METROPOLITAN
TRANSPORTATION
COMMISSION

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

Air Quality Conformity Task Force

Metropolitan Transportation Commission
Bay Area Metro Center
Mount Diablo Conference Room
375 Beale Street, Suite 800
(Note: Visitors must check in with the receptionist on the 7th floor)
San Francisco, CA

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

Thursday, July 28, 2016
9:30 a.m. –11:00 a.m.

AGENDA

1. Welcome and Introductions

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

   a. Confirm Projects Are Exempt from $PM_{2.5}$ Conformity
      i. Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern

3. Projects with Regional Air Quality Conformity Concerns

   a. Review of the Regional Conformity Status for New and Revised Projects us
      3a_Regional_AQ_Conformity_Review.pdf
      3a_Attachment-A_List_of_Proposed_New_Projects_7-28-16.pdf

4. Draft 2017 Transportation Improvement Program (TIP) & Draft Air Quality Conformity Analysis (Update)

5. Approach to Transportation Conformity for MTC's Updated Long-Range Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)

6. Consent Calendar

   a. June 23, 2016 Air Quality Conformity Task Force Meeting Summary

7. Other Items

   Next Meeting: August 25, 2016

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

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Memorandum

TO: Air Quality Conformity Task Force DATE: July 15, 2016

FR: Harold Brazil W. I.

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

MTC requests the review and concurrence from the Task Force on projects that project sponsors have identified as exempt and likely not to be a POAQC. **2b_Exempt List 071516.pdf** lists these exempt projects.

40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Expanded Description	Project Type under 40 CFR 93.126
ALA	ALA150052	AC Transit	AC Transit: SFOBB Forward	AC Transit: Rehab 14 buses and purchase 5 new double-decker buses to expand transbay service. Includes 1 year of operating funding.	Rehab 14 buses and purchase 5 new double-decker buses to expand transbay service. Includes 1 year of operating funding. Part of the SFO Bay Bridge Forward package of improvements.	Mass Transit - Purchase of new busses and rail cars to replace existing vehicles or for minor expansions of the fleet

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Memorandum

TO: Air Quality Conformity Task Force DATE: July 28, 2016

FR: Adam Crenshaw W. I.

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

Staff has prepared the following information in an effort to streamline the review of the regional air quality conformity implications of projects that staff proposes to revise or add into the 2015 TIP through current or future revisions. This item is for advisory purposes only. The inclusion of these projects and project changes in a proposed revision to the TIP is subject to Commission approval in the case of amendments and MTC's Executive Director or Deputy Executive Director in the case of administrative modifications. The final determination of the regional air quality conformity status of these projects will be made by the Federal Highway Administration, the Federal Transit Administration and the Environmental Protection Agency as part of their review of proposed final TIP amendments and by the Executive Director or Deputy Executive Director as part of their review for TIP administrative modifications.

Projects Staff Are Proposing to Include in the 2015 TIP
Staff has received requests from sponsors to add three new individually listed projects to the 2015 TIP and revise one existing project.

The revised project is a road extension that may not be treated as exempt from regional-level conformity under 40 CFR 93.126 or 40 CFR 93.127. However, staff believes that the revision to this project in the 2015 TIP would not require an update to the air quality conformity analysis for *Plan Bay Area* and the 2015 TIP. The projects are as follows:

1. **John Muir Parkway Extension, Phase II**
   TIP ID: CC-070078
   Sponsor: City of Brentwood
   Description: Contra Costa County: John Muir Parkway northerly from Briones Valley Rd to a logical termini on Concord Avenue: Extend roadway(1 lane + 1 bike lane per direction).
   Expanded Description: Extend John Muir Parkway northerly from Briones Valley Rd. to a logical termini on Concord Avenue (1 lane + 1 bike lane per direction). This section of John Muir Parkway will remove the existing curve portion and replace some existing sections of Concord Avenue that needs to be abandoned due to construction of Hwy 4 bypass.
   Conformity Issue: This project involves the construction of new roadway and cannot be considered exempt from regional air quality conformity analysis. However, the project was determined to be not regionally significant when included in Plan Bay Area and was not modelled for regional air quality conformity. The project schedule currently shows construction for this project beginning in 2019, outside the active years of the 2015 TIP.

