



**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/81989554272>

Meeting ID: 819 8955 4272

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

**March 25, 2021
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
Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern Summary
3. Approach to the Conformity Analysis for Plan Bay Area 2050 (PBA2050) and the Amended 2021 Transportation Improvement Program (TIP)
4. Projects with Regional Air Quality Conformity Concerns
 - a. Review of the Regional Conformity Status for New and Revised Projects
4a_Regional_AQ_Conformity_Review_032521.pdf
4a_Attachment-A_List_of_Proposed_New_Projects_032521.pdf
5. Consent Calendar
 - a. February 25, 2021 Air Quality Conformity Task Force Meeting Summary
6. Other Items

Next Meeting: April 22, 2021

MTC Staff Liaison: Harold Brazil hbrazil@bayareametro.gov

Harold Brazil is inviting you to a scheduled Zoom meeting.

Join Zoom Meeting

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Memorandum

TO: Air Quality Conformity Task Force

DATE: March 16, 2021

FR: Harold Brazil

W. I.

RE: PM_{2.5} Project Conformity Interagency Consultation

MTC requests the review and concurrence from the Air Quality Conformity Task Force (AQCTF) that the list of the projects the sponsors have identified as exempt and likely not to be a POAQC. **2a_Exempt List 03162021.pdf** lists the exempt projects under 40 CFR 93.126.

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	ALA210001	Oakland	Oakland 7th Street Connection Improvements	Oakland: 7th St from Mandela Pkwy to Martin Luther King Jr Way: Complete streets improvements including road diet, protected bike lanes, intersection/signal improvements, curb ramps, sidewalk repairs, and new trees that improve safety for all road users	Oakland: 7th St between Mandela Parkway and Martin Luther King Jr. Way: Implement complete streets improvements that reduce vehicle travel lanes and installs protected bicycle lanes, traffic signal upgrades curb ramps, accessibility enhancements, transit boarding islands, pedestrian refuge islands, sidewalk repairs, and new carbon-capturing street trees. Closes a critical gap for people walking, biking, and connecting to transit between West Oakland and Downtown. The project will also install a road diet between Mandela and Adeline (currently 4 lanes 2 in each direction, after project 2 lanes, 1 each way) and between Adeline and MLK Jr. (currently 6 lanes, 3 in each direction with turn lanes under I-980, after project 4 lanes, 2 in each direction). This project is being coordinated with the HSIP 9 project (H9-04-022) at the 7th/Filbert intersection.	Air Quality - Bicycle and pedestrian facilities
ALA	ALA210002	Oakland	East Oakland Neighborhood Bike Routes	Oakland: Various Streets and Roads in East Oakland: Construction bicycle improvements	Oakland: Various Streets and Roads in East Oakland: Construction bicycle improvements including construction of four Class III bicycle boulevards in East Oakland Neighborhood bike routes on 81st Avenue, 85th Avenue, 64th Avenue/Arthur Street, and Hamilton Street/Rudsdale Street/D Street/Royal Ann Street in East Oakland. Project implements roadway and intersection improvements including new curb ramps, high visibility crosswalks, neighborhood traffic circles, speed humps, pavement markings, wayfinding signage, roadway repaving, and signal timing modifications. Neighborhood bike routes on four corridors in East Oakland to make crossing arterials safer and more comfortable, linking residents to schools, parks, transit, grocery stores and other community destinations.	Air Quality - Bicycle and pedestrian facilities
CC	CC-210001	CC County	North Bailey Road Active Transportation Corridor	Bay Point: On Bailey Road between Willow Pass and Canal Roads: Reconfigure travel lanes and construct two-way cycle track, ADA-compliant curb ramps, ADA-accessible sidewalks, and traffic signal	Bay Point: On Bailey Road between Willow Pass and Canal Roads: Narrow the four travel lanes and median to accommodate a separated two-way cycle track on the west side of Bailey Road, expand sidewalks on both sides of Bailey Road and install a landscaped buffer zone along the curb for enhanced pedestrian and bicyclist safety. Installation of a new traffic signal, ADA-compliant curb ramps, expanded sidewalks, and crosswalk enhancements will improve accessibility for all modes of active transportation	Air Quality - Bicycle and pedestrian facilities
MRN	MRN210001	MCTD	MCTD: Replacement Paratransit Vehicles	MCTD: Paratransit Fleet: Replace paratransit vehicles	MCTD: Paratransit Fleet: Replace five paratransit 22ft cutaway vehicles with accessible vans	Mass Transit - Purchase of new busses and rail cars to replace existing vehicles or for minor expansions of the fleet
MRN	MRN210002	MCTD	MCTD - ADA Bus Stop Improvements	MCTD: Systemwide: Improve accessibility at multiple bus stop locations in the county.	MCTD: Systemwide: Improve accessibility by installing wheelchair landing pads and other passenger amenities at multiple bus stop locations in the county.	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)



