METROPOLITAN
TRANSPORTATION
COMMISSION

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

Meeting Agenda
Air Quality Conformity Task Force

Thursday, April 23, 2026	9:30 AM	Remote - Zoom

Join Zoom Meeting @ Zoom
Meeting ID: 818 4063 2584
Passcode: 600327

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

1. **Welcome and Introductions**

2. **$PM_{2.5}$ Project Conformity Interagency Consultations**
   a. Consultation to Determine Project of Air Quality Concern Status
      i. Staff Memo ..... Page 2
      ii. Jepson Parkway Phase 2B and 2C Project ..... Page 3
      iii. SOL 113 Roadway Rehabilitation 3R Project ..... Page 10

   b. Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern
      i. Staff Memo ..... Page 44
      ii. Project List ..... Page 45

3. **Regional Air Quality Conformity Assumptions and Methodology**
   a. Review of the Regional Conformity Assumptions and Methodology for the 2027 TIP Conformity Analysis
      i. Staff Memo ..... Page 46

4. **Consent Calendar**
   a. March 26, 2026, Air Quality Conformity Task Force Meeting Summary ..... Page 81

5. **Next Meeting**
   The next meeting of the Air Quality Conformity Task Force will be held on Thursday, May 28, 2026, at 9:30 a.m. via Zoom. Any changes to the schedule will be duly noticed.

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Memorandum

TO: Air Quality Conformity Task Force DATE: April 23, 2026

FR: Lyric Greif

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

Two project sponsors are seeking interagency consultation with the Air Quality Conformity Task Force at today's meeting to determine their Project of Air Quality Concern (POAQC) status.

1. Jepson Parkway Phase 2B and 2C Project
2. SOL 113 Roadway Rehabilitation 3R Project

Application of Criteria for a Project of Air Quality Concern
Project Title: Jepson Parkway Phase 2B and 2C Project
Project Summary for Air Quality Conformity Task Force Meeting: April 23, 2026

Description

- Project will realign and raise Vanden Road to the west of the approved project alignment under the 2011 Final Environmental Impact Statement (EIS), in the City of Fairfield, Solano County.
- Project will include construction of two southbound and two northbound travel lanes separated by a landscaped median along Vanden Road, as well as associated landscaping, roadway, and utility improvements
- Project will provide an integrated and continuous route for local north-south trips between Vacaville, Fairfield, Suisun City, and unincorporated areas of central Solano County as an alternative to using Interstate 80.
- Enhance multimodal transportation options for local trips by providing a safe, convenient bicycle and pedestrian path and a continuous north-south route for transit use in the area

Background

- A Final EIS was circulated in May 2011, which evaluated four build alternatives and a no build alternative. Build Alternative B was selected as the Preferred Alternative.
- Since issuance of the Record of Decision (ROD) in 2011, several segments of the Jepson Parkway corridor have been advanced to construction and completed.
- In 2015, Caltrans approved a NEPA revalidation to address design modifications to the approved project.
- The 2015 NEPA revalidation did not address the City's design changes to Phase 2B resulting from approval of the Fairfield Train Station Specific Plan (TSSP) adopted by the City in July 2011
- A second NEPA revalidation is currently underway to address design changes to Vanden Road.
- Seeking air quality conformity determination on or before April 23, 2026
- Schedule based on deadline for federal funding to be authorized for the project

Not a Project of Air Quality Concern (40 CFR 93.123(b)(1))

(i) New or expanded highway projects with significant number/increase in diesel vehicles?

- Not a new or expanded highway project
- Realignment along Vanden Road and addition of two travel lanes in both directions (consistent with the preferred alternative in the 2011 EIS) but lanes would be built on a different alignment.
- The expected operational impacts of the Build Alternative on traffic conditions are consistent with the preferred alternative in the 2011 EIS
- Additional travel lanes proposed along Vanden Road would accommodate greater traffic volumes at an improved level of service

(ii) Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?

- Forecast traffic volumes are well below the estimated roadway capacity of 6,400 vehicles per hour for a four-lane roadway.
- Unacceptable traffic operations (LOS D or worse) are not expected to occur
- No project changes to land use that would affect diesel traffic percentage

(iii) New bus and rail terminals and transfer points?—Not Applicable

(iv) Expanded bus and rail terminals and transfer points?—Not Applicable

(v) Affects areas identified in PM_{10} or $PM_{2.5}$ implementation plan as site of violation?

- Project site is not within or directly affecting any sites identified in the applicable SIP as areas of existing or potential $PM_{2.5}$ and PM_{10} violations.
- Therefore, not identified in plan as an area of potential violation

RTIP ID# *(required)*

TIP ID# *(required)* SOL110003

Air Quality Conformity Task Force Consideration Date
4/23/2026

Project Description *(clearly describe project)*
The project is located along Vanden Road within the Jepson Parkway corridor in the City of Fairfield in Solano County, California. The project would realign and raise Vanden Road to the west of the approved project alignment under the 2011 Final EIS. This would accommodate the future realignment of Canon Road, including a proposed overpass over the Union Pacific Railroad (UPRR) tracks, constructed under a separate project. Phases 2B and 2C include construction of two southbound and two northbound travel lanes separated by a landscaped median along Vanden Road, as well as associated landscaping, roadway, and utility improvements.

Type of Project:
Realignment project

County	*Solano County/ 04-SOL-O-STA* **Caltrans Projects – EA#** RPSTPL 6249 (004)

Lead Agency: City of Fairfield

Contact Person	*Phone#*	*Fax#:*	*Email:*
Ryan Panganiban	*(707)428-7017*		*rpanganiban@fairfield.ca.gov*

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

X *Categorical Exclusion (NEPA)*	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	*Other*

Scheduled Date of Federal Action: 4/23/2026

NEPA Delegation – Project Type *(check appropriate box)*

	X **Section 326 – Categorical Exclusion**	**Section 327 – Non-Categorical Exclusion**

Current Programming Dates *(as appropriate)*

	PE/Environmental	ENG	ROW	CON
Start		Complete	Complete	Spring 2026
End				Summer 2029

Project Purpose and Need (Summary): *(please be brief)*
The project is intended to provide an integrated, continuous north–south transportation corridor through central Solano County as a local alternative to Interstate 80, improving connectivity between Vacaville, Fairfield, Suisun City, and surrounding unincorporated areas. It would enhance roadway safety, address existing and future north–south traffic congestion, and accommodate planned regional and local growth consistent with adopted transportation and land use plans. Project will support multimodal travel by improving bicycle, pedestrian, and transit opportunities while helping relieve current and forecasted congestion on Interstate 80.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

The project is primarily surrounded by residential uses and recreational open space that contribute to daily trips along Vanden Road. In addition, the project is located east of Interstate 80. Figure 1-1 shows the project location and regional vicinity and is provided as an attachment to this form (Attachment A).

Brief summary of assumptions and methodology used for conducting analysis

In addition to the existing (2025) conditions, the traffic conditions for the Build Alternative were modeled for 2030 and 2050. The project volumes were calculated for the existing (2025) conditions, and the 2030 and 2050 conditions for the No-Build Alternative and Build Alternative. Construction emissions were calculated using the latest version of the California Emissions Estimator Model (CalEEMod). Operational emissions were calculated using CT-EMFAC2021 for the existing, No Build, and Build Alternative scenarios for the forecast 2030 and 2050 conditions.

Opening Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

The No-Build Alternative assumes the proposed improvements evaluated in this revalidation would not be implemented. Under this alternative, only transportation projects already planned for construction would proceed, including those approved under the 2011 EIS. This would include widening existing Vanden Road to two travel lanes in each direction and providing a separate off-street pedestrian and bicycle facility along the west side of the road. The Vanden Road/Canon Road intersection would be signalized, and the Canon Road at-grade crossing would remain. Table 1-1 provides a summary of the forecasted traffic volumes under the No-Build Alternative. Traffic volumes were forecasted by applying a projected population growth rate to 2025 counts and adding demand model traffic growth to 2025 counts. A more detailed summary of traffic data is provided in Attachment B.

Table 1-1. Projected Traffic Volumes along Vanden Road Under the No-Build Alternative.

Source	Year	AM Peak Hour	PM Peak Hour
2011 EIS (Published Estimated Volumes)	2030	2,310	2,020
Forecasted Volumes	2050	2,220	2,607

Source: Fehr & Peers. 2026. Jepson Parkway Phase 2B and 2C Project - Traffic Forecast Volume Estimates (CPFL 5121 (061) and 2011 EIS.
EIS = Environmental Impact Study

The Build Alternative would consist of the Jepson Parkway Phase 2B and 2C Project. During Phases 2B and 2C, Vanden Road would be realigned to the west and raised to accommodate the future realignment of Canon Road. This would accommodate a separately constructed overpass over the UPRR tracks. Phases 2B and 2C would include construction of two southbound and two northbound travel lanes separated by a landscaped median along Vanden Road, as well as associated landscaping, roadway, and utility improvements. Although the alignment of Vanden Road would be different, roadway capacity under the Build Alternative would be the same as the No-Build Alternative. Refer to Table 1-1 for a summary of projected traffic volumes along Vanden Road under the No-Build Alternative. The projected traffic volumes per roadway segment applied in both the No-Build and the Build Alternative analyses are included in Table 1-2. A more detailed summary of traffic data is provided in Attachment B.

Table 1-2. Traffic Volumes Along Vanden Road per Analysis Segment for No-Build and Build Alternative.

Vanden Road	2025 Counts	2050 Estimates
Weekday AM Peak Hour		
Between Peabody Rd and Transit Center Rd	1,320	2,770
Between Transit Center Rd and One Lake Dr	1,305	2,724
Between One Lake Dr and Lake Vista	987	2,266
Between Lake Vista and Canon Rd	970	2,075
Between Canon Rd and Foxboro Pkwy*	1,092	2,220
Weekday PM Peak Hour		
Between Peabody Rd and Transit Center Rd	1,280	2,589
Between Transit Center Rd and One Lake Dr	1,263	2,582
Between One Lake Dr and Lake Vista	1,020	2,477
Between Lake Vista and Canon Rd	1,028	2,481
Between Canon Rd and Foxboro Pkwy*	1,321	2,607

Source: Fehr & Peers. 2026. Jepson Parkway Phase 2B and 2C Project - Traffic Forecast Volume Estimates (CPFL 5121 (061).
Note: The * marks the location included in the 2011 EIS

RTP Horizon Year / Design Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
As described above, although the alignment of Vanden Road would be different, roadway capacity under the Build Alternative would be the same as the No-Build Alternative. Refer to Table 1-1 and Table 1-2 for a summary of projected traffic volumes along Vanden Road under the No-Build Alternative and Build Alternative for 2030 and 2050 conditions. A more detailed summary of traffic data is provided in Attachment B.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
Not Applicable - Project would realign Vanden Road and would not include major interchange or intersection improvements

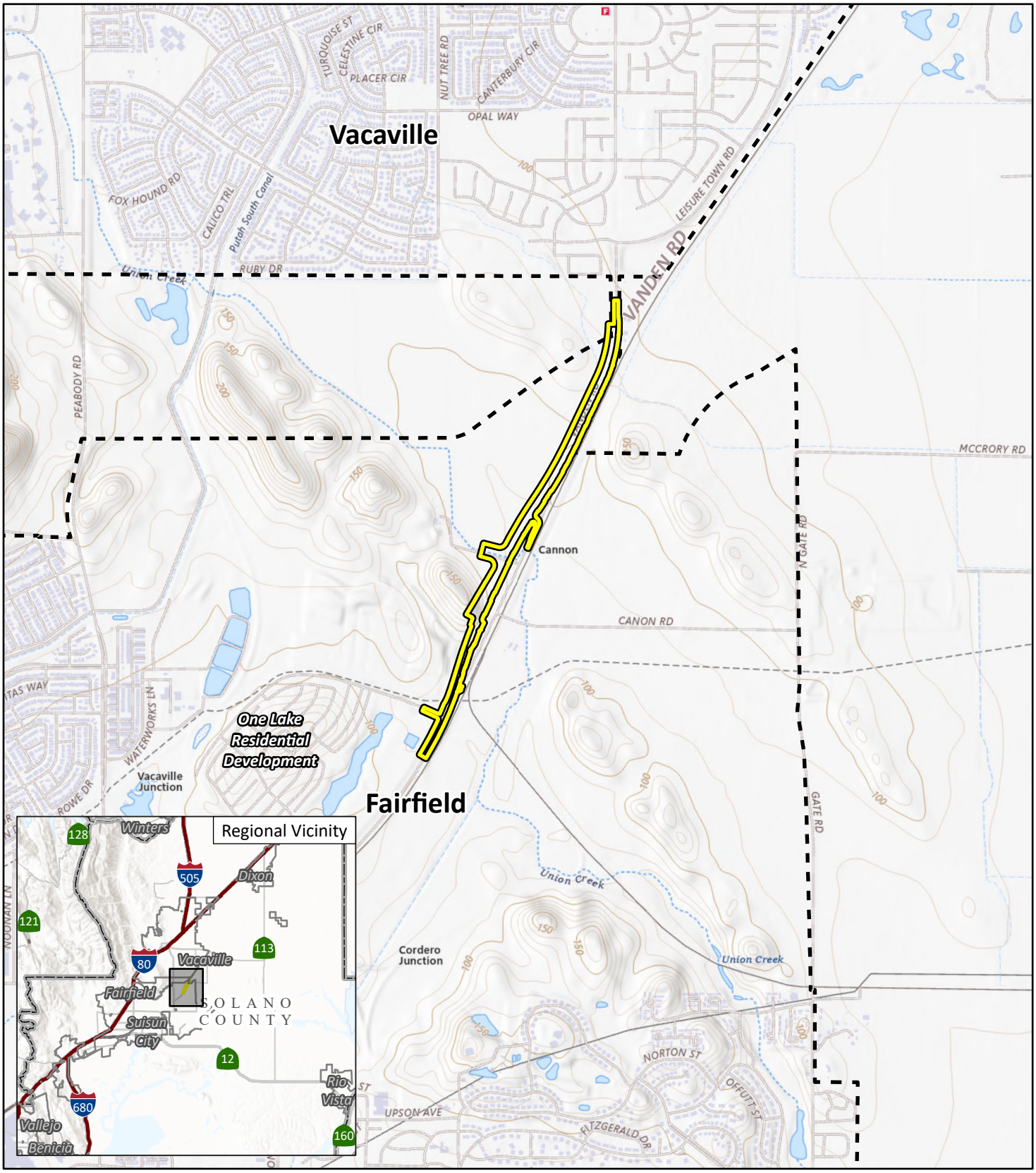
RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
Not Applicable - Project would realign Vanden Road and would not include major interchange or intersection improvements

Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses
Not applicable - The project would not include a bus, rail or intermodal facility/terminal/transfer point

RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses
Not applicable - The project would not include a bus, rail or intermodal facility/terminal/transfer point

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
The project is intended to provide an integrated, continuous north–south transportation corridor as a local alternative to Interstate 80. It would enhance roadway safety, address existing and future north–south traffic congestion, and accommodate planned regional and local growth consistent with adopted transportation and land use plans. Project will support multimodal travel by improving bicycle, pedestrian, and transit opportunities while helping relieve current and forecasted congestion on Interstate 80.

Comments/Explanation/Details (please be brief)



LSA

FIGURE 1-1

SOURCE: USGS The National Map (2025)

Jepson Parkway Phase 2B and 2C Project

Project Location and Regional Vicinity

I:\2025\202525.01\GIS\Pro\Jepson Parkway Phase 2B and 2C Project\Jepson Parkway Phase 2B and 2C Project.aprx (Fig 1 - Project Location and Regional Vicinity)
3/16/2026 12:26 PM

Vanden Road, North of Canon Road Counts & Published Estimates

Source	Forecast Year	AM Peak Hour	PM Peak Hour
December 2025 Collected Counts	2025	1,092	1,327
2011 EIR/EIS (Published Estimated Volumes)	2030	*2,310*	*2,020*

Source: Fehr & Peers. 2026. Jepson Parkway Phase 2B and 2C Project - Traffic Forecast Volume Estimates (CPFL 5121 (061). March.

2050 Forecast Estimates

		AM				PM			
Forecast Methodology	Forecast Year	Forecast Volume	Difference (2050 Estimate - 2011 EIR/EIS 2030 Forecast)	% of 2011 EIR/EIS 2030 Forecast	Annual Growth Rate (2025 Count to 2050 Forecast)	ecast Vol	Difference (2050 Estimate - 2011 EIR/EIS 2030 Forecast)	% of 2011 EIR/EIS 2030 Forecast	Annual Growth Rate (2025 Count to 2050 Forecast)
Applying 2011 EIR/EIS Growth Rate (3%) to 2025 Counts									
2011 EIR/EIS Growth Rate	2050	1,932	-378	-16%	3%	2,286	266	13%	3%
Adding Demand Model Absolute Growth (Difference Method) to 2025 Counts									
City of Fairfield Model	2050	1,517	-793	-34%	2%	2,127	107	5%	2%
MTC Model	2050	2,672	362	16%	6%	2,967	947	47%	5%
SNABM	2050	2,759	449	19%	6%	3,076	1,056	52%	5%
Summary Range									
Average	2050	2,220	-90	-4%	4%	2,614	594	29%	4%
Low	2050	1,517	-793	-34%	2%	2,127	107	5%	2%
High	2050	2,759	449	19%	6%	3,076	1,056	52%	5%

Source: Fehr & Peers. 2026. Jepson Parkway Phase 2B and 2C Project - Traffic Forecast Volume Estimates (CPFL 5121 (061). March.

Vanden Road	Eastbound Truck %	Westbound Truck %	Average %
Weekday AM Peak Hour			
Between Peabody Rd and Transit Center Rd	4%	2%	3.00
Between Transit Center Rd and One Lake Dr	4%	2%	3.00
Between One Lake Dr and Lake Vista	5%	3%	4.00
Between Lake Vista and Canon Rd	5%	3%	4.00
Between Canon Rd and Foxboro Pkwy*	2%	2%	2.00
Weekday PM Peak Hour			
Between Peabody Rd and Transit Center Rd	1%	4%	2.50
Between Transit Center Rd and One Lake Dr	1%	1%	1.00
Between One Lake Dr and Lake Vista	1%	1%	1.00
Between Lake Vista and Canon Rd	1%	4%	2.50
Between Canon Rd and Foxboro Pkwy*	1%	3%	2.00

Source: Fehr & Peers. 2026. Jepson Parkway Phase 2B and 2C Project - Traffic Forecast Volume Estimates (CPFL 5121 (061). March.