Staff is now proposing to revise the project schedule to indicate that construction will begin in 2016, which is within the active years of the 2015 TIP. Since the project was determined to be not regionally significant and was not modelled for regional air quality conformity, Staff does not believe that this revision to the project schedule in the 2015 TIP will require an update to the air quality conformity analysis.

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

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

Item 3a - Attachment A						
County	**TIP ID/FMS ID**	**Sponsor**	**Project Name**	**Project Description**	**Project Expanded Description**	**Project Type**
Proposed New Individually Listed Projects for Regional Air Quality Conformity Status Review						
Alameda	ALA150052	AC Transit	AC Transit: SFOBB Forward	AC Transit: Rehab 14 buses and purchase 5 new double-decker buses to expand transbay service. Includes 1 year of operating funding.	Rehab 14 buses and purchase 5 new double-decker buses to expand transbay service. Includes 1 year of operating funding. Part of the SFO Bay Bridge Forward package of improvements.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
Contra Costa	CC-150022	WCCTA	WCCTA: Purchase of (2) Double Decker buses	WCCTA: Purchase (2) Double Decker vehicles to expand service on the Lynx Transbay Service, by adding additional capacity to trips	WCCTA: Purchase (2) Double Decker vehicles to expand service on the Lynx Transbay Service, by adding additional capacity to trips	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
Marin	MRN150016	Novato	Vineyard Road Improvements	Novato: Vineyard Road from Wilson Avenue to Sutro Avenue: Perform pavement rehabilitation, install bicycle lanes, and property owner-funded frontage improvements	Novato: Vineyard Road from Wilson Avenue to Sutro Avenue: Perform pavement rehabilitation, install bicycle lanes, and property owner-funded frontage improvements. ADA improvements, including accessible curb ramps will be included within the project limits. STP funds are from the Priority Conservation Area (PCA) program that were intended for land acquisition projects; land acquisition projects will receive local funds and this project will receive the federal STP funds	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation

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Memorandum

TO: Air Quality Conformity Task Force DATE: July 15, 2016

FR: Harold Brazil W. I.

RE: Update on Conformity Analysis for the 2017 Transportation Improvement Program and the Amended Plan Bay Area

MTC staff completed the Draft Transportation-Air Quality Conformity Analysis for the Draft 2017 Transportation Improvement Program (TIP) and the Amended Plan Bay Area and was released the document for public review on June 24, 2016.

Federal regulations require an opportunity for public comment prior to TIP and the corresponding conformity analysis before approval and the supporting documentation is available on the internet at: mtc.ca.gov/our-work/fund-invest/transportation-improvement-program, at the MTC/ABAG Library and at major libraries throughout the Bay Area. The close of the comment period is scheduled for **July 28, 2016**. MTC staff will review and respond to comments submitted during the public comment period.

The federally required TIP is a comprehensive listing of Bay Area surface transportation projects that receive federal funds or are subject to a federally required action, or are considered regionally significant for air quality conformity purposes. MTC and the other Metropolitan Planning Organizations (MPOs) in California have historically followed a Caltrans directed update schedule (that is consistent statewide) to update the TIP every two years. The TIP must cover at least a four-year period and contain a priority list of projects grouped by year. The TIP is also financially constrained – meaning that the amount of funding programmed does not exceed the amount of funding reasonably expected to be available. Adoption of the TIP must be accompanied by an air quality conformity analysis and finding, and all projects included in the TIP must be derived from and/or be consistent with the RTP. Whenever a new RTP is adopted, a new air quality conformity analysis must be prepared for the TIP, to ensure consistency between the current Plan (RTP) and Program (TIP).

The purpose of this conformity analysis is to reconform the Amended Plan Bay Area and to conform the 2017 TIP in accordance with the latest U.S. Environmental Protection Agency (EPA) transportation conformity regulations and the Bay Area Conformity State Implementation Plan (Conformity SIP), which is also known as the Bay Area Air Quality Conformity Protocol (MTC Resolution No. 3757). This conformity analysis addresses the 2008 national ambient air quality standard (NAAQS) for 8-hour ozone, the 8-hour national carbon monoxide standard, and the 2006 national 24-hour fine particulate matter ($PM_{2.5}$) standard.

