The new intersection of S. Milpitas Boulevard at Sango Ct./Tarob Ct would likely be a STOP controlled intersection.

This Project is included in the current MTC Regional Transportation Plan (RTP), Plan Bay Area 2050, as RTP ID 21-T07-056 and MTC's 2023 Transportation Improvement Program (TIP) as TIP ID SCL210035.

Background

On June 3, 2008, the City of Milpitas approved their Transit Area Specific Plan (TASP). The TASP allows redevelopment of an approximately 437-acre area in the southern portion of the City around the proposed Milpitas Bay Area Rapid Transit (BART) station and the Santa Clara Valley Transportation Authority (VTA) Light Rail system. The proposed project would improve vehicular, bicycle, and pedestrian connectivity consistent with the goals and policies identified in the TASP. The City developed and approved and Environmental Impact Report (EIR) consistent with California Environmental Quality Act (CEAQ) requirements in 2022. The City is now completing a National Environmental Policy Act (NEPA) analysis in order to pursue future federal funding. The level of documentation being prepared is a Categorical Exclusion (Cat Ex) pursuant to 23 USC 326.

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

This project does not meet the definition of a Project of Air Quality Concern (POAQC) as defined by 40 CFR 93.123(b)(1). Specifically:

- The Project will not result in a significant number or significant increase in diesel vehicles in the area.
- The Project does not change the number of diesel vehicles using S. Milpitas Boulevard nor does it degrade the LOS of the impacted intersections in the area. The primary purpose of the project is to provide local connectivity for vehicles, bicycles, and pedestrians.
- The Project does not involve a bus terminal, rail terminal, or vehicle transfer points.
- Milpitas Boulevard between E. Capital Ave. and Sango Ct./Tarob Ct. is not an area identified by the SIP as a location where the NAAQS for $PM_{2.5}$ could be violated or possibly violated.

RTIP ID# *21-T07-056*

TIP ID# *SLC210035*

Air Quality Conformity Task Force Consideration Date
August 22, 2024

Project Description *(clearly describe project)*

Figure 1 shows the Project improvements proposed. The Build Alternative would construct a bridge across Penitencia East Channel and would connect South Milpitas Boulevard on the north side of the channel with Tarob Court and Sango Court on the south side of the channel to serve vehicles, pedestrians, and cyclist. It would be approximately 40 feet long and 48 feet wide and include an 11-foot vehicle lane, a six-foot wide bicycle lane, and a six-foot wide sidewalk in each direction. The bridge would be clear-span, meaning that no permanent structures or fill would be placed within the Penitencia East Channel. All abutments and support structures associated with the proposed bridge would occur outside the top of banks of Penitencia East Channel. The bridge would be supported by cast-in-place reinforced concrete abutments supported by cast-in-drilled-hole piers. There would be a total of 14 piers, seven for each abutment. Each of the piers would be 24 inches in diameter and would be drilled to a depth of 60 feet below the ground surface (bgs). Demolition of an existing office building located at 1831-1841 Tarob Court would be required as would the removal of approximately 15 to 20 trees. The intersection of S. Milpitas Boulevard at E. Capitol Avenue is currently signalized and would not need to be modified. The new intersection of S. Milpitas Boulevard at Sango Ct./Tarob Ct would likely be a STOP controlled intersection.

Type of Project:
Connectivity/Circulation Project

County	***Narrative Location/Route & Postmiles*** E. Milpitas Boulevard between E. Capitol Ave. and Sango Ct./Tarob Ct.
Santa Clara	**Caltrans Projects – Local Assistance**

Lead Agency: City of Milpitas

Michael Runchey	*669-308-6895*		mrunchey@milpitas.gov

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

X	***Categorical Exclusion (NEPA)***	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)*

	X	**Section 326 – Categorical Exclusion**	Section 327 – Non-Categorical Exclusion

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	2022	2022	2022	2025
End	2023	2023	2023	2030

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

The purpose of the proposed project is to connect planned development in the project area south of Penitencia East Channel to the Milpitas Transit Center and roadway network north of the channel.

The project is needed because planned development in the project area south of Penitencia East Channel does not have direct access to the Milpitas Transit Center and roadway network north of the channel. The Milpitas Transit Center includes regional transit connections via Bay Area Rapid Transit (BART), the Santa Clara Valley Transportation Authority (VTA) Light Rail and bus systems, and Alameda County (AC) Transit express bus service.

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

The Project is located within the City of Milpitas, which is a densely populated urban area. The land uses adjacent to the Project primarily include residential, commercial/retail, and light industrial developments. The proposed Project would not alter the existing land use/development patterns nor impact truck trip generation. Figure 2 shows the receptor types located near the proposed Project.

Brief summary of assumptions and methodology used for conducting analysis

Traffic forecasts were developed by Hexagon Transportation Consultants, Inc. using the Milpitas Travel Demand Forecast Model. The Milpitas model is a refinement of the Valley Transportation Authority (VTA) countywide model, which was developed during the City's General Plan update. It is an approved tool for estimating VMT within the City of Milpitas. Land use forecasts for the City were the same as those used for the Plan Bay Area 2050 RTP 2023 TIP conformity analysis.

Figure 1. Project Area Overview

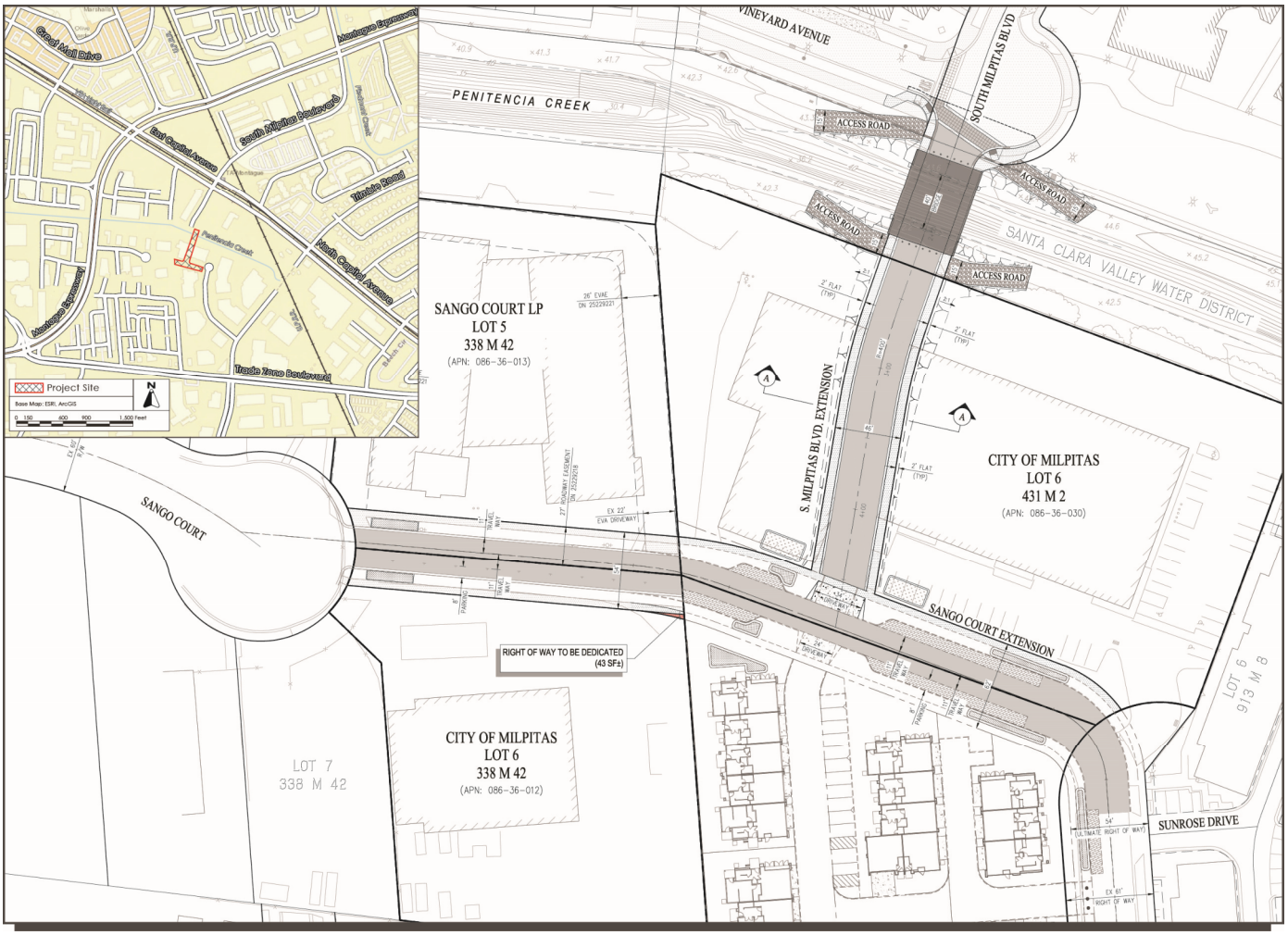
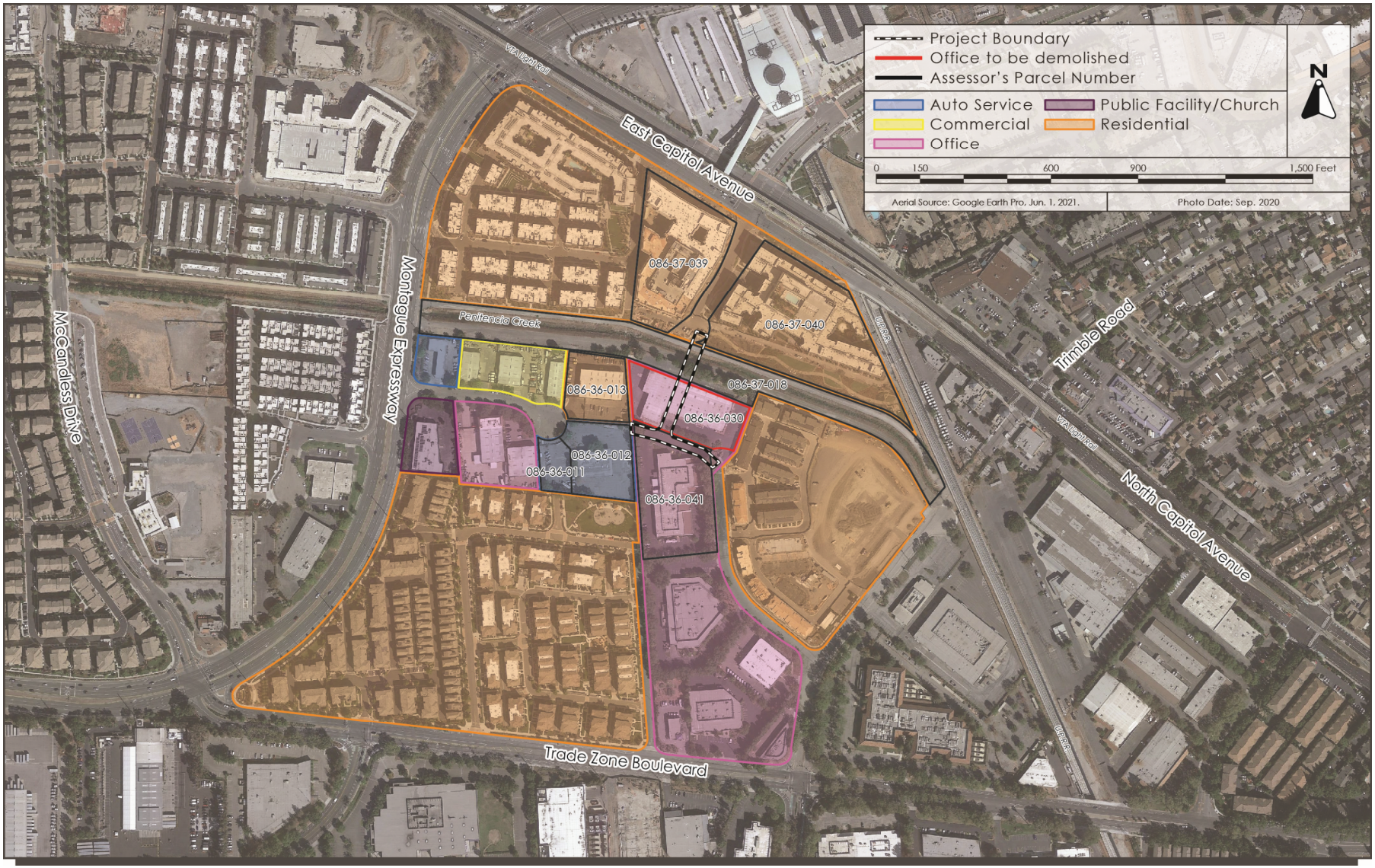