Vanden Road	Posted Speed Limit (mph)
Weekday AM Peak Hour	
Between Peabody Rd and Transit Center Rd	45
Between Transit Center Rd and One Lake Dr	45
Between One Lake Dr and Lake Vista	45
Between Lake Vista and Canon Rd	45
Between Canon Rd and Foxboro Pkwy*	55
Weekday PM Peak Hour	
Between Peabody Rd and Transit Center Rd	45
Between Transit Center Rd and One Lake Dr	45
Between One Lake Dr and Lake Vista	45
Between Lake Vista and Canon Rd	45
Between Canon Rd and Foxboro Pkwy*	55

Source: Fehr & Peers. 2026. Jepson Parkway Phase 2B and 2C Project - Traffic Forecast Volume Estimates (CPFL 5121 (061). March.

2025 Volumes

Vanden Road	Eastbound	Westbound	Total
Weekday AM Peak Hour			
Between Peabody Rd and Transit Center Rd	551	769	**1,320**
Between Transit Center Rd and One Lake Dr	538	767	**1,305**
Between One Lake Dr and Lake Vista	437	550	**987**
Between Lake Vista and Canon Rd	433	537	**970**
Between Canon Rd and Foxboro Pkwy*	454	638	**1,092**
Weekday PM Peak Hour			
Between Peabody Rd and Transit Center Rd	759	521	**1,280**
Between Transit Center Rd and One Lake Dr	751	512	**1,263**
Between One Lake Dr and Lake Vista	591	429	**1,020**
Between Lake Vista and Canon Rd	602	426	**1,028**
Between Canon Rd and Foxboro Pkwy*	890	431	**1,321**

Source: Fehr & Peers. 2026. Jepson Parkway Phase 2B and 2C Project - Traffic Forecast Volume Estimates (CPFL 5121 (061). March.

2050 Volumes

Vanden Road	Total
Weekday AM Peak Hour	

Between Peabody Rd and Transit Center Rd	2,770
Between Transit Center Rd and One Lake Dr	2,724
Between One Lake Dr and Lake Vista	2,266
Between Lake Vista and Canon Rd	2,075
Between Canon Rd and Foxboro Pkwy	2,220
Weekday PM Peak Hour	
Between Peabody Rd and Transit Center Rd	2,589
Between Transit Center Rd and One Lake Dr	2,582
Between One Lake Dr and Lake Vista	2,477
Between Lake Vista and Canon Rd	2,481
Between Canon Rd and Foxboro Pkwy	2,607

Source: Fehr & Peers. 2026. Jepson Parkway Phase 2B and 2C Project - Traffic Forecast Volume Estimates (CPFL 5121 (061). March.

Application of Criteria for a Project of Air Quality Concern

Project Title: SOL 113 Roadway Rehabilitation 3R
Project Summary for Air Quality Conformity Task Force Meeting: April 23,2026

Description

- The project proposes to resurface, restore and rehabilitate (3R) and culvert replacement on State Route (SR) 113 in Solano County, from the intersection of half a mile south of Alamo Creek (PM 9.0) to West Chestnut Street (PM 19.0) in Dixon, California.
- The project would include widening to a standard paved width, modify existing horizontal and geometric features to enhance safety and upgrade the facility to current standards, replacing culverts, bridge replacement (3 bridges), providing permanent best practices (BMP's), sidewalk gap closures, and curb ramp upgrades.

Background

- The project is currently listed in the Group TIP (VAR170006).
- This project is processed under NEPA as a non-categorical Exclusion Section 327, and NEPA document Routine EA.
- Seeking air quality conformity determination on or before April 23, 2026.

Not a Project of Air Quality Concern (40 CFR 93.123(b)(1))

(i) New or expanded highway projects with significant number/increase in diesel vehicles?

- Not a new or expanded highway project
- Proposed project would have no effect on SR 113 AADT or truck traffic volumes

(ii) Affects intersections at LOS D, E, or F with a significant number of diesel vehicles? - Not Applicable

(iii) New bus and rail terminals and transfer points? — Not Applicable

(iv) Expanded bus and rail terminals and transfer points? — Not Applicable

(v) Affects areas identified in PM_{10} or $PM_{2.5}$ implementation plan as site of violation?

- Project does not affect locations identified in an applicable implementation plan or implementation plan submission.
- On January 9, 2013, the U.S. EPA issued a final rule that determined the San Francisco Bay Area air basin has attained the 24-hour PM2.5 National Ambient Air Quality Standards (NAAQS).

RTIP ID# *21-T01-006*

TIP ID# *VAR170006*

Air Quality Conformity Task Force Consideration Date
April 23, 2026

Project Description

The project proposes to resurface, restore and rehabilitate (3R) and culvert replacement on State Route (SR) 113 in Solano County, from the intersection of half a mile south of Alamo Creek (PM 9.0) to West Chestnut Street (PM 19.0) in Dixon, California. The project begins in a rural agricultural area and ends in an urban area.

No Build Alternative

This alternative maintains the existing conditions.

Build Alternatives

The main design features of the Build Alternatives are as follows:

- Widening the two-lane conventional highway from 24 feet to a standard pavement width of 40 feet to accommodate a minimum design speed of 65 mph. The proposed typical section includes two 12-foot lanes, two 8-foot shoulders, and 3 feet unpaved area to the hinge point with a 4:1 side slope, 20-foot clear recovery zone.
- Up to 10-foot profile grade adjustments to improve sight distances, vertical curve length standards and reduce the risk of flooding which include replacement of the following 3 bridges:
    1. Old Alamo Creek Bridge (Bridge No. 23-0171): The proposed bridge will be approximately 117' with two retaining walls and standard abutments. The minimum soffit elevation for a 100-year storm event is 25.30'. The replacement bridge would be shifted around 58.3 feet to the east.
    2. New Alamo Creek Bridge (Bridge No. 23-0076): The replacement bridge is proposed to be 105' long, with standard abutments with no retaining wall. The replacement bridge would be shifted horizontally about 38.1 feet east. Its minimum soffit elevation would be 37.9 feet.
    3. Ulatis Creek Bridge (Bridge No. 23-0236): The proposed replacement bridge is to be 185' long with standard abutments and no retaining walls. The replacement beige would be shifted horizontally about 37.3 feet east. Its minimum soffit elevation would be 38'.
- The horizontal alignment correction to accommodate roadway widening and existing utilities and grade correction to reduce risks of flooding.
    1. PM 9.0 – PM 16.9: There are utility posts and large irrigation ditches along the western side so there is limited right of way width for required widening. The proposed alignment is shifted east.
    2. PM 16.9 – PM 18.15: The proposed alignment is shifted west to avoid a business at PM 17.48. The proposed alignment meets back with the existing alignment at 18.15 PM.
    3. PM 18.15 – PM 19.0: There is no proposed changes to the horizontal or vertical alignment.
- The 8-foot shoulder will be shared with bike users, similar to a Class III bike lane.
- Reconstruction of driveway accesses and construction of new driveway accesses
- Replacement of existing MBGR with the latest Caltrans standard MGS
- Culvert repair and replacements
- Permanent water quality treatment on both sides of the corridor
- Curb ramp and sidewalk improvements to meet ADA standards

Type of Project:
Resurfacing, Restoration and Rehabilitation (3R) project.

County: SOL	**Caltrans Projects – EA#** 4W260 04-SOL-113-PM 9.0/19.0

Lead Agency: Caltrans

Contact Person	*Phone#*	*Fax#*	*Email*
Shilpa Mareddy	510-418-1794		Shilpa.Mareddy@dot.ca.gov

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)	X **EA or Draft EIS**	**FONSI or Final EI**	**PS&E or Construction**	*Other*

Scheduled Date of Federal Action: 04/01/2027

NEPA Delegation – Project Type *(check appropriate box)*

	Section 326 – Categorical Exclusion	X	**Section 327 – Non-Categorical Exclusion**

Current Programming Dates *(as appropriate)*

	PE/ENVIRONMENTAL	**ENGINEERING**	**ROW**	**CONSTRUCTION**
Start	August 2025	April 2027	April 2027	October 2031
End	April 2027	March 2031	March 2031	October 2034

Project Purpose and Need (Summary):

The purpose of this project is to rehabilitate State Route (SR) 113 roadway, provide at least 20 years of service life with relatively low maintenance expenditures, restore the facility to a state of good condition, upgrade to current geometric design standards, rehabilitate drainage facilities, address recurring flooding, and provide accommodation for multimodal use.

The project is needed to address deteriorated pavement conditions of the existing roadway, periodic flooding, non-standard roadway width and shoulders, and lack of accommodation for non-motorized users. Previous floodings has led to roadway closures on multiple occasions, forcing motorists to take lengthy alternative routes.

Surrounding Land Use/Traffic Generators

Land uses in the vicinity of the project are primarily agricultural, with scattered commercial and residential properties except for the northern segment which extends rough 0.7 miles into the urban area of Dixon southern city limits. SR 113 connects the communities of metropolitan Sacramento, the eastern Bay Area, and the Central Valley. The route serves a variety of transportation needs, including local, inter- regional, commercial, agricultural, and tourist traffic.

Brief summary of assumptions and methodology used for conducting analysis

The Average Annual Daily Traffic (AADT) were provided by Caltrans Traffic Forecasting for year 2019, 2033, 2043, 2053 and 2073. The year 2034, 2050 and 2054 AADT were calculated using interpolation between year 2033 and 2073 AADT values.

Four analysis years were evaluated:

- Year 2019 represents the existing conditions
- Year 2034 represents the possible opening year of the project.
- Year 2050 represents the planning horizon for the project.
- Year 2054 represents the design year for the project.

Opening Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

The project will not increase capacity therefore Build and No-Build volumes are the same.

Roadway Segment	Existing Year Build/No-Build (2019)		
	AADT	TRUCKS	
		%	#
SOL 113 @ PM 9.0 to 19.0	10,400	6.11%	636

Roadway Segment	Opening Year Build/No-Build (2034)		
	AADT	TRUCKS	
		%	#
SOL 113 @ PM 9.0 to 19.0	14,689	6.11%	898

RTP Horizon / Design Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Roadway Segment	Horizon Year Build/No-Build (2050)		
	AADT	TRUCKS	
		%	#
SOL 113 @ PM 9.0 to 19.0	19,393	6.11%	1,185

Roadway Segment	Design Year Build/No-Build (2054)		
	AADT	TRUCKS	
		%	#
SOL 113 @ PM 9.0 to 19.0	20,550	6.11%	1,256

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Not applicable

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Not applicable

Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

Not applicable

RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

Not applicable

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
The proposed project would not create new traffic. The project is proposed to address deteriorated pavement conditions of the existing roadway, periodic flooding, non-standard roadway width and shoulders, and lack of accommodation for non-motorized users.

Comments/Explanation/Details (please be brief)

The proposed project is in a nonattainment area for federal $PM_{2.5}$ standards. Therefore, according to 40 CFR Part 93, a hotspot analysis is required for conformity purposes. However, the Environmental Protection Agency (EPA) does not require a quantitative hotspot analysis for projects that are not a project of air quality concern (POAQC). Five types of projects listed in 40 CFR Section 93.123(b)(1) qualify as a POAQC. The following discussion evaluates whether the proposed project falls into any of these POAQC categories.

1. The project is not a new or expanded highway project that would have a significant number of or increase in the number of diesel vehicles (40 CFR Section 93.123 (b)(1)(i)).

The traffic data for the project shows that the percentage of trucks will remain the same with and without the project and the AADT will remain the same with and without the project. The project does not include capacity improvements, therefore AADT is assumed to remain unchanged.

2. The project is not likely to affect any intersections (40 CFR Section 93.123 (b)(1)(ii)).

Not-applicable – No intersections are affected by the project.

3. The project does not include the construction of a new bus or rail terminal with a significant number of diesel vehicles congregating at a single location (40 CFR Section 93.123 (b)(1)(iii)).

Not applicable - No bus or rail terminals are affected by the project.

4. The project does not expand an existing bus or rail terminal with significant increases in the number of diesel vehicles congregating at a single location (40 CFR Section 93.123 (b)(1)(iv)).

Not applicable - No bus or rail terminals are affected by the project.

5. The project is not in or affecting locations, areas or categories of sites that are identified in the $PM_{2.5}$ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation (40 CFR Section 93.123 (b)(1)(v)).

Project does not affect locations identified in an applicable implementation plan or implementation plan submission. On January 9, 2013, the U.S. EPA issued a final rule that determined the San Francisco Bay Area air basin has attained the 24-hour $PM_{2.5}$ National Ambient Air Quality Standards (NAAQS). As a result, new state implementation plan (SIP) provisions are not necessary to demonstrate how the air basin will attain the standard.

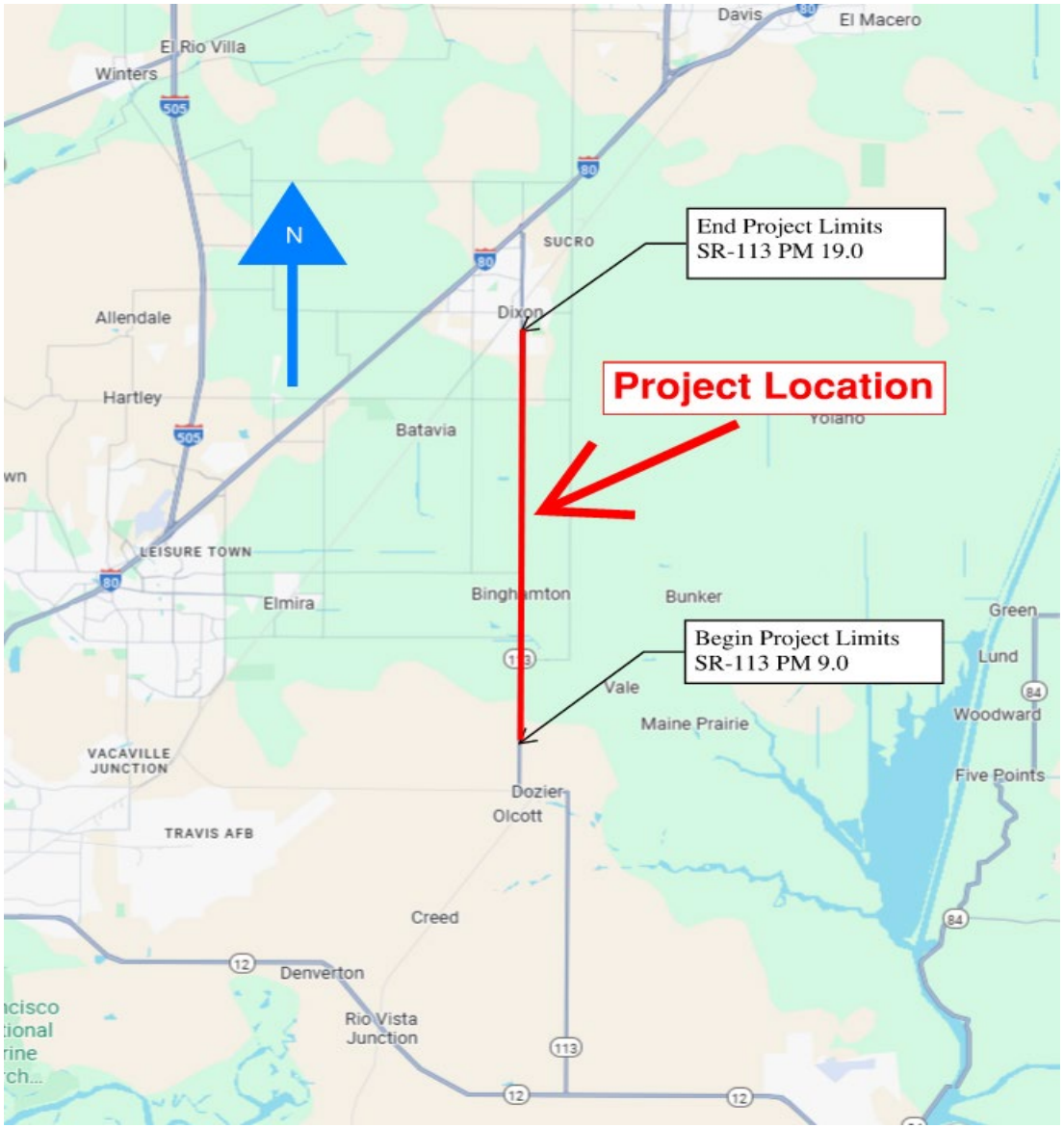
Based on the evaluation above, the project should not be considered a POAQC and not require a quantitative hot-spot analysis to demonstrate that it will not cause or worsen an existing $PM_{2.5}$ violation

List of Attachments

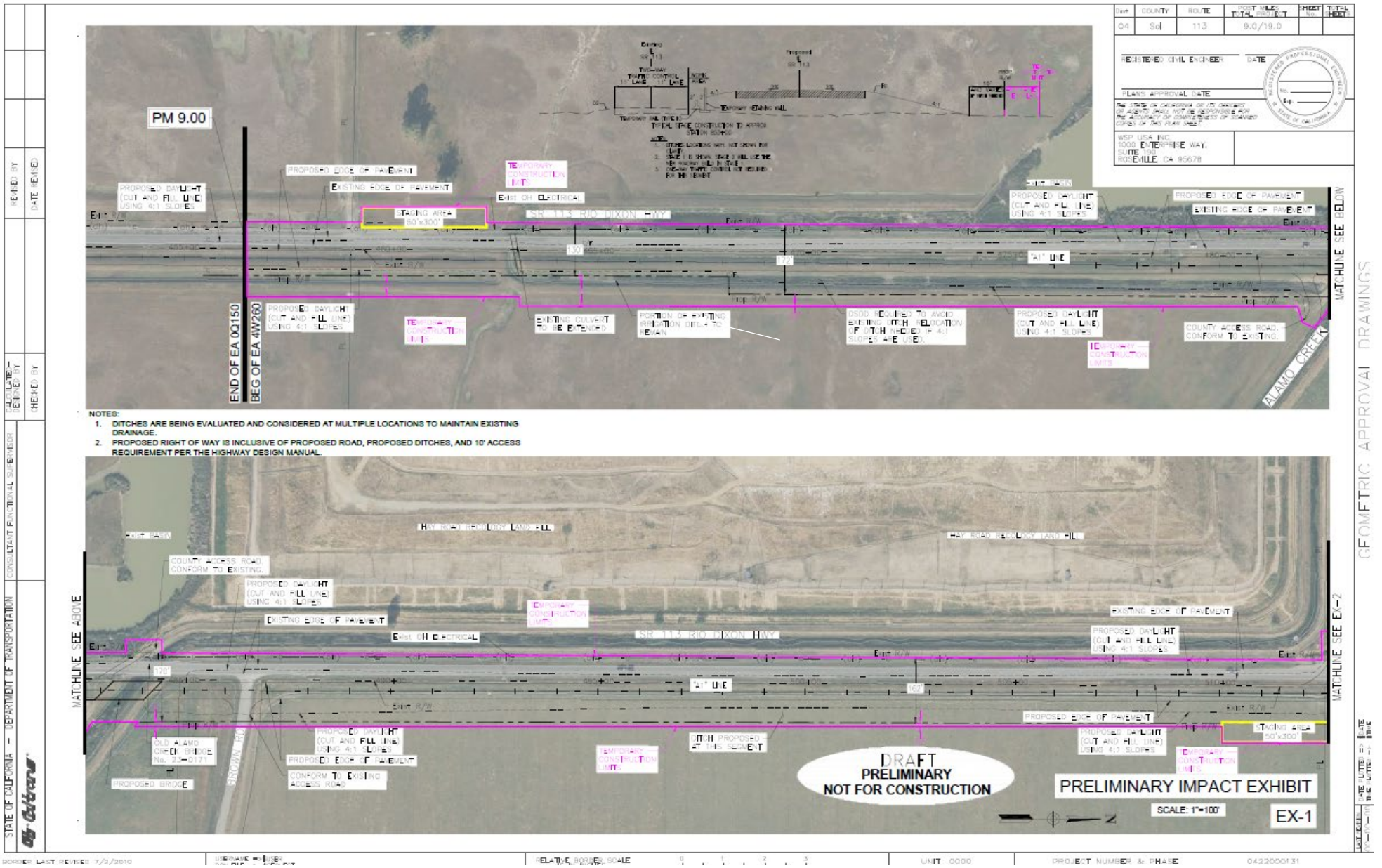
1. Attachment A - Location Map
2. Attachment B – Build Alternative

ATTACHMENT A

Project Location



ATTACHMENT B - Build Alternative



NOTES:

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2. PROPOSED RIGHT OF WAY IS INCLUSIVE OF PROPOSED ROAD, PROPOSED DITCHES, AND 10' ACCESS REQUIREMENT PER THE HIGHWAY DESIGN MANUAL.