The analysis includes updates to project schedules to reflect current information provided by project sponsors. The Draft 2017 TIP (FY 2016-17 through FY 2019-20) also includes both a financial constraint analysis and addresses the requirements under the Fixing America's Surface Transportation Act (FAST).

The 2017 TIP contains 700 projects totaling about $6.6 billion over the four-year period from fiscal year 2016-17 to 2019-20. This conformity analysis serves to conform the 2017 TIP and the Amended Plan Bay Area. As also required by federal and state planning regulations, the long-range plan is financially constrained, identifying investments that are funded within the $289 billion 28-year revenue estimate.

This draft conformity analysis demonstrates that both the Draft 2017 TIP and Amended Plan Bay Area are consistent with ("conform to") the federal air quality plan, which is referred to as the State Implementation Plan (SIP), meaning that the transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the federal air quality standards. A conformity finding demonstrates that the total emissions projected for a RTP or TIP are within the emissions limits ("budgets" and/or any applicable interim emissions conformity tests[1]) established by the SIP, and that transportation control measures (TCMs) are implemented in a timely fashion. This draft conformity analysis finds that emissions in the Draft 2017 TIP and Plan Bay Area are lower than the air quality emissions budgets and meet the requirements related to carbon monoxide, ozone, $PM_{2.5}$, and the implementation of transportation control measures.

Timeline/Schedule for the Draft Transportation Air Quality Conformity Analysis for the Draft 2017

Activity	Timeline
Conformity Task Force Reviews Proposed Conformity Approach	April 28, 2016
MTC Staff Conducts Technical Analysis & Report Preparation	April-May 2016
Authorize Release for Public Review and Begin Public Comment Period	June 15, 2016
Begin Public Comment Period	June 24, 2016
Discuss Draft Conformity Analysis with AQCTF	July 28, 2016
End of Public Comment Period	July 28, 2016
AQCTF Briefing on Responses to Comments	August 25, 2016
Committee Approval	September 14, 2016
Commission Approval	September 28, 2016
Expected FHWA/FTA Final Approval of 2017 TIP and AQ Conformity Analysis	December 16, 2016

[1] https://www3.epa.gov/otaq/stateresources/transconf/regs/420b12013.pdf and https://www3.epa.gov/otaq/stateresources/transconf/baseline.htm

Approach to Transportation Conformity

Introduction

The Metropolitan Transportation Commission (MTC) prepares a transportation air quality conformity analysis when it amends or updates its long-range regional transportation plan and sustainable communities strategy (RTP/SCS). The purpose of this conformity analysis is to conform the RTP/SCS in accordance with the latest U.S. Environmental Protection Agency (EPA) transportation conformity regulations and the Bay Area Conformity State Implementation Plan (Conformity SIP), which is also known as the Bay Area Air Quality Conformity Protocol (MTC Resolution No. 3757).

In order to develop our RTP/SCS, we conduct a "call for projects" to identify candidate transportation projects/programs for consideration in the RTP/SCS. We then conduct a project performance assessment to evaluate uncommitted, regionally significant (total cost greater than $100 million), capacity increasing projects expected to open during the RTP/SCS planning horizon (2040, 24-years). This assessment discloses findings on the merits of individual projects, and is an importatnt step in identifying regional investment prorities and developing the fiscally constrained RTP/SCS.

This technical memorandum describes the approach we will take to define and model regionally significant, non-exempt projects in the RTP/SCS conformity analysis.

Technical Approach

Our general approach to the conformity analysis will be to begin with the adopted 2017 TIP, and to add the fiscally constrained, regionally significant, non-exempt RTP/SCS projects. The purpose of this approach is to:

- Streamline the conformity analysis;
- Ensure consistency with the adopted TIP;
- Assess the impacts of regionally significant, long-range projects; and,
- Provide flexibility for project delivery of non-regionally significant projects.