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Memorandum

TO: Air Quality Conformity Task Force

DATE: March 16, 2021

FR: Harold Brazil

W. I.

RE: Approach to Draft Conformity Analysis for the Plan Bay Area 2050 and the 2021 Amended Transportation Improvement Program

MTC staff is preparing its Regional Transportation Plan (called Plan Bay Area 2050) and the amended 2021 Transportation Improvement Program (TIP) conformity analysis. MTC staff seeks the Task Force's review of the proposed approach to conform Plan Bay Area 2050 and the amended 2021 TIP in accordance with federal conformity regulations. MTC is scheduled to release the Draft Conformity Analysis for Plan Bay Area 2050 and the Amended 2021 TIP on **April 19, 2021**. Attachment A includes a full schedule for review and approval of the conformity analysis for Plan Bay Area 2050 and the Amended 2021 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 areas¹ for transportation-related criteria pollutants: ozone, PM_{2.5}, PM₁₀, carbon monoxide, and nitrogen dioxide.²

Safer Affordable Fuel Efficient Vehicles Rule

On September 18, 2019, the Trump Administration announced that it would enact the Safer Affordable Fuel Efficient (SAFE) Vehicle Rule. When finalized, the rule revoked California's authority to implement the Advanced Clean Cars (I and II) and zero emission vehicles (ZEV) mandates. Consequently, it also invalidated California's tool to estimate mobile source emissions—commonly known as "EMFAC"—which assumes the clean car mandates are implemented. Planning agencies across California use EMFAC to estimate mobile source emissions to demonstrate their respective plans conform to the SIP and meet federal clean air standards. In response, CARB staff developed off-model adjustment factors to account for the

¹ "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.

² See "Transportation Conformity Guidance for 2008 Ozone Nonattainment Areas"; <https://www3.epa.gov/otaq/stateresources/transconf/regs/420b12045.pdf>.

impacts of this rule. On March 12, 2020, the EPA confirmed these adjustment factors to be acceptable for use in transportation conformity determinations³.

With the Administration change in Washington, D.C., there has been litigation applied to the SAFE Rule. The Rule is currently stayed depending on EPA and National Highway Traffic Safety Administration (NHTSA) response to Biden's Executive Order (EO) on Green House Gas emissions. The EO calls on EPA and NHTSA to consider publishing for notice and comment a proposed rule suspending, revising or rescinding the rule by April 2021. Action on SAFE Part 2 should also be proposed by July 2021.

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 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 data⁴, 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

³ Additional information is available here:

<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/final-safe-rule-frquently-asked-questions-a11y.pdf>

⁴ See "Draft 2017 Clean Air Plan. Spare the Air and Cool the Climate"; https://http://www.baaqmd.gov/-/media/files/planning-and-research/plans/2017-clean-air-plan/baaqmd_2017_cap_draft_122816-pdf.pdf?la=en.

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.

Therefore, 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 2008⁵; 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 October 22, 2020 Conformity Task Force meeting. MTC will review the approach with the Conformity Task Force again when we present the draft conformity analysis in December 2020. Key aspects of the conformity analysis are as follows:

1. Regional Emissions Analysis: MTC will conduct a new regional emissions analysis to conform the 2021 TIP and the Plan.
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.
 - **Travel Model One**; Updated travel demand forecasts using MTC's **Travel Model One** (version 0.6), released July 2016, was validated against the years 2000, 2005

⁵ See 40 CFR 93.119; <http://www.epa.gov/otaq/stateresources/transconf/baseline.htm>

and 2010 observed conditions with the most up to date highway and transit networks.

