METROPOLITAN
TRANSPORTATION
COMMISSION

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

Meeting Agenda
Air Quality Conformity Task Force

Thursday, January 22, 2026	9:30 AM	Remote - Zoom

Join Zoom Meeting @ Zoom
Meeting ID: 860 4039 8774
Passcode: 131807

MTC Staff Liaison: Lyric Greif, lgreif@bayareametro.gov

   The next meeting of the Air Quality Conformity Task Force will be held on Thursday, February 26, 2026, at 9:30 a.m. via Zoom. Any changes to the schedule will be duly noticed.

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Memorandum

TO: Air Quality Conformity Task Force

DATE: January 22, 2026

FR: Lyric Greif

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

No project sponsors are seeking interagency consultation with the Air Quality Conformity Task Force at today's meeting to determine their Project of Air Quality Concern (POAQC) status.

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Memorandum

TO: Air Quality Conformity Task Force

DATE: January 22, 2026

FR: Lyric Greif

RE: **PM$_{2.5}$ Project Conformity Interagency Consultation**

Seven project sponsors are seeking interagency consultation with the Air Quality Conformity Task Force at today's meeting to obtain concurrence on their exemption classifications under 40 CFR §93.126. The list of projects follows on the next page.

One sponsor seeking exemption concurrence under 40 CFR § 93.126 will additionally present safety data related to the SR 116 Pine View Way Reactive Safety Project.

40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Expanded Description	Project Type under 40 CFR 93.126
CC	CC-230230	CCTA	Antioch Bike Garden	Antioch : Antioch: Prewett Park : Build a Bike Garden with a small scale modern streetscape design elements and learning stations	The Antioch Bike Garden project will build a one-of-a-kind facility for teaching bicycle and pedestrian safety education to encourage the use of pollution-free transportation. Using small scale modern streetscape design elements, this unique facility will be built in the City of Antioch's Prewett Park and will provide healthy, fun, outdoor recreation in a safe, vehicle-free environment. Learning stations throughout the course will aid group instruction and allow for self-guided education.	Air Quality - Bicycle and pedestrian facilities
CC	CC-250220	CCTA	Innovate 680-Walnut Creek BART Shared Mobility Hub	Walnut Creek : Walnut Creek BART Station : Improve multimodal accessibility and enhance connectivity with on-site amenities such as electric vehicle and bike charging stations, upgraded bicycle/pedestrian facilities, improved pick-up/drop-off loop, improved wayfinding, lighting, and placemaking.	The project aims to improve multi-modal accessibility and enhance connectivity with on-site amenities such as electric vehicle and bike charging stations, upgraded bicycle and pedestrian facilities, and real-time travel information displays. Additionally, it will improve wayfinding, lighting, and placemaking to support mode shift and alleviate congestion along the I-680 Corridor.	Mass Transit - Construction or renovation of power, signal, and communications systems
CC	CC-TR0205	CC County	BRIDGE NO. 28C0389, FREEMAN ROAD OVER LAS TRAMPAS	Contra Costa County : Along Freeman Road over Las Trampas Creek, approximately 330 feet west of Stanley Court in unincorporated Lafayette. : Blast clean and paint all structural steel members, remove unsound concrete, clean and paint exposed reinforcing bars with a rust inhibitor, and replace deck joint seals.	BRIDGE NO. 28C0389, FREEMAN ROAD OVER LAS TRAMPAS CREEK, 0.1 MI WEST OF STANLEY CT. - The purpose of the project is to (1) blast clean and repaint all structural steel beams, girders, and bent framing members, including rust removal and providing corrosion inhibitor; (2) backfill missing soil fill and close the gap in existing embankment concrete slope paving around the Bent 2 steel columns with concrete for future scour control; (3) remove unsound concrete and clean and paint exposed reinforcing bars with a rust inhibitor at the exterior face of bridge concrete curbs and deck; and (4) replace pourable deck joint seals at abutments.	Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
CC	CC-TR0206	CC County	BRIDGE NO. 28C0495, BRIONES VALLEY RD OVER BRIONES	Contra Costa County : Along Briones Valley Road over Briones Valley Creek, approximately 2.9 miles west of Deer Valley Road near the City of Brentwood. : Preserve the structural condition and the remaining service life of the bridge. Blast clean and repaint all structural steel members, remove rust, provide corrosion inhibitor, and replace missing steel bolt connections.	BRIDGE NO. 28C0495, BRIONES VALLEY RD OVER BRIONES VALLEY CREEK, 2.9 MI. W. DEER VALLEY RD. - The purpose of the project is to preserve the structural condition and the remaining service life of the bridge. The proposed work will consist of: (1) providing a lead compliance plan and implementing a work area monitoring program; (2) blast cleaning and repainting the superstructure steel members, including rust removal and providing corrosion inhibitor; and (3) tightening/replacing existing loose/missing steel bolt connections. Work will occur approximately 7 feet above the creek bed. No ground disturbance, vegetation removal or erection of a working platform is anticipated. Permanent right-of-way acquisition or construction easement needs are to be determined. The work staging area will be placed away from sensitive areas.	Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
CC	CC-TR0207	CC County	BRIDGE NO. 28C0207, DEL MONTE DR, OVER BNSF RY	Contra Costa County : Along Del Monte Drive over BNSF RY, approximately 0.1 mile north of San Pablo Avenue in unincorporated San Pablo. : Apply polyester concrete overlay over the entire bridge deck and replace portions of bridge deck as needed. Blast clean and repaint all structural steel members, remove rust, and provide corrosion inhibitor.	BRIDGE NO. 28C0207, DEL MONTE DR, OVER BNSF RY, 0.1 MI N SAN PABLO AVE. St - The proposed painting and preventative maintenance for the bridge will consist of: (1) For concrete deck treatment and preventative maintenance, apply polyester concrete overlay over the entire bridge deck and replace portions of bridge deck as needed, and (2) blast clean and repaint all structural steel beams, girders, and bent framing members, including rust removal and providing corrosion inhibitor.	Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
SCL	SCLTR0202	Milpitas	H12-040-028 - HSIP Citywide Safety Improvement Pro	Milpitas : Citywide - Multiple Locations : Install retroreflective backplates and leading pedestrian interval (LPI), improve visibility with signage, daylighting and beacons, and improve horizontal curve.	Citywide systemic signal improvements and safety enhancements at critical unsignalized intersections and high crash segments. Install retroreflective backplates and leading pedestrian interval (LPI), improve visibility with signage, daylighting and beacons, and improve horizontal curve HSIP - H12-040-028	Safety - Highway Safety Improvement Program implementation
SON	10791	Caltrans	SHOPP GL VAR170007 - State Route SR 116 in Sonoma	Petaluma : State Route (SR) 116 in Sonoma County at Pine View Way : Alternative 1 - Install Traffic Signals or Alternative 2 - Construct Roundabout, Class II bike lanes, and install RRFB	The purpose of this project is to improve traffic safety on SR116 at the intersection of Pine View Way and Lakeville Road by reducing the potential for broadside collisions and decreasing the severity of collisions. Alternative 1: Will install traffic signals on the 3 legs of the intersection. The traffic signal components will include signal and lighting standards, pedestrian signals, push buttons, controller cabinets, Class II bike lanes on SR 116, and crosswalks. Alternative 2: •This alternative will construct a roundabout with a proposed inscribed circle diameter of approximately 150 feet. The roundabout will maintain traffic flow and facilitate truck movement. •Class II bike lanes are proposed within the right shoulder to provide a travel path for cyclists. EA/EFIS ID (Caltrans Projects): 04-1X790/ 0424000445 •Rectangular Rapid Flashing Beacons (RRFB) will also be installed.	Safety - Projects that correct, improve, or eliminate a hazardous location or feature