Figure 2. Sensitive Receptors Located Near the Project



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

Not Applicable

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

Not Applicable

Opening Year 2027: AADT, Build and No Build LOS, % and, truck AADT

2027							
Location		**No Build**			**Build**		
		AADT (Vehicles)	**AADT (Trucks)**	**% Daily Truck Traffic**	**AADT (Vehicles)**	**AADT (Trucks)**	**% Daily Truck Traffic**
S. Milpitas Boulevard	North of E. Capital Ave.	15,860	158	1	16,170	162	1
	Between E. Capital Ave. and Sango Ct./Tarob Ct.	2,500	25	1	3,280	33	1
Sango Court		1,200	12	1	820	8	1
Tarob Court		870	9	1	340	3	1

Intersection LOS (Delay)	**AM**	**PM**	**AM**	**PM**
S. Milpitas Boulevard at E. Capitol Ave.	C (26.5)	B (18.7)	C (26.8)	C (20.6)
S. Milpitas Boulevard at Sango Ct./Tarob Ct.	NA	NA	NA	NA
Sango Ct. at Montague Expressway	A/B (0.9/10.7)	A/C (0.5/17.3)	A/B (0.9/10.7)	A/B (0.5/17.1)
Trade Zone Blvd. at Lundy Ave.	C (31.9)	D (49.7)	C (31.9)	D (49.8)

NA is either Not Available or Not Analyzed.

Design Year 2040: AADT, Build and No Build LOS, % and, truck AADT

2040							
Location		**No Build**			**Build**		
		AADT (Vehicles)	**AADT (Trucks)**	**% Daily Truck Traffic**	**AADT (Vehicles)**	**AADT (Trucks)**	**% Daily Truck Traffic**
S. Milpitas Boulevard	North of E. Capital Ave.	35,010	350	1	35,430	354	1
	Between E. Capital Ave. and Sango Ct./Tarob Ct.	2,500	25	1	3,280	33	1
Sango Court		1,240	12	1	1,170	12	1
Tarob Court		870	9	1	380	4	1

Intersection LOS (Delay)	**AM**	**PM**	**AM**	**PM**
S. Milpitas Boulevard at E. Capitol Ave.	F (114.3)	F (135.7)	F (114.3)	F (135.7)
S. Milpitas Boulevard at Sango Ct./Tarob Ct.	NA	NA	NA	NA
Sango Ct. at Montague Expressway	A/B (0.8/14.8)	A/E (0.9/36.5)	A/B (0.9/14.9)	A/D (0.8/34.9)
Trade Zone Blvd. at Lundy Ave.	F (87.1)	F (77.8)	F (87.9)	F (77.7)

NA is either Not Available or Not Analyzed.

RTP Horizon Year 2050: AADT, Build and No Build LOS, % and, truck AADT

2050							
Location		**No Build**			**Build**		
		AADT (Vehicles)	**AADT (Trucks)**	**% Daily Truck Traffic**	**AADT (Vehicles)**	**AADT (Trucks)**	**% Daily Truck Traffic**
S. Milpitas Boulevard	North of E. Capital Ave.	49,740	497	1	50,250	502	1
	Between E. Capital Ave. and Sango Ct./Tarob Ct.	2,500	25	1	3,280	33	1
Sango Court		1,270	13	1	1,170	12	1
Tarob Court		870	9	1	410	4	1

Intersection LOS (Delay)	**AM**	**PM**	**AM**	**PM**
S. Milpitas Boulevard at E. Capitol Ave.	NA	NA	NA	NA
S. Milpitas Boulevard at Sango Ct./Tarob Ct.	NA	NA	NA	NA
Sango Ct. at Montague Expressway	NA	NA	NA	NA
Trade Zone Blvd. at Lundy Ave.	NA	NA	NA	NA

NA is either Not Available or Not Analyzed.

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 project would extend South Milpitas Boulevard approximately 250 feet from its current termination point to a new intersection that would connect Tarob Court and Sango Court. This new connection would be a residential street with a speed limit of 25 miles per hour. Both the South Milpitas Boulevard/Tarob Court/Sango Court intersection and South Milpitas Boulevard/Vineyard Avenue intersection would be STOP sign controlled. The proposed project would primarily link land uses within the City's Transit Area Specific Plan area to the surrounding roadway network, resulting in an overall shortening of trips. Additionally, the project would increase transit accessibility by providing a more convenient bike and pedestrian link to the surrounding transit uses.

When constructed, the project would provide access for the properties south of Penitencia Creek to Milpitas Boulevard, Capitol Avenue, and the Milpitas Transit Center, via the signalized intersection at Capitol Avenue/Milpitas Boulevard. This allows properties north of Penitencia Creek direct access to the signalized intersection at Lundy Avenue and Trade Zone Avenue as a means to reach the industrial areas south of Trade Zone Boulevard. Without the proposed project, more traffic would be routed through the intersections of Montague Expressway/Capitol Avenue and Trade Zone Boulevard/Montague Expressway, which are congested facilities during peak commute periods.

Comments/Explanation/Details (please be brief)

This project does not meet the definition of a Project of Air Quality Concern (POAQC) as defined by 40 CFR 93.123(b)(1). Specifically:

- The Project will not result in a significant number or significant increase in diesel vehicles in the area.
- The Project does not change the number of diesel vehicles using E. Milpitas Boulevard nor does it degrade the LOS of the intersections in the area. The primary purpose of the project is to provide circulation and more direct access between E. Capitol Avenue and Trade Zone Boulevard and between Montague Expressway and Lundy Avenue.
- The Project does not involve a bus terminal, rail terminal, or vehicle transfer points.
- E. Milpitas Boulevard south of E. Capitol Avenue is not an area identified by the SIP as a location where the NAAQS for $PM_{2.5}$ could be violated or possibly violated.

South Milpitas Boulevard Extension and Bridge Project Milpitas, California

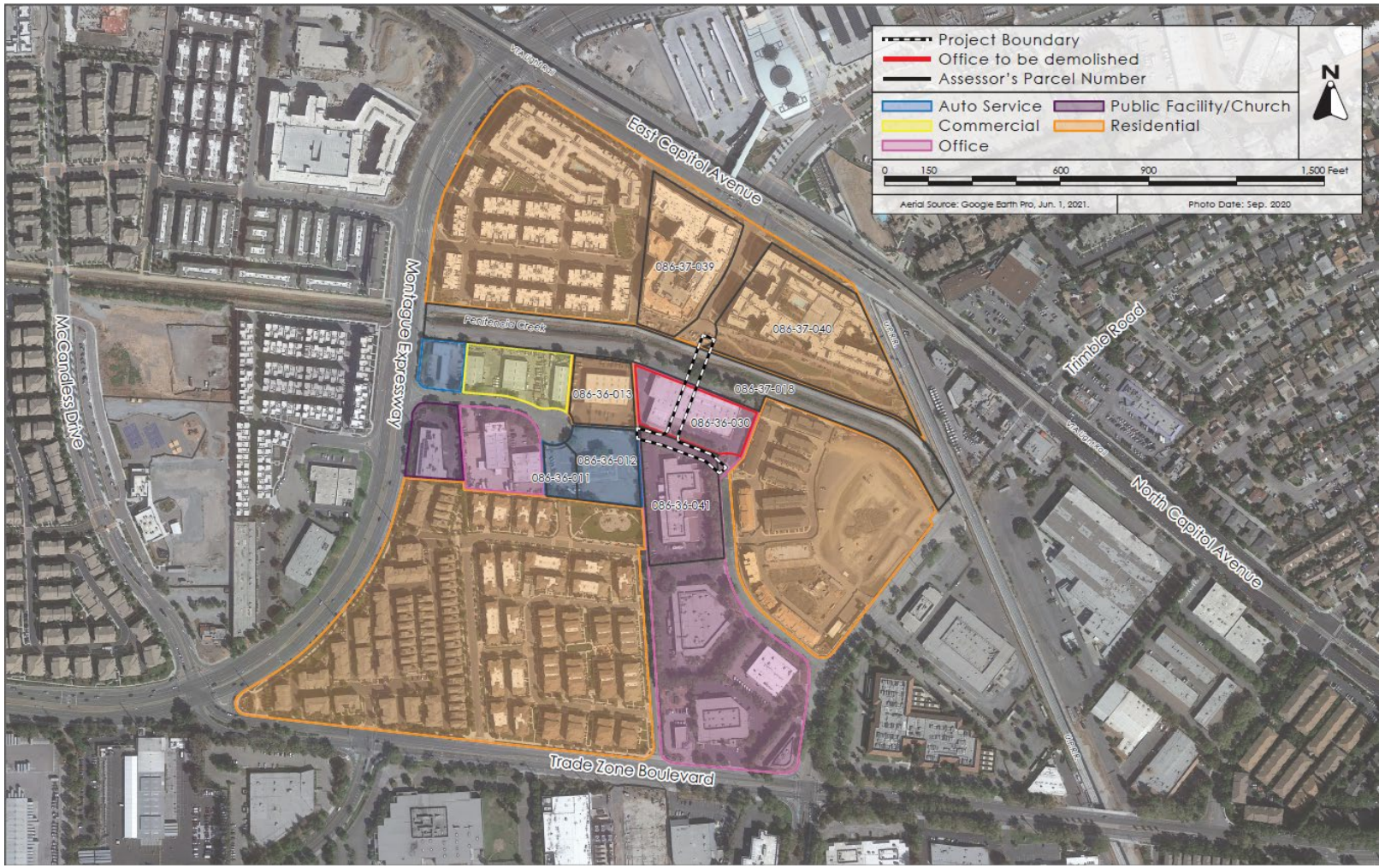
Prepared for the Bay Area Air Quality Conformity Task Force