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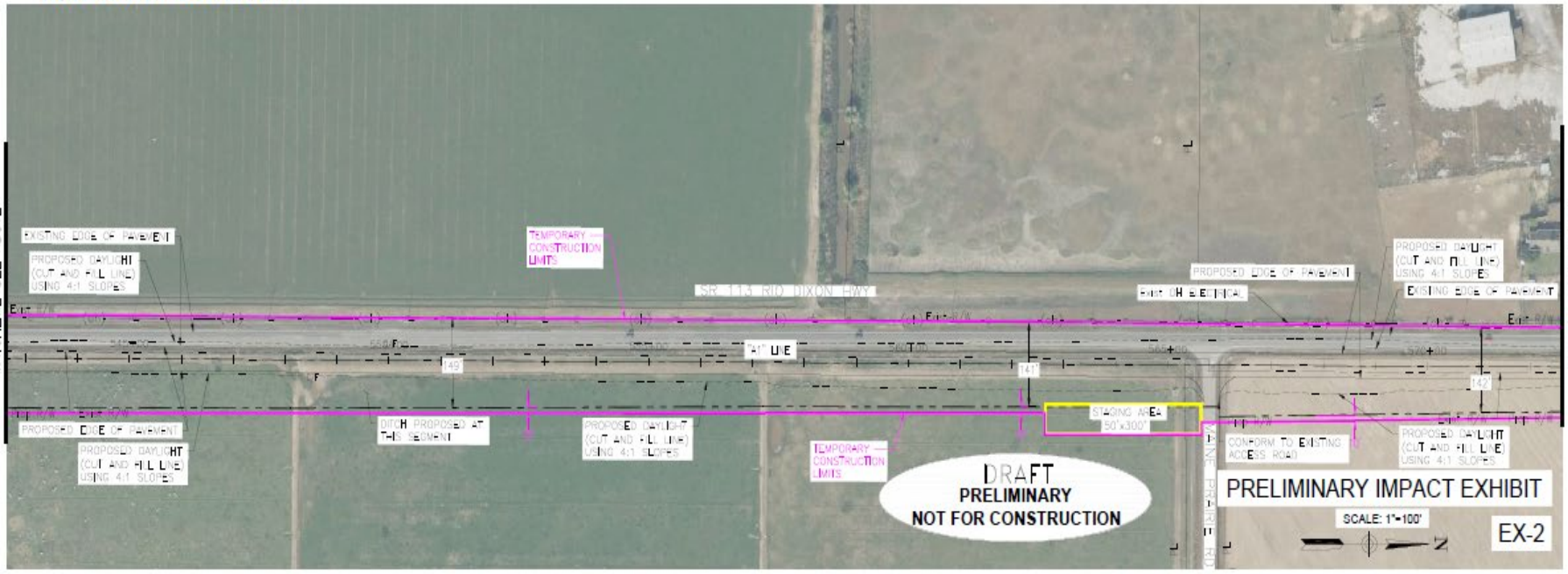

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Sol	113	9.0/19.0		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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SUITE 190
ROSEVILLE, CA 95678

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CONSULTANT FUNCTIONAL SUPERVISOR

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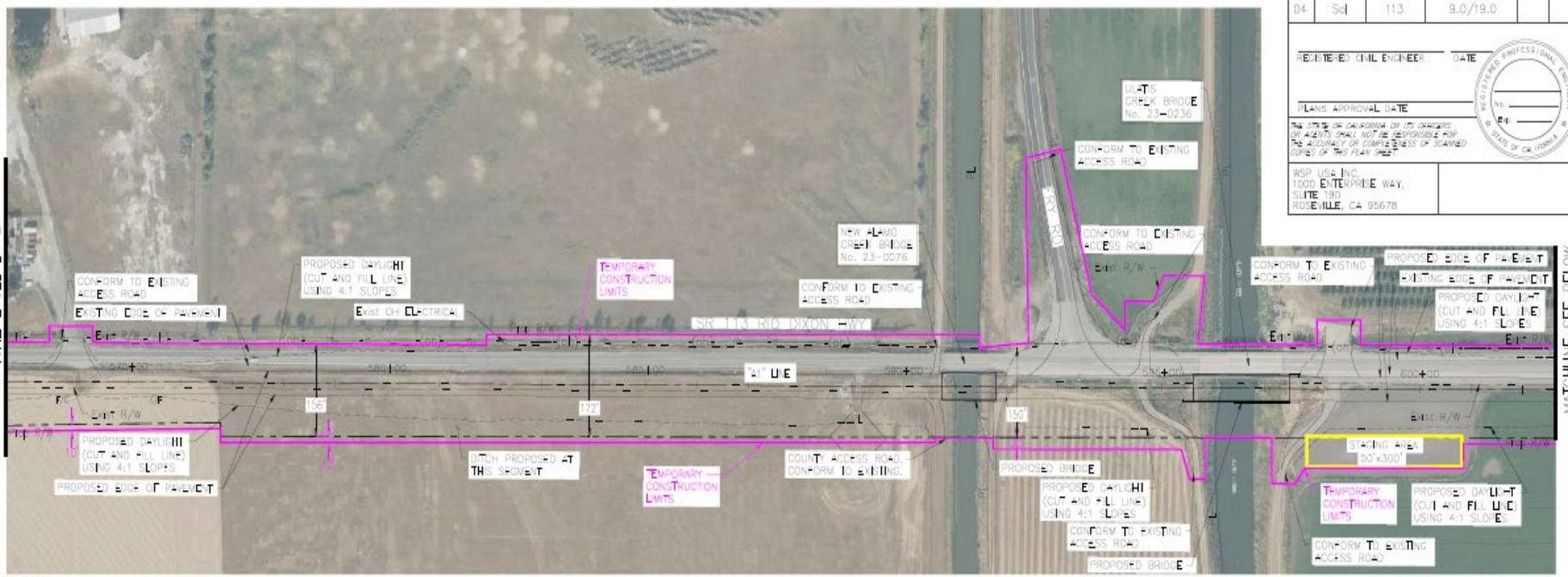

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PRELIMINARY IMPACT EXHIBIT

SCALE: 1"=100'

EX-3

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04	Sol	113	9.0/19.0		

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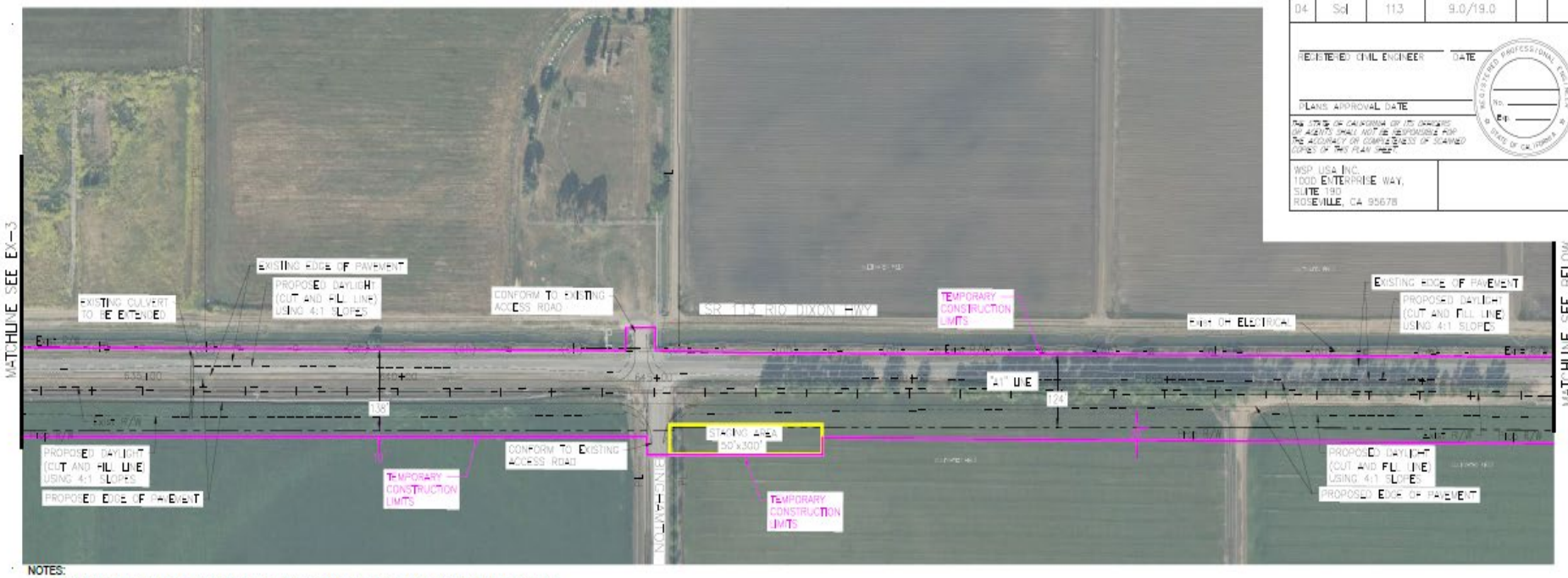

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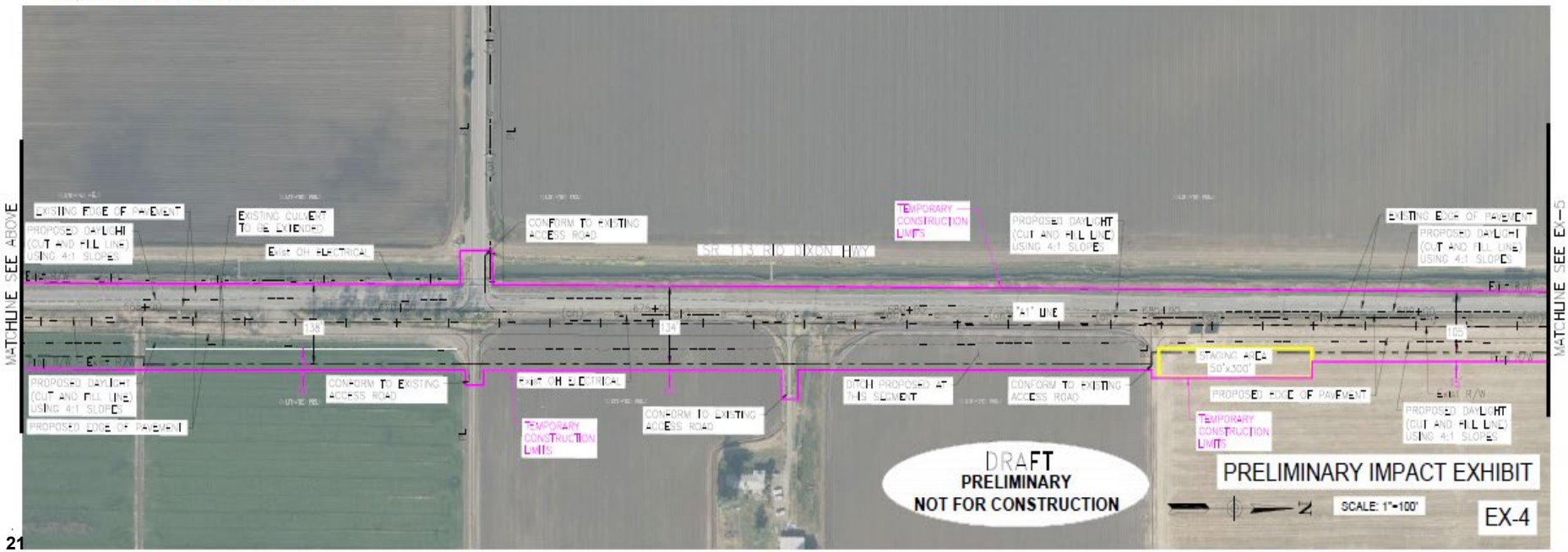

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DIST	COUNTY	ROUTE	POST MILE TOT=L PROJECT	SHEET No.	TOTAL SHEETS
04	Sol	113	9.0/19.0		

REGISTERED CIVIL ENGINEER DATE

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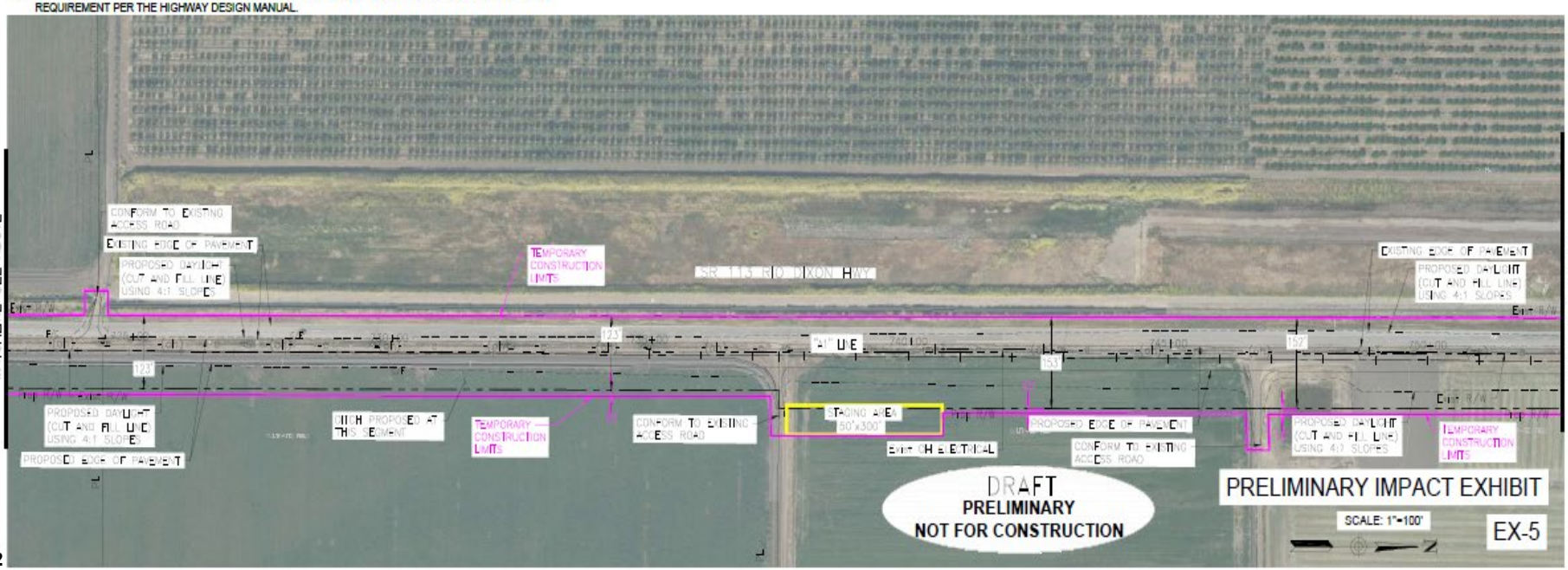

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PRELIMINARY IMPACT EXHIBIT

SCALE: 1"=100'

EX-5

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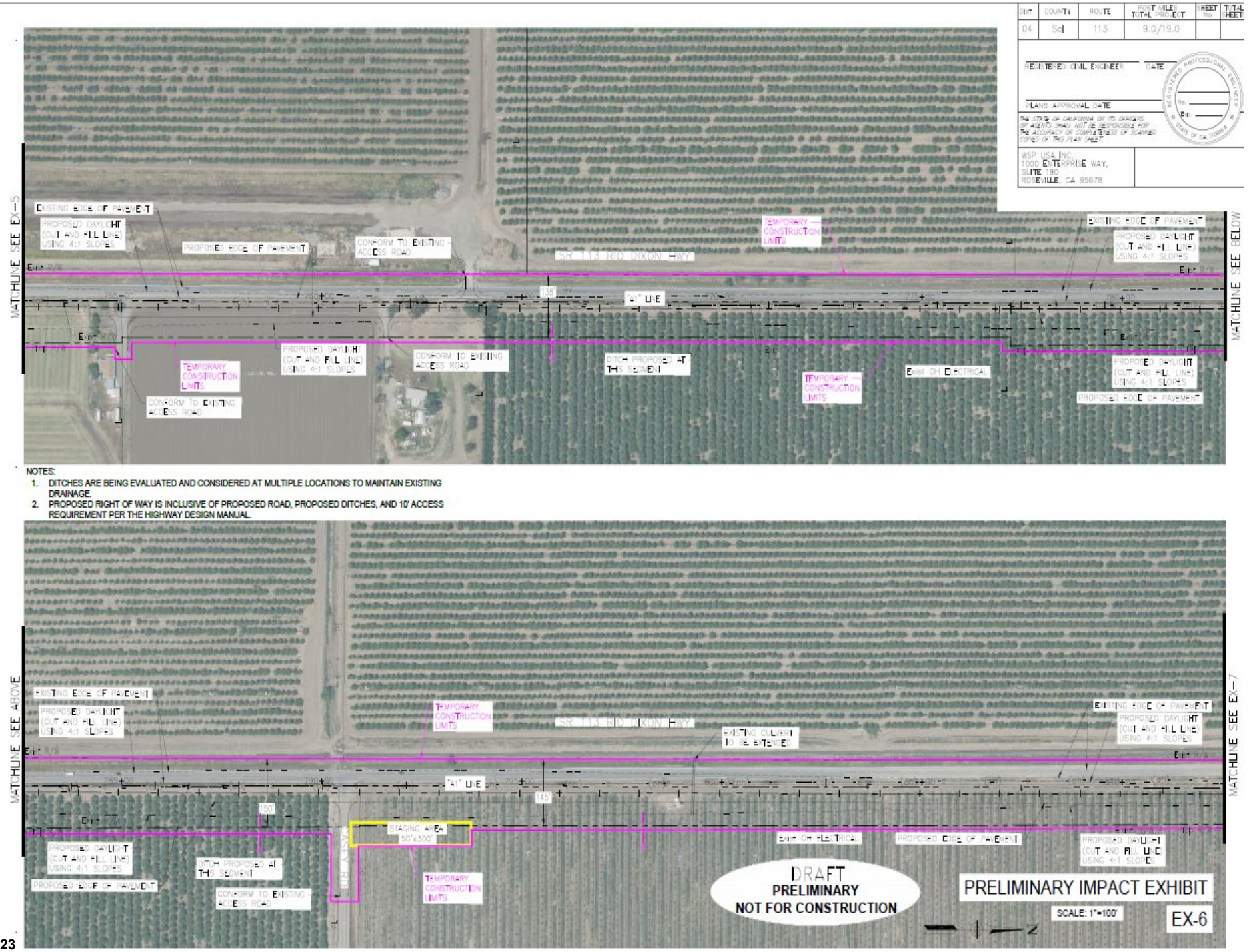
DATE REVISED