CONFORMITY STREAMLINING EXEMPTION FORM AND GUIDANCE FOR "PROJECTS THAT CORRECT, IMPROVE, OR ELIMINIATE A HAZARDOUS LOCATION OR FEATURE" EXEMPTION

Guidance

The purpose of this form is to provide sufficient information to allow the Transportation Conformity Working Group (TCWG) to determine if a project could be exempt under the "Projects that correct, improve, or eliminate a hazardous location or feature" from 40 CFR 93.126 Table 2, pursuant to federal conformity regulations. This form is only for projects located in nonattainment and maintenance areas for ozone, CO, PM2.5, PM10 and NO2.

The form is not needed under the following circumstances (since transportation conformity already does not apply):

a. Clearly fits within one of the other exempt categories pursuant to 40 CFR 93.126; or
b. Is part of the Highway Safety Improvement Program (HSIP) (i.e., exempt under "Highway Safety Improvement Program implementation" in 40 CFR 93.126); or
c. Is a traffic signal synchronization project under 40 CFR 93.128; or
d. Uses no federal funds AND requires no federal approval (i.e., a project-level conformity determination does not apply); or
e. Road diets: A road diet is a project where one or more vehicle travel lanes are removed to accommodate a variety of transportation modes. Road diets are done for safety purposes. If a road diet is part of a state's Highway Safety Improvement Program, the road diet is exempt under the Table 2 item, "Highway Safety Improvement Program implementation." If not, a road diet can still be considered exempt under the Table 2 item, "Projects that correct, improve, or eliminate a hazardous location or feature." For more information about road diets, including the "Road Diet Informational Guide," please refer to FHWA's webpage at https://safety.fhwa.dot.gov/road_diets/