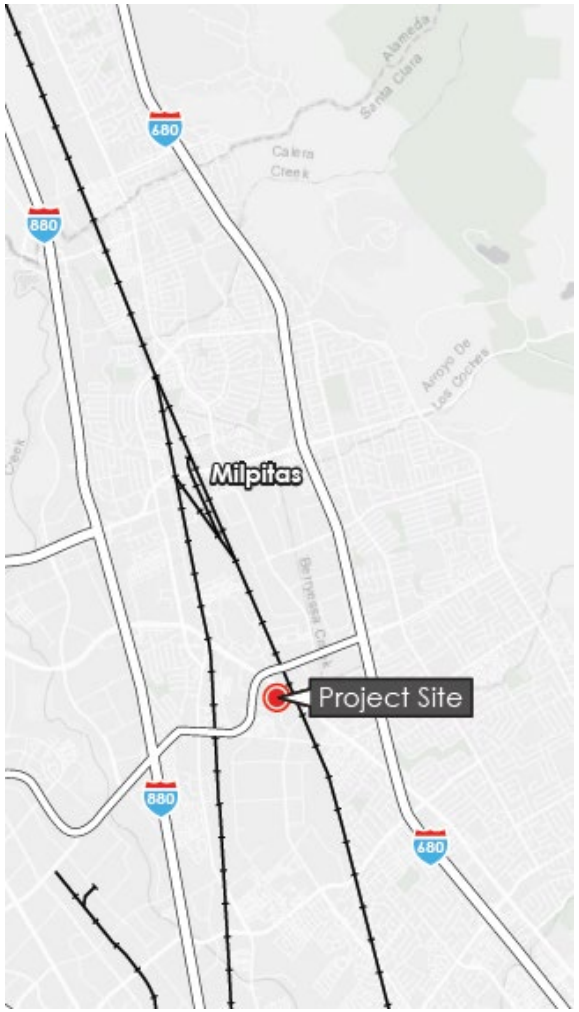
August 22, 2024

Presented by

City of Milpitas

Project Location





Project Description

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

Project Purpose

- Connect planned development in the project area south of Penitencia East Channel to the Milpitas Transit Center and roadway network north of the channel.

Project Need

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

Traffic Data: Opening Year (2027)

2027							
Location		No Build			Build		
		AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic	AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic
S. Milpitas Boulevard	North of E. Capital Ave.	15,860	158	1	16,170	162	1
	Between E. Capital Ave. and Sango Ct./Tarob Ct.	2,500	25	1	3,280	33	1
Sango Court		1,200	12	1	820	8	1
Tarob Court		870	9	1	340	3	1

Intersection LOS	**AM**	**PM**	**AM**	**PM**
S. Milpitas Boulevard at E. Capitol Ave.	C (26.5)	B (18.7)	C (26.8)	C (20.6)
S. Milpitas Boulevard at Sango Ct./Tarob Ct.	NA	NA	NA	NA
Sango Ct. at Montague Expressway	A/B (0.9/10.7)	A/C (0.5/17.3)	A/B (0.9/10.7)	A/B (0.5/17.1)
Trade Zone Blvd. at Lundy Ave.	C (31.9)	D (49.7)	C (31.9)	D (49.8)

NA is either Not Available or Not Analyzed.

Traffic Data: Design Year (2040)

2040							
Location		No Build			Build		
		AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic	AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic
S. Milpitas Boulevard	North of E. Capital Ave.	35,010	350	1	35,430	354	1
	Between E. Capital Ave. and Sango Ct./Tarob Ct.	2,500	25	1	3,280	33	1
Sango Court		1,240	12	1	1,170	12	1
Tarob Court		870	9	1	380	4	1

Intersection LOS	**AM**	**PM**	**AM**	**PM**
S. Milpitas Boulevard at E. Capitol Ave.	F (114.3)	F (135.7)	F (114.3)	F (135.7)
S. Milpitas Boulevard at Sango Ct./Tarob Ct.	NA	NA	NA	NA
Sango Ct. at Montague Expressway	A/B (0.8/14.8)	A/E (0.9/36.5)	A/B (0.9/14.9)	A/D (0.8/34.9)
Trade Zone Blvd. at Lundy Ave.	F (87.1)	F (77.8)	F (87.9)	F (77.7)

NA is either Not Available or Not Analyzed.

Traffic Data: RTP Horizon Year (2050)

2050							
Location		No Build			Build		
		AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic	AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic
S. Milpitas Boulevard	North of E. Capital Ave.	49,740	497	1	50,250	502	1
	Between E. Capital Ave. and Sango Ct./Tarob Ct.	2,500	25	1	3,280	33	1
Sango Court		1,270	13	1	1,170	12	1
Tarob Court		870	9	1	410	4	1

Intersection LOS (Delay)	**AM**	**PM**	**AM**	**PM**
S. Milpitas Boulevard at E. Capitol Ave.	NA	NA	NA	NA
S. Milpitas Boulevard at Sango Ct./Tarob Ct.	NA	NA	NA	NA
Sango Ct. at Montague Expressway	NA	NA	NA	NA
Trade Zone Blvd. at Lundy Ave.	NA	NA	NA	NA

NA is either Not Available or Not Analyzed.

Not a Project of Air Quality Concern

This project does not meet the definition of a Project of Air Quality Concern (POAQC) as defined by 40 CFR 93.123(b)(1).

- Will not result in a significant number or significant increase in diesel vehicles.
- No change in the number of diesel vehicles using S. Milpitas Boulevard
- Does not degrade the LOS of the impacted intersections in the area.
- Does not involve a bus terminal, rail terminal, or vehicle transfer points.
- Milpitas Boulevard between E. Capital Ave. and Sango Ct./Tarob Ct. is not an area identified by the SIP as a location where the NAAQS for PM2.5 could be violated or possibly violated.

Questions and Discussion

For additional information, contact:

Michael Runchey
City of Milpitas
Acting Associate Engineer | Engineering Department
Phone: Desk (408) 586-3317 | Cell (669) 308-6895
Email: mrunchey@milpitas.gov

40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Additional Description	Project Type under 40 CFR 93.126
CC	CC-230228	San Ramon	Crow Canyon Iron Horse Trail Bike-Ped Crossing	San Ramon : Intersection of Crow Canyon Road with Iron Horse Trail : Design a new bicycle and pedestrian overcrossing to convey the Iron Horse Trail traffic over Crow Canyon Road.	Design a new bicycle and pedestrian overcrossing to convey the Iron Horse Trail traffic over Crow Canyon Road.	Air Quality - Bicycle and pedestrian facilities
SCL	SCL210035	Milpitas	South Milpitas Blvd Extension and Bridge	Milpitas : S. Milpitas Blvd over Penitencia Creek connecting to Tarob Ct : Extend roadway and construct bridge	Milpitas: S. Milpitas Blvd over Penitencia Creek connecting to Tarob Ct: Extend roadway and construct bridge. The vehicular bridge is part of the Metro Area Specific Plan circulation infrastructure plan to provide vehicular, bicycle and pedestrian connectivity between Metro developments, Milpitas BART Station, Great Mall and surrounding residential developments.	Air Quality - Bicycle and pedestrian facilities

METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Air Quality Conformity Task Force DATE: August 16, 2024

FR: Harold Brazil W. I.

RE: Draft 2025 TIP Conformity Analysis – Comment Response Discussion

MTC has released the Draft 2025 Transportation Improvement Program (TIP) and Draft Transportation-Air Quality Conformity Analysis for the 2025 TIP for public review and comment. The comment period started on Thursday, June 27, 2024, and ended on Friday, July 26, 2024, at 5:00 p.m.

The Final 2025 TIP and Final Transportation-Air Quality Conformity Analysis are scheduled for adoption by MTC on September 25, 2024. Once approved by the Commission, the 2025 TIP will be forwarded to Caltrans, FHWA and the FTA for approval and inclusion into the Federal State Transportation Improvement Program (FSTIP). The Final Transportation-Air Quality Conformity Analysis and the Commission's conformity determination will be forwarded to Caltrans, FHWA and FTA for their review and concurrence. Federal approval of the FSTIP and concurrence on the conformity determination is scheduled for December 2024.

Caltrans' Air Quality Branch completed their quality assurance review and comment of the Draft Conformity Analysis for MTC's Draft 2025 Federal Transportation Improvement Program (FTIP), specifically the Caltrans MPO Air Quality Conformity Checklist and MTC's revised conformity checklist is provided here.

Appendix J-8

Caltrans MPO Air Quality Conformity Checklist

Conformity Analysis Documentation

Checklist for MPO TIPs/RTPs

(Updated September 2023)

40 CFR	Criteria	Ch, Section, Page	Comments
§93.102	Document the applicable pollutants and precursors for which EPA designates the area as nonattainment or maintenance. Describe the nonattainment or maintenance area and its boundaries.	III-102, III-104, III-107 to III-111	
§93.102 (b)(2)(iii)	PM10 areas: document whether EPA or state has found VOC and/or NOx to be a significant contributor or if the SIP establishes a budget	N/A	
§93.102 (b)(2)(iv)	PM2.5 areas: document if both EPA and the state have found that NOx is not a significant contributor to the PM 2.5 nonattainment problem or that the SIP does not establish a budget (otherwise, conformity applies for NOx)	III-111, III-112, III-119, III-120	
§93.102 (b)(2)(v)	PM2.5 areas: document if both EPA and the state have found VOC, SO2, and/or NH3 to be a significant contributor or if the SIP establishes a budget	N/A	
§93.104 (b, c)	Document the date that the MPO officially adopted, accepted or approved the TIP/RTP and made a conformity determination. Include a copy of the MPO resolution. Include the date of the last prior conformity finding.	Item to be included in September 2024	
§93.104 (e)	If the conformity determination is being made to meet the timelines included in this section, document when the new motor vehicle emissions budget was approved or found adequate.	N/A – no new motor vehicle emission budget included in this analysis	
§93.106	If the metropolitan planning area is in a serious, severe, or extreme ozone nonattainment area and/or serious carbon monoxide nonattainment area **and** contains an urbanized population over 200,000, then RTP must specifically describe the transportation system envisioned for future years called "horizon years." Document that horizon years are no more than 10 years apart ((a)(1)(i)). Document that the first horizon year is no more than 10 years from the base year used to validate the transportation demand planning model ((a)(1)(ii)). Document that the attainment year is a horizon year, if in the timeframe of the plan ((a)(1)(iii)). Document that the last year of the transportation plan's forecast period is a horizon year ((a)(1)(iv)).	N/A	marginal for ozone nonattainment & region was re- designated to attainment for carbon monoxide in 2018