Regionally Significant Projects

We will assess and represent all regionally significant projects in the conformity analysis, and we will identify them as individual projects in the RTP/SCS. In terms of the RTP/SCS project preformance assessment, we have defined regionally significant as capacity increasing projects with a total cost greater than $100 million. For consistency, we will ensure that all projects subject to the project performance assessment are assessed and represented in the conformity analysis, to the extend these projects are included in the fiscally constrained adopted RTP/SCS. We have expanded the definition of regional significance for both street and highway projects and public transit projects for the conformity anlaysis.

For street and highway projects, regional significance will be based on the National Highway System (NHS) as designated by Caltrans[1]. We will designate all projects that expand or extend the NHS as regionally significant. The NHS classification consists of:

(A) The Interstate System;
(B) Principal Arterials;

[1] For more information on the NHS, visit http://dot.ca.gov/hq/tsip/hseb/nhs.html.

(C) Intermodal Connectors: Highways that provide motor vehicle access between the NHS and major intermodal transprotation facilities;
(D) STRAHNET (Strategic Highway Network): The network of highways important to U.S. strategic defense; and,
(E) STRAHNET Connectors: Connectors to major military installations.

As for public transit, we will designate all projects to expand or extend fixed guideway systems as regionally significant. We will define the term fixed guideway based on the Federal code, and we intend it to mean a public transportation facility:

(A) Using and occupying a separate right-of-way for the exclusive use of public transportation;
(B) Using rail;
(C) Using a fixed catenary system;
(D) For a passenger ferry system; or
(E) For a bus rapid transit system (BRT).

Non-Regionally Significant and Exempt Projects

We will not assess or represent exempt[2] or non-regionally significant projects in the conformtiy analysis, nor will we identify them by name in the RTP/SCS. Instead, we will use programmatic categories to represent a type or similar types of exempt projects, which will be listed in the RTP/SCS by county, transit operator or regionally.

[2] For a list of exempt project types, see Tables 1 & 2.

Table 1. Project Types Exempt from the Requirement to Determine Conformity

Project Type	RTP/SCS Programmatic Category
Safety	
Railroad/highway crossing.	Safety and Security
Projects that correct, improve, or eliminate a hazardous location or feature.	
Safer non-Federal-aid system roads.	
Shoulder improvements.	
Increasing sight distance.	
Highway Safety Improvement Program implementation.	
Traffic control devices and operating assistance other than signalization projects.	
Railroad/highway crossing warning devices.	
Guardrails, median barriers, crash cushions.	
Pavement resurfacing and/or rehabilitation.	Preservation/Rehabilitation
Pavement marking.	Safety and Security
Emergency relief (23 U.S.C. 125).	
Fencing.	Safety and Security
Skid treatments.	
Safety roadside rest areas.	
Adding medians.	
Truck climbing lanes outside the urbanized area.	
Lighting improvements.	
Widening narrow pavements or reconstructing bridges (no additional travel lanes).	
Emergency truck pullovers.	
Mass Transit	
Operating assistance to transit agencies.	Routine Operations and Maintenance
Purchase of support vehicles.	Preservation/Rehabilitation
Rehabilitation of transit vehicles.	
Purchase of office, shop, and operating equipment for existing facilities.	
Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).	
Construction or renovation of power, signal, and communications systems.	Management Systems
Construction of small passenger shelters and information kiosks.	Minor Transit Improvements
Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).	Preservation/Rehabilitation
Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way.	
Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet1.	
Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771.	
Air Quality	
Continuation of ride-sharing and van-pooling promotion activities at current levels.	Travel Demand Management
Bicycle and pedestrian facilities.	New Bicycle and Pedestrian Facilities or Multimodal Streetscape Improvements
Other	
Specific activities which do not involve or lead directly to construction, such as: • Planning and technical studies. • Grants for training and research programs. • Planning activities conducted pursuant to titles 23 and 49 U.S.C. • Federal-aid systems revisions.	Planning

Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.	
Noise attenuation.	Minor Highway Improvements
Emergency or hardship advance land acquisitions (23 CFR 710.503).	Land Use
Acquisition of scenic easements.	Minor Highway Improvements
Plantings, landscaping, etc.	Multimodal Streetscape Improvements or Minor Highway Improvements or Minor Transit Improvements
Sign removal.	Minor Highway Improvements
Directional and informational signs.	
Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities).	
Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes.	

