



CALL AND NOTICE

For additional information, please call:
Fred Castro, (510) 464 7913

Agenda and attachments available at:
www.abag.ca.gov

CALL AND NOTICE OF SPECIAL MEETING OF THE ADMINISTRATIVE COMMITTEE OF THE ASSOCIATION OF BAY AREA GOVERNMENTS

As Chair of the Administrative Committee of the Association of Bay Area Governments (ABAG), I am calling a special meeting of the ABAG Administrative Committee as follows:

Friday, May 10, 2013, 9:30 AM
Special Meeting with the MTC Planning Committee

Location

MetroCenter, 101—8th Street, Auditorium, Oakland, CA

The business to be transacted will include:

Approval of Minutes of April 12, 2013

ABAG Administrative Committee/MTC Planning Committee ACTION

Plan Bay Area Supplemental Project Performance Assessment

MTC Planning Committee ACTION

Air Quality Conformity Redetermination

MTC Planning Committee ACTION

Draft Plan Bay Area and Draft Environmental Impact Report (DEIR) Comment Period—Requests for Extension

ABAG Administrative Committee/MTC Planning Committee ACTION

Call and Notice
Administrative Committee
May 10, 2013
2

The ABAG Administrative Committee may act on any item on the agenda.

Members of the public shall be provided an opportunity to directly address the ABAG Administrative Committee concerning any item described in this notice before consideration of that item.

Agendas and materials will be posted and distributed for this meeting by ABAG staff in the normal course of business.



Mark Luce
Chair, Administrative Committee

May 6, 2013
Date



ABAG

AGENDA

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ADMINISTRATIVE COMMITTEE

Friday, May 10, 2013, 9:30 AM

Special Meeting with the MTC Planning Committee

Location

MetroCenter, 101—8th Street, Auditorium, Oakland, CA

The ABAG Administrative Committee may act on any item on this agenda.

- 1. Call to Order/Confirm Quorum**
- 2. Pledge of Allegiance**
- 3. Compensation Announcement**
- 4. Consent Calendar**

A. Approval of Minutes of April 12, 2013

ABAG Administrative Committee/MTC Planning Committee ACTION

Attachment: Minutes of April 12, 2013

B. Plan Bay Area Supplemental Project Performance Assessment

MTC Planning Committee ACTION

Dave Vautin, MTC. Pursuant to the performance assessment guidelines for Plan Bay Area, all uncommitted projects were assessed to determine their support for the adopted targets of Plan Bay Area. Staff requests that the Committee approve the performance results for a subset of projects submitted or revised after the completion of the Project Performance Assessment in April 2012.

Attachment: Staff memo on Plan Bay Area Supplemental Project Performance Assessment

C. Air Quality Conformity Redetermination

MTC Planning Committee ACTION

Carolyn Clevenger, MTC. MTC must accommodate the transportation conformity requirements for the 2008 ozone national ambient air quality standards ("2008 ozone NAAQS") by July 20, 2013. Staff will request the Committee forward the Air Quality Conformity Redetermination to the Commission for approval. This item was approved in February but did not include the required Resolution, which is now included.

Attachment: Staff memo on Approval of Final Transportation 2035 and 2011 TIP Conformity Redetermination Analysis

5. Draft Plan Bay Area and Draft Environmental Impact Report (DEIR) Comment Period—Requests for Extension

ABAG Administrative Committee/MTC Planning Committee ACTION

Ken Kirkey, MTC, and Miriam Chion, ABAG. Staff recommends against extending the comment periods for the Draft Plan, DEIR, and Supplementary Reports.

Attachment: Staff memo on Draft Plan Bay Area and Draft Environmental Impact Report—Requests for Extension

6. Public Comment / Other Business / Adjournment:

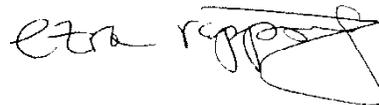
Information

Next Meeting:

Friday, June 14, 2013 at 9:30 a.m.

MetroCenter Auditorium

101—8th Street, Oakland, CA 94607



Ezra Rapport
Secretary-Treasurer

May 6, 2013

Date



**METROPOLITAN
TRANSPORTATION
COMMISSION**

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San Mateo County

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Cities of San Mateo County

Tom Azumbrado
U.S. Department of Housing
and Urban Development

Tom Bates
Cities of Alameda County

David Campos
City and County of San Francisco

Dave Cortese
Santa Clara County

Bill Dodd
Napa County and Cities

Dorene M. Giacomini
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Association of Bay Area Governments

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Jean Quan
Oakland Mayor's Appointee

Bijan Sartipi
State Business, Transportation
and Housing Agency

James P. Spering
Solano County and Cities

Scott Wiener
San Francisco Mayor's Appointee

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

MTC PLANNING COMMITTEE
April 12, 2013
MINUTES

ATTENDANCE

Chair Spering called the MTC Planning Committee meeting to order at 9:30 a.m. Planning Committee members in attendance were: Commissioners Azumbrado, Giacomini, Haggerty, Halsted, Luce, and Mackenzie. Commission Chair Rein-Worth and Commission Vice-Chair Cortese were present in their ex-officio capacity. Commissioners' Bates, Campos, Quan, Tissier and Weiner were also in attendance.

ABAG Administrative Committee members in attendance were: Cortese, Gioia, Haggerty, Luce, Mar, Pierce, and Spering.

CONSENT CALENDAR: a) Minutes of March 8, 2013

Commissioner Halsted moved approval of the Consent Calendar, Commissioner Mackenzie seconded. Motion passed unanimously.

AGAG Administrative Committee member Cortese moved approval of the Consent Calendar, Mayor Pierce seconded. Motion passed unanimously.

DRAFT PLAN BAY AREA

Ms. Miriam Chion, ABAG, updated the committee on the Draft Plan Bay Area development pattern, including the distribution of employment, population, and housing as well as growth strategies. Mr. Ken Kirkey, MTC, updated the committee on the Draft Plan Bay Area investment strategy, including an overview of committed, discretionary, and total transportation funding and related policies, as well as performance results. He also described the plan's advocacy platform.

In closing, Mr. Kirkey stated that the comment period for the Draft Plan and the Draft Environmental Impact Report closes on May 16, 2013. He noted that there are a number of ways people can submit comments in addition to public hearings and open houses in each county. Staff will come back to the committee in June with a summary of the comments, and will be looking to propose a Final Plan and Final EIR for Commission adoption in July 2013.

Commissioner Spering noted that public comment would be taken after the staff presentation on the Draft Environmental Impact Report.

DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)

Ms. Carolyn Clevenger, MTC, presented an overview of the DEIR, which was released on April 2, 2013 for public review and comment. Comments on the DEIR can be made at both the Plan Bay Area Public Hearings and the EIR Public Hearings, submitted online, emailed, or mailed. She stated that deliberation and decision making on the final EIR by ABAG and MTC will commence following the close of the public comment period. All comments received and responses to comments will be entered into the record for the final EIR. The MTC Commission and ABAG Executive Board are scheduled to adopt the Final EIR in July 2013.

Public Comment:

- Stephanie Reyes, Greenbelt Alliance, stated that the Plan is headed in a good direction and that she was happy to see that it will protect open space and natural lands in the future and also provide more choices relative to places to live and get around. She urged staff to include two key elements in the Final Plan: 1) plan for affordable homes in all communities with access to jobs, transit, and opportunity, and 2) increase funds for transit operations.
- Linda Best, Contra Costa Council, commented on the various EIR alternatives and urged the committee to keep the higher numbers of housing and jobs in the final Plan. She also commented that the PDA Feasibility Assessment should be an integral part of the deliberations to arrive at the Final Plan. She expressed support for the advocacy platform recommendations with respect to the policy reforms. Paul Campos, Building Industry Association of the Bay Area (BIA), expressed his support for a sustainable communities strategy that maximizes the region's jobs potential and economic development, and stated that housing is the key. He urged the committee to include the higher housing figure which was identified earlier in the planning process as a minimum needed to get to 1.2 million new jobs.
- Bob Allen, Urban Habitat, supported Stephanie Reyes' comments, and stated that increased funding for transit operations was key. He noted the importance of mapping out the future discussions about the trade-off among the elements of each EIR alternative.
- Catherine Lyons, Bay Area Council, supported the higher housing number and the advocacy agenda that includes taking a look at modernizing CEQA as well as looking at replacement of redevelopment funding and other policy initiatives to get to a higher rate of success within PDAs.
- Sandi Galvez, Bay Area Regional Housing Industry (BARHI), urged the committee to address the inequities that the region's residents are experiencing. She stated that if the Plan is going to reduce the 10-year average difference in life expectancy between more affluent residents and less affluent residents, then it will need to provide greater opportunities for everyone regardless of socioeconomic status or ethnic background to have access to quality neighborhoods, housing, and neighborhood services. She noted that an increase in access to transportation choices and affordable housing choices will have tremendous differences in health outcomes.

Committee comment:

- Commissioner Spering asked for clarification on differences between the Department of Finance (DOF) and ABAG forecasts. Ms. Chion stated that the DOF projection focuses

on fertility rates and mortality rates. It does not take into account economic trends except through migration, and the migration rates that were used were based on 2000-2010 which is the period that the Bay Area experienced economic decline on two major recessions. She noted that ABAG's projections take into account the Bay Area's employment trends which the DOF Forecast did not.