40 CFR	Criteria	Ch, Section, Page	Comments
§93.106 (a)(2)(ii)	Describe the regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year. Document that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use.	Appendices J-1, J-2, J-3 & J-4	Please see Summary of Latest Planning Assumptions table below
§93.108	Document the TIP/RTP is fiscally constrained consistent with DOT's metropolitan planning regulations at (23 CFR 450) in order to be found in conformity.	III-106 & III-107	
§93.109 (a, b)	Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders.	III-109, III-111, III-112, III-115, III-117 to III-122	
§93.109 (c-k)	Provide either a table or text description that details, for each pollutant and precursor, whether the interim emissions tests and/or the budget test apply for conformity. Indicate which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years.		Please see "List of Figures" on page III-101 & page III-111
93.109 (e)	Document if the area has a limited maintenance plan and from where that information is found	N/A	
93.109 (f)	Document if motor vehicle emissions are an insignificant contributor and in what SIP that determination is found	III-108, III-109, III-111	
§93.110 (a, b)	Document the use of latest planning assumptions (source and year) at the "time the conformity analysis begins," including current and future population, employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the conformity analysis was begun.	III-113 to III-116	
USDOT/EPA guidance	Document that planning assumptions are less than 5 years old at the time the conformity analysis begins. If assumptions are older than 5 years include justification for not reviewing and updating assumptions at least every 5 years.	III-113 to III-116	Please see link list below
§93.110 (c,d,e,f)	Document any changes in transit operating policies and assumed ridership levels since the previous conformity determination (c). Document the use of the latest transit fares and road and bridge tolls (d). Document the use of the latest information on the effectiveness of TCMs and other SIP measures that have been implemented (e). Document the key assumptions and show that they were agreed to through Interagency and public consultation (f).	III–123 to III–126 & Please see link list & interagency consultation documentation below	TCMs A-E from our applicable SIP (2001 Ozone Attainment Plan) have all been fully implemented and there have been no updates
§93.111	Document the use of the latest emissions model approved by EPA. If the previous model was used and the grace period has ended, document that the analysis began before the end of the grace period.	III-114	

40 CFR	Criteria	Ch, Section, Page	Comments
§93.112	Document fulfillment of the interagency and public consultation requirements outlined in a specific implementation plan according to §51.390 or, if a SIP revision has not been completed, according to §93.105 and 23 CFR 450. Include documentation of consultation on conformity tests and methodologies as well as responses to written comments.	III-115, III-116	
§93.113	Document timely implementation of all TCMs in approved SIPs. Document that implementation is consistent with schedules in the applicable SIP and document whether anything interferes with timely implementation. Document any delayed TCMs in the applicable SIP and describe the measures being taken to overcome obstacles to implementation.	III-123 to III-126	
§93.114	Document that the conformity analyses performed for the TIP is consistent with the analysis performed for the Plan, in accordance with 23 CFR 450.324(f)(2).	III-106, III-107	
§93.115	Describe how the projects come from a conforming RTP and TIP. If this criterion is not satisfied, the project must satisfy all criteria in Table 1 of §93.109(b) for a project not from a RTP and TIP.	Appendices J-1, J-2 & J-3	TIP ID number cross-listed with corresponding RTP ID number
§93.118 (a, c, e)	For areas with SIP budgets: Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with any adequate or approved motor vehicle emissions budget for all pollutants and precursors in applicable SIPs.	III-116 to III-119	
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	III-117	
93.118 (c)	Document and demonstrate consistency with motor vehicle emissions budgets for each pollutant or pollutant precursor for which the area is in nonattainment or maintenance and for which the applicable SIP plan establishes a motor vehicle emissions budget.	III-116 to III-119	
§93.118 (d)	Document the use of the appropriate analysis years in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Document any interpolation performed to meet tests for years in which specific analysis is not required.	III-115	
§93.119 (a, b, c, d)	For areas without applicable SIP budgets: Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the TIP and regionally significant non-Federal projects, are consistent with the requirements of the "Action/Baseline" or "Action/Baseline Year" emissions tests as applicable.	III-119 to III-122	
93.119 (e)	Document the appropriate baseline year.	III-112	
93.119 (f)	Document the use of appropriate pollutants and if EPA or the state has made a finding that a particular precursor or component of PM10 is significant or insignificant.	N/A	

40 CFR	Criteria	Ch, Section, Page	Comments
§93.119 (g)	For areas without applicable SIP budgets: Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets. The regional emissions analysis must be performed for analysis years that are no more than ten years apart. The first analysis year must be no more than five years beyond the year in which the conformity determination is being made. The last year of the timeframe of the conformity determination (as described under §93.106(d)) must also be an analysis year.	III-111 to III-113 III-119 to III-122	
§93.119 (h,i)	For areas without applicable SIP budgets: Document how the baseline and action scenarios are defined for each analysis year.	III-111 to III-113	
§93.122 (a)(1)	Document that all regionally significant federal and non-Federal projects in the nonattainment/maintenance area are explicitly modeled in the regional emissions analysis. For each project, identify by which analysis it will be open to traffic. Document that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis	Appendices J-1, J-2 & J3 III-117 & III-120	
§93.122 (a)(2, 3)	Document that only emission reduction credits from TCMs on schedule have been included or that partial credit has been taken for partially implemented TCMs. Document that the regional emissions analysis only includes emissions credit for projects, programs, or activities that require regulatory action if: the regulatory action has been adopted; the project, program, activity or a written commitment is included in the SIP; EPA has approved an opt-in to the program, EPA has promulgated the program, or the Clean Air Act requires the program (indicate applicable date). Discuss the implementation status of these programs and the associated emissions credit for each analysis year.	III-116 to III-119	
§93.122 (a)(4,5,6, 7)	For nonregulatory measures that are not included in the TIP, include written commitments from appropriate agencies. Document that assumptions for measures outside the transportation system (e.g. fuels measures) are the same for baseline and action scenarios. Document that factors such as ambient temperature are consistent with those used in the SIP unless modified through interagency consultation. Document the method(s) used to estimate VMT on off-network roadways within the urban transportation planning area, and on roadways outside the urban transportation planning area.	III-114 to III-115	Default EMFAC2021 Bay Area ambient temperatures & environmental conditions consistent with those used in the Bay Area SIP
§93.122 (b)(1)(i)	Document that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).		Please see link list below

40 CFR	Criteria	Ch, Section, Page	Comments
§93.122 (b)(1)(ii)	Document the land use, population, employment, and other network-based travel model assumptions.	III-113, III-114	
§93.122 (b)(1)(iii)	Document how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.	III-113, III-114	
§93.122 (b)(1)(iv)	Document use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes.		Please see link list below
§93.122 (b)(1)(v)	Document the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split.		Please see link list below
§93.122 (b)(1)(vi)	Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices.		Please see link list below
§93.122 (b)(2)	Document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.		Please see link list below
§93.122 (b)(3)	Document the use of HPMS, or a locally developed count-based program or procedures that have been chosen through the consultation process, to reconcile and calibrate the network-based travel model estimates of VMT.		Travel Model 1.5.2 Development: Calibration and Validation" is listed as being DRAFT November 5, 2021 & please see link list below
§93.122 (d)	In areas not subject to §93.122(b), document the continued use of modeling techniques or the use of appropriate alternative techniques to estimate vehicle miles traveled		Please see link list below
§93.122 (e, f)	Document, in areas where a SIP identifies construction-related PM10 or PM 2.5 as significant pollutants, the inclusion of PM10 and/or PM 2.5 construction emissions in the conformity analysis.	N/A	
§93.122 (g)	If appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis. The new plan and TIP contain all the projects that must be started to achieve the highway and transit system envisioned by the plan ((g)(1)(i)) All plan and TIP projects are included in the transportation plan with design concept and scope adequate to determine their contribution to emissions in the previous determination; (g)(1)(ii)) The design concept and scope of each regionally significant project in the new plan/TIP are not significantly different from that described in the previous (g)(1)(iii))	N/A	

40 CFR	Criteria	Ch, Section, Page	Comments
§93.124	Document if there are subarea budgets established, and for which areas (93.124(c)). Document if there is a safety margin established, and what are the budgets with the safety margin included (93.124(a)). Document if there has been any trading among budgets, and if so, which SIP establishes the trading mechanism, and how it is used in the conformity analysis (93.124(b)). If there is more than one MPO in the area, document whether separate budgets are established for each MPO (93.124(d)). The previous regional emissions analysis meets 93.118 or 93.119 as applicable ((g)(1)(iv))	N/A N/A N/A N/A N/A, III-112	"baseline year" test used for PM2.5 conformity and no comparison to previous regional analysis included
§93.126, §93.127, §93.128	Document all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis. Indicate the reason for the exemption (Table 2, Table 3, traffic signal synchronization) and that the interagency consultation process found these projects to have no potentially adverse emissions impacts.	Appendices J-1, J-2 & J-3	

[1]**Note that some areas are required to complete both interim emissions tests.**
[2] **40 CFR 93.122(b) refers only to serious, severe and extreme ozone areas and serious CO areas above 200,000 population**

Link Reference List

- **93.110 (c, d, e, f)**

https://planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Forecasting_Modeling_Report_October_2021.pdf

- **93.122 (b)(1)(i)**
  https://planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Forecasting_Modeling_Report_October_2021.pdf

https://github.com/BayAreaMetro/modeling-website/wiki/Development

https://mtcdrive.app.box.com/v/TM1-6-0-CalibrationValidation

- **93.122 (b)(1)(iv)-93.122 (d)**
  https://planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Forecasting_Modeling_Report_October_2021.pdf (page #s 27-90)

- **93.122 (b)(3)**

https://mtcdrive.app.box.com/v/TM1-5-2-CalibrationValidation

- **US DOT/EPA guidance We are unable to confirm information as the link does not work.**

https://planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Forecasting_Modeling_Report_October_2021.pdf [page #i]

https://github.com/BayAreaMetro/bayarea_urbansim

Summary of Latest Planning Assumptions for the MTC 2025 TIP Conformity Analysis

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
Population	Base Year: 2015 Housing needs derived from 8-year projection of the regional housing needs under California State's Regional Housing Needs Allocation (RHNA) process. Revised Final Regional Growth Forecast was adopted in September 2020 with the approval of MTC Resolution No. 4437 and ABAG Resolution No. 16-2020.	This data is disaggregated to the TAZ level for input into Citilabs Cube Voyager (version 6.4.5 of Bentley Cube software) for base year validation.	Plan Bay Area 2050+ Draft Blueprint Growth Geographies in 2024 and RHNA Cycle 7 anticipated to start in 2027.
Employment	Base Year: 2015 Revised Final Regional Growth Forecast was adopted in September 2020 with the approval of MTC Resolution No. 4437 and ABAG Resolution No. 16-2020.	This data is disaggregated to the TAZ level for input into Citilabs Cube Voyager (version 6.4.5 of Bentley Cube software) for base year validation.	Plan Bay Area 2050+ Draft Blueprint Growth Geographies in 2024 and RHNA Cycle 7 anticipated to start in 2027.
Traffic Counts	The transportation model was validated in 2021 to the 2015 base year using Performance Measurement System (PeMS) traffic count data.	Citilabs Cube Voyager (version 6.4.5 of Bentley Cube software) was validated using these traffic counts.	The PeMS database contains a time series of counts in fifteen-minute intervals. The data is reduced, summarized,16 and coded to links in the highway network.
Vehicle Miles of Travel	MTC's Travel Model 1.5 (version 1.5.2.3), released in December 2020, calibrated to year 2015 conditions.	Citilabs Cube Voyager (version 6.4.5 of Bentley Cube software) is the transportation model used to estimate VMT for the MTC Region.	VMT is an output of the transportation model. VMT is affected by the TIP/RTP project updates and is included in each new conformity analysis.
Speeds	MTC's Travel Model 1.5 (version 1.5.2.3), released in December 2020, calibrated to year 2015 conditions. Speed distributions were updated in EMFAC2021, using methodology approved by ARB and with information from the transportation model.	Citilabs Cube Voyager (version 6.4.5 of Bentley Cube software). The transportation model includes a feedback loop that assures congested speeds are consistent with travel speeds and are applied to EMFAC2021.	Speed calibration updates to be included with Plan Bay Area 2050+ development in 2024/2025.