Table 2. Project Types Exempt from Regional Emissions Analyses (§93.127)

Project Type	RTP/SCS Programmatic Category
Intersection channelization projects.	Intersection Improvements
Intersection signalization projects at individual intersections.	
Interchange reconfiguration projects.	Interchange Modification (no additional capacity)
Changes in vertical and horizontal alignment.	Safety and Security
Truck size and weight inspection stations.	Minor Freight Improvements
Bus terminals and transfer points.	Minor Transit Improvements

EXAMPLES:

Plan Bay Area Project Entry:

RTPID 22607 - Widen and extend major streets, and improve interchanges in east Contra Costa County

There are four projects being implemented through the Draft 2017 TIP (June 17, 2016) referencing RTPID 22607, see below.

Examples 1 & 2

Roadway Projects

Contra Costa County

Local Road Projects

TIP ID: **CC-070008** County: Contra Costa System: Local Road RTP ID: 22607 CTIPS ID: 20600003739
Sponsor: Antioch Implementing Agency: Antioch
Project Name: Laurel Road Extension
Description: Antioch: On Laurel Road between Hillcrest and SR4 Bypass; Construct new 4 lane divided extension.
Air Quality Exempt Code: NON-EXEMPT
Route: Post Mile From: Post Mile To: Toll Credits:

All funding in thousands of dollars

Phase	Fund Source	Prior Years	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	Future Years	Total Programmed
ENV	OTHER LOCAL	$ 300						$ 300
PSE	OTHER LOCAL	$ 600						$ 600
ROW	OTHER LOCAL		$ 50					$ 50
CON	RTP-LRP						$ 5,000	$ 5,000
Total Programmed Funding:		$ 900	$ 50				$ 5,000	$ 5,950

TIP ID: **CC-070009** County: Contra Costa System: Local Road RTP ID: 22607 CTIPS ID: 20600003740
Sponsor: Antioch Implementing Agency: Antioch
Project Name: Slatten Ranch Road Extension
Description: Antioch: On Slatten Ranch Road between Hillcrest Avenue to Wicklow Road; Construct new 4 lane road.
Air Quality Exempt Code: NON-EXEMPT
Route: 4 Post Mile From: Post Mile To: Toll Credits:

All funding in thousands of dollars

Phase	Fund Source	Prior Years	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	Future Years	Total Programmed
ENV	OTHER LOCAL	$ 50						$ 50
PSE	OTHER LOCAL	$ 300						$ 300
CON	OTHER LOCAL				$ 1,000			$ 1,000
Total Programmed Funding:		$ 350			$ 1,000			$ 1,350

Example 3

TIP ID: **CC-070078** County: Contra Costa System: Local Road RTP ID: 22607 CTIPS ID: 20600004007
Sponsor: Brentwood Implementing Agency: Brentwood
Project Name: John Muir Parkway Extension: Ph. II
Description: Contra Costa County: John Muir Parkway northerly from Briones Valley Rd to a logical termini on Concord Avenue: Extend roadway(1 lane + 1 bike lane per direction).
Air Quality Exempt Code: NON-EXEMPT
Route: Post Mile From: Post Mile To: Toll Credits:

All funding in thousands of dollars

Phase	Fund Source	Prior Years	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	Future Years	Total Programmed
ENV	OTHER LOCAL	$ 150						$ 150
PSE	OTHER LOCAL	$ 255						$ 255
CON	EARMARK	$ 735						$ 735
CON	OTHER LOCAL	$ 3,760						$ 3,760
Total Programmed Funding:		$ 4,900						$ 4,900