- Commissioner Spering suggested that staff create a chart that gives a definition of the investment that goes into a PDA.
- ABAG Committee member Mar stated that the proposed Plan has much higher percentage of potential displacement than under the EEJ or No Project alternative. He asked staff for clarification. Mr. Ezra Rapport, ABAG, stated that cities that nominated the PDAs want to improve those areas. By putting more investment in these areas, some of which are communities of concern, it is more likely that residents will break the cycle of poverty, and neighborhoods will improve. He stated that more affordable housing will need to go into key PDAs that are also Communities of Concern and that's not captured in this statistic.
- Mayor Pierce requested that the PowerPoint presentation be posted where they can download it and forward it to their constituents, because the plan has gotten so much press and so much attention, that some people think all of the investment money that MTC has is going into the plan, and they don't understand that while the discretionary money is under discussion the committed money is still there.
- Commissioner Weiner asked how the Commission connects funding decisions with housing development near transit. Mr. Heminger stated that MTC's TOD Policy requires that corridors related to any transit expansion are planned with established minimum density requirements along the corridor.
- Commissioner Tissier stated that the presentation is very helpful and suggested adding a slide into the presentation that highlights how much other money is going directly to the local community. She supported making the presentation more widely available to the public.
- Commissioner Rein-Worth stated that when members of the public hear more and more about the plan, about the elements of regional planning, along with local control, local decision-making, they're really reassured about what this plan represents and the opportunities it provides.
- Commissioner Luce stated that CEQA is a huge impediment to making progress, and if we don't make some changes in how projects are reviewed and approved, the Plan isn't going to mean a whole lot. He suggested replacing CEQA with a sustainability act, something considers the environment, but also takes into account the economy, and social equity.
- Commissioner Mackenzie stated that in terms of CEQA, over the last six years in the city of Rohnert Park they have entitled 4,000 housing units in three specific plan areas, and one master planned area. Not one of these houses has been built. He would put forward the concept that the reason that these houses were not built was not because of CEQA, it was because of the state of the economy.
- Commissioner Haggerty asked staff how to get more money towards the priority conservation areas. Mr. Heminger stated that the PDA approach is designed to try to keep the Bay Area within the existing urban footprint, so we need to invest more directly in the

PCA side of the coin, but it's also true that if we pull off the strategy with PDAs, we're going to do a lot for the PCAs indirectly as well.

- Commissioner Haggerty also commented on the issue of local land, or local land use control, and asked if there could be a disclaimer somewhere in the Plan that basically says the City of Livermore wants to build something, they can certainly do that. Mr. Heminger stated that the disclaimer exists in state law. There are several places in the law that says this does not interfere with local land use decisions, and there is no problem quoting the law in the plan.
- Commissioner Bates expressed his concern that low-income people increasingly do not have the opportunity to live in the Bay Region.
- Commissioner Campos asked staff what can be done to make sure that the Plan incorporates as much as possible from the EEJ scenario to deal with the issue of potential displacement. Mr. Heminger stated that the advice from the Policy Advisory Council was to look at the inputs to the Draft Plan and EIR Alternatives including the location of the affordable housing and the mitigation of displacement pressure.
- Commissioner Quan requested a presentation be made at Oakland City Hall. She also supported the issue of looking at the housing issue, and supported the comments about making funding decisions more transparent. Lastly, she requested that staff brief her on the equity-related issues.
- Commissioner Cortese stated that he still has some concerns about general outreach to professionals, neighborhood associations, etc. which can be done effectively through e-mails and web links.
- Supervisor Gioia stated that if they choose different elements from one alternative to add the project alternative, the EIR analysis is sufficient to allow them to do that. Ms. Tina Thomas, Thomas Law, responded that staff would need to run the model and make sure that with that adjustment they're still achieving the GHG and housing targets.

OTHER BUSINESS/PUBLIC COMMENT

There being no other business, the meeting adjourned at 11:26 a.m. The Committee's next meeting is scheduled for Friday, May 10, 2013 at 9:30 a.m. in the Lawrence D. Dahms Auditorium, Joseph P. Bort MetroCenter, Oakland, CA.

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To: MTC Planning Committee

Date: May 3, 2013

Fr: Executive Director, MTC

Re: Plan Bay Area Supplemental Project Performance Assessment

In early 2012, MTC staff released the results of the Project Performance Assessment, which evaluated approximately 200 major uncommitted transportation projects proposed for inclusion in Plan Bay Area. The evaluation determined the degree to which transportation projects and programs advance the Plan's ten performance targets adopted by MTC and ABAG in January 2011 (MTC Resolution No. 3987). The projects evaluated were submitted in May 2011 as part of the Plan Bay Area Call for Projects. In advance of the approval of the Draft Transportation Investment Strategy in May 2012, project sponsors added or substantially modified approximately 50 additional uncommitted projects that had not undergone the performance evaluation. In order to ensure consistency with the initial analysis, staff has conducted a supplemental project performance assessment of these new or substantially modified projects. The approximately 50 projects were included in the Draft Plan Bay Area and in the environmental analysis pending the results of the Supplemental Project Performance Assessment.

Attachment A lists the performance results for these 50 major projects and programs that were identified for supplemental analysis. The target scores were developed using methodologies consistent with prior project performance evaluations. For additional information about these methodologies and results for uncommitted projects analyzed earlier in the Plan Bay Area process, please see the Draft Plan Bay Area Performance Assessment Report (http://www.onebayarea.org/pdf/Draft_Plan_Bay_Area/Performance_Report.pdf).

Compelling Case Process for Low-Performing Projects

Of the projects analyzed in the supplemental analysis, only two were flagged as low-performers due to their adverse impacts on the performance targets:

- **James Donlon Boulevard/Expressway**
This project would construct an approximately 2-mile expressway through the Pittsburg hills at a total cost of \$54 million.
- **San Tomas Expressway Widening**
This project would widen the San Tomas Expressway in the cities of San Jose and Santa Clara from 6 lanes to 8 lanes at a total cost of \$56 million.

In response to their designation as low-performing projects, project sponsors (the City of Pittsburg and the Valley Transportation Authority) have adjusted the funding source for these projects and have committed to fund these projects using only local dollars. For both projects, development impact fees would be leveraged as the primary funding source, with the remainder coming from other locally-identified funds.

Due to this revision in funding source, both projects meet the committed policy criteria and are therefore exempt from the compelling case process. **Attachment B** includes letters from the City of Pittsburg and the Valley Transportation Authority documenting their commitment to locally funding these projects.

Next Steps

MTC staff recommends that the joint committee approve the compelling case exemptions for the James Donlon Boulevard/Expressway and San Tomas Expressway Widening projects, as the respective project sponsors have agreed to fully fund these projects using local dollars. This approval would ensure that all projects analyzed in the Supplemental Project Performance Assessment are included in the final Plan Bay Area.



Steve Heminger

Attachments

Attachment A: Supplemental Project Performance Assessment Results
Attachment B: Clarifying Letters from the City of Pittsburg and VTA

SH:DV

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Row #	Project ID	Project Name	County	Project Type	TARGETS SUMMARY				ADOPTED TARGETS											
					Targets Supported	Targets Adversely Impacted	Targets Net Score	In PDA?	CO ₂	Housing	PM	Collisions	Active Transportation	Open Space / Agricultural Preservation	Low Income HH Transportation Cost	Economic Vitality	Non-Auto Mode Share/VMT	Maintenance	Regional Capacity Impacts?	
1	240347	Iron Horse Trail, Bay Trail, and East Bay Greenway Expansions	Alameda	Bike/Ped	4.5	0.0	4.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	MODERATE	MINIMAL	MODERATE	MINIMAL	No	
2	240226	Berkeley Ferry Terminal Access Improvements	Alameda	Transit Efficiency	4.0	0.0	4.0	No	MODERATE	STRONG	MODERATE	MODERATE	MODERATE	MINIMAL	MINIMAL	MODERATE	MODERATE	MINIMAL	No	
3	240227	Oakland Bay Trail Extensions	Alameda	Bike/Ped	4.0	0.0	4.0	Yes	MODERATE	MINIMAL	MODERATE	MODERATE	STRONG	MODERATE	MODERATE	MINIMAL	MODERATE	MINIMAL	No	
4	240324	Miller Sweeney Bridge Retrofit	Alameda	Maintenance	2.0	0.0	2.0	Yes	MINIMAL	MODERATE	MINIMAL	MODERATE	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	No	
5	240100	Park Street Bridge Replacement	Alameda	Maintenance	1.5	0.0	1.5	Yes	MINIMAL	MINIMAL	MINIMAL	MODERATE	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	No	
6	240101	Fruitvale Bridge Replacement & Widening	Alameda	Arterial Expansion	1.5	1.0	0.5	Yes	MODERATE AD	MINIMAL	MODERATE AD	MODERATE	MODERATE	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	No	
7	21477	I-580/Greenville Road Interchange Improvements	Alameda	Road Efficiency	0.5	0.0	0.5	Yes	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	No	
8	240047	I-880/A Street Interchange Improvements & Auxiliary Lanes	Alameda	Road Efficiency	0.5	0.0	0.5	No	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	No	
9	230232	New SR-4 Phillips Lane Interchange + Phillips Lane Extension	Contra Costa	Arterial Expansion	1.5	0.0	1.5	Yes	MINIMAL	STRONG	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	No	
10	22352	New I-680 Norris Canyon HOV-only Interchange	Contra Costa	Highway Expansion	1.0	0.0	1.0	Yes	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	No	
11	230233	James Donlon Boulevard/Expressway (Kirker Pass Road to Somersville Road) + Kirker Pass Road Operational Improvements	Contra Costa	Highway Expansion	1.5	6.0	-4.5	No	STRONG AD	STRONG	STRONG AD	STRONG AD	STRONG AD	STRONG AD	MINIMAL	MODERATE	STRONG AD	MINIMAL	Yes	
12	240019	Caltrain Station Improvements (Phase 1)	Multi-County	Transit Efficiency	3.5	0.0	3.5	Yes	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	MINIMAL	No	
13	21012	Golden Gate Bridge Seismic Retrofit (Phase 3)	Multi-County	Maintenance	1.0	0.0	1.0	No	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	STRONG	No	
14	22636	Transbay Tube Seismic Retrofit (Phase 1)	Multi-County	Maintenance	1.0	0.0	1.0	No	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	STRONG	No	
15	240309	Muni Fleet Expansion	San Francisco	Transit Efficiency	7.0	0.0	7.0	Yes	STRONG	MODERATE	STRONG	STRONG	MODERATE	MINIMAL	STRONG	STRONG	STRONG	MINIMAL	No	
16	22227	Geneva Avenue Extension	San Mateo	Arterial Expansion	0.5	0.0	0.5	Yes	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	No	
17	240118	Stevens Creek BRT	Santa Clara	Transit Efficiency	5.0	0.0	5.0	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	MODERATE	MINIMAL	Yes	
18	240473	I-280 Braided Ramps (SR-85 to Foothill Expressway)	Santa Clara	Road Efficiency	1.0	0.0	1.0	No	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	No	
19	240436	US-101 Auxiliary Lane (San Antonio Road to Rengstorff Avenue)	Santa Clara	Road Efficiency	0.5	0.0	0.5	Yes	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	No	
20	240468	SR-237/SR-85 Interchange Improvements	Santa Clara	Road Efficiency	0.5	0.0	0.5	Yes	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	No	
21	22186	San Tomas Expressway Widening (SR-82 to Williams Road)	Santa Clara	Highway Expansion	1.5	3.5	-2.0	Yes	STRONG AD	MODERATE	STRONG AD	MODERATE AD	MODERATE	MINIMAL	MINIMAL	MODERATE	STRONG AD	MINIMAL	Yes	
22	240524	New SR-12 Fulton Road Interchange	Sonoma	Road Efficiency	1.5	0.0	1.5	Yes	MINIMAL	MODERATE	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	No	