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REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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1000 ENTERPRISE WAY,
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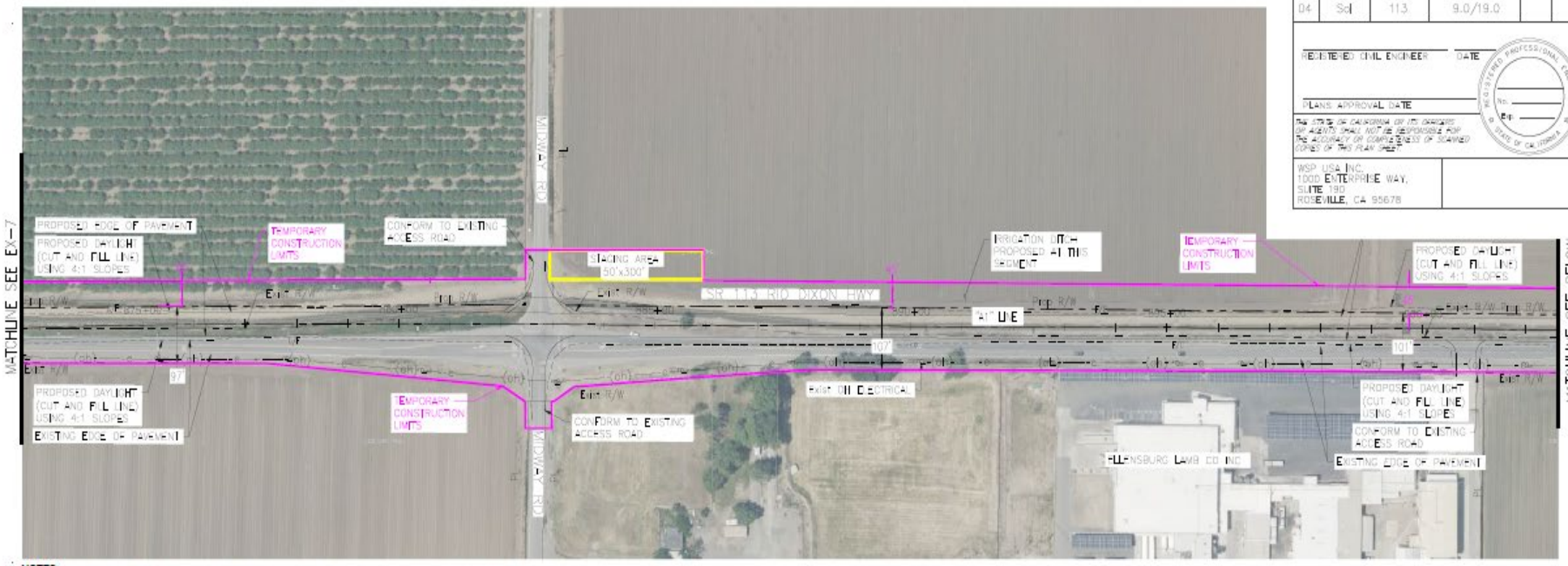
ROSEVILLE, CA 95678



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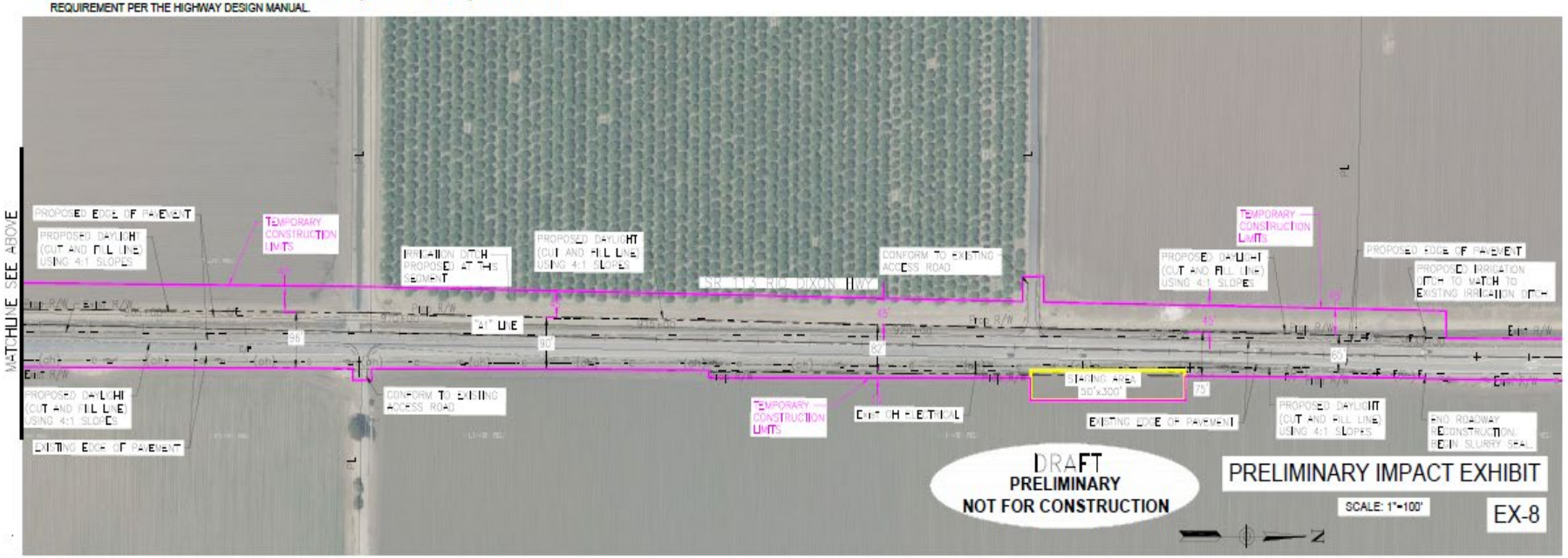

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SCALE: 1"=100'

EX-8

GEOMETRIC APPROVAL DRAWINGS

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CONSULTANT FUNCTIONAL SUPERVISOR

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REVISED BY

DATE REVISED

BORDER LAST REVISED 7/2/2010 — USERNAME = USER — RELATIVE BORDER SCALE 0 1 2 3 — UNIT 0000 — PROJECT NUMBER & PHASE 0422000131

SOL 113 Roadway Rehabilitation 3R Project

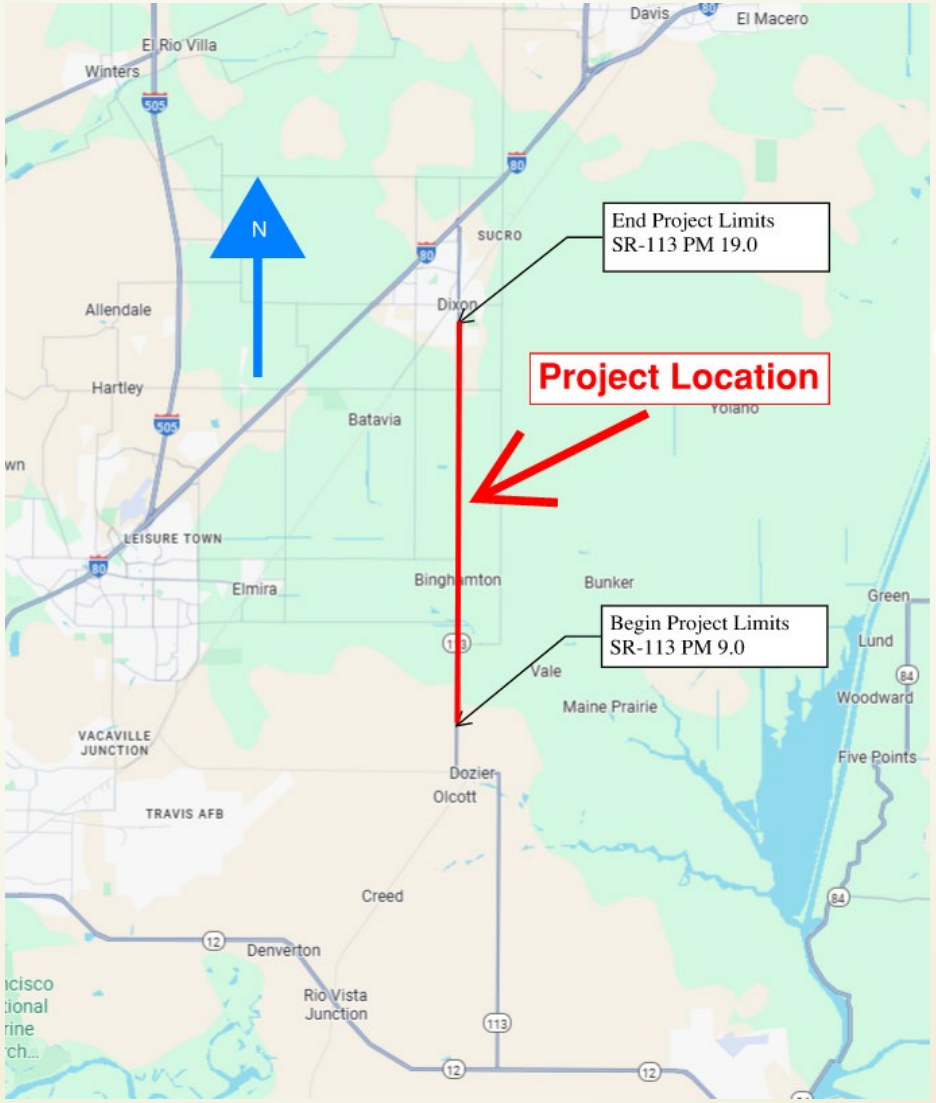
Air Quality Conformity Task Force Meeting on April 23, 2026

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

CALIFORNIA DEPARTMENT OF TRANSPORTATION, DISTRICT 4

111 Grand Avenue, Oakland, CA 94612

PROJECT LOCATION



N

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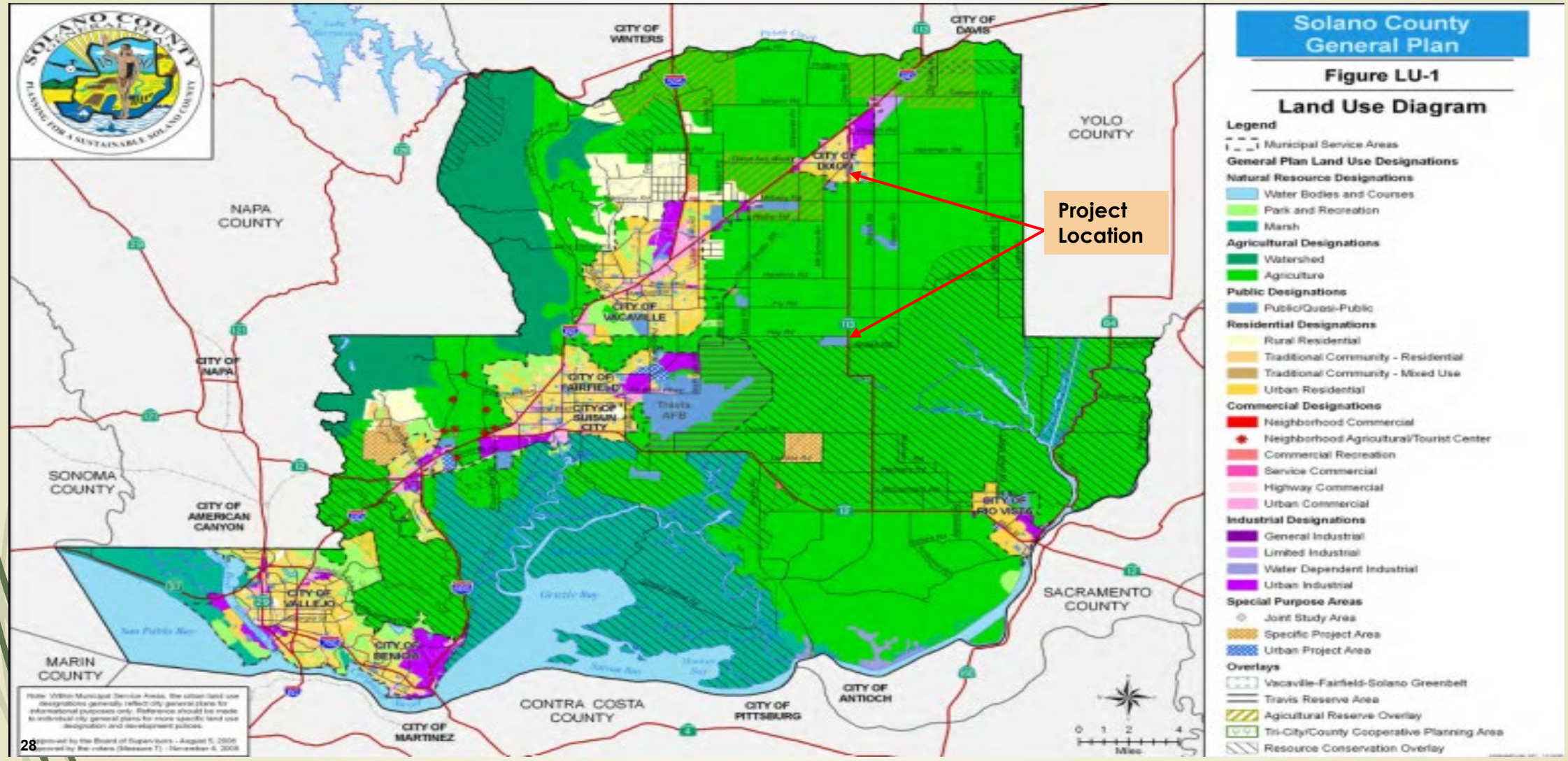
PM 3.78
START

SR 37

PRIMARY LAND USE



BACKGROUND

- The project is currently listed in the Group TIP (VAR170006).
- This project is processed under NEPA as a non-categorical Exclusion Section 327, and NEPA document Routine EA.

PURPOSE AND NEED

Purpose: The purpose of this project is to rehabilitate State Route (SR) 113 roadway, provide at least 20 years of service life with relatively low maintenance expenditures, restore the facility to a state of good condition, upgrade to current geometric design standards, rehabilitate drainage facilities, address recurring flooding, and provide accommodation for multimodal use.

Need: The project is needed to address deteriorated pavement conditions of the existing roadway, periodic flooding, non-standard roadway width and shoulders, and lack of accommodation for non-motorized users. Previous floodings has led to roadway closures on multiple occasions, forcing motorists to take lengthy alternative routes.

Caltrans

PROJECT DESCRIPTION

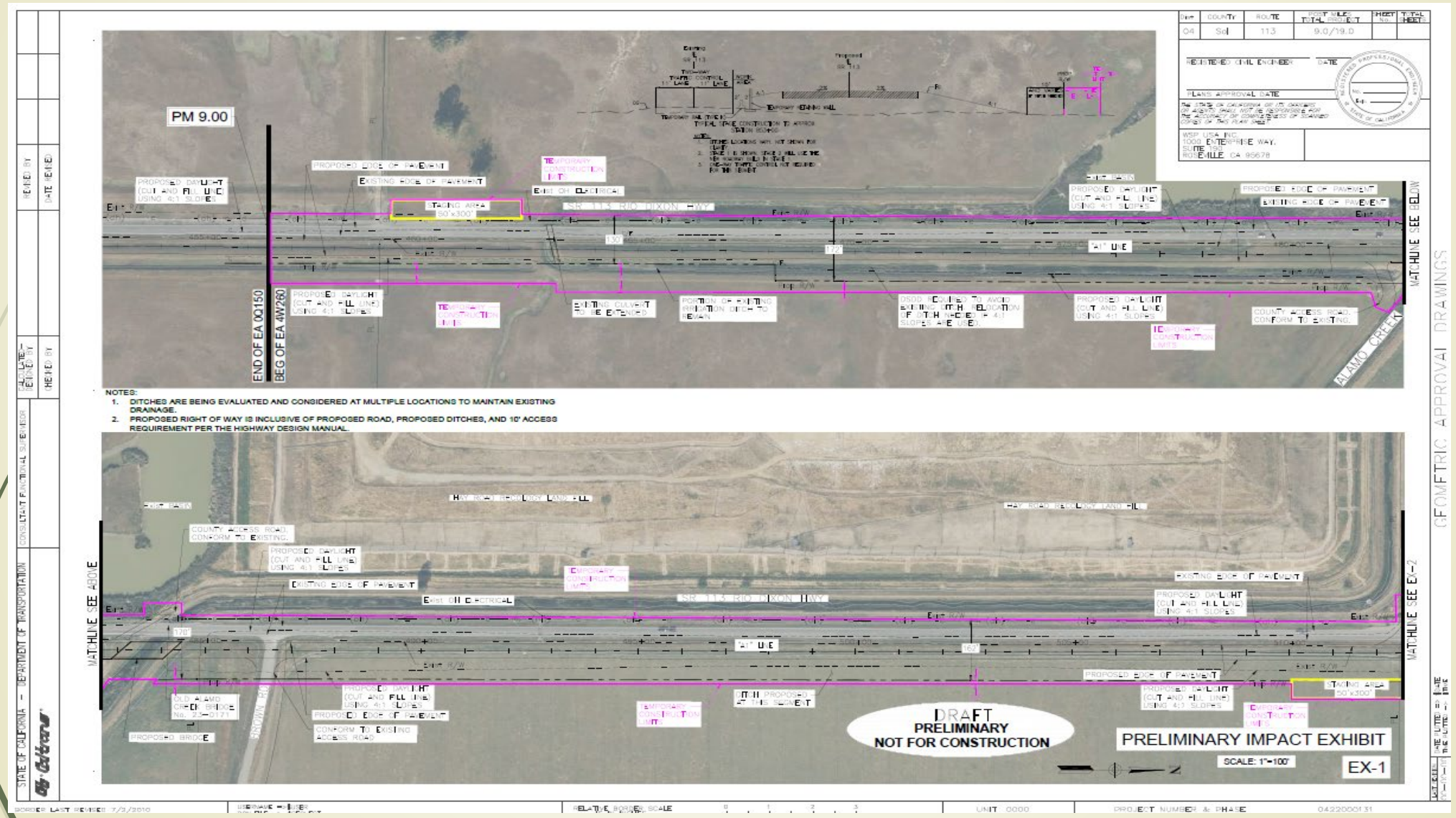
- The main design features of the Build Alternative are as follows:
  - Widening the two-lane conventional highway from 24 feet to a standard pavement width of 40 feet to accommodate a minimum design speed of 65 mph. The proposed typical section includes two 12-foot lanes, two 8-foot shoulders, and 3 feet unpaved area to the hinge point with a 4:1 side slope, 20-foot clear recovery zone.
  - Up to 10-foot profile grade adjustments to improve sight distances, vertical curve length standards and reduce the risk of flooding which include replacement of the following 3 bridges:
    - Old Alamo Creek Bridge (Bridge No. 23-0171): The proposed bridge will be approximately 117' with two retaining walls and standard abutments. The minimum soffit elevation for a 100-year storm event is 25.30'. The replacement bridge would be shifted around 58.3 feet to the east.
    - New Alamo Creek Bridge (Bridge No. 23-0076): The replacement bridge is proposed to be 105' long, with standard abutments with no retaining wall. The replacement bridge would be shifted horizontally about 38.1 feet east. Its minimum soffit elevation would be 37.9 feet.
    - Ulatis Creek Bridge (Bridge No. 23-0236): The proposed replacement bridge is to be 185' long with standard abutments and no retaining walls. The replacement beige would be shifted horizontally about 37.3 feet east. Its minimum soffit elevation would be 38'.
  - The horizontal alignment correction to accommodate roadway widening and existing utilities and grade correction to reduce risks of flooding.
    - PM 9.0 – PM 16.9: There are utility posts and large irrigation ditches along the western side so there is limited right of way width for required widening. The proposed alignment is shifted east.
    - PM 16.9 – PM 18.15: The proposed alignment is shifted west to avoid a business at PM 17.48. The proposed alignment meets back with the existing alignment at 18.15 PM.
    - PM 18.15 – PM 19.0: There is no proposed changes to the horizontal or vertical alignment.