Example 4

TIP ID: **CC-070081** County: Contra Costa System: Local Road RTP ID: 22607 CTIPS ID: 20600004010
Sponsor: Contra Costa County Implementing Agency: Contra Costa County
Project Name: Byron Highway - Vasco Road Connection
Description: Contra Costa County: between Byron Highway and Vasco Road: Construct an east-west connection road
Air Quality Exempt Code: NON-EXEMPT
Route: Post Mile From: Post Mile To: Toll Credits:

All funding in thousands of dollars

Phase	Fund Source	Prior Years	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	Future Years	Total Programmed
PE	OTHER LOCAL		$ 500					$ 500
ROW	OTHER LOCAL			$ 450				$ 450
CON	RTP-LRP						$ 3,700	$ 3,700
Total Programmed Funding:			$ 500	$ 450			$ 3,700	$ 4,650

Proposed Approach to Regional Transportation Conformity

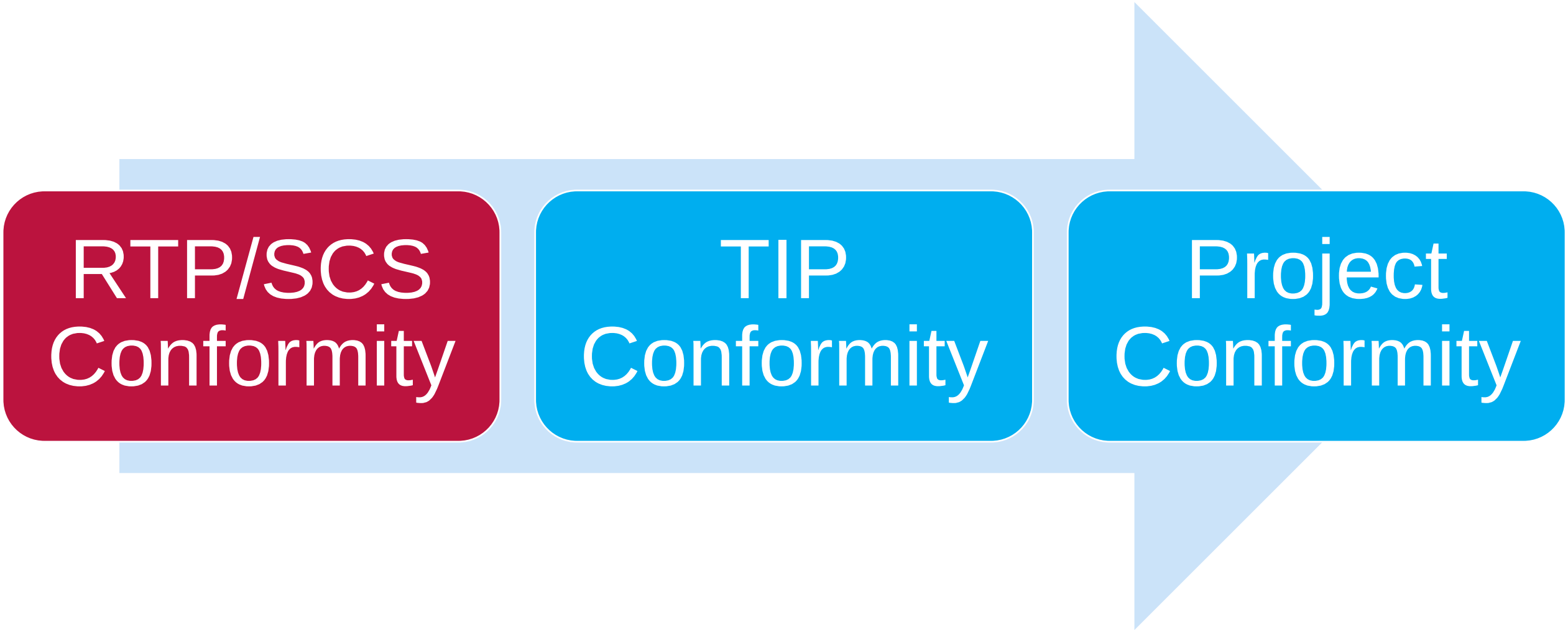
Air Quality Conformity Task Force

Thursday, July 28th, 2016

9:30 – 11:00 a.m.