   Note: A typical road diet involves converting an existing four-lane undivided roadway segment to a three-lane segment consisting of two through lanes and a center, two-way left-turn lane. The reclaimed space can be allocated for other uses, such as turn lanes, bus lanes, pedestrian refuge islands, bike lanes, sidewalks, etc.
f. Auxiliary lanes less than 1 mile in length: An auxiliary lane is defined as the portion of the roadway adjoining the traveled way for speed change, turning, weaving, truck climbing, maneuvering of entering and leaving traffic, and other purposes supplementary to through traffic movement. If an auxiliary lane is less than 1 mile in length, it can be considered exempt under the Table 2 item, "Projects that correct, improve, or eliminate a hazardous location or feature." For more information about auxiliary lanes, please refer to FHWA's webpage at

https://ops.fhwa.dot.gov/freewaymgmt/publications/frwy_mgmt_handbook/chapter5.htm

g. Ramp metering: Ramp metering projects involve installing traffic signals on highway on-ramps to control the frequency at which vehicles enter the flow of traffic, and they are also exempt under the Table 2 item, “Projects that correct, improve, or eliminate a hazardous location or feature.” For more information about ramp metering projects, please refer to FHWA’s webpage at https://ops.fhwa.dot.gov/publications/fhwahop14020/sec1.htm
h. Is a road diet project, a ramp metering project, or an auxiliary lane project that is less than one mile in length (these projects have already been determined to be exempt as “projects that correct, improve, or eliminate a hazardous location or feature.”)

A project sponsor that would like to exempt a project under the exemption titled “Projects that correct, improve, or eliminate a hazardous location or feature” from 40 CFR 93.126 Table 2 will need to present data to the TCWG to demonstrate that the project would resolve a safety issue before this exemption can be used.

It is the responsibility of the project sponsor to ensure that the form is filled out completely and provides a sufficient level of detail for the TCWG to make an informed decision on whether or not a project can be exempt under the “Projects that correct, improve, or eliminate a hazardous location or feature.” For example, if a transportation agency has collision data to show both a need for the project as well as how the project will correct, improve, or eliminate the hazardous location or feature, that data can be presented to the TCWG, and if the TCWG concurs, the project could move forward as exempt. It is also the responsibility of the project sponsor to ensure a representative is available to discuss the project at the TCWG meeting if necessary.

<u>Instructions</u>

1) **Fill out form, beginning on page 1, in its entirety.**
2) **Be sure to include FTIP ID#.**
3) **Submit completed form to your local Transportation Commission who will submit it to the Metropolitan Planning Organization (MPO). Caltrans projects can be submitted by Caltrans District representatives.**

Reference

Exempt Projects 40 CFR 93.126

Notwithstanding the other requirements of this subpart, highway and transit projects of the types listed in Table 2 of this section are exempt from the requirement to determine conformity. Such projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. A particular action of the type listed in table 2 of this section is not exempt if the MPO in consultation with other agencies (see §93.105(c)(1)(iii)), the EPA, and the FHWA (in the case of a highway project) or the FTA (in the case of a transit project) concur that it has potentially adverse emissions impacts for any reason. States and MPOs must ensure that exempt projects do not interfere with transportation control measure (TCM) implementation. Table 2 follows:

Links to More Information:
https://www.fhwa.dot.gov/environment/air_quality/conformity/index.cfm
http://www.epa.gov/otaq/stateresources/transconf/index.htm

TABLE 2-Exempt Projects

Safety

- Railroad/highway crossing.
- 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.
- Pavement marking.
- Emergency relief (23 U.S.C. 125).
- Fencing.
- 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.

Note: This is an excerpt from Table 2, not the complete list of exempt projects from the table.

Project Information

DIST-CO-RTE-PM: 04-SON-116-36.92

EA/EFIS ID (Caltrans Projects): 04-1X790/ 0424000445

Fed. Aid. No. (Local Projects):

FTIP ID No. (required): VAR170007

TCWG Consideration Date: 1/22/2026

Pollutant of Concern: PM 2.5

Contact Information

Lead Agency: Caltrans

Contact Person: Shilpa Mareddy

Phone: (510) 418-1794 **Fax:**

Email: Shilpa.Mareddy@dot.ca.gov

Environmental Approval Information

Anticipated Federal Environmental Approval (check appropriate box)**:**

☒ 23 USC 326 CE ☐ 23 USC 327 CE ☐ EA ☐ EIS

Anticipated Date of Federal Environmental Approval:

Current Programming Dates (as appropriate)**:**

	PA&ED	PS&E	ROW	CON
Start	10/10/2025	2/1/2027	2/1/2027	1/15/2029
End	1/15/2027	8/15/2028	8/15/2028	12/18/2031

Project Details

Project Description

The project is located on State Route (SR) 116 in Sonoma County at Pine View Way in the City of Petaluma. Currently, the minor road approach (Pine View Way) at this intersection is controlled by STOP sign while the major road approach (SR116) is uncontrolled. The following 2 alternatives are under consideration:

Alternative 1: Traffic Signal

- This alternative will install traffic signals on the 3 legs of the intersection. The traffic signal components will include signal and lighting standards, pedestrian signals, push buttons, controller cabinets, Calss II bike lanes on SR 116, and crosswalks.

Alternative 2: Roundabout

- This alternative will construct a roundabout with a proposed inscribed circle diameter of approximately 150 feet. The roundabout will maintain traffic flow and facilitate truck movement.
- Class II bike lanes are proposed within the right shoulder to provide a travel path for cyclists.
- Rectangular Rapid Flashing Beacons (RRFB) will also be installed.

Project Purpose and Need (Summary) (attach additional sheets as necessary)**:**

The purpose of this project is to improve traffic safety on SR116 at the intersection of Pine View Way and Lakeville Road by reducing the potential for broadside collisions and decreasing the severity of collisions.