LEGEND	IMPACT TO TARGETS
STRONG	MODERATE
MINIMAL	MODERATE ADVERSE
STRONG	STRONG

Row #	Project ID	Project Name	County	Project Type	TARGETS SUMMARY				ADOPTED TARGETS											
					Targets Supported	Targets Adversely Impacted	Targets Net Score	In PDA?	CO ₂	Housing	PM	Collisions	Active Transportation	Open Space / Agricultural Preservation	Low Income HH Transportation Cost	Economic Vitality	Non-Auto Mode Share/VMT	Maintenance	Regional Capacity Impacts?	
23	240391	Alameda County TOD/PDA Multimodal Investments	Alameda	TLC	7.0	0.0	7.0	Yes	STRONG	MODERATE	STRONG	STRONG	STRONG	MODERATE	MODERATE	MODERATE	STRONG	MINIMAL	No	
24	240382, 240383	Alameda County Transit Enhancements, Expansion, Safety, Operations, and Maintenance	Alameda	Transit Efficiency	5.0	0.0	5.0	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	STRONG	MODERATE	MODERATE	MODERATE	No	
25	240393	Alameda County Transportation & Parking Demand Management Program	Alameda	Other	4.0	0.0	4.0	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	MINIMAL	No	
26	240394	Alameda County Goods Movement Program	Alameda	Other	1.5	0.0	1.5	Yes	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL	No	
27	240397	Alameda County Transportation Technology and Revenue Enhancement Program	Alameda	Other	0.5	0.0	0.5	Yes	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	No	
28	240726	Alameda County Transportation Project Development	Alameda	Planning	0.0	0.0	0.0	Yes	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	No	
29	240364	Contra Costa County Paratransit Program	Contra Costa	Lifeline	4.5	0.0	4.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	STRONG	MODERATE	MODERATE	MINIMAL	No	
30	240365	Contra Costa County Transportation for Liveable Communities Program	Contra Costa	TLC	4.5	0.0	4.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MINIMAL	MODERATE	MODERATE	MODERATE	MINIMAL	No	
31	240660	Marin County Arterial & Local Street Operational Improvements	Marin	Road Efficiency	0.5	0.0	0.5	Yes	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	No	
32		Transit Operations & Maintenance (Large Operators) <small>[RTPIDs: 94636, 240541, 94525, 94610, 94526, 22481, 94666, 94572]</small>	Multi-County	Transit Operations	8.5	0.0	8.5	Yes	STRONG	MODERATE	STRONG	STRONG	STRONG	MINIMAL	STRONG	STRONG	STRONG	STRONG	Yes	
33		Bicycle & Pedestrian Programs <small>[RTPIDs: 240381, 21225, 240678, 240612, 230527, 240488, 240486, 240533, 230430, 240509, 240651, 98212, 240556]</small>	Multi-County	Bike/Ped	7.0	0.0	7.0	Yes	STRONG	MODERATE	STRONG	STRONG	STRONG	MODERATE	MODERATE	MODERATE	STRONG	MINIMAL	No	
34		Transit Operations & Maintenance (Small Operators) <small>[RTPIDs: 21017, 94558, 94527, 94683, 240723, 240578]</small>	Multi-County	Transit Operations	5.5	0.0	5.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	STRONG	MODERATE	MODERATE	STRONG	Yes	
35		Local Streets & Roads Maintenance <small>[RTPIDs: 240387, 240386, 230693, 230694, 240714, 230695, 240490, 240535, 230697, 240740, 230700, 240600, 240680]</small>	Multi-County	Maintenance	5.0	0.0	5.0	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	STRONG	No	
36	21013	State Toll Bridge Rehabilitation & Retrofit	Multi-County	Maintenance	4.5	0.0	4.5	No	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	STRONG	No	
37	240735	Transit Performance Initiative	Regional	Transit Efficiency	6.5	0.0	6.5	Yes	STRONG	MODERATE	STRONG	MODERATE	MODERATE	MINIMAL	STRONG	STRONG	STRONG	MINIMAL	Yes	
38	240744	One Bay Area Grant Program	Regional	OBAG	5.5	0.0	5.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	No	
39	n/a	Safe Routes to School Program	Regional	Bike/Ped	5.0	0.0	5.0	Yes	MODERATE	MODERATE	MODERATE	STRONG	STRONG	MINIMAL	MODERATE	MODERATE	MODERATE	MINIMAL	No	
40	n/a	State Highway Maintenance	Regional	Maintenance	5.0	0.0	5.0	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	STRONG	No	
41	n/a	Local Bridge Maintenance	Regional	Safety	3.5	0.0	3.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	MINIMAL	MODERATE	MODERATE	MODERATE	MINIMAL	No	
42	n/a	Clipper Program	Regional	Other	3.0	0.0	3.0	Yes	MODERATE	MODERATE	MODERATE	MINIMAL	MINIMAL	MINIMAL	MODERATE	MODERATE	MODERATE	MINIMAL	No	
43	n/a	Highway Safety Improvement Program	Regional	Safety	2.0	0.0	2.0	Yes	MINIMAL	MODERATE	MINIMAL	STRONG	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	No	
44	240749	Section 130 State Rail Program	Regional	Safety	2.0	0.0	2.0	Yes	MINIMAL	MODERATE	MINIMAL	STRONG	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	No	
45	n/a	Highway-Rail Grade Crossing Improvement Program	Regional	Safety	1.5	0.0	1.5	Yes	MINIMAL	MODERATE	MINIMAL	STRONG	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	No	
46	240731	Priority Conservation Area Program	Regional	Other	1.0	0.0	1.0	No	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL	MINIMAL	MINIMAL	No	
47	22425	Regional & Countywide Planning Funds	Regional	Planning	0.0	0.0	0.0	Yes	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	No	
48	240493	San Francisco Local Street Safety Program	San Francisco	Safety	4.0	0.0	4.0	Yes	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	MINIMAL	MODERATE	MINIMAL	MODERATE	MINIMAL	No	
49	98593	SFGo Integrated Transportation Management System	San Francisco	Road Efficiency	3.5	0.0	3.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	MINIMAL	MINIMAL	STRONG	MODERATE	MINIMAL	Yes	
50	240543	San Francisco Local Intersection Improvements	San Francisco	Road Efficiency	2.0	0.0	2.0	Yes	MINIMAL	MODERATE	MINIMAL	STRONG	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	No	
51	240471	San Francisco Transit Enhancement Program	San Francisco	Transit Efficiency	1.0	0.0	1.0	Yes	MINIMAL	MODERATE	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	No	
52	240086	San Mateo County Transportation for Liveable Communities Program	San Mateo	TLC	4.0	0.0	4.0	Yes	MODERATE	MINIMAL	MODERATE	MODERATE	STRONG	MINIMAL	MODERATE	MODERATE	MODERATE	MINIMAL	No	
53	21624	San Mateo County TOD Incentive Program	San Mateo	Other	3.0	0.0	3.0	Yes	MODERATE	MINIMAL	MODERATE	MINIMAL	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	MINIMAL	No	
54	240508	VTA Community Design & Transportation Program	Santa Clara	TLC	4.5	0.0	4.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MINIMAL	MODERATE	MODERATE	MODERATE	MINIMAL	No	
55	230558	Solano County Lifeline Transit Program	Solano	Lifeline	4.0	0.0	4.0	Yes	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	MINIMAL	STRONG	MODERATE	MODERATE	MINIMAL	No	

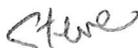
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MINIMAL	MODERATE ADVERSE
STRONG	STRONG



May 2, 2013

Mr. Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Subject: San Tomas Expressway widening from 6 to 8 lanes between El Camino Real and Williams Road


Dear Mr. Heminger:

As requested, the Santa Clara Valley Transportation Authority (VTA) is submitting a letter for the San Tomas Expressway widening project. The County of Santa Clara's original submittal listed the project to widen San Tomas Expressway from 6 to 8 lanes between El Camino Real and Williams Road as a single project in the amount of \$55.9M (RTP ID #22186). The County would like to change the project description and funding assumptions as it will be pursuing the project in two phases:

- Phase I from El Camino Real to Homestead Road is fully funded with committed Traffic Impact Fees (TIFs). The cost is \$10M. Phase I is already in design, with construction to start in 2014 and end in 2015.
- Phase II from Homestead to Williams will require the remaining \$45.9M. The County expects to fund this phase from future developer contribution. In the VTP 2040, this fund source is identified as "TIF and other Local Contribution". Phase II will begin when enough funding has been accumulated – likely in 10 years with preliminary engineering to start in 2025 and end in 2026. Construction would likely start in 2027 and end in 2028.

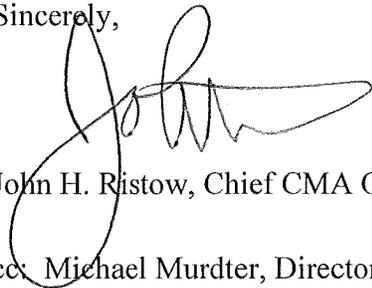
The San Tomas Expressway serves areas with highly anticipated growth. The County will work with surrounding Cities to pursue developer contribution to complete Phase II of the project. In the past, the County of Santa Clara has been very successful in working with Cities to condition development projects to provide a financial contribution to Expressway improvements. It would therefore be reasonable to assume that the County will secure the remaining funding for Phase II in the long range planning horizon. This change is not based on reallocating funds from other projects that are included in the Financially Constrained Project List.

Mr. S. Heminger
May 2, 2013
Page 2

This project is included in the Financially Constrained Project List that was approved by the VTA Board in January 2012 as part of its 2040 Valley Transportation Plan for inclusion in the Plan Bay Area (RTP). It is our understanding that a fully funded project where the project sponsor has identified 100% local funding sources to support this project will not be subject to the performance assessment and should be included in the Plan Bay Area.