Approach

Plan BayArea 2040



Approach

Plan BayArea 2040

- Begin with the 2017 TIP, and add **regionally significant**, non-exempt RTP/SCS projects. The purpose of this approach is to:
  - Streamline the conformity analysis;
  - Ensure consistency with the adopted TIP;
  - Assess the impacts of regionally significant, long-range projects; and,
  - Provide flexibility for project delivery of non-regionally significant projects.

Project Classification

Plan BayArea 2040

- **Exempt Projects**
  - Project types exempt from the requirement to determine conformity

- **Non-Exempt Projects**
  - Regionally Significant
    - Roadways – expansions or extensions of roadways classified as part of the National Highway System (NHS) system, including Interstates, Freeways and Other Expressways, and Other Principal Arterials
    - Transit – expansions or extensions of fixed guideways, including Rail, Ferry and BRT
    - ***or*** any other capacity increasing project over $100 million in cost, including roadway expansions or extensions and expansions of transit service, fleet or stations
  - Non-Regionally Significant
    - Roadways – expansions or extensions of other roadways
    - Transit – new/expanded transit service, transit fleet or station(s)

Example

- *Plan Bay Area* - **RTPID 22607** – "Widen and extend major streets, and improve interchanges in east Contra Costa County"
  - 2017 TIP (Draft)
    - Laurel Road Extension
    - Slatten Ranch Road Extension
    - John Muir Parkway Extension: Ph. II
    - Byron Highway – Vasco Road Connection

Air Quality Conformity Task Force
Summary Meeting Notes
June 23, 2016

Participants:

Kevin Nguyendo – Caltrans
Shalanda Christian – Caltrans
Scott Lane – MTC Policy Advisory Council
Samantha Swan – VTA
Duncan Watry – BART
Tom Fitzwater – VTA
Chris Wightman – WSP/Parsons Brinkerhoff
Dominique Paukowits – FTA
Asham Nathaniel – J. Hill Associates
Joseph Vaughn – FHWA
Andrea Gordon – BAAQMD
Dick Fahey – Caltrans
Ross McKeown – MTC
Harold Brazil – MTC

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

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

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

      i. **BART Silicon Valley - Phase II Extension Project**

Samantha Swan (VTA) began her description of the BART Silicon Valley - Phase II Extension project by indicating that the project would extend the BART system from the Phase I terminus in the Berryessa neighborhood of San Jose for approximately 6 miles through central San Jose and terminate in the City of Santa Clara. Ms. Swan went on to state that four stations are under consideration: Alum Rock/28th Street, Downtown San Jose (two options/alternatives), Diridon (two options/alternatives), and Santa Clara.

Ms. Swan discussed all four new station plans in detail and concluded the presentation with reasons why the BART Silicon Valley - Phase II Extension project should not be considered a "project of air quality concern". The reasons included:

- The Project is not a "highway project;" it will construct a six-mile extension of the BART system and four passenger stations.
- The Project would not affect intersections that are at LOS D, E, or F with a significant number of diesel vehicles, nor would the project change any intersections to LOS D, E, or F with a significant number of diesel vehicles.
- Heavy rail operations related to the Project would be electrically powered and would not produce diesel emissions. The Project would not introduce new stations or park-and-ride lots where diesel buses could congregate, and bus service to the planned stations would not increase from current levels. Furthermore, VTA anticipates phasing out all conventional diesel buses by 2025 and replacing them with hybrid buses.
- The Project would not increase the number of diesel buses serving the existing stations in the project area.

- The Project is not located in, nor would it affect an area or location identified in, the 2012 $PM_{2.5}$ implementation plan. Moreover, the Project is not expected to introduce significant amounts of diesel truck traffic within the Project area that would result in PM hot-spots.

Scott Lane (MTC Policy Advisory Council) asked if the alignment at the Alum Rock/28th Street station had been altered and Ms. Swan and Tom Fitzwater (VTA) both answered no the alignment for this station has not changed from its original configuration. Mr. Lane also asked about tunnel/elevated access from the Santa Clara station to Mineta San José International Airport and Mr. Fitzwater responded by saying tunnel access underneath the airport runways to the terminal created very difficult homeland security issues and the idea of this type of access to the airport (from the BART station) was dropped.