Caltrans

PROJECT DESCRIPTION (Continued….)

- The 8-foot shoulder will be shared with bike users, similar to a Class III bike lane.
- Reconstruction of driveway accesses and construction of new driveway accesses
- Replacement of existing MBGR with the latest Caltrans standard MGS
- Culvert repair and replacements
- Permanent water quality treatment on both sides of the corridor
- Curb ramp and sidewalk improvements to meet ADA standards

PROPOSED IMPROVEMENTS



PROPOSED IMPROVEMENTS (continued...)

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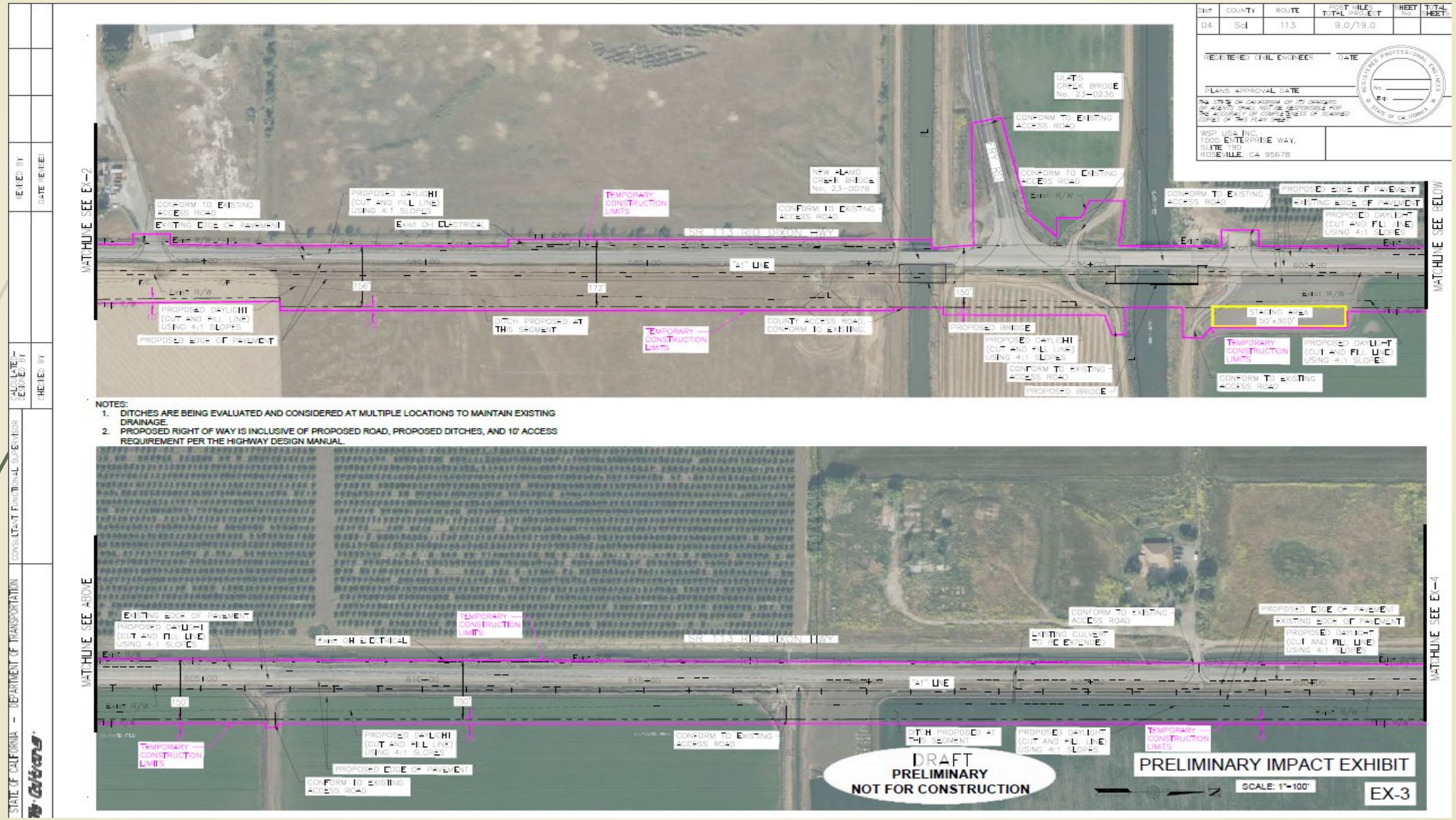

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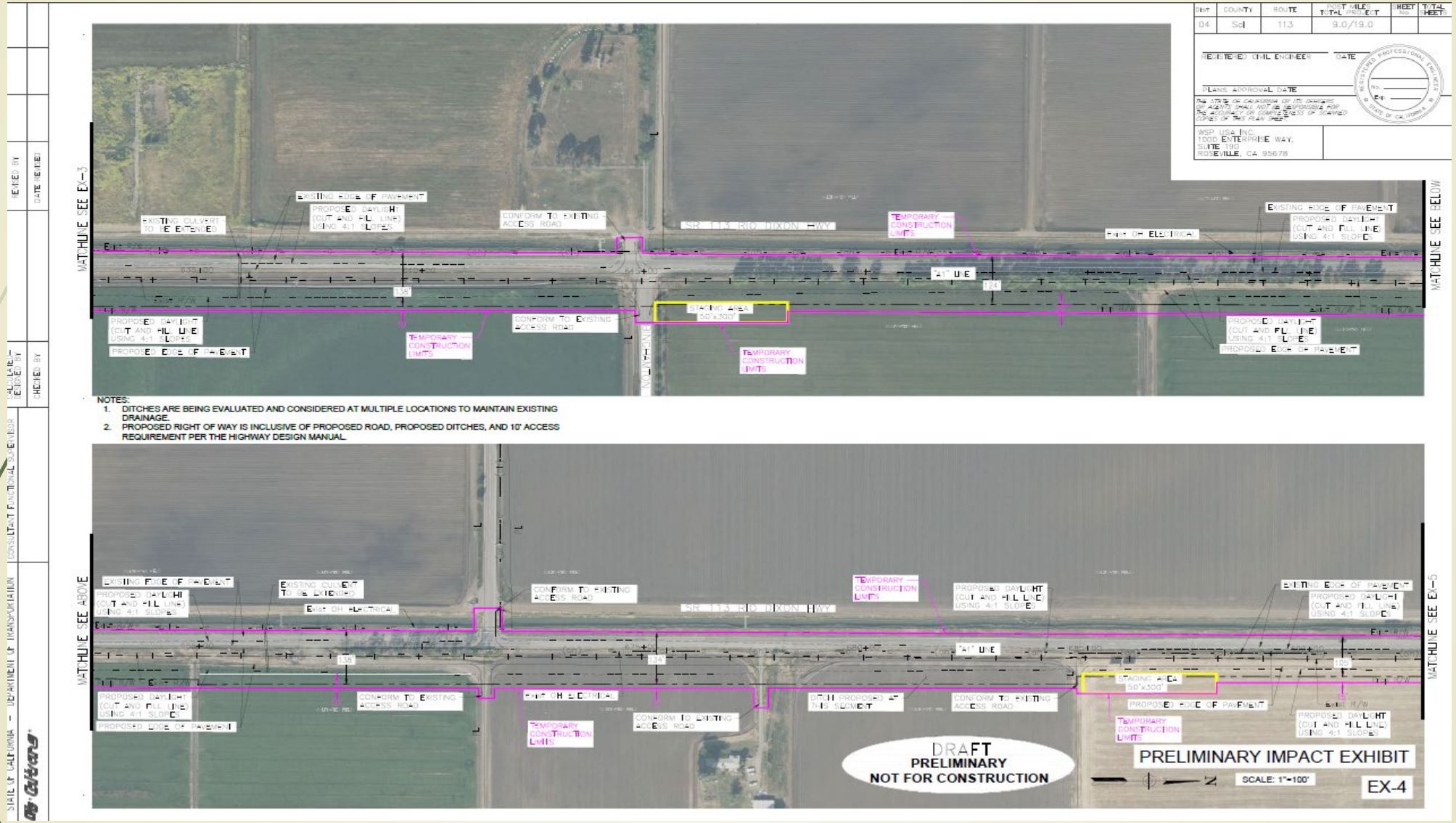
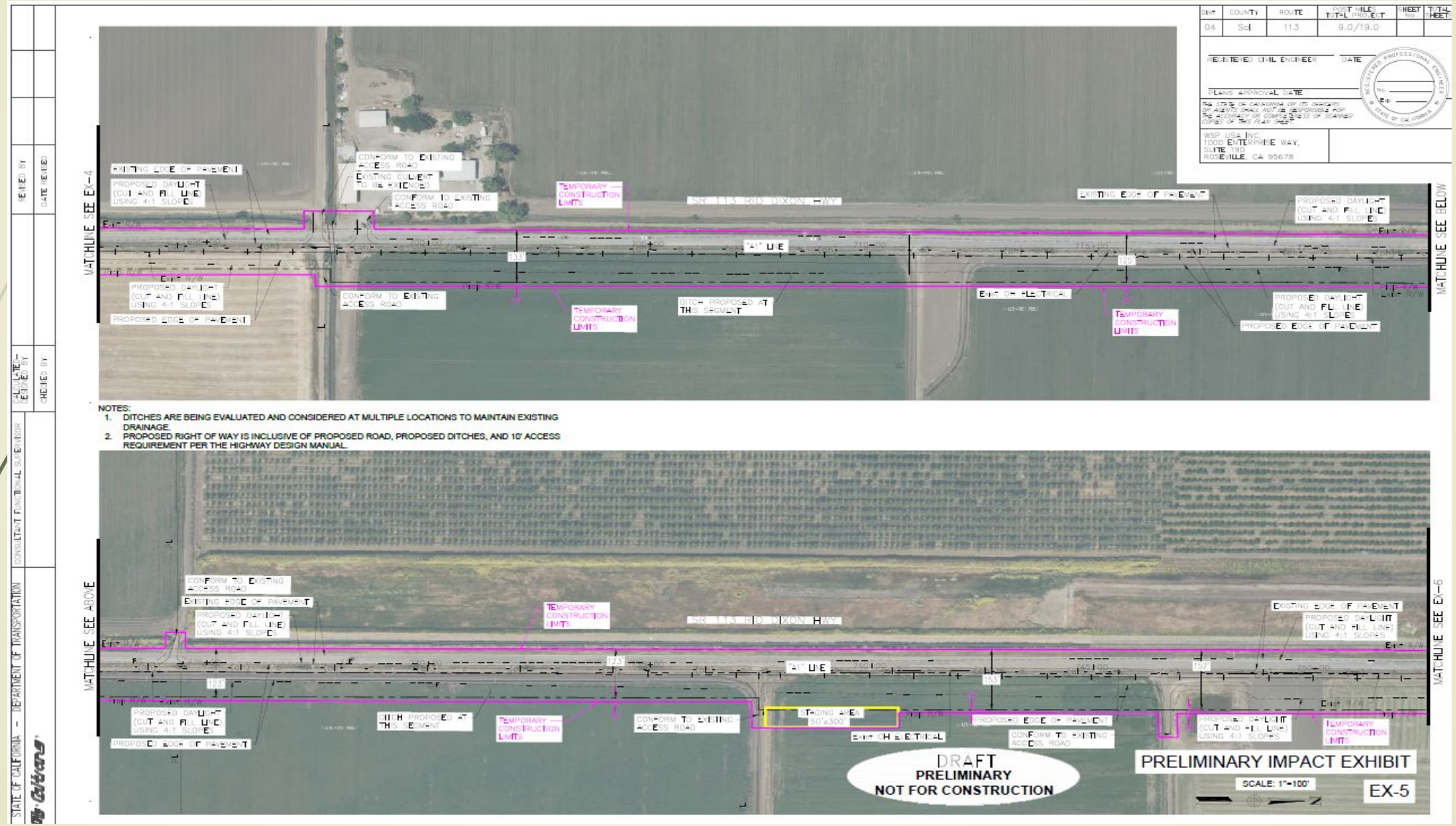


PROPOSED IMPROVEMENTS (continued...)



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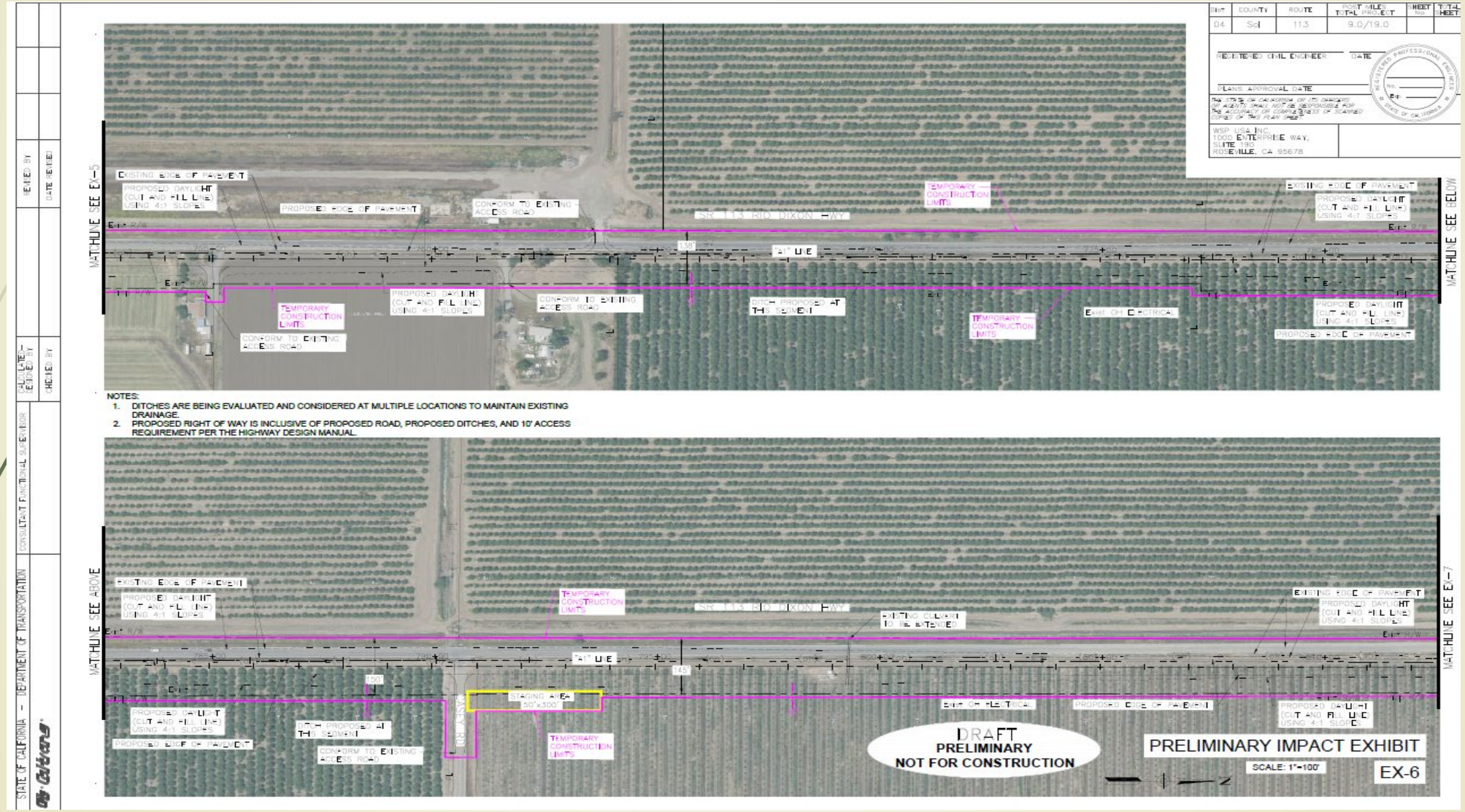
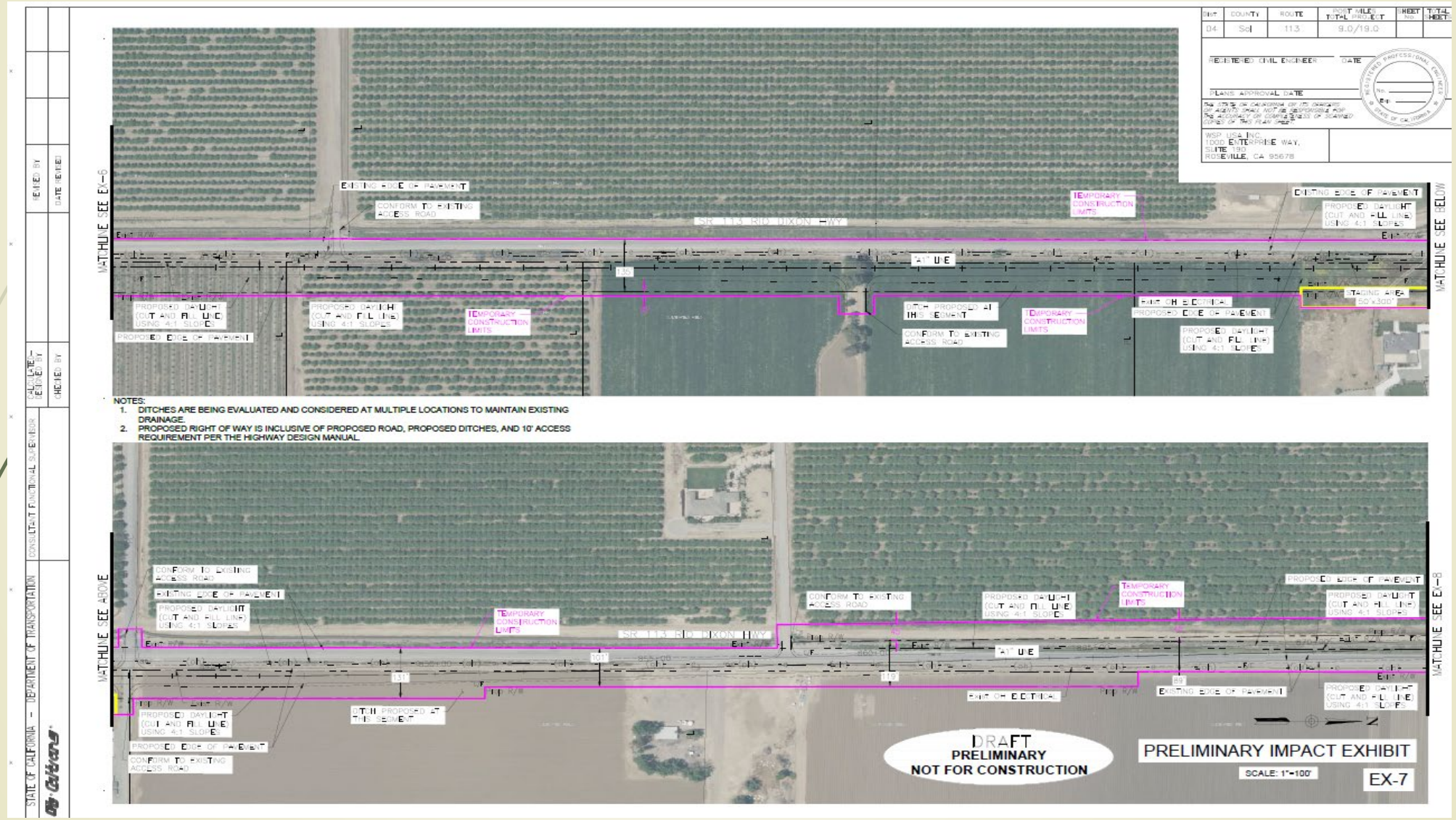