Please contact me at 408-321-5713 with any questions on this project that is being considered to be part of the RTP.

Sincerely,

A handwritten signature in black ink, appearing to read "John H. Ristow". The signature is fluid and cursive, with a large initial "J" and a long horizontal stroke extending to the right.

John H. Ristow, Chief CMA Officer

cc: Michael Murdter, Director, Santa Clara County Roads & Airports Department



METROPOLITAN
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COMMISSION

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Memorandum

TO: Planning Committee

DATE: May 3, 2013

FR: Executive Director

W.I.:

RE: Approval of Final Transportation 2035 and 2011 TIP Conformity Redetermination Analysis

In December, the Commission released the Draft Transportation 2035 and 2011 Transportation Improvement Program (TIP) Conformity Redetermination Analysis for a 30-day public review and comment period. The public comment period ended on January 14, 2013; no comments were received. This Committee approved the redetermination in February, but the item did not include a Resolution. FHWA has since requested an official Resolution to accompany the Final Transportation 2035 Conformity Redetermination. Staff is requesting the Committee approve and refer to the Commission Resolution 4105, the Final Transportation 2035 and 2011 TIP Conformity Redetermination, for approval at its May 22, 2013 meeting.

Background

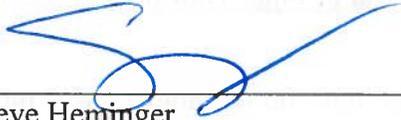
On June 20, 2007, the US Environmental Protection Agency (EPA) strengthened the national ambient air quality standards for ground-level ozone. Following a lengthy litigation process, these updated standards, established as the 2008 ozone national ambient air quality standards (2008 ozone NAAQS), became effective July 20, 2012. Areas that do not meet the 2008 ozone NAAQS, including the Bay Area, are designated as nonattainment areas and must complete transportation conformity within one year of the effective date, or by **July 20, 2013**.

The nine-county San Francisco Bay Area region is designated by EPA as being in nonattainment for the 2008 ozone NAAQS and must show compliance with these new requirements by the July 20, 2013 deadline. Compliance would typically be completed through the transportation conformity process, which conforms the most recent Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) to the State Implementation Plan (SIP). The current schedule for Plan Bay Area, the region's next RTP, calls for adoption in June 2013.

The transportation conformity rule designated by EPA allows for the reliance on the previous regional emissions analysis for conformity redeterminations. To ensure that MTC will be in compliance with the 2008 ozone NAAQS by July 20, 2013, and to ensure that any delays to the RTP schedule do not put the region at risk of a lapse in conformity, MTC has prepared a conformity redetermination using the latest conformity analysis for the Transportation 2035 Plan and 2011 Transportation Improvement Program. A full new conformity analysis of Plan Bay Area and the 2013 TIP will be brought to the Commission concurrent with the adoption of Plan Bay Area and the 2013 TIP this summer.

Attached for your information is the Final Transportation 2035 and 2011 TIP Conformity Redetermination Analysis. No changes were made to the Draft approved by this Committee in December for release for the public review and comment period. In addition, staff has reviewed the analysis with the Air Quality Conformity Task Force in December and January, and no additional comments were received.

Staff requests the Committee approve and refer the Resolution 4105, Final Transportation 2035 Conformity and 2011 TIP Redetermination Analysis, to the Commission for approval at its May 22, 2013 meeting.



Steve Heminger

SH:cc
Attachment

J:\COMMITTEE\Planning Committee\2013\May\4c_Conformity_Memo.doc

Date: May 22, 2013
W.I.: 1412
Referred by: Planning Committee

ABSTRACT

Resolution No. 4105

This resolution approves the Transportation Air Quality Conformity Redetermination Analysis for the Transportation 2035 Plan and 2011 Transportation Improvement Program.

Further information is contained in the Executive Director's memorandum dated May 3, 2013.

Date: May 22, 2013
W.I.: 1412
Referred by: Planning Committee

RE: Approval of the Transportation Air Quality Conformity Redetermination Analysis for the Transportation 2035 Plan and 2011 Transportation Improvement Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4105

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to California Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region (the region); and

WHEREAS, the current Regional Transportation Plan (RTP) is the Transportation 2035 Plan, adopted by the Commission on April 22, 2009 (MTC Resolution No. 3893); and

WHEREAS, the 2011 Transportation Improvement Program (TIP) was adopted by the Commission on October 27, 2010 (MTC Resolution 3975); and

WHEREAS, the RTP and the TIP must conform to the State Implementation Plan (SIP), the federal air quality plan for the Bay Area; and

WHEREAS, the Transportation 2035 Plan and 2011 Transportation Improvement Program in accordance with the Bay Area Air Quality Conformity Protocol (MTC Resolution No. 3757) was adopted by the Commission on October 27, 2010 (MTC Resolution 3976); and

WHEREAS, the Transportation Air Quality Conformity Redetermination Analysis for the Transportation 2035 Plan and 2011 Transportation Improvement Program updates the Transportation Air Quality Conformity Analysis of the Transportation 2035 Plan and 2011 Transportation Improvement Program to comply with the 2008 ozone national ambient air quality standards; and

WHEREAS, said conformity redetermination analysis is referenced in Attachment A of this resolution, and is incorporated herein as though set forth at length; and

Item 4.C.

WHEREAS, the conformity redetermination analysis has been circulated for the required 30-day public comment review period per MTC Resolution No. 3757; now, therefore be it

RESOLVED, that MTC adopts the Transportation Air Quality Conformity Redetermination Analysis for the Transportation 2035 Plan and 2011 Transportation Improvement Program, as set forth in Attachment A; and be it further

RESOLVED, that Executive Director shall forward a copy of this Resolution to the U.S. Department of Transportation (*Federal Highway Administration*) for its approval of MTC's conformity findings.

METROPOLITAN TRANSPORTATION COMMISSION

Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on May 22, 2013.

Date: May 22, 2013
W.I.: 1412
Referred by: Planning Committee

Attachment A
Resolution No. 4105
Page 1 of 1

**Transportation Air Quality Conformity Redetermination Analysis for the
Transportation 2035 Plan and 2011 Transportation Improvement Program**

A copy of the Conformity Redetermination is on file at the MTC/ABAG Library located in the Joseph P. Bort MetroCenter, 101 Eighth Street, Oakland, California 94607.

**TRANSPORTATION-AIR QUALITY CONFORMITY ANALYSIS
FOR THE
TRANSPORTATION 2035 PLAN &
2011 TRANSPORTATION IMPROVEMENT PROGRAM**

**Draft: August 6, 2010
Final: October 27, 2010
Draft Redetermination: December 14, 2012
Final Redetermination: May 22, 2013**



**METROPOLITAN
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- B: List of Projects in the 2011 Transportation Improvement Program
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I. INTRODUCTION

The Metropolitan Transportation Commission (MTC) prepares a transportation air quality conformity analysis when MTC amends or updates its long-range regional transportation plan (RTP), or adds or deletes regionally significant, non-exempt projects into the Transportation Improvement Program (TIP).

The purpose of this conformity analysis is to conform the Transportation 2035 Plan and 2011 Transportation Improvement Program 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 national 8-hour ozone standard, national carbon monoxide standard, and for the first-time, the national 24-hour fine particulate matter (PM_{2.5}) standard.

This report explains the basis for the conformity analysis and provides the results used by MTC to make a positive conformity finding on the Transportation 2035 Plan and 2011 TIP.

Purpose of Conformity Analysis

The Federal Clean Air Act, as amended in 1990 (CAAA) outlines requirements for ensuring that federal transportation plans, programs and projects are consistent with (“conform to”) the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standards. A conformity finding demonstrates that the total emissions projected for a RTP or TIP are within the emissions limits (“budgets”) established by the SIP, and that transportation control measures (TCMs) are implemented in a timely fashion.

Conformity requirements apply in all nonattainment and maintenance areas for transportation-related criteria pollutants and precursor. For the Bay Area, the criteria pollutants to be addressed are ground-level ozone, carbon monoxide, and PM_{2.5}; and the precursor pollutants to be addressed include volatile organic compounds (VOC) and oxides of nitrogen (NO_x) for ozone and NO_x for PM_{2.5}. EPA’s most recent revisions to its transportation conformity regulations to implement the 1990 Federal Clean Air Act section 175A were published in the Federal Register on March 14, 2012¹.

Metropolitan Planning Organizations such as MTC are required to follow these regulations, and any other procedures and criteria contained in the EPA-approved Conformity SIP (Transportation Air Quality Conformity Protocol) for the Bay Area. In the Bay Area,

¹ The current version of the regulations is available on EPA’s Transportation Conformity website at <http://www.epa.gov/otaq/stateresources/transconf/regs/420b12013.pdf>.

procedures were first adopted in September 1994 to comply with the 1990 CAAA. Four subsequent amendments to the transportation conformity procedures in August 1995, November 1995, August 1997, and July 2006 have been adopted by the three co-lead agencies (MTC, Association of Bay Area Governments (ABAG), and Bay Area Air Quality Management District (BAAQMD)). MTC Resolution 3757 represents the latest San Francisco Bay Area Transportation Air Quality Conformity Protocol adopted by the three agencies in July 2006. Acting on behalf of the three agencies, the BAAQMD submitted this latest Protocol to California Air Resources Board (CARB) as a revision to the Bay Area Conformity SIP. CARB approved this proposed revision to the Bay Area's Conformity SIP in December 2006, and transmitted it to EPA for final action. EPA approved the Bay Area Conformity SIP in December 2007 (40 CFR Part 52).

These regulations and resolutions state in part that, MTC cannot approve any transportation plan, program or project unless these activities conform to the purpose of the federal air quality plan (officially titled the State Implementation Plan, or SIP). "Transportation plan" refers to the RTP. "Program" refers to the TIP, which is a financially realistic set of highway and transit projects to be funded over the next four years. A "transportation project" is any highway or transit improvement, which is included in the RTP and TIP and requires funding or approval from the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). Conformity regulations also affect regionally significant non-federally funded projects which must be included in a conforming transportation plan and program.

Status of Regional Transportation Plan

A Regional Transportation Plan, or RTP, is a long-range plan which includes both long-range and short-range strategies/actions that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand. By federal law, the RTP covers a minimum planning horizon of 20 years and is updated every four years in areas which do not meet federal air quality standards. The RTP is financially constrained to the projected transportation revenues that will be reasonably available to the region over the planning period. Once adopted, the RTP guides the development of the TIP for the region.