Shalanda Christian (Caltrans) asked how the new vehicle cars BART is purchasing in Phase II are different from the cars which are currently in use and Duncan Watry (BART) answered by indicating the new cars will be electrically powered (like the current cars) and the new cars will also be similar in size. Ms. Swan, Kevin Nguyendo (Caltrans), Joseph Vaughn (FHWA), Dominique Paukowits (FTA) and Harold Brazil (MTC) participated in a discussion clarifying the NEPA process by indicating that a draft environmental impact statement (EIS) will be submitted for the BART Silicon Valley - Phase II Extension project. Andrea Gordon (BAAQMD) asked about the phase-in schedule for the hybrid buses VTA will employ in association with the project and Mr. Fitzwater stated that approximately 90 hybrid buses are currently in use at VTA and the older diesel-powered buses are continuously being phased out of the fleet.

Final Determination: With input from FTA, EPA (via email prior to the meeting), Caltrans and FHWA, the Task Force concluded that the BART Silicon Valley - Phase II Extension project was not of air quality concern.

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

i. Confirmation of the list of exempt projects from $PM_{2.5}$ conformity (2b_Exempt List 061016.pdf)

The Task Force had no comments on the list of exempt projects.

Final Determination: With input from FHWA, FTA, EPA (via email), Caltrans and MTC, the Task Force agreed that the project on the exempt list **(2b_Exempt List 061016.pdf)** is exempt from $PM_{2.5}$ project level analysis.

c. Project Consultation – Information Item

i. BART Transbay Corridor Core Capacity Project

As an information item, Bay Area Rapid Transit (BART) would like to present their BART Transbay Corridor Core Capacity Project to the Task Force and apprise them of the project's upcoming environmental analysis and review to comply with National Environmental Policy Act (NEPA) requirements, which will occur over the next several months.

Chris Wightman (WSP/Parsons Brinkerhoff) began his preliminary presentation discussion of the BART Transbay Corridor Core Capacity project by identifying BART's current additional throughput capacity needs within the system:

- Peak direction trains between East Bay and San Francisco are full
    - BART operates 23 trains (213 cars) per hour in each direction through the Tube
    - BART's current fleet, train control and power capabilities are at their limits.
    - Ridership is growing.
- Transbay Core Capacity Project will increase capacity between East Bay and San Francisco by 31% by giving BART the ability to schedule and operate 28 trains per hour (280 cars per hour).

Mr. Wightman also stated an overview of the BART Capacity project:

- Objective
    - Increase Transbay capacity to 28 trains (280 cars) per hour in each direction
- Project elements
    - Expansion of rail fleet by 306 new vehicles
    - Vehicle storage capacity expansion at Hayward Maintenance Complex (HMC)
    - Communication-Based Train Control (CBTC) to allow closer headways
    - Added traction power capacity

Mr. Wightman went on to mention that; 1. Five additional traction power substations will be needed to increase BART's transbay corridor capacity (which BART is developing a documented CE for) and 2. The acquisition of 306 additional vehicles is not considered to be minor expansion of the transit fleet under 40 CFR 93.126, and thus is subject to a conformity assessment.

Dominique Paukowits (FTA) complemented Mr. Wightman on the "Communication-Based Train Control (CBTC) is Being Advanced for 8 Zones" description in his presentation and indicated that FTA, BART and MTC will continue to work together to identify the best approach to secure the additional 306 cars. Dick Fahey (Caltrans) asked if the increase in headways on BART would be limited to transbay trip through the tube and Duncan Watry (BART) stated that the peak period headways in the east would be reduced from 15 to 12 minutes.

Scott Lane (MTC Policy Advisory Council) asked if one or two cars could be added to the existing train car system (i.e., beyond 10 cars on a train) and Mr. Watry stated that trains longer than 10 are not allowable due to the length and configuration of the platforms in BART stations.

3. Consent Calendar

a. May 26, 2016 Air Quality Conformity Task Force Meeting Summary

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