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Assumptions Documentation Interagency Coordination Confirmation for the MTC 2025 TIP Conformity Analysis

From the April 25, 2024 MTC Air Quality Conformity Task Force Meeting:

METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Air Quality Conformity Task Force

DATE: April 19, 2024

FR: Harold Brazil

W. I.

RE: Approach to Draft Conformity Analysis for the 2025 Transportation Improvement Program (TIP)

The federally required Transportation Improvement Program or TIP is a comprehensive listing of all Bay Area surface transportation projects that are to receive federal funding, are subject to a federally required action, or are considered regionally significant for air quality conformity purposes over a four-year period. In alignment with Federal Statewide TIP development efforts, MTC has begun the process of developing the 2025 TIP, which will cover the four-year period from FY 2024-25 through FY 2027-28. Like the 2023 TIP, the 2025 TIP must be consistent with the existing Regional Transportation Plan, Plan Bay Area 2050. MTC is scheduled to release the Draft Conformity Analysis for the 2025 TIP on **June 18, 2024**. Attachment A includes a full schedule for review and approval of the conformity analysis for the 2025 TIP.

Background

Transportation conformity is required under CAA section 176(c) (42 U.S.C. 7506(c)) to ensure that federally funded or approved highway and transit activities are consistent with ("conform to") the purpose of the state air quality implementation plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones. EPA's transportation conformity rule (40 CFR Parts 51 and 93) establishes the criteria and procedures for determining whether metropolitan transportation plans, TIPs, and federally supported highway and transit projects conform to the SIP. Transportation conformity applies to designated nonattainment and maintenance areas[16] for transportation-related criteria pollutants: ozone, $PM_{2.5}$, PM_{10}, carbon monoxide, and nitrogen dioxide.[17]

Ozone Requirements

On February 13, 2015, the U.S. Environmental Protection Agency (EPA) issued a final rule that addresses a range of implementation requirements for the 2008 National Ambient Air Quality Standards (NAAQS) for

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

[17] See "Current Law, Regulations and Guidance for State and Local Transportation"; https://www.epa.gov/state-and-local-transportation/current-law-regulations-and-guidance-state-and-local-transportation

ground-level ozone. The EPA set the final primary and secondary standards at 0.075 ppm on March 12, 2008.

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

On Oct. 1, 2015, the U.S. Environmental Protection Agency (EPA) strengthened the National Ambient Air Quality Standards (NAAQS) for ground-level ozone to 70 parts per billion (ppb), based on extensive scientific evidence about ozone's effects on public health and welfare. On June 28, 2017, EPA announced that it is using its authority under the Clean Air Act (CAA) to extend by 1 year the deadline for promulgating initial area designations for the ozone national ambient air quality standards (NAAQS) that were promulgated in October 2015. The deadline was October 1, 2018 and based monitoring data[18], the San Francisco Bay Area nonattainment area was designated to be in nonattainment by EPA.

The San Francisco Bay Area region, being in nonattainment for the 2015 ozone NAAQS, must show compliance with these requirements by completing the transportation conformity process, which conforms the most recent Regional Transportation Plan (RTP) – currently the Plan Bay Area 2050 – and Transportation Improvement Program (TIP) – currently the MTC's 2021 TIP to the State Implementation Plan (SIP).

Carbon Monoxide (CO) Requirements

The approved 1998 maintenance plan for the San Francisco-Oakland-San Jose Carbon Monoxide nonattainment area did not extend the maintenance plan period beyond 20 years from re-designation. Consequently, transportation conformity requirements for CO ceased to apply after June 1, 2018 (i.e., 20 years after the effective date of the EPA's approval of the first 10-year maintenance plan and redesignation of the area to attainment for CO NAAQS). As a result, as of June 1, 2018 – transportation conformity requirements no longer applies for the CO NAAQS in the San Francisco-Oakland-San Jose CO nonattainment area for Federal Highway Administration/Federal Transit Association projects as defined in 40 CFR 93.101.

$PM_{2.5}$ Requirements

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

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

[18] See "Final 2017 Clean Air Plan. Spare the Air and Cool the Climate"; https://www.baaqmd.gov/~/media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-proposed-final-cap-vol-1-pdf.pdf?la=en

On February 7, 2024, EPA strengthened the standards for the PM NAAQS to protect millions of Americans from harmful and costly health impacts, such as heart attacks and premature death. EPA set the level of the primary (health-based) annual $PM_{2.5}$ standard at 9.0 µg/m³ meter to provide increased public health protection, consistent with the available health science.
EPA did not changing the current:

- primary and secondary (welfare-based) 24-hour PM2.5 standards,
- secondary annual PM2.5 standard, and
- primary and secondary PM10 standards. (as shown in the table below)

Proposed 2024 PM NAAQS (Primary)

Indicator	Averaging Time	Previous Level	Existing Bay Area Status	EPA Proposal
$PM_{2.5}$	Annual	12.0 µg/m³	Unclassifiable/ Attainment	9.0 µg/m³
$PM_{2.5}$	24-Hours	35 µg/m³	**Nonattainment**	No change/ Retain

Source: BAAQMD

Next steps for the implementation of the new PM NAAQS will include:

- Review the final NAAQS and forthcoming designations guidance
- Initial Area Designations

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

1. "Baseline Year Test". Emissions for each analysis year for the "Action" are less than or equal to the level of emissions in the year 2008[19]; or
2. "Build/No-Build Test". Emissions for each analysis year in the "Action" scenario are less than or equal to emissions from the "Baseline" scenario.

Analysis Approach
MTC will review the proposed conformity approach at this April 25, 2024 Conformity Task Force meeting. MTC will review the approach with the Conformity Task Force again when the draft conformity analysis at the May 2024 meeting. Key aspects of the conformity analysis are as follows:

1. Regional Emissions Analysis: MTC will conduct a new regional emissions analysis to conform the 2025 TIP.

2. Latest Planning Assumptions: MTC will use the latest planning assumptions, including:

- ***UrbanSim***; regional land use forecasting model – ***UrbanSim*** relies on regional control totals of jobs, housing, and population, developed and adopted by ABAG, to analyze the effects of land use and transportation strategies on the forecasted regional development pattern. ***UrbanSim*** simulates the interactions of households, businesses, developers, and governments within the urban market. ***UrbanSim*** produces land use outputs, including the forecasted location of new jobs and housing for a forecasted scenario. MTC and ABAG staff have evaluated the model outputs through an extensive planning process which involved input by local jurisdictions.

[19] See 40 CFR 93.119; http://www.epa.gov/otaq/stateresources/transconf/baseline.htm

- ***Travel Model One***; Updated travel demand forecasts using MTC's ***Travel Model One*** (version 1.5.2), released March 2019, was developed for the Horizon initiative, so it added representation for:

i. ride-hailing (or Transportation Network Company - TNC) and taxi modes
ii. autonomous vehicles

with the most up to date highway and transit networks.

- ***EMFAC2021***; VMT estimates used in the federally approved ***EMFAC2021*** emission model will be consistent with the California Air Resources Board's (CARB) recommended adjustment methods. CARB officially released an updated version of the EMFAC2021 software to the public on Monday, May 2, 2022. This version replaced the v1.0.1 version that was previously released on April 30, 2021. The newer version addresses a bug related to NOx idling exhaust emissions from newer heavy-duty trucks that are affected by the Heavy-Duty Omnibus regulation and reflects the revocation of the Safer Affordable Fuel-Efficient or SAFE Vehicles Rule. In addition, an air conditioning correction factor for plug-in-electric vehicle CO running exhaust emissions has also been updated. EMFAC2021 is the latest emission inventory model that CARB uses to assess emissions from on-road motor vehicles including cars, trucks, and buses in California, and to support CARB's planning and policy development. This newest model reflects CARB's current understanding of statewide and regional vehicle activities, emissions, and recently adopted regulations such as Advanced Clean Trucks (ACT) and Heavy Duty Omnibus regulations. It represents the next step forward in the ongoing improvement for EMFAC. EPA's approval of the EMFAC2021 emissions model (and EMFAC2017 adjustment factors) for SIP, conformity purposes, and applicable CAA purposes effective November 15, 2022.

3. Latest Emissions Model: As mentioned above, MTC will apply EMFAC2021 model system to produce emission estimates.

4. Emissions Budget/Interim Emissions:

- **Ozone:** MTC will use the 1-hour motor vehicle emissions budget from the *2001 Ozone Attainment Plan* as the 8-hour motor vehicle emissions budget to demonstrate conformity with the 8-hour ozone standard. The ozone budget for ROG and NOx was compared to quantified emissions for analysis years **2025, 2030, 2040 and 2050**.

- **$PM_{2.5}$**: MTC will use the "Baseline Year Test" interim emission test to demonstrate conformity with the 24-hour $PM_{2.5}$ standard. Consistent with EPA's Transportation Conformity Rule $PM_{2.5}$ and PM_{10} Amendments; Final Rule published in the federal register in March 2010. MTC will quantify emissions for both directly emitted $PM_{2.5}$ and NOx (as the precursor to $PM_{2.5}$ emissions) and for the baseline year test, emissions from the planned transportation system are compared to emissions that occurred in the baseline year for analysis years **2025, 2030, 2040 and 2050**. The analysis will be carried out using inputs for the winter season, during which the Bay Area experiences its highest levels of $PM_{2.5}$ concentrations.

5. Transportation Control Measure (TCM) Implementation: The motor vehicle emission estimates for ROG and NOx will include the effects of TCMs A-E in the 2001 Ozone Attainment Plan. These TCMs are now fully implemented.

6. Financial Constraint: The 2025 TIP must be financially constrained, meaning that the amount of funding programmed must not exceed the amount of funding estimated to be reasonably available. Financial constraint must be demonstrated by program and by year for the four active years of the 2025 TIP.

As an air quality non-attainment area, MTC may only program projects with committed funds in the first two years of the 2025 TIP. Reasonably available revenues (funds that are not yet committed to the project but are estimated to be available during the four years of the 2025 TIP) may be programmed to projects in the third and fourth years of the 2025 TIP.

7. Interagency and Public Consultation: MTC will conduct the appropriate agency and public consultation for the Draft Transportation Air Quality Conformity Analysis for the 2025 TIP.