PROPOSED IMPROVEMENTS (continued...)



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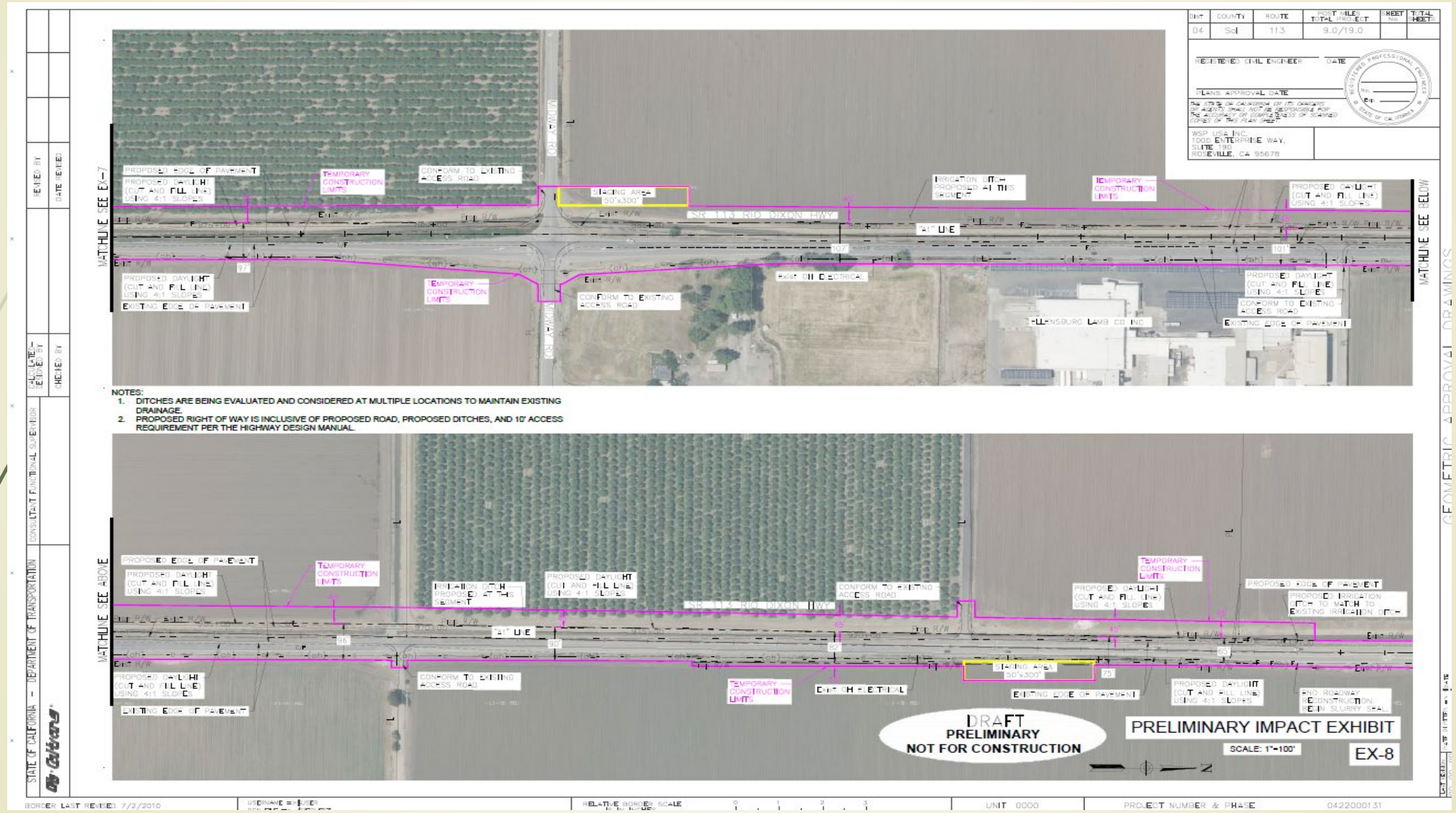

SUMMARY OF FORECASTED AADT

Roadway Segment	Existing Year (2019)			Opening Year Build/No-Build (2034)			Horizon Year Build/No-Build (2050)			Design Year Build/No-Build (2054)		
	AADT	TRUCKS		AADT	TRUCKS		AADT	TRUCKS		AADT	TRUCKS	
		%	#		%	#		%	#		%	#
SOL 113 @ PM 9.0 to 19.0	10,400	6.11%	636	14,689	6.11%	898	19,393	6.11%	1,185	20,550	6.11%	1,256

Caltrans

PROJECT SCHEDULE

Current Programming Dates	Preliminary Engineering/ Environmental	Engineering	Right of Way	Construction
Start	August 2025	April 2027	April 2027	October 2031
End	April 2027	March 2031	March 2031	October 2034

CONCLUSIONS

- The SOL 113 Roadway Rehabilitation (3R) project would address non-standard roadway width and shoulders, improve sight distances, vertical curve length standards and reduce flooding conditions and add multi-modal transportation options along the corridor.
- The truck volumes along SOL 113 are below 8% and less than 10,000.
- The project does not increase capacity or percentage of trucks in the area.
- This project should be considered exempt under 40 CFR 93.126 (Projects that correct, improve, or eliminate a hazardous location or feature).

QUESTIONS?

Caltrans

METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Air Quality Conformity Task Force DATE: April 23, 2026

FR: Lyric Greif

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

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

40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Expanded Description	Project Type under 40 CFR 93.126
SM	VAR170017	San Mateo	Villa Terrace - VAR170017 - GL: Railroad-Highway C	San Mateo (City) : Villa Terrace - CPUC Grade Crossing #105E-16.81 : Elimination of hazards at the railroad grade crossing of Villa Terrace and the PCJPB RR (Section 130), Crossing closure	Elimination of hazards at the railroad grade crossing of Villa Terrace and the PCJPB RR (Section 130), Crossing closure CPUC Grade Crossing #105E-16.81 DOT Crossing #754894X VAR170017 - GL: Railroad-Highway Crossing	Safety - Railroad/highway crossing
SM	SM-250210	CCAG	Safe Streets for All Supplemental Planning	San Mateo County : San Mateo Countywide : Supplemental Planning Activities	This project will conduct supplemental planning activities to develop a structure for ongoing review of community needs, capacity-building, and collaboration among local agencies; conduct additional research on transportation safety topics of interest for local agencies; and monitor and evaluate implementation actions by local agencies.	Other - Planning and technical studies
SOL	SOLTR0201	Caltrans	VAR170006 Roadway Preservation - EA 04-4W260	Dixon : In and near Dixon, from 0.5 mile north of Cook Lane to West Chestnut Street. : Rehabilitate roadway and drainage systems, widen and realign roadway, widen and/or replace bridges, add Class 2 bike lanes, construct stormwater treatment Best Management Practices (BMPs), and upgrade facilities to Americans with Disabilities Act (ADA) standards.	VAR170006 SHOPP Roadway Preservation Projects - Project EA 04-4W260 In and near Dixon, from 0.5 mile north of Cook Lane to West Chestnut Street. Rehabilitate roadway and drainage systems, widen and realign roadway, widen and/or replace bridges, add Class 2 bike lanes, construct stormwater treatment Best Management Practices BMPs), and upgrade facilities to Americans with Disabilities Act (ADA) standards. (Long Lead Project)	Safety - Pavement resurfacing and/or rehabilitation

METROPOLITAN
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COMMISSION

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

Memorandum

TO: Air Quality Conformity Task Force DATE: April 23, 2026

FR: Lyric Greif

RE: **Approach to the Conformity Analysis for the 2027 Transportation Improvement Program (TIP)**

Purpose

This memorandum is provided to support interagency consultation on the key assumptions and technical approach for the regional transportation conformity analysis of the 2027 Transportation Improvement Program (TIP). In accordance with federal transportation conformity regulations (40 CFR Part 93) and regional protocols (MTC Resolution No. 3757), this memo outlines the modeling framework, land use and transportation assumptions, emissions modeling methods, and applicable regulatory tests.

Background

Transportation conformity ensures that regional transportation activities do not interfere with efforts to meet or maintain the National Ambient Air Quality Standards. For MTC, transportation conformity applies to pollutants for which the Bay Area Air Basin is designated nonattainment — specifically, ground-level ozone and fine particulate matter (PM2.5). Conformity ensures that federally supported transportation activities will not:

- Cause or contribute to new violations;
- Increase the frequency or severity of existing violations; or
- Delay timely attainment of applicable air quality standards.

Requirements

Because the Bay Area is designated as nonattainment for ozone and PM2.5 standards, MTC is required to prepare a transportation conformity determination at least once every four years, or whenever MTC adopts a new long-range regional plan or TIP, or amends either in a way that adds or revises a regionally significant or non-exempt transportation project.

This conformity determination is being prepared in conjunction with the development and adoption of the 2027 TIP.

Scope of the Analysis

MTC will conduct a new regional conformity analysis for the 2027 TIP and Plan Bay Area 2050+ to evaluate emissions from implementation of both the TIP and plan, including all regionally significant and non-exempt transportation projects.

Conformity Test Methods

MTC will apply pollutant-specific conformity tests in accordance with federal regulations to assess whether forecasted transportation-related emissions for the TIP and plan remain within allowable limits. The methods used for ozone and PM2.5 reflect the Bay Area's current air quality designations and available State Implementation Plan (SIP) elements.

- **Ozone:** MTC will apply the motor vehicle emissions budgets from the 2001 Ozone Attainment Plan to demonstrate conformity with the 8-hour ozone standard. Emissions of ROG and NOx from the regional transportation system will be compared to the applicable budgets for the designated analysis years.
- **PM2.5:** Because approved motor vehicle emissions budgets for PM2.5 are not available for use in this conformity analysis, MTC will apply the Baseline Year Test, as specified in EPA's 2010 PM2.5 Conformity Rule, to demonstrate conformity with the 24-hour PM2.5 standard. Emissions of directly emitted PM2.5 and its precursor NOx will be compared to baseline year levels for the designated analysis years. The analysis will reflect winter season conditions, when PM2.5 concentrations are typically highest in the Bay Area.

Modeling Framework

The analysis uses MTC-ABAG's integrated regional modeling framework, which links the regional growth forecast (REMI 3.1), the Bay Area UrbanSim 2.6 (BAUS2.6) land use model and the Travel Model 1.6 (TM1.6) activity-based travel demand model. Outputs from this framework are then used in CARB's Emissions FACtor model (EMFAC 2021) to estimate on-road motor vehicle emissions.

- **Land Use Modeling:** BAUS2.6 is a parcel-based land use model that simulates how development and redevelopment occur across the Bay Area. Built on a detailed base-year dataset of existing buildings, households, jobs, and local land use policies, the model projects growth in five-year increments by adhering to the regional growth forecast of Plan Bay Area 2050+[1], developed from REMI 3.1.

[1] ABAG approved the Regional Growth Forecast Methodology in September 2019, which guided the development of the Plan Bay Area 2050 Regional Growth Forecast and which is carried forward into Plan Bay Area 2050+. The Plan Bay Area 2050+ Regional Growth Forecast was shared in draft form in November 2023 to the MTC and ABAG committees and was proposed to be carried forward into the Final Blueprint phase as the Final Regional Growth Forecast for Plan Bay Area 2050+.

New households and jobs are allocated across the region through sub-models that account for market conditions and neighborhood characteristics. BAUS2.6 also integrates strategies from Plan Bay Area 2050+—such as density and intensity changes—that shape the location and pattern of future development.

Every five years, model results are summarized at the level of Traffic Analysis Zones (TAZ), producing household and employment estimates that serve as essential inputs to the regional travel model.

Table 1. Plan Bay Area 2050+ Regional Growth Forecast (1000s)

Forecast	2020	2025	2030	2035	2040	2045	2050	% Change 2020 to 2050
Population	7,749	7,723	8,048	8,476	8,903	9,266	9,586	24%
Employment	4,025,	4,154	4,661	4,855	5,079	5,255	5,436	35%
Households	2,798	2,902	3,027	3,312	3,511	3,662	3,796	36%
Housing Units	2,875	3,018	3,187	3,486	3,696	3,855	3,996	39%

- **Travel Modeling:** TM1.6 is a regional, activity-based travel demand model used to simulate daily travel across the Bay Area. It forecasts how, when and where people travel by accounting for trip purpose, time of day, travel mode and destination. The model captures how travelers respond to regionally significant and other non-exempt transportation projects and policies, quantifying the collective impact of individual decisions on the Bay Area's transportation networks.

  The modeling framework includes two primary tools: a population synthesizer and the travel model itself. The population synthesizer creates a synthetic population of individuals and households, assigning detailed characteristics to ensure realistic simulation of daily activities. These characteristics are calibrated at the TAZ level to align with Census data and land use forecasts. TM1.6 then uses this synthetic population to simulate weekday travel behavior under typical conditions: school in session, favorable weather and no major disruptions. The model represents aggregated behavior of vehicles and transit riders.

  TM1.6 operates across 1,454 TAZs and uses household and job projections from BAUS2 to define trip origins and destinations. Zone-to-zone travel impedances — represented by travel time, distance and cost — influence travelers' mode and route choices. As a result, the model is reasonably sensitive to changes in travel time, cost and other factors that affect travel behavior.

  The model's transportation networks incorporate regionally significant and other non-exempt projects in Plan Bay Area 2050+, along with other planned investments and policy strategies. Outputs include key travel activity metrics such as vehicle

miles traveled (VMT) by speed bin, time of day and county. Results are input directly into EMFAC, California's emissions modeling tool, to estimate on-road motor vehicle emissions through the plan horizon year.

The travel model is regularly updated. The current analysis uses Travel Model 1.6 (version 1.6.1), released in May 2025, which is a minor update to Travel Model 1.5. While Travel Model 1.5 used 2015 as its base year and was calibrated and validated to 2015 conditions, Travel Model 1.6 updates the base year to 2023 to reflect post-COVID conditions and travel patterns.

Specifically, Travel Model 1.6 incorporates 2023 assumptions for land use, roadway networks (links and tolls), and transit networks (routes, frequencies and fares). It also introduced new model features to represent post-COVID work-from-home patterns and changes in mode preference and was calibrated and validated to 2023 conditions based on observed data from the Caltrans Performance Measurement System (PeMS) and the National Transit Database (NTD). These updates ensure that the travel model used in the conformity analysis is no more than 10 years old as of this conformity analysis and determination date.

- **Integrated Land Use and Travel Modeling**
  BAUS2 and TM1.6 are designed to work in tandem, exchanging information in an iterative feedback loop that links land use and transportation outcomes. TM1.6 provides BAUS2 with accessibility measures for future years, capturing how planned infrastructure investments and policy strategies affect the ease of travel for different locations in the Bay Area. These accessibility measures indirectly influence where new housing units are more likely to locate.

  In turn, BAUS2 supplies TM1.6 with projected land use patterns, including the spatial distribution of households, jobs and other activities that define trip origins and destinations. This information, provided at the TAZ level, reflects how growth and redevelopment unfold over the plan horizon year.

  By exchanging these inputs, the two models allow land use patterns to respond to changes in the transportation system, while travel forecasts account for evolving development patterns. This feedback loop captures the dynamic interplay between land use and transportation, ensuring that forecasts reflect both the potential for induced travel demand and the long-term impacts of policy decisions.