SR 116 at Pine View Way has experienced a pattern of broadside collisions. Collision data from the Caltrans Traffic Accident Surveillance and Analysis System (TASAS) for the most-recent available data covering SR 116 at PM 36.92 from January 1, 2019 to December 31, 2023 shows an actual total collision (col) rate of 0.46 per million vehicle miles (mvm) which is significantly higher than the statewide average rate of 0.22 (col/mvm) for similar facilities. The project is needed to address safety deficiencies at the project location. Due to safety concerns, the need for the corrective action is warranted.

Please provide collision data or justification on the need for the correction, improvement, or elimination of a hazardous location or feature:

Table 1: 5-Year Traffic Accident Data between January 1, 2019 to December 31, 2023

Highway Intersection	Number of Accidents					Actual Accident Rates[1]			Average Accident Rates[1]		
	Total	FAT	Serious Injury	Other Injury	PDO	FAT	F+I	Total	FAT	F+I	Total
SON 116 PM 36.92	16	0	0	11	5	0.00	0.32	0.46	0.003	0.09	0.22

Notes:

FAT = Fatal Accidents

F+I = Fatal plus Injury accidents

INJ = Injury accidents

PDO = Property damage only

[1] # of Accidents/ Million Vehicle Miles

Based on the traffic accident data in Table 1, extracted from Caltrans Traffic Accident Surveillance and Analysis System (TASAS), there were 16 collisions within the intersection SON 116 PM 36.92 during the study period summarized above, the rates of fatality and injury related collisions, as well as total collisions, were above the statewide average for similar facilities.

* The majority type of collision was broadside 11 (68.8%), hit object 3 (18.8%), and sideswipe 2 (12.5%).

* The major causes of collisions were caused by failure to yield 12 (75%), followed by improper turn 2 (12.5%), speeding 1 (6.3%) and improper driving 1 (6.3%)

Comments/Explanation/Details (attach additional sheets as necessary)**:**

To resolve the broadside collisions and reduce the number and severity of accidents, the project proposes to convert the existing stop-controlled intersection to either signalized intersection or roundabout. Therefore, this project would fall into a safety project, which Caltrans believes is an exempt project.

Caltrans would like to request a determination or concurrence from the Interagency Consultation Taskforce group that this project is exempt from project-level conformity under 40 CFR 93.126 – Projects that correct, improve, or eliminate a hazardous location or feature.