- **EMFAC2017**; VMT estimates used in the federally approved **EMFAC2017** emission model will be consistent with the California Air Resources Board's (CARB) recommended adjustment methods.
3. Latest Emissions Model: As mentioned above, MTC will apply EMFAC2017 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 PM₁₀ 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 Plan Bay Area 2050's draft Investment Strategy comprises a fiscally constrained set of transportation projects and programs that support the region's land use and transportation goals. In addition, Plan Bay Area 2050 anticipates total inflation-adjusted revenues of nearly \$1.4 trillion across the four topic areas of transportation, housing, the economy and the environment during the plan period, from 2021 to 2050. Nearly \$603 billion is expected from existing funding sources, after accounting for impacts of the COVID-19 recession. The remaining \$780 billion is expected from a mix of new revenues, including per-mile freeway tolls, parking fees and other regional funding measures. These could reflect a mix of state, regional, and local sources – ranging from sales taxes to income taxes to property taxes – implemented in a phased manner over the coming decades.
 7. Interagency and Public Consultation: MTC will conduct the appropriate agency and public consultation for the Draft Transportation Air Quality Conformity Analysis for the Plan Bay Area 2050 and the 2021 TIP.

Attachment A: Draft Schedule for the Transportation Air Quality Conformity Analysis for the Plan Bay Area 2050 (PBA2050) and the 2021 Transportation Improvement Program (TIP)

Activity	Timeline
Conformity Task Force Reviews Proposed Conformity Approach	March 25, 2021
MTC Staff Conducts Technical Analysis & Report Preparation	March/April 2021
<ol style="list-style-type: none"> 1. Release Draft Conformity Analysis for Public Review and Begin Public Comment Period 2. Discuss Draft Conformity Analysis with AQCTF 	May 14, 2021
Discuss Draft Conformity Analysis with AQCTF	May 27, 2021
End of Public Comment Period	June 15, 2021
AQCTF Briefing on Responses to Comments	June 24, 2021
Committee Approval	July 9, 2021
Commission Approval	July 28, 2021
Expected FHWA/FTA Final Approval of PBA2050 TIP and AQ Conformity Analysis	Fall, 2021



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Memorandum

TO: Air Quality Conformity Task Force

DATE: March 25, 2021

FR: Adam Crenshaw

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

Staff has prepared the following information in an effort to streamline the review of the regional air quality conformity implications of projects that staff proposes to add into the 2019 TIP through current or future revisions. This item is for advisory purposes only. The inclusion of these projects and project changes in a proposed revision to the TIP is subject to Commission approval in the case of amendments and MTC's Executive Director or Deputy Executive Director in the case of administrative modifications. The final determination of the regional air quality conformity status of these projects will be made by the Federal Highway Administration, the Federal Transit Administration and the Environmental Protection Agency as part of their review of proposed final TIP amendments and by the Executive Director or Deputy Executive Director as part of their review for TIP administrative modifications.

Changes Staff is Proposing to Include in the 2021 TIP

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

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

Review of the Regional Conformity Status for New and Revised Projects - Attachment A							
County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type	
Proposed New Individually-Listed Projects for Regional Air Quality Conformity Status Review							
1	Alameda	ALA210003	LAVTA	LAVTA Replacement 40' Hybrid Buses	LAVTA: Fleetwide: Purchase 40-foot diesel-electric hybrid buses to replace diesel-electric hybrid buses that have exceeded their useful life	LAVTA: Fleetwide: Purchase 16 40-foot diesel-electric hybrid buses to replace diesel-electric hybrid buses that have exceeded their useful life.. The buses will be deployed for fixed route service in the cities of Dublin, Livermore and Pleasanton and adjacent rural Alameda County	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
2	Alameda	ALA210004	LAVTA	LAVTA Fareboxes for Replacement Vehicles	LAVTA: Fleetwide: Purchase fareboxes for replacement revenue vehicles	LAVTA: Fleetwide: Purchase fareboxes for replacement revenue vehicles	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)
3	Alameda	ALA210005	LAVTA	LAVTA AVLs for Replacement Vehicles	LAVTA: Fleetwide: Purchase AVL systems for replacement revenue vehicles	LAVTA: Fleetwide: Purchase AVL systems for replacement revenue vehicles	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)
4	Alameda	ALA210006	LAVTA	LAVTA Radios for Replacement Vehicles	LAVTA: Fleetwide: Purchase radio equipment for replacement revenue vehicles	LAVTA: Fleetwide: Purchase radio equipment for replacement revenue vehicles	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)
5	Alameda	ALA210001	Oakland	Oakland 7th Street Connection Improvements	Oakland: 7th St from Mandela Pkwy to Martin Luther King Jr Way: Complete streets improvements including road diet, protected bike lanes, intersection/signal improvements, curb ramps, sidewalk repairs, and new trees that improve safety for all road users	Oakland: 7th St between Mandela Parkway and Martin Luther King Jr. Way: Implement complete streets improvements that reduce vehicle travel lanes and installs protected bicycle lanes, traffic signal upgrades curb ramps, accessibility enhancements, transit boarding islands, pedestrian refuge islands, sidewalk repairs, and new carbon-capturing street trees. Closes a critical gap for people walking, biking, and connecting to transit between West Oakland and Downtown. The project will also install a road diet between Mandela and Adeline (currently 4 lanes 2 in each direction, after project 2 lanes, 1 each way) and between Adeline and MLK Jr. (currently 6 lanes, 3 in each direction with turn lanes under I-980, after project 4 lanes, 2 in each direction). This project is being coordinated with the HSI 9 project (H9-04-022) at the 7th/Filbert intersection.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature
6	Alameda	ALA210002	Oakland	East Oakland Neighborhood Bike Routes	Oakland: Various Streets and Roads in East Oakland: Construction bicycle improvements	Oakland: Various Streets and Roads in East Oakland: Construction bicycle improvements including construction of four Class III bicycle boulevards in East Oakland Neighborhood bike routes on 81st Avenue, 85th Avenue, 64th Avenue/Arthur Street, and Hamilton Street/Rudsdale Street/D Street/Royal Ann Street in East Oakland. Project implements roadway and intersection improvements including new curb ramps, high visibility crosswalks, neighborhood traffic circles, speed humps, pavement markings, wayfinding signage, roadway repaving, and signal timing modifications. Neighborhood bike routes on four corridors in East Oakland to make crossing arterials safer and more comfortable, linking residents to schools, parks, transit, grocery stores and other community destinations.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities

Review of the Regional Conformity Status for New and Revised Projects - Attachment A							
County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type	
7	Contra Costa	CC-210001	CC County	North Bailey Road Active Transportation Corridor	Bay Point: On Bailey Road between Willow Pass and Canal Roads: Reconfigure travel lanes and construct two-way cycle track, ADA-compliant curb ramps, ADA-accessible sidewalks, and traffic signal.	Bay Point: On Bailey Road between Willow Pass and Canal Roads: Narrow the four travel lanes and median to accommodate a separated two-way cycle track on the west side of Bailey Road, expand sidewalks on both sides of Bailey Road and install a landscaped buffer zone along the curb for enhanced pedestrian and bicyclist safety. Installation of a new traffic signal, ADA-compliant curb ramps, expanded sidewalks, and crosswalk enhancements will improve accessibility for all modes of active transportation.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
8	Contra Costa	CC-210002	WCCTA	WCCTA: Paratransit Revenue Vehicle Replacement	WCCTA: Fleet: Replace paratransit vehicles that are at or beyond their useful life and are due to be replaced	WCCTA: Fleet: Replace 10 paratransit vehicles that are at or beyond their useful life and are due to be replaced	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
9	Marin	MRN210001	MCTD	MCTD: Replacement Paratransit Vehicles	MCTD: Paratransit Fleet: Replace paratransit vehicles	MCTD: Paratransit Fleet: Replace five paratransit 22ft cutaway vehicles with accessible vans	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
10	Marin	MRN210002	MCTD	MCTD: ADA Bus Stop Improvements	MCTD: Systemwide: Improve accessibility at multiple bus stop locations in the county	MCTD: Systemwide: Improve accessibility by installing wheelchair landing pads and other passenger amenities at multiple bus stop locations in the county	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature
11	San Francisco	SF-210001	SF County TA	Yerba Buena Island Multi-Use Pathway	San Francisco: On Yerba Buena Island along Hillcrest Rd and Treasure Island Rd: Build new two-way Class I ADA compliant pedestrian and bicycle connections	San Francisco: On Yerba Buena Island along Hillcrest Rd and Treasure Island Rd: Build new multi-use path connecting the Bay Bridge East Span Bike Landing on YBI to the future Bay Bridge Skyway on West Span and to the future Ferry Terminal on Treasure Island.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
12	San Francisco	SF-210002	SFMTA	SFMTA National Transit Adaptation Strategy	SFMTA: Systemwide: Develop NTAS tools to build resilient public transportation systems. Future scenarios, customer profiles, and messaging campaigns will inform transit service planning, displays, and innovative technologies.	SFMTA: Systemwide: Develop NTAS tools to build resilient public transportation systems. Future scenarios, customer profiles, and messaging campaigns will inform transit service planning, displays, and innovative technologies. The National Transit Adaptation Strategy (NTAS) is a tool for all public transportation agencies: urban, suburban and rural. NTAS can be a key to the success of rural fixed route systems in the future. The pandemic has made rural transit a critical mobility lifeline. Rural transit systems provide access to essential employment, goods, and services, especially for medical purposes. A key objective of ROUTES is to provide the FTA with data-driven approaches to better assess needs and benefits of rural transportation infrastructure projects. That information is grounded in understanding of rural transit users, their needs, especially related to trips and information. As part of the NTAS project, a persona for rural ridership will be developed with associated market segments. In addition, scenarios and information needs regarding future riders for rural customers will be critical for rural systems as they improve their real-time customer information infrastructure. Other Federal funds are FTA Public Transportation COVID-19 Research Demonstration Grant Program funds.	EXEMPT (40 CFR 93.126) - Planning and technical studies