Analysis Assumptions

1. Latest Planning Assumptions

Table 2. Planning Assumptions Used in this Conformity Analysis

Planning Assumption	Source
Socioeconomic and Land Use Forecasts	The socioeconomic and land use assumptions used in this analysis are based on the regional growth forecast for Plan Bay Area 2050+. These forecasts provide projections of population, employment, households, and housing units through the year 2050, as well as other socioeconomic details, and serve as core inputs to the region's land use and travel models. As described in the "Modeling Framework" section, BAUS2.6 allocates the regionwide growth forecast to specific traffic analysis zones (TAZs), providing the spatial distribution of future population, employment, households, and housing units.
Key Regionally Significant Projects and Transportation Network	Regionally significant and non-exempt projects from the 2027 TIP and Plan Bay Area 2050+ are incorporated into TM1.6 to capture how system capacity and travel behavior evolve over time. These include major roadway and transit investments—such as new roads, added freeway or express lanes, and large-scale transit expansions—as well as policy strategies that influence travel choices, including usage-based freeway pricing, congestion pricing in San Francisco, and coordinated transit fares. Projects are added into the model networks based on their expected "open-to-traffic" year, allowing the model to represent the transportation network in place at each analysis year. This ensures emissions are estimated based on the facilities and services reasonably expected to be

	available at that time. The scope and assumptions for these projects are based on current planning and are not expected to change prior to adoption of the 2027 TIP.
Post-COVID Travel Behavior	Work-from-home assumptions are based on observed data from MTC's 2023 Bay Area Travel Study (2023 BATS) and U.S. Survey of Working Arrangements and Attitudes (SWAA). Post-COVID mode preference change assumptions are based on observed data from the National Transit Database for 2023 conditions. For future years, this analysis assumes that Plan Bay Area 2050+ strategies would affect the mode reference change, based on research conducted by Fehr & Peers. When developing these assumptions, observed data from Caltrans Performance Measurement System (PeMS) and the National Transit Database (NTD) was used to calibrate and validate TM1.6. For roadway conditions, PeMS traffic volume data from 2022, 2023 and 2024 from almost 1000 PeMS stations were utilized. For transit ridership, NTD ridership data from both 2015 and 2023 was used to measure the ridership change.

2. Emissions Modeling – EMFAC2021

This transportation conformity analysis uses CARB's EMission FACtors model (EMFAC2021 v1.0.2), approved by EPA on November 23, 2022 (87 FR 71576) for use in SIP development and transportation conformity analyses. Recent state and federal regulatory actions affect some of the assumptions embedded in EMFAC2021; therefore, this analysis incorporates CARB-developed and EPA-approved off-model adjustment factors to ensure emissions estimates reflect the most current federally approved methods.

EMFAC2021 estimates emissions for all on-road vehicle classes — including light- and medium-duty passenger vehicles, medium- and heavy-duty trucks, buses, and motorcycles — operating under a range of speeds, roadway types and environmental conditions. The model incorporates the latest data on vehicle population, age distribution, travel activity and fuel properties.

County-level vehicle activity estimates were developed using outputs from TM1.6. These daily VMT estimates, stratified by EMFAC-defined speed bin, serve as the primary input to EMFAC2021. Using these inputs, the model applies pollutant-specific emission rates by vehicle class, speed, fuel type, and seasonal condition to estimate total on-road emissions.

EMFAC2021 estimates a range of pollutants, with this conformity analysis focusing on ozone precursors (ROG and NOx) and PM2.5 from exhaust and brake and tire wear. Separate model runs were conducted for each analysis year, and county emissions estimates were aggregated regionally to evaluate compliance with federal emissions tests under 40 CFR Part 93, Subpart A.

The EPA approved adjustment factors are multipliers applied to emissions modeled by EMFAC2021. They affect emissions estimates for NOx (exhaust), PM2.5 (exhaust, brake wear, tire wear) and ROG (exhaust and evaporative).

3. Analysis Years

For this conformity determination, the selected analysis years are included in the table below.

Table 3. Summary of Analysis Years by Pollutant

Pollutant	Analysis Years
Ozone (VOC and NOx)	2030, 2040, 2050
PM2.5	2030, 2040, 2050

4. Status of TCM Implementation

The Bay Area Conformity SIP includes a set of enforceable Transportation Control Measures (TCMs) designed to reduce mobile-source emissions. MTC is responsible for ensuring the timely implementation of these measures and for tracking progress through SIP maintenance and conformity documentation.

All TCMs committed to in the SIP—including the original 28 measures and the five additional measures (TCMs A-E) from the 2001 Ozone Attainment Plan—have been fully implemented. The effects of TCMs A-E are reflected in the mobile-source emissions estimates for ROG and NOx used in this conformity analysis.

5. Financial Constraints

Both the 2027 TIP and Plan Bay Area 2050+ are required to be financially constrained, meaning that forecasted expenditures must not exceed reasonably anticipated revenues. For the TIP, financial constraint must be demonstrated by program and by year for the four active years of the 2027 TIP.

As an air quality non-attainment area, MTC may only program projects with committed funds in the first two years of the 2027 TIP. Reasonably available revenues (funds that are not yet committed to the project but are estimated to be available during the four years of the 2027 TIP) may be programmed to projects in the third and fourth years of the 2027 TIP.

6. Interagency and Public Consultation

MTC will conduct agency and public consultation for the draft and final conformity analysis in accordance with established protocols outlined in MTC and ABAG's adopted Public Participation Plan and the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution No. 3757).

Attachment A: Air Quality Conformity Analysis Schedule

Table 4. Draft Schedule for the Transportation Air Quality Conformity Analysis

Activity	Timeline
AQCTF Reviews Conformity Approach	April 23, 2026
MTC Staff Conducts Technical Analysis & Report Preparation	May – June 2026
Release Draft Conformity Analysis for Public Review and Begin Public Comment Period	July 14, 2026
Provide Update on Draft Conformity Analysis to AQCTF	July 30, 2026
Close of Public Comment Period for Draft Conformity Analysis	August 12, 2026
AQCTF Briefing on Responses to Comments	August 27, 2026
MTC Committee Approval	September 9, 2026
MTC Commission Approval	September 23, 2026
Expected FHWA/FTA Final Approval of 2027 TIP AQ Conformity Analysis	December 15, 2026

Attachment B: Regionally Significant Project List

Table 5. Regionally Significant Projects

Strategy	RTPID	Title	Scope	Location	Opening Period	Analysis Years		
						2030	2040	2050
T5.	25-T05-013	Next Generation Freeways Pricing Strategy | Regional	This program includes funding to implement toll infrastructure, such as toll gantries, to collect per-mile tolls charged to vehicles on all Bay Area freeway corridors during peak periods on weekdays.	Regional	2025 – 2035		x	x
T5.	25-T05-015	Congestion Pricing & Mobility Improvements | Treasure Island	This program includes funding to implement cordon-based congestion pricing for vehicles leaving and entering Treasure Island. Improvements include toll affordability programs; Muni bus frequency upgrades; free shuttles; a new ferry terminal; new ferry service between Treasure Island and the San Francisco Ferry Building (30 minute peak headways); and new AC Transit express bus service to Oakland (10 minute peak headways).	San Francisco	2025 – 2035		x	x

T5.	25-T05-016	Congestion Pricing & Mobility Improvements | Downtown San Francisco	This program includes funding to implement cordon-based congestion pricing for vehicles leaving and entering downtown San Francisco. Improvements include toll affordability programs; street improvements to support transit operations and cycling and pedestrian safety; frequency improvements on various Muni/SamTrans routes; transit signal priority; and dedicated bus lanes.	San Francisco	2036 – 2050	x	x	x
T6.	25-T06-017	Bay Area Forward Program | Regional	This program includes funding to implement initiatives to maximize the efficiency of freeway and arterial systems through active traffic demand management and multi-modal strategies. Improvements include implementation of toll bridge corridor "forward" programs, adaptive ramp metering, adaptive signal timing with transit signal priority, bus on shoulder lanes, congestion pricing on toll bridge corridors, arterial first and last mile solutions, and shared mobility pilot deployments.	Regional	2025 – 2035	x	x	x

T6.	25-T06-065	Express Lane | HOV Conversion | SR-85 | Between SR-87 and US-101 ("Phase 4")	This program includes funding to implement a new express lane through an HOV lane conversion on SR-85 between SR-87 and US-101.	Santa Clara	2025 – 2035	x	x	x
T7.	25-T07-074	Express Lane | New Lane | I-680 (NB) | Between SR-84 and Alcosta Blvd	This program includes funding to implement express lanes through new lanes on northbound I-680 between SR-84 and Alcosta Blvd.	Alameda	2025 – 2035	x	x	x
T7.	25-T07-075	Express Lane | HOV Conversion/New Lane | I-680 (NB) | Between Livorna Rd and Arthur Rd	This program includes funding to implement express lanes through a new lane on northbound I-680 between Livorna Rd and SR-242 and an HOV conversion on northbound I-680 between SR-242 and Arthur Rd. Improvements include extending an existing managed lane between Livorna Rd and SR-242; and operational and safety enhancements.	Contra Costa	2025 – 2035	x	x	x
T7.	25-T07-076	Auxiliary Lane | New Lane | I-880 | Industrial Parkway Between Alameda Creek and Whipple Rd	This program includes funding to implement auxiliary lanes through new lanes on northbound I-880 between Industrial Pkwy and Alameda Creek, and southbound I-880 between Industrial Pkwy and Whipple Rd.	Alameda	2036 – 2050		x	x

T7.	25-T07-077	Express Lanes | New Lane | US-101 | Between I-380 and the San Francisco County Line	This program includes funding to implement express lanes through new lanes on US-101 between I-380 and the San Francisco County line.	San Mateo	2025 – 2035	x	x	x
T7.	25-T07-078	Express Lanes | HOV Conversion and New Lane | US-101 | Between SR-237 and South of I-880 ("Phase 5")	This program includes funding to implement express lanes on US-101 between SR-237 and south of I-880. Improvements include new express lanes through HOV conversions between SR-237 and the US-101/I-880 interchange; new express lanes through new lanes between Fair Oaks Ave and US-101/I-880 interchange; new auxiliary lanes through new lanes on US-101 between Great America Pkwy and Lawrence Expwy, and on- and off-ramp modifications.	Santa Clara	2025 – 2035	x	x	x
T7.	25-T07-079	Express Lanes | HOV Conversion and New Lane | US-101 | Between I-880 and SR-85 ("Phase 6")	This program includes funding to implement dual express lanes on US-101 between I-880 and SR-85. Improvements include new express lanes through HOV conversions between I-880 and SR-85; and new express lanes through new lanes between I-880 and Blossom Hill Rd.	Santa Clara	2025 – 2035	x	x	x

T7.	25-T07-080	Auxiliary Lane | New Lane | SR-4 (EB) | Between Port Chicago Hwy and Willow Pass Rd	This program includes funding to implement auxiliary lanes through new lanes on eastbound SR-4 between Port Chicago Hwy and Willow Pass Rd. Improvements include a new auxiliary lane between the Port Chicago Hwy on-ramp and Willow Pass Rd off-ramp, a new auxiliary lane between Willow Pass Rd off-ramp and on-ramp, and a new exit lane at San Marcos Blvd off-ramp.	Contra Costa	Various	x	x	x
T7.	25-T07-081	Auxiliary Lane | New Lane | SR-4 (WB) | Between Willow Pass Rd and Port Chicago Hwy	This program includes funding to implement auxiliary lanes through new lanes on westbound SR-4 between Willow Pass Rd and Port Chicago Hwy. Improvements include new auxiliary lanes between the Willow Pass Rd on-ramp and Port Chicago Hwy off-ramp, a new exit lane at Port Chicago Hwy off-ramp, and modification of a mandatory exit lane to an optional exit lane.	Contra Costa	Various			x
T7.	25-T07-082	Auxiliary Lane | New Lane | SR-17 | Between Lark Ave and SR-9 ("SR-17 Corridor Congestion Relief Project")	This program includes funding to implement auxiliary lanes through new lanes on SR-17 in both directions between Lark Ave and SR-9. Improvements include off-ramp modifications, operational	Santa Clara	2025 – 2035	x	x	x

			enhancements, such as ramp metering and information technology systems (ITS).					
T7.	25-T07-083	HOV Lane, Tolling and Express Bus | New Lane | SR-37 | Between SR-121 and Mare Island ("Interim Project")	This program includes funding to implement HOV lanes through new lanes on SR-37 between SR-121 and Mare Island. Improvements include tolling infrastructure and new express bus service.	Marin, Napa, Solano, Sonoma	2025 – 2035	x	x	x
T8.	25-T08-095	Roadway Widening | Tassajara Rd | Between N Dublin Ranch Dr and Quarry Ln School/Rutherford Dr	This program includes funding to implement roadway widening on Tassajara Rd between N Dublin Ranch Dr and Quarry Ln School/Rutherford Dr. Improvements include widening the existing roadway from two to four lanes and new bicycle and/or pedestrian facilities.	Alameda	2025 – 2035	x	x	x
T8.	25-T08-096	Roadway Extension | Dublin Blvd-N Canyons Pkwy | Between Fallon Rd and Doolan Rd	This program includes funding to implement a roadway extension on Dublin Blvd-N Canyons Pkwy between Fallon Rd and Doolan Rd. Improvements include a six-lane extension between Fallon Rd and Croak Rd; a four-lane extension	Alameda	2025 – 2035		x	x

			between Croak Rd and Doolan Rd; and bicycle and/or pedestrian facilities.					
T8.	25-T08-097	Roadway Widening and Extension | Quarry Lakes Pkwy | Between Paseo Padre Pkwy and SR-238 (Mission Blvd)	This program includes funding to implement roadway widening and extension on Quarry Lakes Pkwy between Paseo Padre Pkwy and SR-238 (Mission Blvd). Improvements include widening Decoto Rd; a new four-lane roadway between Paseo Padre Pkwy and SR-238; and bicycle and/or pedestrian enhancements.	Alameda	2025 – 2035		x	x
T8.	25-T08-098	Roadway Extension | El Charro Rd | Between Stoneridge Dr and Stanley Blvd	This program includes funding to implement a roadway extension on El Charro Rd between Stoneridge Dr and Stanley Blvd. Improvements include extending the four-lane roadway.	Alameda	2036 – 2050			
T8.	25-T08-099	Roadway Improvements | Grand Ave | Between MacArthur Blvd and Mandela Pkwy	This program includes funding to implement roadway improvements on Grand Ave between MacArthur Blvd and Mandela Pkwy. Improvements include transit priority infrastructure, a road diet, and new bicycle and/or pedestrian facilities.	Alameda	2036 – 2050		x	x

T8.	25-T08-100	Roadway Widening | Auto Mall Pkwy | Between Fremont Blvd and I-680	This program includes funding to implement roadway widening on Auto Mall Pkwy between Fremont Blvd and I-680. Improvements include widening the existing roadway from four to six lanes.	Alameda	2036 – 2050		x	x
T8.	25-T08-101	Roadway Widening | Brentwood Blvd, Phase 1 | Between Homecoming Wy and Lone Tree Wy	This program includes funding to implement roadway widening on Brentwood Blvd between Homecoming Wy and Lone Tree Wy. Improvements include widening the existing roadway from two to four lanes, and bicycle and/or pedestrian enhancements.	Contra Costa	2025 – 2035	x	x	x
T8.	25-T08-102	Roadway Widening | Brentwood Blvd, Phase 2 | Between Havenwood Ave and Homecoming Wy	This program includes funding to implement roadway widening on Brentwood Blvd between Havenwood Ave and Homecoming Wy. Improvements include widening the existing roadway from two to four lanes; a new parallel bridge over Marsh Creek; bicycle and/or pedestrian enhancements; and other roadway improvements, such as traffic signal modifications.	Contra Costa	2025 – 2035	x	x	x

T8.	25-T08-103	Roadway Widening | Crow Canyon Rd | Between Alcosta Blvd and Indian Rice Rd	This program includes funding to implement roadway widening on Crow Canyon Rd between Alcosta Blvd and Indian Rice Rd. Improvements include widening the existing roadway from four to six lanes, and bicycle and/or pedestrian enhancements.	Contra Costa	2025 – 2035	x	x	x
T8.	25-T08-104	Roadway Widening | Lone Tree Wy | Between O'Hara Ave and Brentwood Blvd	This program includes funding to implement roadway widening on Lone Tree Wy between O'Hara Ave and Brentwood Blvd. Improvements include widening the existing roadway from two to four lanes.	Contra Costa	2036 – 2050		x	x
T8.	25-T08-105	Roadway Extension | New Connector Road | Between Vasco Rd and Byron Hwy ("Vasco Road-Byron Connector")	This program includes funding to implement a roadway extension between Vasco Road south of Camino Diablo and Byron Hwy east of the Byron Airport. Improvements include extending a new two-lane highway and bicycle and/or pedestrian enhancements on Camino Diablo, Walnut Blvd, Concord Ave, Byron Hwy, and the Armstrong Rd extension.	Contra Costa	2036 – 2050		x	x
T8.	25-T08-106	Roadway Widening | Camino Tassajara Rd | Between Windemere Pkwy and the Alameda County Line	This program includes funding to implement roadway widening on Camino Tassajara Rd between Windemere Pkwy and the Alameda	Contra Costa	2036 – 2050		x	x

			County Line. Improvements include widening the existing roadway from two to four lanes, and bicycle and/or pedestrian enhancements.					
T8.	25-T08-107	Roadway Widening | Pittsburg-Antioch Hwy | Between Auto Center Dr and Loveridge Rd	This program includes funding to implement roadway widening on Pittsburg-Antioch Hwy between Auto Center Dr and Loveridge Rd. Improvements include widening the existing roadway from two to four lanes, and new turning lanes.	Contra Costa	2036 – 2050		x	x
T8.	25-T08-108	Roadway Extension | West Leland Rd, Phase 1b | Between Santa Teresa Dr and the Concord City Limits	This program includes funding to implement a roadway extension on West Leland Rd between Santa Teresa Dr and Concord City Limits. Improvements include extending the four-lane roadway and bicycle and/or pedestrian enhancements.	Contra Costa	2036 – 2050		x	x
T8.	25-T08-109	Roadway Widening | Willow Pass Rd | Between Lynwood Dr and SR-4	This program includes funding to implement roadway widening on Willow Pass Rd between Lynwood Dr and SR-4. Improvements include widening the existing roadway from two to four lanes, and bicycle and/or pedestrian enhancements.	Contra Costa	2036 – 2050		x	x
T8.	25-T08-110	Roadway Improvements | SR-29 | SR-12/SR-121	This program includes funding to implement roadway improvements on	Napa	2025 – 2035			