Attachment A: Draft Schedule for the Transportation Air Quality Conformity Analysis for the 2025 Transportation Improvement Program (TIP)

Activity	Timeline
Conformity Task Force Reviews Proposed Conformity Approach	April 25, 2024
MTC Staff Conducts Technical Analysis & Report Preparation	May 2024
Release Draft Conformity Analysis for Public Review and Begin Public Comment Period	June 18, 2024
Discuss Draft Conformity Analysis with AQCTF	June 27, 2024
End of Public Comment Period	July 18, 2024
AQCTF Briefing on Responses to Comments	July 25, 2024
Committee Approval	September 11, 2024
Commission Approval	September 25, 2024
Expected FHWA/FTA Final Approval of 2025 TIP and AQ Conformity Analysis	*Later Fall 2024*

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Air Quality Conformity Task Force Summary Meeting Notes from the April 25, 2024 MTC Air Quality Conformity Task Force Meeting:

Air Quality Conformity Task Force
Summary Meeting Notes
April 25, 2024

Participants:

Chadi Chazbek – Kimley-Horn
Rodney Tavitas – Caltrans
Celine Chen – FTA
Marianne Payne – Valley Link
Radhika Mothkuri – Caltrans
Michael Dorantes – EPA
Emma Maggioncalda – Caltrans
Cidney Chiu – Caltrans
Libby Nachman – MTC
Shilpa Mareddy – Caltrans
Jasmine Amanin – FHWA
Paul Hensleigh – YSAQMD
Eden Winniford – YSAQMD
Andrea Gordon – BAAQMD

Mark Tang – BAAQMD
Alexandra Haisley – AECOM
Jen McNeil Dhadwal – AECOM
Andrea Gordon – BAAQMD
Kien Le – Caltrans
Darrin Trageser – ICF
Ace Malisos – Kimley-Horn
Kevin Krewson – Caltrans
Michael Kay – AECOM
Suriya Vallamsundar – Trinity Consultants
Mallory Atkinson – MTC
John Saelee – MTC
Harold Brazil – MTC
Tanay Pradhan – Kimley-Horn
Karishma Becha – Caltrans
Keith Lay – ICF
Erika Espinosa Araiza – Caltrans
Erika Vaca – Caltrans

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

2. **$PM_{2.5}$ Project Conformity Interagency Consultation**

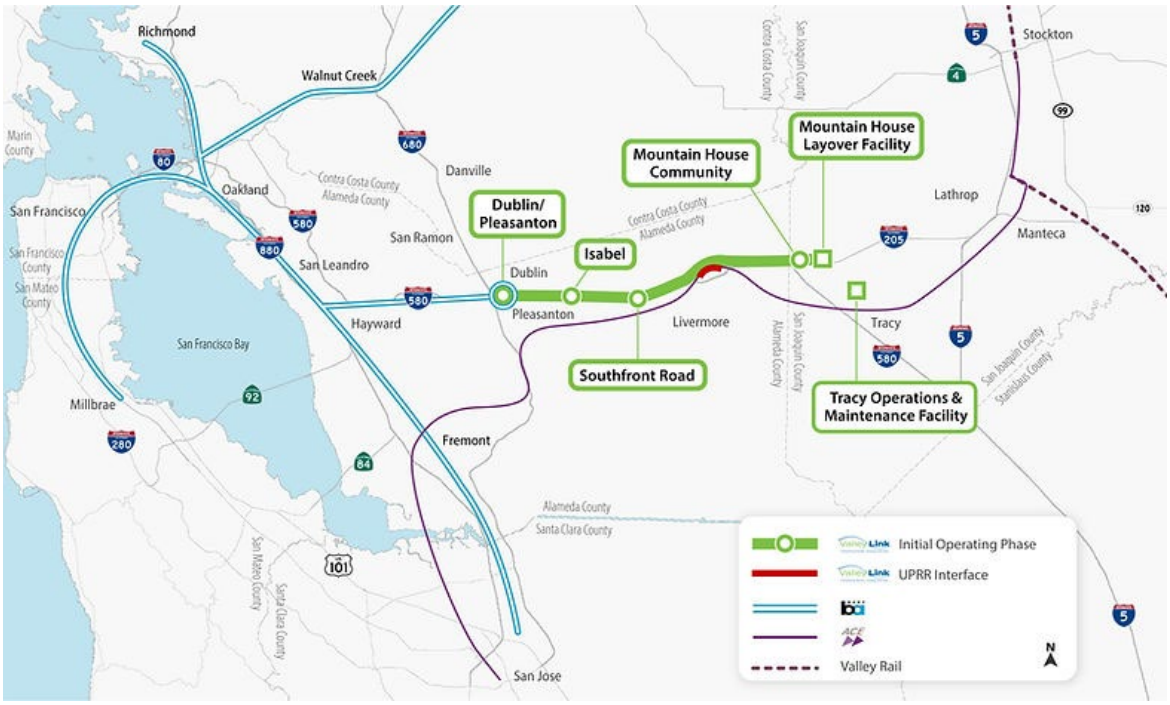
a. Consultation to Determine Project of Air Quality Concern Status

i. Valley Link Rail Project

Marianne Payne (Valley Link) began the presentation for the Valley Link Rail by introducing the Valley Link Rail project team and introduced herself as one of the 105,000 daily commuters traveling through the Altamont Pass and conveyed her compassion towards the project. Ms. Payne added that the project is very much needed in the region and the Valley Link Rail project team is currently advancing the environmental assessment.

Michael Kay (AECOM) from the Valley Link Rail project team identified the project's location as:

- Located in Alameda and San Joaquin Counties and No-Build Alternatives were presented
- Considering one Build Alternative and a No Build Alternative
- Build Alternative would construct passenger rail service along 22-mile corridor, providing all-day bidirectional service using zero emissions multiple unit (ZEMU) vehicles



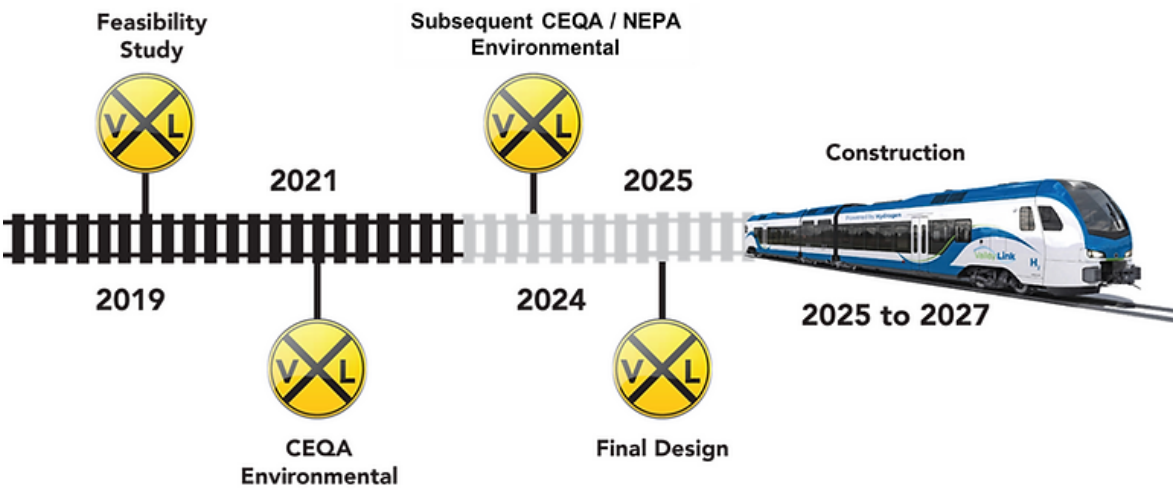
Mr. Kay summarized the Valley Link Rail project's purpose and need as follows:

- Provide a frequent and reliable transit option in the I-580 corridor while connecting housing, people, and jobs.
- Connect the Tri-Valley Hub to the state rail system to support megaregional mobility, furthering the vision of the California State Rail Plan, the Metropolitan Transportation Commission's (MTC)
- Plan Bay Area 2050, and the SJCOG Regional Transportation Plan and Sustainable Communities Strategy.
- Enhance mobility and accessibility options for all communities within the Northern California Megaregion.
- Support local, state (California Climate Initiative), and federal goals to promote sustainability, reduce greenhouse gas (GHG) emissions and enhance environmental quality.

Mr. Kay added that the Valley Link Rail project would establish a new passenger rail service along 22-mile corridor between the existing Dublin/Pleasanton BART Station and the proposed Mountain House Community Station in San Joaquin County and other project components would include:

- Alignment would be constructed within a combination of existing I-580 median, existing transportation corridor owned by Alameda County, existing Caltrans right-of-way, and new right-of-way to be acquired for the project.
- Four new stations and three support facilities would be constructed.
- I-580 would be shifted to accommodate the project while maintaining existing freeway lanes and interchange ramp configurations, including existing express lane facilities.

Mr. Kay concluded his presentation on the Valley Link Rail project by going through the project's schedule:



Question and Answer Discussion

Michael Dorantes (EPA) noted the proposed project is expected to result in a travel mode shift in turn reducing VMT on I-580 in the opening or horizon years and asked if there was ridership documentation showing the VMT reduction? Michael Kay (AECOM) indicated he did not have the VMT data immediately available – but, as a conservative approach, the Valley Link Rail project team did not take the travel mode shift VMT reduction in their emissions modeling.

Mr. Dorantes also asked if the Valley Link Rail project included public engagement meetings regarding the original CEQA document and if there were any concerns from the public about the project? Mr. Kay stated the project team had a public scoping meeting prior to the CEQA documentation completion and once the CEQA document was released for public review – 2 public hearings were conducted, one in the Tracy area and one in the Livermore area, to take public comment. (public hearings – (in person) May 8th in Livermore and May 9th in Mountain House; virtual option May 15th)

Mr. Kay added the Valley Link Rail project team and received several, extensive comments from the public and from regional and local agencies and the comments were addressed in the final document.

* *Note*: Draft SEIR open for public comment until June 6. See https://www.getvalleylinked.com/

Jasmine Amanin (FHWA) asked if the Valley Link Rail project is intended to be implemented in phases and Mr. Kay indicated that no, the project would not be phased over time and the proposed project includes the alignment as described in the presentation.

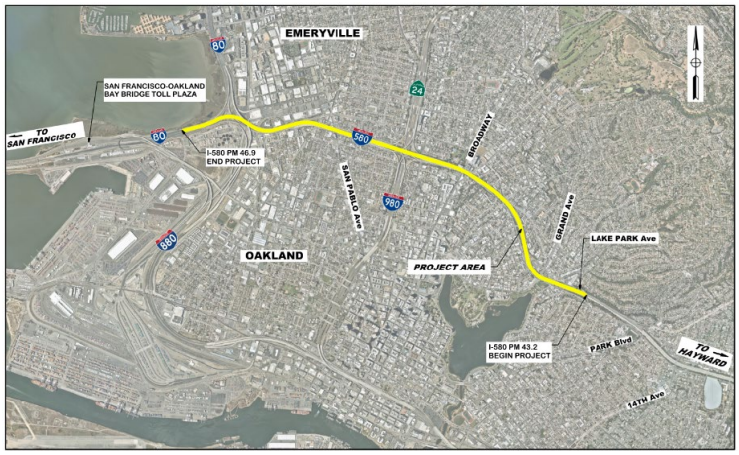
Final Determination: With input from EPA, FTA, FHWA and Caltrans (deferring their determination to FHWA), the Task Force concluded the Valley Link Rail project was not of air quality concern.

ii. I-580 Westbound High Occupancy Vehicle Lane Conversion Project

Ace Malisos (Kimley-Horn) began the presentation for the I-580 Westbound High Occupancy Vehicle Lane Conversion project by reminding the Task Force that this project was previously

reviewed by the group last year and the project team now has updated traffic data, and this presentation will be summarized of those updates.
Mr. Malisos added that the project is located along westbound I-580 within the city of Oakland and extends from the Bay Bridge Toll Plaza to the Lake Park Avenue overcrossing.