**Air Quality Conformity Task Force
Summary Meeting Notes
January 28, 2021**

Participants:

Rodney Tavitas – Caltrans
Panah Stauffer – EPA
Paul Hensleigh – YSAQMD
Patrick Pittenger – FHWA
Dominique Kraft – FTA

Jimmy Le – member of the public
Andrea Gordon – BAAQMD
Ross McKeown – MTC
Adam Crenshaw – MTC
Harold Brazil – MTC

- 1. Welcome and Self Introductions:** Harold Brazil (MTC) called the meeting to order at 9:33 am.
- 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**

The Task Force had no comments.

Final Determination; With input from FTA, FHWA, EPA, Caltrans and MTC, the Task Force agreed that the projects on the exempt list **2a_Exempt List 02162021.pdf** are exempt from PM_{2.5} project level analysis.

3. Plan Bay Area 2050 Conformity Analysis Development

Harold Brazil (MTC) provided minor updates on the Plan Bay Area 2050 (PBA2050) Conformity Analysis:

- Horizon year (for PBA2050) has been completed.
- MTC staff intends to conduct the conformity analysis with and without SAFE Rule adjustment factors.

4. Consent Calendar

a. February 25, 2021 Air Quality Conformity Task Force Meeting Summary

Patrick Pittenger (FHWA) credited Dominique Kraft (FTA) with facilitating a meeting with Matt Maloney (MTC) to discuss the timing of the on the Plan Bay Area 2050 (PBA2050) Conformity determination in the summer of 2021. Mr. Pittenger also noted that he clarified the determination scheduling directly via email with Adam Crenshaw (MTC).

- SAFE Rule litigation update: currently stayed depending on EPA and NHTSA response to Biden's Executive Order on Green House Gas emissions. The EO calls on EPA and NHTSA to consider publishing for notice and comment a proposed rule suspending, revising or rescinding the rule by April 2021. Action on SAFE Part 2 should also be proposed by July 2021.
 - Rodney clarified that EMFAC2017 is still in place (has not been revoked). April timeframe for EPA and NHTSA action on the existing rule – will likely be proposal but still too early to tell.
 - AQEH Branch (Caltrans HQ) will rewrite FAQs when the litigation is resolved
 - Rongsheng: amending RTP/SCS – is there a cutoff date for continuing use of adjustment factors for EMFAC2017?
 - Karina – continue to use them until further notice
- Sanctions Clocks
 - No active sanctions in CA currently - watching clocks to prevent sanctions from taking place
 - There are some old sanctions due to older ozone standards, but these areas stayed, thus are not impacting project delivery

2. FHWA Updates (Joseph Vaughn)

- Staff Updates
 - Patrick Pittenger, community planner + regional conformity (northern sac valley/California) – to be finalized and sent out to group (SACOG MTC SLOCOG and AMBAG)

3. CARB Updates (Nesamani Kalandiyur)

- Staff Updates:
 - Kevin Hendrawn new staff working on conformity (replaced Shannon Hatcher)
 - Steve Cliff now deputy administrator of NHTSA (National Highway Traffic Safety Administration)
- CARB Board has adopted several key regulations and SIPs
 - Advanced Clean Trucks – requires increasing sales of zero emission models
 - Heavy Duty low NOx Omnibus – stricter standards/engine requirements
 - 70 ppb Ozone base year emission inventory for all nonattainment areas
 - 70 ppb Ozone Reasonably Available Control Technology (RACT) SIPs for 12 districts/nonattainment areas
 - San Diego 70 & 75 ppb Ozone Attainment Plan SIP
 - South Coast 2006 24-hour PM2.5 Attainment Plan SIP
 - Coachella Valley 80 ppb Ozone Extreme Attainment Plan SIP
 - Indian Wells Second 10-Year PM10 Maintenance Plan
- 2020 Mobile Source Strategy adopted
 - Staff is incorporating comments received from air districts, as well as Board direction and will hold third public workshop in March, and release the final 2020 MSS for CARB Board consideration in late spring