List of Attachments

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

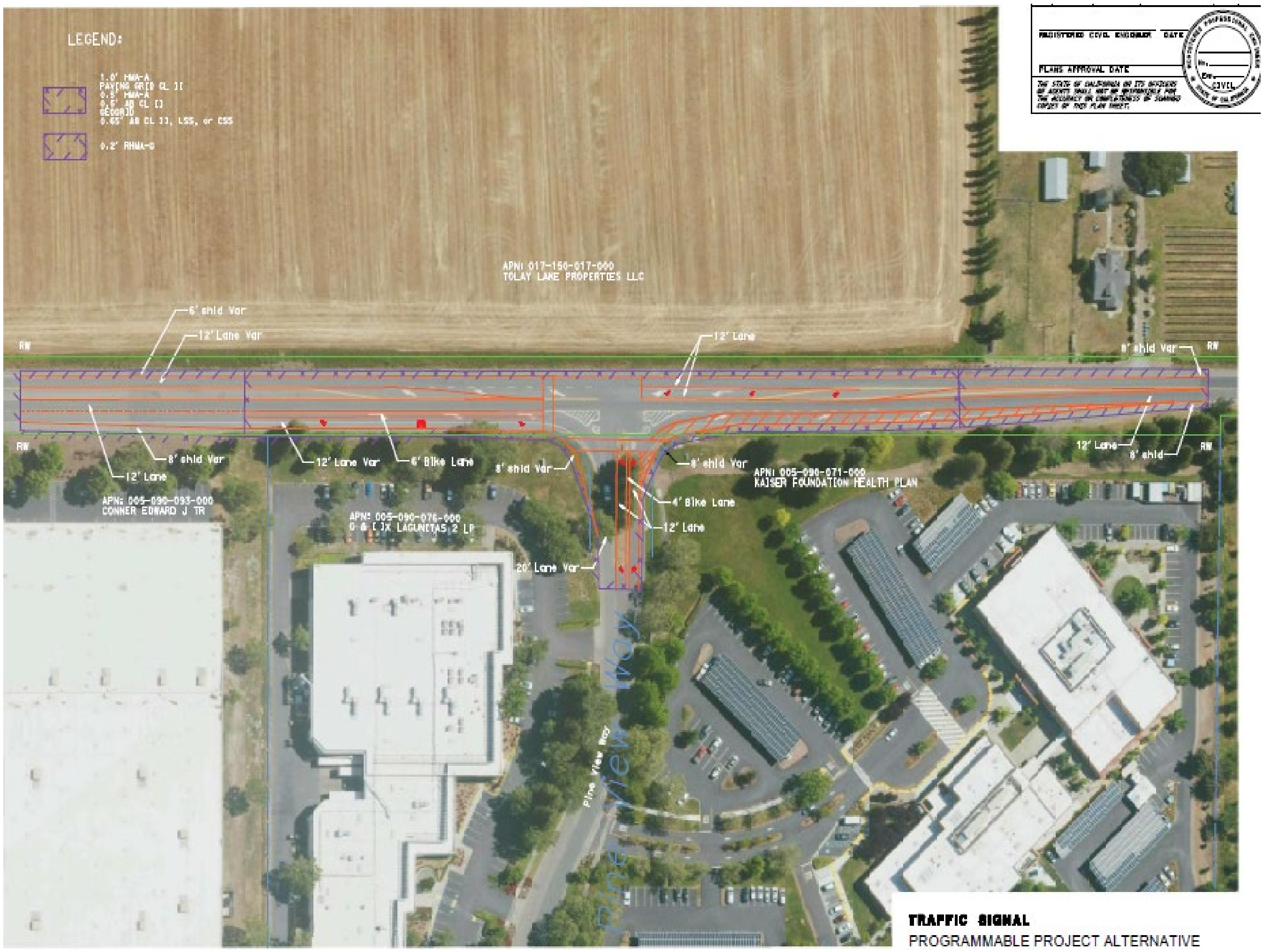
ATTACHMENT A

Project Location

ATTACHMENT B

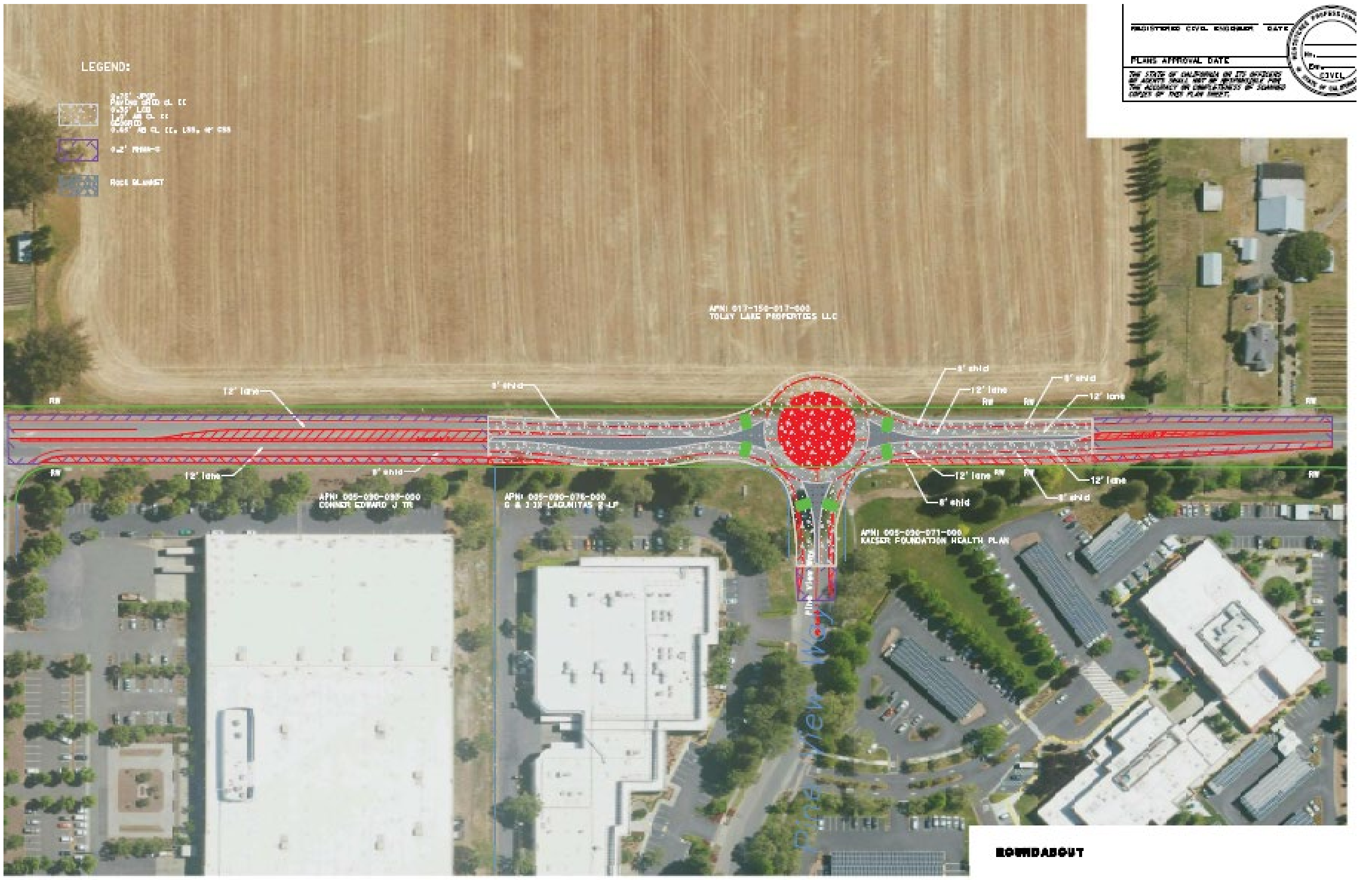
Layout Sheets

Alternative 1: Traffic Signal



TRAFFIC SIGNAL
PROGRAMMABLE PROJECT ALTERNATIVE

Alternative 2: Roundabout



SON 116 / Pine View Way Reactive Safety Project

Air Quality Conformity Task Force Meeting on January 22, 2026

MTC Bay Area Metro Center, 375 Beale Street, Suite 800, San Francisco, CA 94105

CALIFORNIA DEPARTMENT OF TRANSPORTATION, DISTRICT 4

111 Grand Avenue, Oakland, CA 94612

PROJECT LOCATION

PURPOSE AND NEED

Purpose: The purpose of this project is to improve traffic safety on SR 116 at the intersection of Pine View Way and Lakeville Road by reducing the potential for broadside collisions and decreasing the severity of collisions

Need: SR 116 at Pine View Way has experienced a pattern of broadside collisions. Collision data from the Caltrans Traffic Accident Surveillance and Analysis System (TASAS) covering SR 116 at PM 36.92 showed an actual total collision rate is significantly higher than the statewide average rate for similar facilities. The project is needed to address safety deficiencies at the project location. Due to safety concerns, the need for the corrective action is warranted.

PROJECT DESCRIPTION

The project is located on State Route (SR) 116 in Sonoma County at Pine View Way in the City of Petaluma. Currently, the minor road approach (Pine View Way) at this intersection is controlled by STOP sign while the major road approach (SR116) is uncontrolled. The following 2 alternatives are under consideration:

Alternative 1: Signalized Intersection

This alternative will install traffic signals on the 3 legs of the intersection. The traffic signal components will include signal and lighting standards, pedestrian signals, push buttons, controller cabinets, Calss II bike lanes on SR 116, and crosswalks.