Project Location



Mr. Malisos went through the I-580 Westbound High Occupancy Vehicle Lane Conversion project's purpose, which is to:

- Increase person throughput during peak hours
- Improve travel time reliability to support buses and high-occupancy vehicles
- Encourage mode shift by providing travel time savings for HOV and transit users

Mr. Malisos provided an informational listing of the I-580 Westbound High Occupancy Vehicle Lane Conversion project's facets:

- Conversion of the existing left lane into an HOV 3+ lane on WB I-580
- Installation of two overhead sign structures
- Installation of barrier-mounted and bridge rail-mounted signs
- Pavement delineation for the proposed HOV lane
- The project is constructed entirely within the existing State ROW
- No pavement widening is anticipated for the project
- Categorical Exemptions for CEQA and Categorical Exclusion for NEPA environmental clearance

Mr. Malisos also mentioned that additional roadway segments were included for analysis and ADT on previously analyzed roadways were updated.

Mr. Malisos discussed how approximately four roadside signs indicating the HOV lane restrictions and HOV lane operating hours would be installed on existing overhead sign poles and concrete barriers up to 1 mile in advance of the beginning of the proposed HOV lane. Three new overhead sign structures to support signs would be installed, two east of the Lakeshore Park Avenue undercrossing (I-580 Post Mile 43.5) and one near the Broadway-Richmond Boulevard undercrossing (I-580 Post Mile 44.5). Mr. Malisos also disclosed that approximately ten additional roadside signs would be installed along the HOV lane on existing overhead sign poles and lighting poles, replaced concrete barriers, and new wood posts.

Installation of Signs

Michael Dorantes (EPA) asked that since the updated data doesn't change the overall traffic data too much – what were the key changes that occurred with the updated modeling for the traffic data on the project? Mr. Malisos responded by indicating that some segments were not originally included in the traffic analysis because they were not affected by the project – but the subsequent traffic study ended up including those segments. The project team wanted to be consistent with what was analyzed in the traffic study and the additional segments were included in the project-level conformity assessment form. Also, Mr. Malisos mentioned that there were some changes in the traffic volumes and the traffic engineers on the project team attribute the changes to rounding error.

Final Determination: With input from EPA, FTA, Caltrans and FHWA (deferring their determination to Caltrans), the Task Force concluded the I-580 Westbound High Occupancy Vehicle Lane Conversion project was not of air quality concern.

3. Approach to the Conformity Analysis for the 2025 Transportation Improvement Program (TIP)

Harold Brazil (MTC) discussed the approach to the Conformity Analysis for the 2025 TIP and pointed out key aspects of the analysis including:

- <u>Latest Planning Assumptions:</u>

  - UrbanSim; regional land use forecasting model – UrbanSim relies on regional control totals of jobs, housing, and population, developed and adopted by ABAG, to analyze the effects of land use and transportation strategies on the forecasted regional development pattern.
  - Travel Model One; Updated travel demand forecasts using MTC's Travel Model One (version 1.5.2), released March 2019, was developed for the Horizon initiative, so it added representation for:
    - ride-hailing (or Transportation Network Company - TNC) and taxi modes
    - autonomous vehicles

    with the most up to date highway and transit networks.
  - EMFAC2021; VMT estimates used in the federally approved EMFAC2021 emission model will be consistent with the California Air Resources Board's (CARB) recommended adjustment methods. This newest model reflects CARB's current understanding of statewide and regional vehicle activities,

emissions, and recently adopted regulations such as Advanced Clean Trucks (ACT) and Heavy Duty Omnibus regulations.

- Emissions Budget/Interim Emissions:

  - For Ozone: MTC will use the 1-hour motor vehicle emissions budget from the 2001 Ozone Attainment Plan as the 8-hour motor vehicle emissions budget to demonstrate conformity with the 8-hour ozone standard.
  - For $PM_{2.5}$: MTC will use the "Baseline Year Test" interim emission test to demonstrate conformity with the 24-hour PM2.5 standard. Consistent with EPA's Transportation Conformity Rule $PM_{2.5}$ and PM10 Amendments; Final Rule published in the federal register in March 2010.

Schedule for the Transportation Air Quality Conformity Analysis for the 2025 Transportation Improvement Program (TIP)

Activity	Timeline
Conformity Task Force Reviews Proposed Conformity Approach	April 25, 2024
MTC Staff Conducts Technical Analysis & Report Preparation	May 2024
Release Draft Conformity Analysis for Public Review and Begin Public Comment Period	June 18, 2024
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End of Public Comment Period	July 18, 2024
AQCTF Briefing on Responses to Comments	July 25, 2024
Committee Approval	September 11, 2024
Commission Approval	September 25, 2024
Expected FHWA/FTA Final Approval of 2025 TIP and AQ Conformity Analysis	*Later Fall 2024*

Task Force members had no questions or comments.

4. Consent Calendar

a. April 25, 2024 Air Quality Conformity Task Force Meeting Summary

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

5. Other Items

- Harold Brazil (MTC) shared the MTC website location for current and past Task Force meetings at: https://mtc.ca.gov/sites/default/files/documents/2024-04/AQCTF_Agenda_Packet_04_25_24.pdf

- Michael Dorantes (EPA) updated the group with information from EPA's transportation conformity headquarter office applicable to exemptions applied for transportation enhancement activities for interested MPOs to use a resource. Mr. Dorantes also stated that these types of projects should no longer be referred to as *transportation enhancement activities*, and they have been rebranded in a way to transportation alternatives.
  See link at: https://www.fhwa.dot.gov/environment/transportation_alternatives/

Disclaimers: This checklist is intended solely as an informational guideline to be used in reviewing Transportation Plans and Transportation Improvement Programs for adequacy of their conformity documentation. It is in no way intended to replace or supersede the Transportation Conformity regulations of 40 CFR Parts 51 and 93, the Statewide and Metropolitan Planning Regulations of 23 CFR Part 450 or any other EPA, FHWA or FTA guidance pertaining to transportation conformity or statewide and metropolitan planning. This checklist is not intended for use in documenting transportation conformity for individual transportation projects in nonattainment or maintenance areas. 40 CFR Parts 51 and 93 contain additional criteria for project-level conformity determinations.

METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Air Quality Conformity Task Force DATE: August 16, 2024

FR: Harold Brazil W. I.

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

SMART began initial operations between downtown San Rafael and northern Santa Rosa in 2017, and in 2019, service was extended south to Larkspur to enhance connections to the Golden Gate ferry terminal. Construction is currently underway on a northern extension to Windsor, which was included in the adopted Plan Bay Area 2050, providing additional connectivity to northern Sonoma County. Plan Bay Area 2050 also included an infill station in North Petaluma and significant investments necessary to protect the SMART corridor from rising sea levels.

Earlier this year, MTC received a request from Caltrans to amend Plan Bay Area 2050 to further extend SMART passenger rail, with the next phase stretching from Windsor to Healdsburg. SMART has secured significant funding for this extension, including an expected $40 million allocation identified in the Regional Measure 3 Expenditure Plan.

On Monday August 12, 2024, MTC/ABAG released the proposed draft amendment to Plan Bay Area 2050 to include the Sonoma-Marin Rail Transit (SMART) passenger rail extension to Healdsburg. The proposed draft amendment will be available for a 30-day public review and comment period beginning today, August 12, 2024, through September 11, 2024. Comments may be submitted to MTC/ABAG in writing no later than 5 p.m. on Wednesday, September 11, 2024.

Air Quality Conformity Task Force
Summary Meeting Notes
July 25, 2024

Participants:

Peter Kang – Caltrans
Grey Melgard – City of San Rafael
Celine Chen – FTA
Ramsey Hissen – Verano Technical Services
Jasmin Mejia – VTA
Cayla McDonell-Encina – FHWA
Nicole Ortiz-Hernandez – FHWA
Michael Dorantes – EPA
Emma Maggioncalda – Caltrans
Cidney Chiu – Caltrans
Libby Nachman – MTC
Jasmine Amanin – FHWA
Eden Winniford – YSAQMD
Paul Hensleigh – YSAQMD
Rodney Tavitas – Caltrans
Chris Barney – SCTA/RCPA
Shilpa Mareddy – Caltrans
Anthony Fournier – BAAQMD
Andrea Gordon – BAAQMD
Ashley Weiss – Fehr & Peers
Jay Witt – Illingworth & Rodkin Inc
Mallory Atkinson – MTC
John Saelee – MTC
Adam Crenshaw – MTC
Adam Noelting – MTC
Harold Brazil – MTC
Karishma Becha – Caltrans
Erika Espinosa Araiza – Caltrans
Erika Vaca – Caltrans

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

2. **$PM_{2.5}$ Project Conformity Interagency Consultation**

   a. **Consultation to Determine Project of Air Quality Concern Status**

      i. **Calaveras Boulevard Improvements Project**

Jasmin Mejia (VTA) began the presentation for the Calaveras Boulevard Improvements project by saying that the Boulevard is also known as State Route 237 and it is located in between I-680 and I-880. Ms. Mejia went on to identify some of the key intersection locations in the project area and mentioned that the corridor also serves as an evacuation area in the community.

Ms. Mejia stated the Calaveras Boulevard Improvements project proposes to widen Calaveras Boulevard between Abel Street and Milpitas Boulevard from 2 lanes to 3 lanes in each direction. The project would replace the existing bridge structures over Main Street and the Union Pacific Railroad (UPRR) and Bay Area Rapid Transit (BART) tracks. Ms. Mejia added that the project would also provide new Class IV bikeways and pedestrian sidewalks on Calaveras Boulevard and Class 2 bikeways on Milpitas Boulevard within project limits to close existing bikeway gaps in the community.

Ms. Mejia indicated that the purpose of the Calaveras Boulevard Improvements project is to:

- Implement "Complete Streets" elements such as bikeways and sidewalks.
- Remove bottleneck on Calaveras Boulevard between Abel Street and Milpitas Boulevard.
- Reduce the number of collisions that occur because of the bottleneck.
- Provide better connections to local roadways and developments in the area.
- Improve emergency evacuation needs of the region

Ms. Mejia also identified the need for the Calaveras Boulevard Improvements project as:

- Recurring daily traffic congestion resulting in queue spillback between and through adjacent
- intersections along Calaveras Blvd. between I-680 and I-880.
- Collision rate is higher than statewide average with 62 percent being rear-ends and sideswipes.
- Insufficient bicycle and pedestrian facilities between Abel St. and Milpitas Blvd with one pedestrian facility along the north side of Calaveras Blvd.
- Bottleneck and congestion are negatively impacting the reliability of the transit service and effectiveness of emergency evacuation.