- EMFAC Updates
 - 2021 model is released (January 2021)
 - Now fully functional as web-based
 - Updated DMV data 2000-2019
 - Updated emission rates
 - EV Module
 - Energy Module
 - Latest adopted regulations (i.e. ACT and Low NOx Omnibus)
 - SAFE Vehicle Rule is incorporated into the EMFAC2021 model
 - Conversations are happening internally as to readiness in case of rescission of SAFE Vehicle Rule and corresponding model amendments
 - Rongsheng: what would this process look like? Answer: The EMFAC2021 model will be revised and released for public. For any other process, will need to discuss with management
 - Technical documentation in progress and to be submitted to EPA for approval this spring

- SB 375
 - Reviewed and approved nine (most of them second SCSs, and two third SCSs)
 - Working to post online but need to be ADA compliant

4. Caltrans HQ Updates

- Staff Updates
 - Marilee Retired – Rodney is the new Branch Chief
 - Rodney will still be performing AQ responsibilities but transitioning more to Luke and Lexie
 - Staff vacancy in branch now (AQ, GHGs)
- Conformity Status Table Updates
 - Will be updating soon; ADA compliance is a challenge. Will share with group when available
- Clarification of Exemptions
 - Has been an invaluable tool
 - Long process/changing admin – will hold off on any new potential exemptions at this time
- CT-EMFAC
 - Will update with EMFAC2021
- FSTIP Update (Jackie Kahrs)
 - Schedule: at this point the next important milestone is March 1st, MPOs will have finalized 2021 FTIPs and submitted to Caltrans
 - March 8th public review and comment period (ends March 22nd)
 - April 1st Caltrans will submit the 2021 FSTIP to FHWA/FTA for review and approval
 - Hoping to be approved by April 16th (on track)

- Antonio: MPOs please submit conformity packages with FTIPs. FHWA will not send a letter to each MPO, instead they will be sending email concurrence for conformity determinations – will be official with approval of FSTIP (?)
- Other Topics
 - August 16th end of grace period for use of EMFAC2017
 - Could be challenges in certain areas
 - Rongsheng: EMFAC 14 grace period for project level conformity is only one year – aware of any issues in the state (including SCAG) regarding application of EMFAC17 for project level. Answer: no, only a regional issue so far. Again, stressing time constraint on amendments (get them in now).
 - Harold: will there be a link to the latest version of CT-EMFAC on your websites Answer: We will follow up with DEA

5. MPO Updates

- Brian Lasagna BCAG
 - December 2020 adopted latest RTP and Conformity
- Rongsheng Luo, SCAG
 - SCAG received FHWA/FTA approval for last 2020 RTP/SCS June 5 of last year
 - Scheduled to adopt 2021 FTIP next month
 - Initiated first amendment to 2020 RTP/SCS
 - Draft tentatively up for release in July
 - Final tentatively up for adoption in September (upon adoption to be submitted to FHWA/FTA for approval)
 - Providing CARB and air district latest travel data for SIP purposes
- SLOCOG
 - 2021 FTIP submitted
 - Used EMFAC2017
- MTC
 - Finished 2021 FTIP/conformity analysis last fall
 - End of February, commission will be approving
 - Hoping for federal approval in April
 - Plan Bay Area 2050 (new RTP)
 - Resolving this spring
- SANDAG
 - 2021 RTP release draft later this spring w/conformity
 - Final late 2021
- Valley
 - 2021 FTIPs submit to Caltrans by March 1st
 - Travel modeling updates occurring
 - Public engagement on scenario development for SCS/SB375
 - One of the areas with conformity issues with EMFAC2017 (5/8 cannot pass, in discussions with CARB/EPA)
 - Attempting FTIP updates by August 15th

- Rodney advised avoiding programming “engineering studies only” to avoid conformity issues with later amendments
 - Ben Cacatian
 - Drafting TCMs for RACM analysis for SIP
 - District is moving locations (still in city of Ventura)
6. Info Sharing/Open Discussion
- Once in person again – hoping to set up another Intro to Conformity course
 - Next Meeting possibly Mid-September