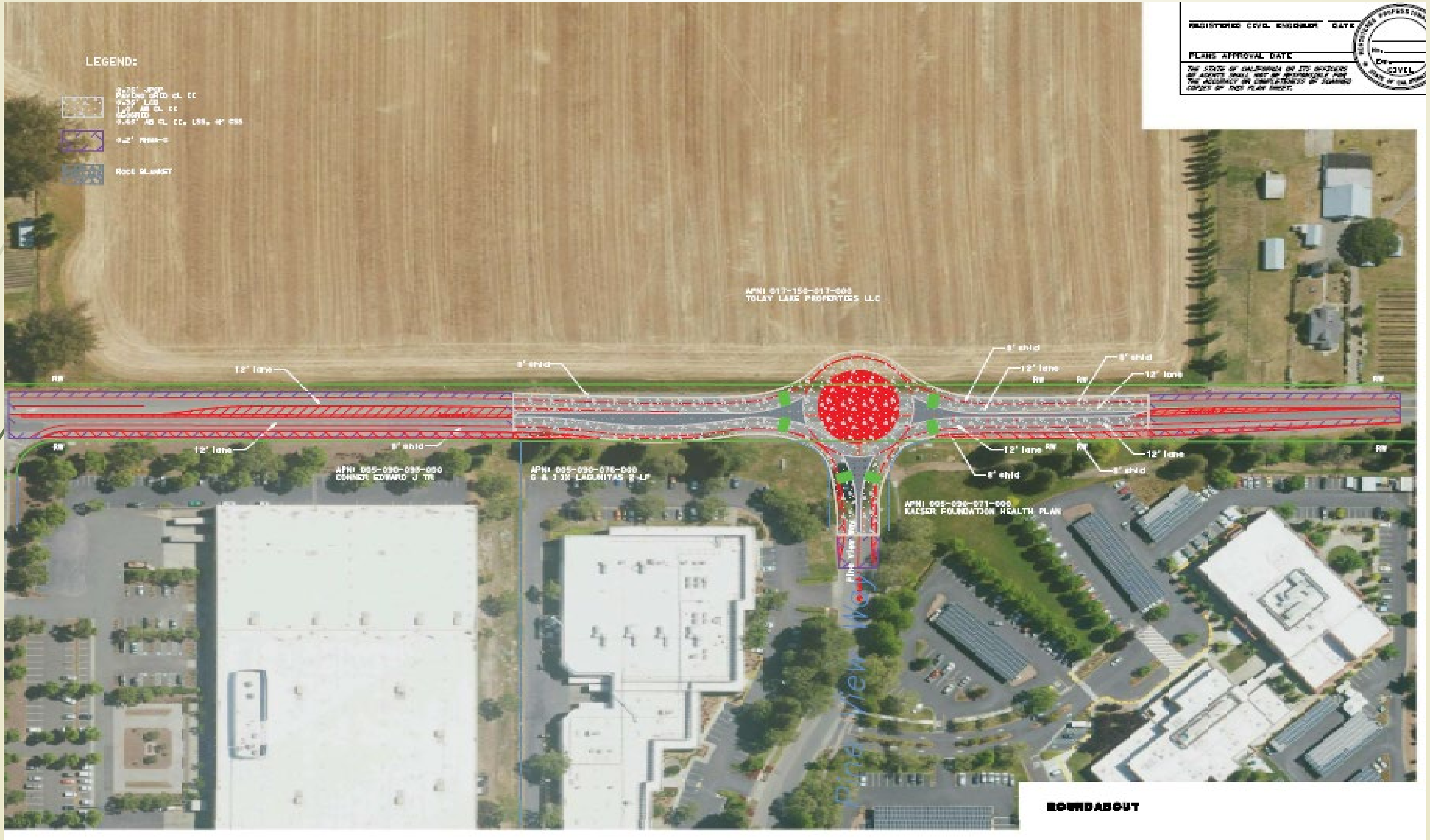
Alternative 2: Roundabout

- This alternative will construct a roundabout with a proposed inscribed circle diameter of approximately 150 feet. The roundabout will maintain traffic flow and facilitate truck movement.
- Class II bike lanes are proposed within the right shoulder to provide a travel path for cyclists.
- Rectangular Rapid Flashing Beacons (RRFB) will also be installed.

Caltrans

PROPOSED ALTERNATIVE 1: SIGNALIZED INTERSECTION

PROPOSED ALTERNATIVE 2: ROUNDABOUT



ACCIDENT DATA

Table 1: 5-Year Traffic Accident Data between 1/1/2019 to 12/1/2023

Highway Intersection	Number of Accidents					Actual Accident Rates [1]			Average Accident Rates [1]		
SON 116	Total	FAT	Serious Injury	Other Injury	PDO	FAT	F+I	Total	FAT	F+I	Total
PM 36.92	16	0	0	11	5	0.00	0.32	0.46	0.003	0.09	0.22

Notes:
FAT = Fatal Accidents
F+I = Fatal plus Injury accidents
PDO = Property damage only
[1] # of Accidents/ Million Vehicle Miles

- Based on the traffic accident data in Table 1, extracted from Caltrans Traffic Accident Surveillance and Analysis System (TASAS), there were 16 collisions within the intersection SON 116 PM 36.92 and the rates of fatality and injury related collisions, as well as total collisions, were above the statewide average for similar facilities.
- The majority type of collision was broadside 11 (68.8%), hit object 3 (18.8%), and sideswipe 2 (12.5%).
- The major causes of collisions were caused by failure to yield 12 (75%), followed by improper turn 2 (12.5%), speeding 1 (6.3%) and improper driving 1 (6.3%) .

Caltrans

PROJECT SCHEDULE

Current Programming Dates	Preliminary Engineering/ Environmental	Engineering	Right of Way	Construction
Start	October 2025	February 2027	February 2027	January 2029
End	January 2027	August 2028	August 2028	December 2031

CONCLUSIONS

- The purpose of this project is to improve traffic safety on SR116 at the intersection of Pine View Way and Lakeville Road by reducing the potential for broadside collisions and decreasing the severity of collisions.
- To resolve the broadside collisions and reduce the number and severity of accidents, the project proposes to convert the existing stop-controlled intersection to either signalized intersection or roundabout.
- Therefore, this project should be considered as a safety project, and it is an exempt project under 40 CFR 93.126 - Projects that correct, improve, or eliminate a hazardous location or feature.

QUESTIONS?

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Memorandum

TO: Air Quality Conformity Task Force

DATE: January 22, 2026

FR: John Saelee

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

Staff has prepared the following information in an effort to streamline the review of the *regional* air quality conformity implications of projects that staff proposes to add into the 2025 TIP through current or future revisions. This item is for advisory purposes only. The inclusion of these projects and project changes in a proposed revision to the TIP is subject to Commission approval in the case of amendments and MTC's Executive Director or Deputy Executive Director in the case of administrative modifications. The final determination of the regional air quality conformity status of these projects will be made by the Federal Highway Administration, the Federal Transit Administration and the Environmental Protection Agency as part of their review of proposed final TIP amendments and by the Executive Director or Deputy Executive Director as part of their review for TIP administrative modifications.

Changes Staff is Proposing to Include in 2025 TIP

Staff is proposing to add, or revise, a number of new projects to the 2025 TIP through future revisions. The description of the new, or revised, projects along with the *regional* air quality category that staff believes best describes the project is included on Attachment A.