The latest conforming RTP is the *Transportation 2035 Plan: Change in Motion*. The Transportation 2035 Plan represents a strategic investment plan to improve asset condition and system performance for Bay Area travelers over the next 25 years and includes a set of highway, transit, local roadway, bicycle, and pedestrian projects identified through regional and local transportation planning processes. As required by federal and state planning regulations, the long-range plan is financially constrained, identifying investments that are funded within the \$218 billion 25-year revenue estimate.

The Commission adopted the Transportation 2035 Plan in April 2009 (MTC Resolution 3893). The FHWA and FTA approved MTC's conformity determination for the Transportation 2035 Plan and 2009 Transportation Improvement Program/Amendment #09-

06 on May 29, 2009. The Transportation 2035 Plan was subsequently amended on May 25, 2010 via an administrative modification. This administrative modification did not trigger a new conformity determination because there are no changes to project scopes for projects previously identified in the plan and no additions of regionally significant, non-exempt projects to the plan.

This conformity analysis serves to re-conform the Transportation 2035 Plan, particularly with regards to its conformance with the national PM_{2.5} standard.

Refer to **Appendix A** for detailed project listing of projects/programs included in the Transportation 2035 Plan. See MTC's Transportation 2035 Plan (April 2009) for full details about the plan².

Status of Transportation Improvement Program

The federally required Transportation Improvement Program, or 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 prepares and adopts 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).

MTC prepared the 2011 TIP, which covers FY 2010-11 through FY 2013-14. The FHWA approved the 2011 TIP on December 14, 2010. The 2011 TIP does not include any new regionally significant projects beyond those included in the Transportation 2035 Plan. This conformity analysis serves to reconfirm the 2011 TIP and Transportation 2035 Plan.

Refer to **Appendix B** for detailed project listing of projects/programs in the 2011 TIP. Note that specific funding sources are identified in the TIP itself. See MTC's 2011 TIP for full details about the TIP.

² See MTC's *Transportation 2035 Plan: Change in Motion* (April 2009) at: http://www.mtc.ca.gov/planning/2035_plan/index.htm

II. BAY AREA AIR POLLUTANT DESIGNATIONS

National 1-Hour Ozone Standard

On November 6, 1991, the U.S. Environmental Protection Agency (EPA) designated the Bay Area as a moderate ozone non-attainment area. Based on “clean” air monitoring data from 1990 to 1993, the co-lead agencies—BAAQMD, MTC, and ABAG—determined that no ozone violations had occurred and requested the California Air Resources Board (ARB) to forward a redesignation request and an ozone maintenance plan to U.S. EPA.

On May 25, 1995, the Bay Area was classified as an ozone maintenance area, having attained the 1-hour national ozone standard for five years (1990-1994). However, on July 10, 1998 the U.S. EPA published a Notice of Final Rulemaking redesignating the Bay Area back to an ozone non-attainment (unclassified) area. This action was due to violations of the 1-hour standard that occurred during the summers of 1995 and 1996, and became final on August 10, 1998.

On October 31, 2003, U.S. EPA proposed a finding of attainment of the national 1-hour ozone standard for the Bay Area. The proposed finding was based on air quality monitoring data from the 2001, 2002, and 2003 ozone seasons. In April 2004, U.S. EPA made a final finding that the Bay Area had attained the national 1-hour ozone standard. Because of this finding, some of the elements of the 2001 Ozone Attainment Plan, submitted to EPA to demonstrate attainment of the 1-hour standard, were suspended. The finding of attainment did not mean the Bay Area had been reclassified as an attainment area for the 1-hour standard. To be reclassified, the region would have had to submit a formal redesignation request to EPA, along with a maintenance plan showing how the region would continue to attain the standard for ten years. However, this redesignation request was no longer necessary upon the establishment of the new national 8-hour ozone standard.

National 8-Hour Ozone Standard

On April 15, 2004, EPA issued the first phase of the final implementation rule designating and classifying areas not meeting the federal 8-hour ozone standard. This phase of the implementation rule explained how EPA was classifying areas not meeting the national air quality standard for 8-hour ozone. It also established a process for transitioning from implementing the 1-hour standard for ozone to implementing the more protective 8-hour ozone standard. The rule also established attainment dates for the 8-hour standard and the timing of emissions reductions needed for attainment. The 8-hour designations and classifications took effect on June 15, 2004; and one year following this effective date, EPA revoked the 1-hour standard.

In July 1997, U.S. EPA revised the ozone standard, setting it to 0.08 parts per million in concentration-based form, specifically the 3-year average of the annual 4th highest daily maximum 8-hour ozone concentrations. In April 2004, EPA issued final designations for

attainment and non-attainment areas. The Bay Area monitoring stations recorded concentrations that exceeded the national 8-hour ozone standard for 2001, 2002 and 2003. In June 2004, EPA formally designated the Bay Area as a non-attainment area for national 8-hour ozone, and classified the region as “marginal” based on five classes of non-attainment areas for ozone, ranging from marginal to extreme. Marginal, non-attainment areas must attain the national 8-hour ozone standard by June 15, 2007.

On July 1, 2004, EPA published a final rule amending the transportation conformity rule to address the new national 8-hour ozone standard. The amended rule stated that Plans and TIPs in nonattainment areas must be found to conform against the new standard by one year after the effective date of designation – by June 15, 2005 for 8-hour ozone areas. Conformity for the 1-hour ozone standard will no longer apply in existing 1-hour ozone nonattainment and maintenance areas once the 1-hour ozone standard is revoked; this occurred on June 15, 2005. Furthermore, prior to 8-hour budgets being established, all areas with adequate or approved 1-hour motor vehicle emission budgets must use them to demonstrate conformity with the 8-hour ozone standard, unless it is determined through interagency consultation that using the interim emissions tests is more appropriate. The conformity finding in this report is based on the approved 1-hour motor vehicle emissions budget.

In March 2008, EPA lowered the national 8-hour ozone standard from 0.80 parts per million to 0.75 parts per million. On March 12, 2009, ARB submitted its recommendations for area designations for the revised national 8-hour ozone standard. These recommendations were based on ozone air quality data collected during 2006 through 2008. The ARB recommended that the Bay Area be designated as nonattainment for the national 8-hour ozone standard. EPA had one year to review the recommendations and were to notify states by November 12, 2009 if they planned to modify the state-recommended areas. EPA were to issue final designations by March 12, 2010 based on more recent monitoring data.

On January 6, 2010, the EPA extended the deadline for designating areas for the March 2008 national ambient air quality standards (NAAQS) for ground-level ozone. This was in light of EPA’s decision to reconsider the ground-level ozone standards set in 2008 because the Clean Air Scientific Advisory Committee, EPA’s panel of science advisors, found the ozone standards not as protective to the health and welfare of the public as recommended. Based on the scientific studies, EPA proposed to set different primary and secondary 8-hour ozone standards to protect public health.

EPA’s final rule designating nonattainment areas for the 2008 ozone NAAQS was published in the Federal Register on May 21, 2012 and is effective July 20, 2012. This rule established initial air quality designations and classifications for the 2008 ozone NAAQS for most areas in the United States, including areas of Indian country.

Concurrent with this designation rule, EPA released an additional final rule that established the approach for classifying nonattainment areas, set attainment deadlines, granted reclassification for selected nonattainment areas in California, and revoked the 1997 ozone standard for transportation conformity purposes. The grace period for showing conformity to

the 2008 O₃ standard was started by the May 21, 2012 (77 FR 30088) publication of designations for this standard. The grace period for completing these conformity analysis ends on July 20, 2013 and MTC will need to continue to include conformity to the 1997 ozone standard until the grace period is finished.

National 8-Hour Carbon Monoxide Standard

In April 1998, the Bay Area was redesignated to a “maintenance area” for the national 8-hour carbon monoxide (CO) standard, having demonstrated attainment of the standards. As a maintenance area, the region must assure continued attainment of the CO standard.

National PM_{2.5} Standard

In 1987, The EPA established a standard for particle pollution equal to or smaller than 10 micrometers in diameter. A decade later, the 1997 revision to the standard set the stage for change, when a separate standard was set for fine particulate matter, which are 2.5 micrometers in diameter and smaller. Citing the link between serious health problems and premature death in people with heart or lung disease, the 1997 revision ultimately distinguished and set forth regulation on particle pollutants known as particulate matter 2.5 (PM_{2.5}) and particulate matter 10 (PM₁₀).

In 2006 the EPA revised the air quality standards for particle pollution. Regulations for PM_{2.5} were tightened for the 24-hour fine particle standard, which lowered the level from 65 micrograms per cubic meter (µg/m³) to 35 µg/ m³. The annual fine particle standard at 15 µg/ m³ remained the same. In that same year, the EPA published a final ruling which established transportation conformity criteria and procedures to determine transportation projects that required analysis for local air quality impacts for PM_{2.5} in non-attainment and maintenance areas. From the 2006 revision, EPA had to complete designations of nonattainment areas by December 2009 for national standard for PM_{2.5}. The newly established criteria and procedures require those area designated as nonattainment areas must undergo a regional conformity analysis for PM_{2.5}. Furthermore, the procedures also mandates areas designated as nonattainment must complete an additional project-level PM_{2.5} hot-spot analysis of localized impacts for transportation projects of air quality concern.

On December 14, 2009, EPA designated the Bay Area as nonattainment for the national 24-hour PM_{2.5} standard based upon violations of the standard over the three-year period from 2007 through 2009. Pursuant to the Clean Air Act, the Bay Area is subject to the following requirements:

- Beginning on December 14, 2010, MTC must demonstrate that the RTP and Transportation Improvement Program TIP conform to the SIP.
- Beginning on December 14, 2010, certain roadway and transit projects that involve significant levels of diesel vehicle traffic must prepare PM_{2.5} hot-spot analyses.

- By December 14, 2012, the BAAQMD, in partnership with MTC and ABAG, must prepare a SIP outlining how the region will attain and maintain the standard by reducing air pollutant emissions contributing to fine particle concentrations.

