

**Air Quality Conformity Task Force
Summary Meeting Notes
June 27, 2013**

Participants:

Dick Fahey – Caltrans

Stew Sonnenberg - FHWA

Mike Brady – Caltrans

Andrea Gordon – BAAQMD

Ted Matley – FTA

Amir Fanai – BAAQMD

Jason Crow – CARB

Ginger Vagenas – EPA

Stefanie Hom – MTC

Ross McKeown – MTC

Carolyn Clevenger – MTC

Harold Brazil – MTC

1. Welcome and Self Introductions: Carolyn Clevenger (MTC) called the meeting to order at 9:35 am.

2. PM_{2.5} Interagency Consultations

**a. Confirm Projects Are Exempt from PM_{2.5} Conformity
2a_Exempt List 061213.pdf**

Mike Brady (Caltrans) noted that Project SM-110066, the Evergreen Dr/Mission Rd Traffic Signal project had the incorrect exemption code assigned. This project was listed as exempt under 40 CFR 93.126, but Mike Brady (Caltrans) stated that this project is a signalization/channelization project and the exempt code should be 40 CFR 93.127 (Ginger Vagenas (EPA) concurred).

Dick Fahey (Caltrans) asked since this project is a Highway Safety Improvement Program (HSIP) project, does the project need a hotspot analysis. Mike Brandy (Caltrans) responded by stating HSIP projects do not override the 40 CFR 93.127 exemption status. Stefanie Hom (MTC) noted that MTC will change the exemption code on this project and the project sponsor will continue the consultation process with the task force.

There were no other comments on this exempt list.

Final determination: FHWA, EPA and FTA determined that the projects on the exempt list, **without Project SM-110066**, are exempt from PM_{2.5} project level analysis.

3. Transportation Air Quality Conformity Analysis for Plan Bay Area/2013 TIP

a. Proposed Final, including Comments Received

Carolyn Clevenger (MTC) stated that the final Transportation Air Quality Conformity Analysis for Plan Bay Area/2013 TIP will go to the July 12, 2013 Joint MTC Planning/ABAG Administrative Committee meeting for approval. The document will then be forwarded to MTC's full commission for approval.

Carolyn Clevenger (MTC) went on to mention that the conformity analysis results were slightly revised due to minor adjustments in the ABAG land use projections and application of the final version of EMFAC2011 (which was not used in the draft version of the conformity analysis). Carolyn Clevenger also stated that all the emission numbers went down as a result of using the final version of EMFAC2011 and these changes do not affect our conformity findings.

Harold Brazil (MTC) said in July 2012, ARB staff identified a typographical error in the EMFAC2011-LDV module code that incorrectly assigned trips in gasoline powered school buses, urban transit buses, other buses, motorcycles, and motorhomes in Santa Clara County. These trips were overestimated as a result, which led to an overestimate of ROG emissions (and other pollutants) in the Bay Area and for the statewide total. The EMFAC2011-LDV module was corrected, re-released and MTC re-ran the model for the final version of the conformity analysis.

Stew Sonnenberg (FHWA) asked why the EMFAC2011 changes only affected Santa Clara County and why wouldn't the changes affect the whole region? Harold Brazil (MTC) responded by saying ARB codes the base year/default data in EMFAC in each county of the state individually and therefore the changes are isolated in Santa Clara County and no changes occur in the other counties in the region.

Amir Fanai (BAAQMD) asked if the EMFAC2011 changes affected any of the conformity emission budgets. Harold Brazil (MTC) answered by stating that the ozone precursor conformity emission budgets were established by the 2001 Ozone Attainment Plan, State Implementation Plan (SIP) and these budget stay constant. Harold Brazil (MTC) went on to say that for PM_{2.5} conformity, the interim no-greater-than-baseline year emissions test was used and the PM_{2.5} and NO_x 2008 baseline year emission inventories were slightly lower, but did not change the conformity determination outcome.

Andrea Gordon (BAAQMD) asked why there was a change in the "Vehicles in Use" numbers in the conformity analysis. Carolyn Clevenger (MTC) responded by saying ABAG had made changes in their regional person population distribution database and this caused slight increases in the modeled "Vehicles in Use" numbers.

Carolyn Clevenger (MTC) repeated that the conformity analysis staff memo and resolution will go to the Joint MTC Planning/ABAG Administrative Committee meeting for approval on July 12th, 2013 and only MTC will act on the item. Carolyn Clevenger (MTC) also stated on July 18th, 2013 there will be a special full commission meeting (held jointly with ABAG's Executive Board) where only MTC will take action on this item.

4. Consent Calendar

a. May 23, 2013 Air Quality Conformity Task Force Meeting Summary

Dick Fahey (Caltrans) requested closure on the US-101 Willow Ave Project (TIP ID# SM 010047) by asking Ted Matley (FTA) for his concurrence that this project was not of air quality concern. Ted Matley (FTA) concurred that this project was not of air quality of concern,

Final Determination: With FTA concurrence that the US-101 Willow Ave Project was not of air quality concern, FHWA, EPA and FTA concurred that the consent calendar is approved.