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

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

***Note - Active TIP Projects proposing to update Exemption Classification**

#	County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Expanded Project Description	Project Type
1	CC	CC-250235	ECCTA	ECCTA Facility Replacement and Modernization	Eastern Contra Costa Transit Authority (Tri Delta) : ECCTA administrative and maintenance facility: 801 Wilbur Avenue, Antioch, CA 94509 : Replace the roof of the facility and to replace in-ground hydraulic bus lifts used in vehicle maintenance. Replacing and modernizing these components will ensure that ECCTA can continue to provide safe, reliable transit to the communities of eastern Contra Costa County.	At the ECCTA administrative and maintenance facility located at 801 Wilbur Avenue, Antioch, CA 94509: ECCTA was awarded FY25 Buses and Bus Facilities discretionary funding to replace the roof of the facility and to replace in-ground hydraulic bus lifts used in vehicle maintenance. The facility components have exceeded their useful life and are no longer in a state of good repair. Replacing and modernizing these components will ensure that ECCTA can continue to provide safe, reliable transit to the communities of eastern Contra Costa County.	Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)
2	CC	CC-230225	Orinda	Lamorinda Smart Signal System Project	Orinda : Orinda, Lafayette, Moraga : Project activities consists of project construction including design, signal synchronization and project management.	This project will enable the City of Orinda to upgrade the region of Lamorinda which includes the cities of Lafayette, Moraga and Orinda to a smart signal system that can: synchronize signals with each other and optimize traffic flow to smooth congestion; prioritize transit and emergency vehicles as needed; reduce emissions; use video detection and analytics to proactively identify “near miss” situations (for vehicles, bicycles, and pedestrians) and report those back to a traffic management center to aid in efforts to reach countywide Vision Zero goals; and facilitate the exchange of real-time information that will be essential to support future emerging technologies included connected and automated vehicles.	**Proposed - 40 CFR 93.128** This will allow the project to receive NEPA CE as well as PM2.5 approval. ***Current - Exempt (40 CFR 93.127)*** - Intersection signalization projects at individual intersections

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Memorandum

TO: Air Quality Conformity Task Force

DATE: January 22, 2026

FR: Lyric Greif

RE: **Plan Bay Area 2050+ Draft Transportation-Air Quality Conformity Analysis Update**

The Plan Bay Area 2050+ Draft Transportation-Air Quality Conformity Analysis is available for viewing at: https://onebayarea.org/digital-library/plan-bay-area-2050-plus-draft-air-quality-conformity-analysispdf. The public comment period for the draft analysis opened on December 22, 2025 and closed on January 21, 2026. A summary of public comments will be provided at the January 22, 2026 meeting.

The Plan Bay Area 2050+ Draft Transportation-Air Quality Conformity Analysis is anticipated to be adopted by MTC-ABAG in March 2026.

Meeting Notes

Air Quality Conformity Task Force Meeting
Metropolitan Transportation Commission

Date: December 4, 2025
Time: 9:30 AM PST
Location: Virtual (Zoom)
Facilitator: Adam Noelting, MTC
Attendees:

- Roxana Sierra, EPA Region 9
- Jasmine Amanin, FHWA CA
- Rodney Tavitas, Caltrans HQ
- Kevin Hernandez Rios, Caltrans HQ
- Cid Chiu, Caltrans D4
- Shilpa Mareddy, Caltrans D4
- Adam Crenshaw, MTC
- Anthony Taylor, MTC
- John Salee, MTC
- Lyric Greif, MTC
- Mallory Atkinson, MTC
- Alesia Lau, Bay Area Air District
- Monte Di Palma, Bay Area Air District
- Eden Winniford, Yolo-Solano Air Quality Management District
- Melissa Logue, ESA
- Andrew Clark, Acterra
- Jaggi Bhandal, BKF Engineers

Key Discussion Points and Actions

1. **Welcome and Introductions**
   - Adam Noelting (MTC) opened the meeting and welcomed attendees.

2. **PM2.5 Project Conformity Interagency Consultations**
   a. **Consultation to Determine Project of Air Quality Concern Status**
      i. **I-580/Golf Links Road/98th Avenue Ramps Imp (Oakland):**
         - **Presenter:** Melissa Logue, ESA
         - **Discussion:** The Task Force reviewed the project and agreed it is not a project of air quality concern.
         - **Determination:** EPA and Caltrans concurred that the project was not a project of air quality concern.
         - **Follow up Action:** MTC to submit concurrence email.

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

      Presenter: Adam Noelting (MTC) and John Saelee (MTC)

      Discussion: The Task Force reviewed a list of seven projects.

Determination: EPA, FHWA, and Caltrans confirmed that the reviewed projects were exempt from regional air quality conformity.

Follow up Action: MTC will submit concurrence emails.

3. **Regional Air Quality Conformity Review**
   - **Presenter:** John Saelee (MTC)
   - **Discussion:** The Task Force reviewed a list of proposed new/revised TIP projects along with their proposed regional air quality conformity exemption classifications. MTC staff clarified that the purpose of this item was to solicit initial feedback on staff's initial recommendations for projects exempt from regional conformity and their exemption classification. In accordance with federal interagency consultation procedures for project-level conformity, project sponsors will still be required to request formal concurrence at a future Task Force meeting.

4. **Plan Bay Area 2050+ Draft Transportation-Air Quality Conformity Analysis Update**
   - **Presenter:** Adam Noelting (MTC)
   - **Discussion:** MTC staff shared an update on the approval of adjustment factors to EMFAC2021, and how those factors were incorporated into the draft regional analysis.

5. **Consent Calendar**
   - **Discussion:** The Task Force reviewed the October 23, 2025, meeting summary. With no comments received, the summary was accepted as final.

6. **Other Items**

7. **Next Meeting:**
   - **Date:** January 22, 2026
   - **Time:** 9:30 AM PST
   - **Location:** Virtual