Approved Motor Vehicle Emissions Budgets and Conformity Tests

The Bay Area has conformity requirements for national ozone, CO, and PM_{2.5} standards. Under the ozone and CO standard, the Bay Area has to meet a motor vehicle emission “budget” test. Because the Bay Area does not have motor vehicle emission budgets for PM_{2.5} that have been determined to be adequate by EPA, it has to meet a motor vehicle emission interim test for the PM_{2.5} standard. To make a positive conformity finding for ozone and CO, MTC must demonstrate that the calculated motor vehicle emissions in the region are lower than the approved budgets. To make a positive “interim” conformity finding for PM_{2.5}, MTC must meet “build not greater than no build” or “build not greater than baseline year” tests based on PM_{2.5} exhaust, tire wear, and brake wear, and NO_x as a PM_{2.5} precursor, emissions.

Motor vehicle emissions budgets for Volatile Organic Compounds (VOC) and Nitrogen Oxides (NO_x), which are ozone precursors, were developed for the 2006 attainment year as part of the 2001 1-hour Ozone Attainment Plan. The VOC and NO_x budgets were found to be adequate by EPA on February 14, 2002 (67 FR 8017) and were subsequently approved by EPA on April 22, 2004 (69 FR 21717). ~~The ozone budgets were approved by the Federal Register on March 27, 2008.~~³ Note that under EPA’s conformity rule for the national 8-hour ozone standard, the existing 1-hour motor vehicle emission budgets are to be used for conformity analyses until they are replaced.

For CO, the applicable motor vehicle emissions budget was developed for the 2004 Revisions to the California State Implementation Plan for Carbon Monoxide (herein referred to as the 2004 Carbon Monoxide Maintenance Plan).

The motor vehicle emission budgets are listed below:

VOC:	164 tons per day (2006 and beyond)
NO _x :	270.3 tons per day (2006 and beyond)
CO:	1,850 tons per day (2003 and 2018 and beyond)

For PM_{2.5}, the Bay Area is required to prepare a SIP by December 2012. Since an approved motor vehicle emissions budget for PM_{2.5} is not yet available for use in a budget test, MTC must complete one of the two interim emissions tests: (1) the build-no-greater-than-no-build test (“build/no build test”) or (2) the no-greater-than-baseline-year emissions test (“baseline year test”). Per the interagency consultation via the Air Quality Conformity Task Force meeting dated January 28, 2010, MTC elects to use the build/no build test. In this test, conformity would be demonstrated if in each analysis year, the transportation emissions

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reflected the RTP or TIP (the “build” scenario) were less than or equal to emissions from the transportation system that would result from current programs (the “baseline scenario” or “no build” scenario).

Analysis Years

The analysis years for the budget and build/no build tests are to be a year within five years from the date the analysis is done, the last year of the RTP, and intermediate years as necessary so that analysis years are not more than 10 years apart. For this conformity analysis, the analysis years are 2015, 2025, and 2035 for the 1997 and 2008 ozone and PM_{2.5} standards. The attainment year for the 1997 ozone standard is 2007, and the attainment year for the 2008 ozone standard is 2015. For CO, the analysis years are 2015, 2018, 2025, and 2035. Travel forecast data for year 2018 were interpolated between 2015 and 2025. MTC has prepared separate travel forecasts for the Bay Area for each of these years. These travel forecasts are then used to calculate motor vehicle emissions.

III. CONFORMITY ANALYSIS & RESULTS

Approach to Conformity Analysis

MTC has used the latest planning assumptions for the purpose of preparing this conformity analysis. Regional on-road motor vehicle emissions for future years are estimated using MTC’s travel demand forecast model (BAYCAST-90), which estimates vehicle activity in the Bay Area, in conjunction with the ARB’s latest model for determining motor vehicle emissions (EMFAC2007, Version 2.3).

The MTC travel demand model requires various inputs – demographic assumptions, pricing assumptions, travel behavior assumptions and highway and transit network assumptions. This conformity analysis uses the latest socio-economic/land use forecast series *Projections 2009* developed and adopted by ABAG in March 2009 and the latest validated version of the MTC travel demand model (BAYCAST-90).

In addition, pricing assumptions include projected parking prices, gasoline and non-gasoline auto operating costs, fuel economy, bridge tolls, transit fares, and express lanes. Travel behavior assumptions include trip peaking factors, vehicle occupancy factors, and estimates of interregional commuters. Highway and transit networks were updated for each analysis year to reflect investments in the proposed Transportation 2035 Plan (see Appendix A) and 2011 TIP (see Appendix B).

Regional VMT and engine starts (which are needed for emission calculations) are forecasted using a combination of output from MTC’s travel demand forecasting model and base year (2000) VMT information provided by the ARB. For conformity purposes, MTC agreed to follow ARB’s protocol for estimating VMT.

Refer to **Appendix C** for detailed travel and air quality modeling assumptions used in this conformity analysis.

Consultation Process

MTC has consulted on the preparation of this conformity analysis and other conformity related issues with the Bay Area's Air Quality Conformity Task Force. The Conformity Task Force is composed of representatives of U.S. EPA, ARB, FHWA, FTA, Caltrans, MTC, BAAQMD, ABAG, the nine county Congestion Management Agencies, and Bay Area transit operators. The Conformity Task Force reviews the assumptions going into the analysis, consults on TCM implementation issues, and reviews the results of the conformity analysis. The task force meetings are open to the public and are regularly attended by interested members of the public. Topics covered in past meetings of the Air Quality Conformity Task Force include the following:

January 2010

- Draft Bay Area Interagency Consultation Procedures for Fine Particulate Matter (PM_{2.5}) Hot-Spot Analyses
- Proposed Approach to Conformity Analysis for the 2011 Transportation Improvement Program, including PM_{2.5} Conformity
- Air Quality Updates

July 2010

- Review of Administrative Draft Conformity Analysis for the Transportation 2035 Plan and 2011 Transportation Improvement Program
- Air Quality Updates

November 2012

- Review of Conformity Analysis for the Transportation 2035 Plan and 2011 Transportation Improvement Program Redetermination

Comparison of Motor Vehicle Emissions To Budgets

As explained earlier, motor vehicle emissions budgets are established in the SIP for VOCs, NO_x and carbon monoxide (CO). To make a positive conformity finding, the regional motor vehicle emissions must be equal to or less than these budgets. The results of the vehicle activity forecasts and motor vehicle emission calculations are shown below for each separate analysis year.

Ozone Motor Vehicle Emission Budgets

For VOC and NO_x, the motor vehicle emission budget also reflects anticipated emission reductions from five Transportation Control Measures (TCMs) incorporated in the 2001 Ozone Attainment Plan (Table 1).

TABLE 1
VOC AND NO_x EMISSIONS BUDGETS FROM 2001 OZONE ATTAINMENT PLAN (TONS/DAY)

VOC	
2006 On Road Motor Vehicle Emissions	168.5
2006 Mobile Source Control Measure Benefits	(4.0)
2006 TCM Benefits	<u>(0.5)</u>
2006 Emissions Budget	164.0
NO_x	
2006 On Road Motor Vehicle Emissions	271.0
2006 TCM Benefits	<u>(0.7)</u>
2006 Emissions Budget	270.3

TABLE 2
VEHICLE ACTIVITY FORECASTS

	2015	2025	2035
VEHICLES IN USE	5,188,500	5,843,400	6,323,000
Daily VMT (1000s)	165,000	183,600	198,200
Engine Starts	34,401,600	38,428,400	41,477,100

Carbon Monoxide Maintenance Plan Budget

The budget for carbon monoxide is derived from the 2004 Carbon Monoxide Maintenance Plan. The emission budget for the Bay Area is 1,850 tons per day. This budget applies to all subsequent analysis years as required by federal conformity regulation, including: any interim year conformity analyses, the 2018 horizon year, and years beyond 2018.

Comparison of Estimated Regional Motor Vehicle Emissions to the Ozone Precursor and CO Budgets

The motor vehicle activity forecasts for the Transportation 2035 Plan and 2011 TIP for the various horizon years are converted to motor vehicle emission estimates by MTC using EMFAC2007.

Table 3A and 3B compares the results of the various analyses with the applicable budgets. The analyses indicate that the motor vehicle emissions are substantially below the budget, due in large part to recent improvements in ARB's latest EMFAC model which reflect the effects of cleaner vehicles in the California fleet and the enhanced Smog Check program now in effect in the Bay Area. With respect to the new Maintenance Plan motor vehicle emission budget for CO, Table 3B shows that calculated motor vehicle emissions will be well below the new budget of 1,850 tons per day in 2018 as well.

The estimated effectiveness of the various Transportation Control Measures, given their current implementation status is shown in Table 4. TCMs A through E are fully implemented. They have achieved the required cumulative total emission reductions of 0.5 tons per day of VOC and 0.7 tons per day of NO_x by 2006.

**TABLE 3A
 EMISSIONS BUDGET COMPARISONS FOR OZONE PRECUSORS
 (TONS/DAY)**

Year	VOC Budget**	On-Road Motor Vehicles VOC	TCMs***	Net Emissions
2015	164.0	69.08	(0.3)	68.78
2025	164.0	46.98	(0.3)	46.68
2035	164.0	35.19	(0.3)	34.89

Year	NO _x Budget	On-Road Motor Vehicles NO _x	TCMs**	Net Emissions
2015	270.3	103.07	(0.5)	102.57
2025	270.3	59.96	(0.5)	59.46
2035	270.3	40.80	(0.5)	40.30

Emissions for summertime

**2001 Ozone Attainment Plan

***The transit services for TCM A Regional Express Bus Program were modeled. The emission benefits from TCM A are therefore included in the On-Road Motor Vehicles VOC and NO_x emission inventories for 2006 and beyond.

**TABLE 3B
 EMISSIONS BUDGET COMPARISONS FOR CARBON MONOXIDE
 (TONS/DAY)***

Year	2004 CO Budget**	Estimated CO
2015	1,850	581.84
2018	1,850	506.63***
2025	1,850	331.15
2035	1,850	252.99

*Emissions for summertime and wintertime

**2004 Revision to the California State Implementation Plan for Carbon Monoxide, Updated Maintenance Plan for 10 Federal Planning Areas

***Estimated CO emissions for 2018 is extrapolated from the 2015 and 2025 analysis years.

**TABLE 4
 EMISSIONS REDUCTIONS FOR TRANSPORTATION CONTROL MEASURES (TCMS) A – E IN
 STATE IMPLEMENTATION PLAN THROUGH DECEMBER 2006 (TONS PER DAY)**

TCM	VOC Emission Reductions through December 2006	NO _x Emission Reductions through December 2006
TCM A Regional Express Bus Program	0.20	0.20
TCM B Bicycle/Pedestrian Program	0.04	0.03
TCM C Transportation for Livable Communities	0.08	0.12
TCM D Expansion of Freeway Service Patrol	0.10	0.25
TCM E Transit Access to Airports	0.09	0.13
Total Reductions	0.5	0.7

Build/No Build Emissions Test for PM_{2.5}

In the Build/No Build test, the motor vehicle emissions from the RTP and TIP (Build scenario) must be less than or equal to emissions from the transportation system based on current programs (No Build scenario) to demonstrate conformity.