Existing Traffic Data

2023				
Location		No Build		
		AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic
Calaveras Boulevard	West of Abel St.	32,300	650	2%
	Between Milpitas Blvd. and Abel St.	41,570	830	2%
	East of Milpitas Blvd.	32,440	650	2%
Abel Street	North of Calaveras Blvd.	12,460	250	2%
	South of Calaveras Blvd.	15,860	320	2%
Milpitas Boulevard	North of Calaveras Blvd.	16,760	340	2%
	South of Calaveras Blvd.	15,430	310	2%

Intersection LOS	**AM**	**PM**
Calaveras Boulevard at Abel Street	D	F
Calaveras Boulevard at Milpitas Boulevard	D	D

Solutions that move you

Traffic Data: Opening Year (2030)

2030							
Location		No Build			Build		
		AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic	AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic
Calaveras Boulevard	West of Abel St.	34,600	692	2	36,400	728	2
	Between Milpitas Blvd. and Abel St.	44,200	884	2	46,600	932	2
	East of Milpitas Blvd.	35,100	702	2	36,800	736	2
Abel Street	North of Calaveras Blvd.	14,800	296	2	14,500	290	2
	South of Calaveras Blvd.	19,100	382	2	18,800	376	2
Milpitas Boulevard	North of Calaveras Blvd.	20,000	400	2	20,000	400	2
	South of Calaveras Blvd.	20,100	402	2	20,200	404	2

Intersection LOS	AM	PM	AM	PM
Calaveras Boulevard at Abel Street	D	F	D	F
Calaveras Boulevard at Milpitas Boulevard	F	D	D	D

Solutions that move you

Caltrans Bay Area

Traffic Data: RTP Horizon Year/ Design Year (2050)

2050							
Location		No Build			Build		
		AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic	AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic
Calaveras Boulevard	West of Abel St.	40,200	804	2	47,600	952	2
	Between Milpitas Blvd. and Abel St.	51,600	1,032	2	61,100	1,222	2
	East of Milpitas Blvd.	42,200	844	2	48,700	974	2
Abel Street	North of Calaveras Blvd.	21,100	422	2	20,200	404	2
	South of Calaveras Blvd.	27,700	554	2	26,800	536	2
Milpitas Boulevard	North of Calaveras Blvd.	28,100	562	2	28,400	568	2
	South of Calaveras Blvd.	32,700	654	2	33,200	664	2

Intersection LOS	AM	PM	AM	PM
Calaveras Boulevard at Abel Street	F	F	E	F
Calaveras Boulevard at Milpitas Boulevard	F	F	F	F

Solutions that move you

Caltrans Bay Area

Ramsey Hissen (Verano Technical Services) discussed the existing traffic data collected in 2023 in the Calaveras Boulevard Improvements project area which provided no-build volumes of the AADT for vehicles and AADT for trucks with the percentage of trucks is approximately 2%. Mr. Hissen presented traffic data for the opening year of 2030 and RTP horizon year of 2050 where the no build in comparison to the build and the daily truck volumes percentages are about 2%.

Questions and Answer Discussion:

Michael Dorantes (EPA) received information on bicycle and pedestrian improvements in the Calaveras Boulevard Improvements project.

Ashley Weiss (Fehr & Peers) indicated the project is a complete streets project and the team is proposing bicycle and pedestrian enhancements at 2 intersections, such as no right turn on red. Given the project is trying to protect the intersections, it also contributes somewhat worsening vehicle level of service to ensure that the Calaveras Boulevard Improvements project adequately addresses the safety of bicycle pedestrians.

Mr. Dorantes asked if the Calaveras Boulevard Improvements project team could make any comments about the LOS improvements in regular traffic and how that affects sensitive receptors in the project area.

Ms. Weiss pointed out a sensitive receptor location where there was an improvement in delay of 1.10 seconds, (or an F LOS) to a E LOS or 0.59 seconds with overall year 2050 conditions staying about the same.

Jasmine Amanin (FHWA) and Celine Chen (FTA) asked for clarification on the Calaveras Boulevard overhead structure over UPRR and BART tracks being removed and replaced with a new overhead structure.

Jasmin Mejia (VTA) indicated there would be no impacts to the structures and VTA has be would closely with UPRR and responding to their comments to make sure that the the structures are far enough away to avoid any impacts to their operations.

> ***Final Determination:*** With input from EPA, FTA, FHWA, and Caltrans (deferring their determination to FHWA) the Task Force concluded the Calaveras Boulevard Improvements project was not of air quality concern.

ii. 2nd and 4th Street Intersection Improvements Project

Grey Melgard (City of San Rafael) began the presentation for the 2nd and 4th Street Intersection Improvements project by identifying the location as:

- Intersection of 2nd St / 4th St / Marquard Ave / West End Ave
- Westerly Gateway to the City of San Rafael, Marin County

Ms. Melgard added that operating as they are, the traffic signals in the project area are outdated. Pedestrian facilities are not up to ADA standards and bicycle connectivity as part of the overall city plan is very much lacking. At this intersection the project was originally proposed in the City's 2018 bicycle and pedestrian plan. It was also included as a major plan, mobility, improvement in the 2040 general plan for the City of San Rafael.

Ms. Melgard also mentioned the 2nd and 4th Street Intersection Improvements project's existing background conditions as:

- Non-conventional, multi-legged intersection
    - Built in the mid-20th century
    - Surpassed its useful life
- Traffic signals are outdated
- Pedestrian facilities do not meet current ADA standards
- Bicycle connectivity is lacking

Ms. Melgard mentioned that the main purpose of the 2nd and 4th Street Intersection Improvements project would improve the pedestrian and bicycle experience by making those crossings simpler and shorter in addition to:

- Eliminating mismatched intersection crossing movements
- Maintain critical access to neighborhoods and downtown
- Improve the downtown gateway experience

In conclusion, Ms. Melgard summarized that the 2nd and 4th Street Intersection Improvements project was not a project of air quality concern (40 CFR 93.123(b)(1) under the following:

i. New or expanded highway project with significant number/increase in diesel vehicles?
    - Not a new or expanded highway project

- Reconfiguration of intersection – no additional lanes would be added
- No change in traffic volume or truck percentages

ii. Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?
- Diesel vehicles represent approximately 2% of intersection traffic volume, according to transportation analysis studies conducted in 2019 for the San Rafael General Plan 2040 update.
- 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_{10} or $PM_{2.5}$ implementation plan as site of violation?
- No state or regional implementation plan for $PM_{2.5}$, therefore, not identified in plan as an area of potential violation

Task Force members had no comments.

Final Determination: With input from EPA, FTA, Caltrans, and FHWA (deferring their determination to Caltrans) the Task Force concluded the 2nd and 4th Street Intersection Improvements project was not of air quality concern.

3. Plan Bay Area 2050 Amendment: Sonoma-Marin Rail Transit to Healdsburg

Harold Brazil (MTC) discussed the planned amendment to Plan Bay Area 2050 (PBA2050) to extend the Sonoma-Marin Rail Transit service to Healdsburg and the approach the corresponding conformity analysis to be conducted. The approach and assumptions included use of the latest planning assumptions (using latest land use, travel forecast and emission models) and application of prescribed emission budgets and interim emission test demonstrations.

Mr. Brazil shared the draft schedule for the Amended PBA2050 conformity analysis:

Activity	Timeline
Conformity Task Force Reviews Proposed Conformity Approach	July 25, 2024
MTC Staff Conducts Technical Analysis & Report Preparation	July 2024
Provide Update on Draft Conformity Analysis with AQCTF	July 25, 2024
Release Draft Conformity Analysis for Public Review and Begin Public Comment Period	July 29, 2024
Provide Update on Draft Conformity Analysis with AQCTF	August 22, 2024
End of Public Comment Period	August 28, 2024
AQCTF Briefing on Responses to Comments	September 26, 2024
Committee Approval	October 11, 2024
Commission Approval	October 23, 2024

Expected FHWA/FTA Final Approval of Plan Bay Area 2050 Smart Amendment and AQ Conformity Analysis	*Later Fall 2024*

Questions and Answer Discussion:

Jasmine Amanin (FHWA) asked to confirm the PBA2050 project amendment conformity analysis approach was the same as discussed previously with Task Force members at the June 2024 Task Force meeting?

Harold Brazil (MTC) confirmed the conformity analysis approach was the same as discussed at the June 2024 Task Force meeting. Adam Noelting (MTC) added clarification on the timing of the 30-day public comment periods for both the 2025 TIP and the Amended PBA2050 Conformity Analyses – indicating MTC staff thought it would be best to wait for the 2025 TIP Conformity Analysis public comment period to close before starting the same process for the Amended PBA2050 Conformity Analysis.

Celine Chen (FTA) asked for clarification in the interagency process, public consultation, and public comment period which will be conducted for the Amended PBA2050 Conformity Analysis?

Harold Brazil responded by saying interagency consultation on the assumptions and approach for the Amended PBA2050 Conformity Analysis is occurring at this meeting prior to the conformity analysis (itself) being conducted. 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*

Mr. Brazil also mentioned that 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 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.

4. 2025 TIP Conformity Analysis Revision

Harold Brazil (MTC) recounted that in the preparation of data input files for the Plan Bay Area 2050 amendment conformity analysis, when compared to 2025 TIP conformity analysis input files, formatting errors were discovered in the EMFAC2021 speed bin tables. These formatting errors omitted emission calculations for multiple passenger vehicle types and thereby producing incorrect results. The formatting errors have been corrected with technical revisions in the 2025 TIP conformity analysis and the differences for wintertime emissions ($PM_{2.5}$ and wintertime NOx) show the biggest change.

MTC's Regional Planning Program section considers these technical revisions to be non-material and although these changes affect the emissions results – they do not significantly alter the overall emissions estimates, the conformity determination, or compliance with air quality standards. In addition, the conformity analysis results

remain well below the thresholds and these revisions do not meaningfully alter the emissions estimates or the conclusions of the analysis.

Libby Nachman (MTC) added that MTC staff is addressing this change according to the MTC public participation plan requirements and is asking the AQCTF if there are any questions or concerns.

Questions and Answer Discussion:

Andrea Gordon (BAAQMD) asked when the formatting errors were found recently?

Mr. Brazil indicated the formatting errors were found about a month ago, towards the beginning of July.

Jasmine Amanin (FHWA) asked if there was indication on the MTC website where the technical correction is identified? clarification in the interagency process, public consultation, and public comment period which will be conducted for the Amended PBA2050 Conformity Analysis?

Ms. Nachman responded by saying on the MTC website there is a note about the revision, the date that it was updated and how it was updated. The note indicates a non-material technical correction was made to the document that does not alter the confirmed interpretation.

See: https://mtc.ca.gov/digital-library/5032010-draft-2025-transportation-improvement-program-volume-3-appendices

Michael Dorantes (EPA) asked if the technical corrections were tracked in any way in the final document or just on the MTC website?

Ms.Nachman indicated yes, for the entire 2025 TIP documentation, MTC is maintain a change log to note the changes between the draft and the final – so this item will be incorporated into that change.

Jasmine Amanin (FHWA) asked if the public comment period is continuing, is it not restarting due to this technical correction?

Mr. Brazil indicated the public comment period did not restart due to the technical correction.

5. Consent Calendar

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

The Task Force members had no comments.

6. Other Items

Rodney Tavitas (Caltrans) mentioned EPA's finalization of the $PM_{2.5}$ standard and future discussions this group will need to have for both regional conformity and the project-level conformity requirements and how that might affect a project's NEPA process. Michael Dorantes (EPA) added that implementation of the $PM_{2.5}$ standard is dependent on the final designations for the area particular bay area that's still in process for the district and the State to offer up and for EPA to subsequently review, which EPA will continue through 2026.