The motor vehicle activity forecasts for the Transportation 2035 Plan and 2011 TIP for the No Build and Build scenarios across the various horizon years are shown in Table 5. These forecasts are converted to motor vehicle emission estimates by MTC using EMFAC2007.

Table 6 presents the results of the Build No/Build test for the PM_{2.5} emissions and the NO_x precursor. The analyses indicate that the motor vehicle emissions are lower under the Build scenario when compared to the No Build scenario. This is due in large part to the transportation investments included in the Build scenario (such as transit services, express lanes, freeway operational improvements, roadway improvements, etc.) and its responsiveness to growth in population and associated travel demand over the next 25 years.

**TABLE 5
 VEHICLE ACTIVITY FORECASTS FOR PM_{2.5} BUILD/NO BUILD TEST**

	2015		2025		2035	
	No Build	Build	No Build	Build	No Build	Build
Vehicles In Use	5,322,900	5,188,500	5,856,400	5,843,400	6,363,800	6,323,000
Daily VMT (1000s)	169,200	165,000	184,000	183,600	199,400	198,200
Engine Starts	35,295,600	34,401,600	38,515,800	38,428,400	41,747,800	41,477,100

**TABLE 6
 EMISSIONS COMPARISON FOR THE BUILD/NO BUILD TEST FOR PM_{2.5}***

	2015		2025		2035	
	No Build	Build	No Build	Build	No Build	Build
PM_{2.5}	5.92	5.66	5.87	5.78	6.36	6.14
NO_x	112.63	109.55	60.36	60.16	42.87	42.85

*Emissions for wintertime only

IV. TRANSPORTATION CONTROL MEASURES

History of Transportation Control Measures

Transportation control measures (TCMs) are strategies to reduce vehicle emissions. They include such strategies as improved transit service and transit coordination, ridesharing services and new carpool lanes, signal timing, freeway incident management, increased gas taxes and bridge tolls to encourage use of alternative modes, etc. The original set of TCMs plus the five new TCMs (A-E) have been fully implemented. The TCMs were added over successive revisions to the SIP (see Table 7). For more information on TCMs 1-28, which are completed, see the *Transportation Air Quality Conformity Analysis for the 2001 Regional Transportation Plan and FY 2001 Transportation Improvement Program Amendment 01-32 (February 2002)*. This report can be found in the MTC/ABAG Library.

- Twelve (12) ozone measures were originally listed in the 1982 Bay Area Air Quality Plan.
- In response to a 1990 lawsuit in the federal District Court, sixteen (16) additional TCMs were subsequently adopted by MTC in February 1990 as contingency measures to bring the region back on the “Reasonable Further Progress” (RFP) line. The Federal District order issued on May 11, 1992, found that these contingency TCMs were sufficient to bring the region back on the RFP track anticipated in the SIP. These measures became part of the SIP when U.S. EPA approved the 1994 Ozone Maintenance Plan.
- Two (2) transportation control measures from the 1982 Bay Area Air Quality Plan apply to Carbon Monoxide control strategies, for which the region is in attainment

with the federal standard, and primarily targeted downtown San Jose (which had the most significant CO problem at that time.) MTC also adopted a set of TCM enhancements in November 1991 to eliminate a shortfall in regional carbon monoxide emissions identified in the District Court's April 19, 1991 order. Carbon monoxide standards have been achieved primarily through the use of oxygenated/reformulated fuels in cars and with improvements in the Smog Check program.

- As part of EPA's partial approval/partial disapproval of the 1999 Ozone Attainment Plan, four (4) TCMs were deleted from the ozone plan (but two of these remain in the Carbon Monoxide Maintenance Plan).
- Five (5) new Transportation Control Measures were adopted as part of the new 2001 1-Hour Ozone Attainment Plan and are fully funded in the TIP and 2001 Regional Transportation Plan.

With respect to TCM 2 from the 1982 SIP, there has been a protracted debate, leading to a citizens lawsuit in federal court, about the obligations associated with this TCM. On April 6, 2004 MTC prevailed in the U.S. Court of Appeals for the Ninth Circuit which concluded that TCM 2 does not impose any additional enforceable obligation on MTC to increase ridership on public transit ridership by 15% over 1982-83 levels by November 2006 (*Bayview Hunters Point Community Advocates v. Metropolitan Transportation Com'n*, (2004 WL 728247, 4 Cal. Daily Op. Serv. 2919, 2004 Daily Journal D.A.R. 4209, 9th Cir.(Cal.), Apr 06, 2004)). Thus TCM 2 has been resolved, and there are no further implementation issues to address in this TCM.

TABLE 7
Transportation Control Measures (TCMs) in the State Implementation Plan

<i>TCM</i>	<i>Description</i>
<i>Original TCMs from 1982 Bay Area Air Quality Plan</i>	
TCM 1	Reaffirm Commitment to 28 percent Transit Ridership Increase Between 1978 and 1983
TCM 2	Support Post-1983 Improvements in the Operators' Five-Year Plans and, After Consultation with the Operators, Adopt Ridership Increase Target for the Period 1983 through 1987
TCM 3	Seek to Expand and Improve Public Transit Beyond Committed Levels
TCM 4	High Occupancy Vehicle (HOV) Lanes and Ramp Metering
TCM 5	Support RIDES Efforts
TCM 6*	Continue Efforts to Obtain Funding to Support Long Range Transit Improvements
TCM 7	Preferential Parking
TCM 8	Shared Use Park and Ride Lots
TCM 9	Expand Commute Alternatives Program
TCM 10	Information Program for Local Governments
TCM 11**	Gasoline Conservation Awareness Program (GasCAP)
TCM 12**	Santa Clara County Commuter Transportation Program
<i>Contingency Plan TCMs Adopted by MTC in February 1990 (MTC Resolution 2131)</i>	
TCM 13	Increase Bridge Tolls to \$1.00 on All Bridges
TCM 14	Bay Bridge Surcharge of \$1.00
TCM 15	Increase State Gas Tax by 9 Cents
TCM 16*	Implement MTC Resolution 1876, Revised — New Rail Starts
TCM 17	Continue Post-Earthquake Transit Services
TCM 18	Sacramento-Bay Area Amtrak Service
TCM 19	Upgrade Caltrain Service
TCM 20	Regional HOV System Plan
TCM 21	Regional Transit Coordination
TCM 22	Expand Regional Transit Connection Ticket Distribution
TCM 23	Employer Audits
TCM 24	Expand Signal Timing Program to New Cities
TCM 25	Maintain Existing Signal Timing Programs
TCM 26	Incident Management on Bay Area Freeways
TCM 27	Update MTC Guidance on Development of Local TSM Programs
TCM 28	Local Transportation Systems Management (TSM) Initiatives
<i>New TCMs in 2001 Ozone Attainment Plan</i>	
TCM A	Regional Express Bus Program
TCM B	Bicycle/Pedestrian Program
TCM C	Transportation for Livable Communities
TCM D	Expansion of Freeway Service Patrol
TCM E	Transit Access to Airports

*Deleted by EPA action from ozone plan

**Deleted by EPA action from ozone plan, but retained in Carbon Monoxide Maintenance Plan.

Source: Bay Area Air Quality Management District, Metropolitan Transportation Commission, 2001.

Status of Transportation Control Measures

TCMs A-E were approved into the SIP as part of EPA's Finding of Attainment for the San Francisco Bay Area (April 2004). The conformity analysis must demonstrate that TCMs are being implemented on schedule (40 CFR 93.113). TCMs A-E have specific implementation steps which are used to determine progress in advancing these TCMs (see Table 8). TCMs A-E are now fully implemented.

**TABLE 8
 IMPLEMENTATION STATUS OF FEDERAL TRANSPORTATION CONTROL MEASURES FOR OZONE (TCMS A – E)**

#	TCM	Description	Ozone Attainment Plan Implementation Schedule	Implementation Status
A	Regional Express Bus Program	Program includes purchase of approximately 90 low emission buses to operate new or enhanced express bus services. Buses will meet all applicable ARB standards, and will include particulate traps or filters. MTC will approve \$40 million in funding to various transit operators for bus acquisition. Program assumes transit operators can sustain service for a five year period. Actual emission reductions will be determined based on routes selected by MTC.	FY 2003. Complete once \$40 million in funding pursuant to Government Code Section 14556.40 is approved by the California Transportation Commission and obligated by bus operators	\$40 million for this program was allocated by the CTC in August 2001. The participating transit operators have ordered and received a total of 94 buses. All buses are currently in operations. TCM A is fully implemented.
B	Bicycle / Pedestrian Program	Fund high priority projects in countywide plans consistent with TDA funding availability. MTC would fund only projects that are exempt from CEQA, have no significant environmental impacts, or adequately mitigate any adverse environmental impacts. Actual emission reductions will be determined based on the projects funded.	FY 2004 – 2006. Complete once \$15 million in TDA Article 3 is allocated by MTC.	MTC allocated over \$20 million in TDA Article 3 funds during FY2004, FY2005, and FY2006. TCM B is fully implemented.

*Final Transportation-Air Quality Conformity Analysis Redetermination
Transportation 2035 Plan and 2011 Transportation Improvement Program*

#	TCM	Description	Ozone Attainment Plan Implementation Schedule	Implementation Status
C	Transportation for Livable Communities (TLC)	Program provides planning grants, technical assistance, and capital grants to help cities and nonprofit agencies link transportation projects with community plans. MTC would fund only projects that are exempt from CEQA, have no significant environmental impacts, or adequately mitigate any adverse environmental impacts. Actual emission reductions will be based on the projects funded.	FY 2004 – 2006. Complete once \$27 million in TLC grant funding is approved by MTC	In December 2003, the Commission reaffirmed its commitment of \$27 million annually over 25 years for the TLC program as part of Phase 1 of the Transportation 2030 Plan. MTC and the county Congestion Management Agencies (CMAs) have approved over \$27 million in TLC grant funding by FY 2006. In November 2004, MTC approved \$500,000 for regional TLC Community Design Planning Program, and in December 2004, MTC approved \$18.4 million in TLC funding for the regional TLC Capital program. As of December 2006, CMAs in Alameda, Marin and Sonoma counties approved an additional \$12.4 million in their county-level TLC Capital programs for a regional total of \$31.2 million. TCM C is fully implemented.
D	Additional Freeway Service Patrol	Operation of 55 lane miles of new roving tow truck patrols beyond routes which existed in 2000. TCM commitment would be satisfied by any combination for routes adding 55 miles. Tow trucks used in service are new vehicles meeting all applicable ARB standards.	FY 2001. Complete by maintaining increase in FSP mileage through December 2006	FSP continues to maintain the operation of the 55 lane miles of new roving tow truck coverage. This level of service was maintained through 2006. FSP continues to expand its service areas. TCM D is fully implemented.
E	Transit Access to Airports	Take credit for emission reductions from air passengers who use BART to SFO, as these reductions are not included in the Baseline.	BART – SFO service to start in FY 2003. Complete by maintaining service through December 2006	Service began June 2003. Service adjustments have been made since start of revenue service. The BART to SFO service has been maintained through 2006 and is continued. TCM E is fully implemented.

V. RESPONSE TO PUBLIC COMMENTS

Draft Conformity Analysis Redetermination (2012/2013)

MTC's Planning Committee released the Draft Conformity Analysis Redetermination for a 30-day public review period on December 14, 2012. The public review period closed on January 14, 2013.

MTC received no comments on the Draft Conformity Analysis Redetermination.

Conformity Analysis (2010)

MTC's Programming and Allocations Committee released the Draft Conformity Analysis for a 30-day public review period from August 6, 2010 to September 10, 2010. A public hearing on the 2011 TIP and draft conformity analysis was held on September 8, 2010. The comment period was subsequently extended to September 30, 2010 to allow for more time for public comment on the 2011 TIP; and a second public hearing was held on September 22, 2010.

MTC received the following comments on the draft conformity analysis released on August 6, 2010. MTC staff responses to those comments are as follows:

Commenter: Charlie Cameron (Postcard)

Comment #1:

The fares for 1990 as cited in the fares table used in Appendix C are incorrect. Further, the sources stated in the table were not correct and that the 2007 TIP conformity analysis had different information.

Response #1:

The fare table included in Appendix C includes the Spring 2010 fares expressed in year 2010 dollars as well as year 1990 dollars (which MTC inputs into the travel model) -- prices are expressed in this manner throughout the appendix. Previous versions of Appendix C presented the transit fares in 1990 in year 1990 dollars (as well as 1985 fares in year 1985 dollars, etc); the two numbers would only match if transit fares increased exactly with inflation, which they do not.

Commenter: Hilda Lafebre, Caltrain (Letter dated September 24, 2010)

Comment #1:

The JPB agrees with the Metropolitan Transportation Commission (MTC) conformity findings.

Response #1:

MTC staff appreciates Caltrain staff's review of the conformity analysis and letter of support.

Commenter: David Schonbrunn, TransDef (Letter Dated September 30, 2010)

Comment #1:

What level of transit service was assumed in the air quality conformity analysis? Does it correspond to current levels, to the recent service cut levels, or to some other level? The assumed transit service level must be based on reasonably available funding for operations, which has declined significantly in recent years.

Response #1:

As documented in Appendix C and discussed with the Air Quality Conformity Task Force, MTC staff notes that the economic downturn that began in earnest in 2008 has had a significant impact on the Bay Area's transit providers. So for the 2015 analysis year, the transit network reflected in the MTC travel model is the transit service in place as of Spring 2010 plus added/replaced transit projects in the TIP and RTP. In contrast, for the 2025 and 2035 analysis years, the transit network in the model is that of transit service in place as of 2006 and added/replaced transit projects in the TIP and RTP. Because more service was in place in 2006 than in 2010, MTC is assuming the current reduction in transit service is temporary and that service will increase as the economy recovers. The transit fares for the 2015 analysis year are the transit fares in place as of Spring 2010 while the transit fares for the 2025 and 2035 analysis years are the transit fares in place as of Spring 2008.

VI. CONFORMITY FINDINGS

Based on the analysis, the following conformity findings are made:

- This conformity assessment was conducted consistent with U.S. EPA's transportation conformity regulations and with the Bay Area Air Quality Conformity Protocol adopted by MTC as Resolution No. 3757.
- The Transportation 2035 Plan and 2011 Transportation Improvement Program provide for implementation of TCMs pursuant to the following federal regulation:
 - (1) *An examination of the specific steps and funding source(s) needed to fully implement each TCM indicates that TCMs which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws are on or ahead of the schedule established in the applicable implementation plan, or, if such TCMs are behind the schedule established in the applicable implementation plan, the MPO and DOT have determined that past obstacles to implementation of the TCMs have been identified and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are given maximum priority to approval or funding to TCMs over other projects within their control, including projects in locations outside the non-attainment or maintenance area.*
 - (2) *If TCMs in the applicable implementation plan have previously been programmed for Federal funding but the funds have not been obligated and the TCMs are behind the schedule in the implementation plan, then the TIP cannot be found to conform if the funds intended for those TCMs are reallocated to projects in the TIP other than TCMs, or if there are no other TCMs in the TIP, if the funds are reallocated to projects in the TIP other than projects which are eligible for Federal funding intended for air quality improvements projects, e.g., the Congestion Mitigation and Air Quality Improvement Program.*
 - (3) *Nothing in the TIP may interfere with the implementation of any TCM in the applicable implementation plan. (40 CFR Part 93.113(c)).*
- For carbon monoxide, motor vehicle emissions in the Transportation 2035 Plan and 2011 Transportation Improvement Program are lower than the transportation conformity budget in the SIP.
- For the two ground-level ozone precursors (VOC and NO_x), motor vehicle emissions in the Transportation 2035 Plan and 2011 Transportation Improvement Program are lower than the applicable motor vehicle emission budgets for the 1997 and the 2008 national 8-hour ozone standards.

- For $PM_{2.5}$ and NO_x , the Build/No Build test shows that the motor vehicle emissions are lower under the Build scenario when compared to the No Build scenario.



TO: MTC Planning Committee, ABAG Administrative Committee DATE: May 2, 2013

FR: Executive Director, MTC
Executive Director, ABAG

RE: Draft Plan Bay Area and Draft Environmental Impact Report – Requests for Extension

MTC and ABAG released the Draft Plan Bay Area on March 22, 2013, followed by the Draft Environmental Impact Report (DEIR) on April 2, 2013. Both documents are out for public review and comment until May 16, 2013. MTC and ABAG have received written and oral comments requesting an extension of the comment periods for both documents. Several groups have specifically requested that the comment period be extended until May 31, 2013.

The formal comment periods meet or exceed all statutory requirements in terms of the length of the formal comment period and the multiple ways that interested parties may submit comments. The comment periods are also consistent with those of other California metropolitan regions subject to SB 375. Further, we note that this formal comment period follows an extensive public participation process that began in 2010 to gather input on the Bay Area's Sustainable Communities Strategy and Regional Transportation Plan.

Based upon input gathered at public meetings related to the draft Plan and DEIR, there is interest in MTC and ABAG considering changes to the Draft Plan prior to its adoption in July 2013. Discussions about these potential changes cannot commence until the formal comment period closes and staff has adequate time to summarize comments and identify key issues for MTC and ABAG policymakers. Extending the timeline would make it impossible to do so and meet the July 18, 2013 deadline for adopting the final Plan and EIR. The schedule to develop Plan Bay Area has been extended several times over the past three years in response to input from stakeholders and local jurisdictions. There is no additional time left in the schedule for further extension considering the statutory deadlines related to the Regional Housing Needs Allocation (RHNA) process, Federal Air Quality conformity requirements, and the Transportation Improvement Plan (TIP) that are directly tied to the schedule for the adoption of Plan Bay Area and the EIR.

Regional Housing Needs Allocation (RHNA)

February 18, 2013 was the deadline established by the Association of Bay Area Governments (ABAG) for jurisdictions to file appeals of their draft Regional Housing Need Allocations. Per RHNA statutory requirements, ABAG must conclude the appeal process and issue the final Regional Housing Needs Allocations to local jurisdictions by June 3, 2013 (105 days after

February 18). ABAG must adopt the final Regional Housing Need Allocation no later than 45 days after issuance, or July 18, 2013. Finally, Plan Bay Area must be adopted prior to RHNA, so ABAG can make a finding that the final, adopted RHNA is consistent with the final, adopted Sustainable Communities Strategy.

Air Quality Conformity Lapse and the TIP

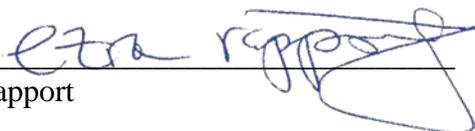
Under federal regulations, the Air Quality conformity for the Regional Transportation Plan (RTP) and related short-term Transportation Improvement Plan (TIP) is valid for 4 years. MTC's Air Quality conformity for the current RTP, approved on June 3, 2009, will lapse on June 3, 2013, and will enter a one-year grace period. During this grace period, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) can continue to authorize projects and approve environmental documents for projects already in the 2011 TIP. However, no amendments to the TIP may be approved (for either exempt or non-exempt projects) after June 3, 2013 until the Air Quality conformity for the 2013 TIP is approved. We expect the Air Quality conformity to be approved by FHWA within two months following approval of Plan Bay Area. Thus, our current schedule will involve a “freeze” on TIP amendments for new projects of about four months. Any additional delay in approving the Plan would only compound that problem.

Recommendation

Based upon the current schedule, MTC and ABAG will adopt the Final Plan and EIR in July 2013. Staff will provide an overview of comments received during the Draft Plan and DEIR comment periods, including suggested changes to the Draft Plan at a Joint Meeting of the MTC Planning Committee and ABAG Administrative Committee on June 14, 2013. To allow for a robust discussion of important issues that have been identified in the comment period and ensure compliance with the state and federal statutory requirements described above, staff recommends that the MTC Planning Committee and ABAG Administrative Committee maintain the established comment period deadline of May 16, 2013 for the Draft Plan and DEIR and reject all requests for extension.



Steve Heminger



Ezra Rapport