			SR-29 at SR-12/SR-121. Improvements include intersection enhancements and operational enhancements.					
T8.	25-T08-111	Roadway Improvements | Soscol Ave | Between Magnolia Dr and Silverado Trl (SR-121)/3rd St/East Ave/Coombsville Rd	This program includes funding to implement roadway improvements on Soscol Ave between Magnolia Dr and Silverado Trl (SR-121)/3rd St/East Ave/Coombsville Rd. Improvements include operational and bicycle and/or pedestrian enhancements.	Napa	2036 – 2050		x	x
T8.	25-T08-112	Roadway Improvements | SR-29 | Airport Blvd	This program includes funding to implement roadway improvements on SR-29 at Airport Blvd. Improvements include reconstructing the intersection to a grade-separated, double roundabout "dogbone" interchange.	Napa	2036 – 2050		x	x
T8.	25-T08-113	Roadway Improvements | SR-29 | Between Napa Junction Rd and American Canyon Rd	This program includes funding to implement roadway improvements on SR-29 between Napa Junction Rd and American Canyon Rd. Improvements include intersection enhancements, and operational and multimodal enhancements.	Napa	2036 – 2050			
T8.	25-T08-114	Roadway Improvements | Montague Expwy | McCarthy Blvd/O'Toole Ave	This program includes funding to implement roadway improvements on Montague Expwy at McCarthy	Santa Clara	2025 – 2035			

			Blvd/O'Toole Ave. Improvements include grade separations.					
T8.	25-T08-115	Roadway Widening | Calaveras Blvd | Between Abel St and Milpitas Blvd	This program includes funding to implement roadway widening on Calaveras Blvd at Union Pacific RR. Improvements include widening the Calaveras Blvd (SR-237) overpass at the Union Pacific RR tracks from four to six lanes between Abel St and Town Center Blvd.	Santa Clara	2025 – 2035		x	x
T8.	25-T08-116	Roadway Widening | Montague Expwy | Between Great Mall and McCarthy Blvd/O'Toole Ave	This program includes funding to implement roadway widening on Montague Expwy between Great Mall and McCarthy Blvd/O'Toole Ave. Improvements include widening the existing roadway from six to eight lanes, and new HOV lanes between Trade Zone Blvd and Great Mall Blvd.	Santa Clara	2025 – 2035	x	x	x
T8.	25-T08-117	Roadway Widening | Brokaw Bridge | Coyote Creek	This program includes funding to implement roadway widening on Brokaw Bridge at Coyote Creek. Improvements include widening the existing roadway to six lanes with a new westbound lane on Brokaw Rd.	Santa Clara	2036 – 2050		x	x

T8.	25-T08-118	Roadway Widening | Oakland Rd | Between US-101 and Montague Expwy	This program includes funding to implement roadway widening on Oakland Rd between US-101 and Montague Expwy. Improvements include widening the existing roadway from four to six lanes and operational enhancements.	Santa Clara	2036 – 2050		x	x
T8.	25-T08-119	Roadway Improvements | Almaden Expwy | Branham Ln ("Envision Expressway, Tier 1")	This program includes funding to implement roadway improvements on Almaden Expwy at Branham Ln. Improvements include extending the existing southbound lane to Branham Ln.	Santa Clara	2036 – 2050		x	x
T8.	25-T08-120	Roadway Improvements | Almaden Expwy | SR-85 ("Envision Expressway, Tier 1")	This program includes funding to implement roadway improvements on SR-85 at Almaden Expwy.	Santa Clara	2036 – 2050		x	x
T8.	25-T08-121	Roadway Improvements | Foothill Expwy | Between I-280 and Homestead Rd ("Envision Expressway, Tier 1")	This program includes funding to implement interchange improvements at Foothill Expwy between I-280 and Homestead Rd. Improvements include extending Stevens Creek Trail, new auxiliary lanes, and operational improvements.	Santa Clara	2036 – 2050		x	x
T8.	25-T08-122	Roadway Improvements | Lawrence Expwy | Homestead Rd ("Envision Expressway, Tier 1")	This program includes funding to implement roadway improvements on Lawrence Expwy at Homestead Rd.	Santa Clara	2036 – 2050		x	x

T8.	25-T08-123	Roadway Improvements | Oregon-Page Mill Rd | I-280 ("Envision Expressway, Tier 1")	This program includes funding to implement interchange improvements on Oregon-Page Mill Rd at I-280. Improvements include interchange improvements and bicycle and/or pedestrian enhancements.	Santa Clara	2036 – 2050		x	x
T8.	25-T08-124	Roadway Improvements | San Tomas Expwy | SR-17 ("Envision Expressway, Tier 1")	This program includes funding to implement roadway improvements on San Tomas Expwy at SR-17. Improvements include operational enhancements, such as signalized ramps and lane reconfigurations, on the northbound off-ramp.	Santa Clara	2036 – 2050		x	x
T8.	25-T08-125	Roadway Widening | Capitol Expwy | Between I-680 and Capitol Ave ("Envision Expressway, Tier 1")	This program includes funding to implement roadway widening and interchange modification on Capitol Expwy between I-680 and Capitol Ave. Improvements include widening the existing roadway from six to eight lanes, interchange improvements, and bicycle and/or pedestrian enhancements.	Santa Clara	2036 – 2050		x	x
T8.	25-T08-126	Roadway Widening | Oregon-Page Mill Rd |Between I-280 and Foothill Expwy ("Envision Expressway, Tier 1")	This program includes funding to implement roadway widening and trail extension on Oregon-Page Mill Expwy between I-280 and Foothill Expwy. Improvements include widening the	Santa Clara	2036 – 2050		x	x

			existing roadway from four to six lanes with a possible HOV lane, intersection improvements, and bicycle and/or pedestrian enhancements.					
T8.	25-T08-127	Roadway Widening | San Tomas Expwy | Between Homestead Rd and Stevens Creek ("Envision Expressway, Tier 1")	This program includes funding to implement roadway widening and trail extension at San Tomas Expwy between Homestead Rd and Stevens Creek. Improvements include widening the existing roadway from 6 to 8 lanes, extending San Tomas Aquino Spur Trails, and pedestrian enhancements.	Santa Clara	2036 – 2050		x	x
T8.	25-T08-128	Roadway Widening | Santa Teresa-Hale Corridor | Between Long Meadow Dr and Fitzgerald Ave ("Envision Expressway, Tier 1")	This program includes funding to implement roadway widening and trail extension on Santa Teresa Blvd between Long Meadow and Fitzgerald. Improvements include widening the existing roadway from two to four lanes.	Santa Clara	2036 – 2050		x	x
T8.	25-T08-129	Roadway Widening | Jepson Pkwy-Leisure Town Rd, Phase 1B, 1C | Between Elmira Rd and Horse Creek Bridge	This program includes funding to implement roadway widening on Jepson Pkwy-Leisure Town Rd between Elmira Rd and Sequoia Dr and Horse Creek Bridge. Improvements include widening the existing roadway from two to four lanes between Elmira Rd and	Solano	2025 – 2035	x	x	x

			Sequoia Dr and between Sequoia Dr and Horse Creek Bridge; and safety and bicycle and/or pedestrian enhancements.					
T8.	25-T08-130	Roadway Extension | Jepson Pkwy-Walters Rd | Between Cement Hill Rd and Huntington Dr	This program includes funding to implement a roadway extension on Walters Rd between Cement Hill Rd and Huntington Dr. Improvements include extending the four-lane roadway and a grade separated overpass.	Solano	2025 – 2035	x	x	x
T8.	25-T08-131	Roadway Widening | Jepson Pkwy-Vanden Rd, Phase 2B, 2C | Between Canon Rd and Vacaville City Limits	This program includes funding to implement roadway widening on Vanden Road between Canon Rd and the Fairfield/Vacaville city limit. Improvements include widening Vanden Rd from two to four lanes.	Solano	2036 – 2050		x	x
T8.	25-T08-132	Roadway Widening | Peabody Rd | Between Vacaville and Fairfield	This program includes funding to implement roadway widening on Peabody Rd between Vacaville and Fairfield. Improvements include widening the existing roadway to two lanes in each direction, and bicycle and/or pedestrian enhancements.	Solano	2036 – 2050		x	x

T8.	25-T08-133	Roadway Extension | Caufield Ln | Between Bautista Wy and Crystal Ln ("Caulfield Bridge Crosstown Connector")	This program includes funding to implement a roadway extension on Caufield Ln between Bautista Wy and Crystal Ln/Petaluma Blvd S. Improvements include extending the two-lane roadway and bicycle and/or pedestrian enhancements.	Sonoma	2036 – 2050		x	x
T11.	25-T11-139	Rapid Bus | Modernization | AC Transit | E 14th St/Mission St/Fremont Blvd Between San Leandro and Warm Springs	This program includes funding to implement improvements to existing bus service along E 14th St/Mission St/Fremont Blvd between San Leandro and Fremont, including dedicated lanes, mobility hubs at BART stations, and frequency upgrades (10-20 minute peak headways on routes 10 and 99).	Alameda	2036 – 2050			x
T11.	25-T11-141	Rapid Bus | Modernization | AC Transit	This program includes funding to implement improvements to existing bus service in Alameda County. Improvements include dedicated lanes, new/improved transit signal priority (including on-street and on-bus equipment), queue jumps, improved stop infrastructure, and frequency upgrades (5-12 minute peak headways on routes 6, 18, 20, 21, 40, 57, 97 and NL).	Alameda	Various	x	x	x

T11.	25-T11-143	Rapid Bus | Modernization | AC Transit | San Pablo Ave	This program includes funding to implement improvements to existing bus service along San Pablo Ave between Oakland and Richmond. Improvements include dedicated lanes, improved stop infrastructure, merging of local/rapid stops, and frequency upgrades (5 minute peak headways on route 72).	Alameda, Contra Costa	2025 – 2035		x	x
T11.	25-T11-147	Rapid Bus | Modernization | AC Transit | 23rd St	This program includes funding to implement new bus rapid transit service along 23rd St between Richmond and Hercules, including dedicated lanes, transit signal priority, queue jumps, improved stop infrastructure, and new rolling stock (10 minute peak headways).	Contra Costa	2036 – 2050		x	x
T11.	25-T11-148	Rapid Bus | Service Expansion | Contra Costa Co | Between Antioch and Brentwood	This program includes funding to implement new bus service, assumed to be operated by Tri-Delta Transit, along SR-4 between Antioch and Brentwood, including dedicated lanes and park-and-ride facilities (20 minute peak headways).	Contra Costa	2036 – 2050		x	x

T11.	25-T11-150	Ferry and Express Bus | Service Expansion | GGT	This program includes funding to implement new ferry service between Larkspur and San Francisco (Mission Bay) (30 minute peak headways); new express bus service from Greenbrae and Petaluma to San Francisco and between San Rafael and El Cerrito (30-40 minute peak headways); improvements to existing ferry service between Larkspur and San Francisco (Ferry Building), including frequency upgrades (20 minute peak headways); and improvements to existing express bus service along US-101 and I-580, including frequency upgrades (20-30 minute peak headways on routes 101, 114, 132, 154, and 580).	Marin, San Francisco	2036 – 2050	x	x	x
T11.	25-T11-155	Rapid Bus | Modernization | SFMTA | Geneva Ave/Harney Wy	This program includes funding to implement improvements to existing bus service along Geneva Avenue/Harney Way in San Francisco. Improvements include dedicated lanes, transit signal priority, improved stop infrastructure, and frequency upgrades (5-7.5 minute peak headways on routes 29, 44, and HPX).	San Francisco	2036 – 2050			x

T11.	25-T11-156	Rapid Bus | Modernization | SamTrans | El Camino Real	This program includes funding to implement improvements to existing bus service along El Camino Real between Daly City and the San Mateo/Santa Clara County line. Improvements include dedicated lanes (45% of route), transit priority infrastructure, transit signal priority, and frequency (7.5 minute peak headways on route ECR).	San Mateo	2036 – 2050			x
T11.	25-T11-157	Express Bus | Modernization | VTA | SR-85	This program includes funding to implement improvements to express bus service along SR-85 between Mountain View and San Jose. Improvements include dedicated transit lanes and four stations.	Santa Clara	2036 – 2050	x	x	x
T11.	25-T11-158	Rapid Bus | Modernization | VTA | El Camino Real	This program includes funding to implement improvements to existing bus service along El Camino Real between Palo Alto and San Jose. Improvements include dedicated lanes, transit signal priority, improved stop infrastructure, and new rolling stock.	Santa Clara	2036 – 2050		x	x

T11.	25-T11-164	Ferry | Service Expansion | WETA | Berkeley-San Francisco	This program includes funding to implement new ferry service between San Francisco (Ferry Building) and Berkeley, including a new terminal in Berkeley (30 minute peak headways).	Alameda, San Francisco	2025 – 2035	x	x	x
T11.	25-T11-165	Ferry | Service Expansion | WETA | Oakland-Redwood City	This program includes funding to implement new ferry service between Oakland and Redwood City, including a new terminal in Redwood City (60 minute peak headways).	Alameda, San Mateo	2036 – 2050			x
T11.	25-T11-166	Ferry | Service Frequency Upgrades | WETA	This program includes funding to implement improvements to existing ferry service from San Francisco (Ferry Building) to Oakland, Alameda (Main Street), Alameda (Harbor Bay), Alameda (Seaplane Lagoon), Vallejo, Richmond, and South San Francisco. Improvements include ZEV conversion and frequency upgrades (20-30 minute peak headways).	Regional	2025 – 2035	x	x	x
T11.	25-T11-167	Rail | Service Expansion | BART | Irvington Station	This program includes funding to implement a new BART infill rail station in Fremont (Irvington). Improvements include park-and-ride facilities and changes to existing AC Transit bus service (routes 212 and 215 replaced	Alameda	2025 – 2035			x

			by flex service; frequency upgrade to 20 minute headways on route 210).					
T11.	25-T11-168	Rail | Service Expansion | Capitol Corridor | to Coast Subdivision ("South Bay Connect")	This program includes funding to implement improvements to existing Capitol Corridor rail service between Oakland and Newark. Improvements include relocation of rail service between Oakland Coliseum and Newark from the Niles Subdivision to the Coast Subdivision, one new rail station, one new in-line intermodal bus facility, and enhanced park-and-ride facilities.	Alameda	2036 – 2050	x	x	x
T11.	25-T11-169	Rail | Service Expansion | ACE | System	This program includes funding to implement new ACE intercity rail service between Merced and San Jose (1 daily round trip) and from Chico and Merced to Union City (3 daily round trips), including a new station in Union City.	Alameda, Santa Clara	Various	x	x	x
T11.	25-T11-170	Rail | Service Expansion | Capitol Corridor | Hercules Station ("Hercules Hub")	This program includes funding to implement a new Capitol Corridor infill rail station in Hercules, including bus connections and roadway and trail extensions.	Contra Costa	2025 – 2035	x	x	x

T11.	25-T11-171	Rail | Service Expansion | Caltrain | Bayview Station	This program includes funding to implement a new Caltrain infill rail station in San Francisco (Bayview), with the station location to be determined through an ongoing location study.	San Francisco	2025 – 2035	x	x	x
T11.	25-T11-172	Light Rail | Modernization | Muni Metro	This program includes funding to implement improvements to existing Muni light rail service in San Francisco. Improvements include reliability improvements in the Market Street Subway; infrastructure and rail signaling upgrades; removal of stop signs and signalization at intersections; transit signal priority; routing changes; and frequency upgrades (6 minute peak headways on routes J, K, L, M, N, and T).	San Francisco	2036 – 2050		x	x
T11.	25-T11-173	Rail | Service Frequency Upgrades | BART | System ("Core Capacity")	This program includes funding to implement improvements to existing BART rail service. Improvements include frequency upgrades (12 minute peak headways on all lines).	Regional	2025 – 2035	x	x	x

T11.	25-T11-174	Grade Separations and Modernization | Regional	This program includes funding to implement grade separation improvements along passenger rail corridors throughout the region, including the Caltrain/High-Speed Rail Corridor. Improvements include grade separations funded by Santa Clara County's Measure B and San Mateo County's Measure A, as well as future grade separations and other modernization improvements within the Bay Area's urban core that serve the dual purpose of connecting High Speed Rail to the Bay Area and improving the Caltrain system.	Regional	Various			
T11.	25-T11-175	Rail | Service Frequency Upgrades | Caltrain | Systemwide	This program includes funding to implement improvements to existing Caltrain rail service between San Francisco and San Jose. Improvements include frequency upgrades to be implemented in Phase 1 (6 trains per hour per direction in peak) and Phase 2 (8 trains per hour per direction in peak).	Regional	Various	x	x	x
T12.	25-T12-177	Rail | Service Expansion | Between San Joaquin County and Dublin/Pleasanton ("Valley Link")	This program includes funding to implement new rail service between San Joaquin County (Mountain House) and Dublin/Pleasanton, including three new stations in Alameda County and	Alameda	2036 – 2050		x	x

			four-car trains (12 minute peak headways).					
T12.	25-T12-178	Rail | Service Expansion | Caltrain/High Speed Rail | Downtown San Francisco ("Portal")	This program includes funding to extend Caltrain rail service in San Francisco between 4th St/Townsend St and the Salesforce Transit Center. Improvements include two new stations.	San Francisco	2036 – 2050		x	x
T12.	25-T11-179	Light Rail | Service Expansion | VTA | Eastridge	This program includes funding to extend VTA's existing Orange Line service from Alum Rock Station to the Eastridge Transit Center. Improvements include two new stations and elevated structures.	Santa Clara	2025 – 2035	x	x	x
T12.	25-T12-180	Rail | Service Expansion | BART | Santa Clara ("Silicon Valley Phase II")	This program includes funding to extend BART's Green Line and Orange Line rail services between San Jose (Berryessa) and Santa Clara. Improvements include four new stations and park-and-ride facilities.	Santa Clara	2036 – 2050		x	x
T12.	25-T12-181	Rail | Service Expansion | SMART | Healdsburg	This program includes funding to extend SMART rail service between Windsor and Healdsburg. Improvements include one new station in Healdsburg.	Sonoma	2025 – 2035	x	x	x

T12.	25-T12-182	Rail | Service Expansion | SMART | Cloverdale	This program includes funding to extend SMART rail service between Healdsburg and Cloverdale. Improvements include one new station in Cloverdale.	Sonoma	2025 – 2035		x	x

Meeting Notes
Air Quality Conformity Task Force Meeting
Metropolitan Transportation Commission

Date: 3/26/26
Time: 9:30AM
Location: Zoom
Facilitator: Lyric Greif, MTC
Attendees:

- John Saelee, MTC
- Mallory Atkinson, MTC
- Adam Crenshaw, MTC
- Erika Vaca, Caltrans
- Shilpa Mareddy, Caltrans
- Michael Dorantes, US EPA
- Dharma Truong, Kimley-Horn
- Jonathan Stanton, NVTA
- Grant Bailey, NVTA
- Daniel Karz, Kimley-Horn
- Ace Malisos, Kimley-Horn
- Monte DiPalma, Bay Area Air District
- Addrell Coleman, NVTA
- Jasmine Amanin, FHWA
- Eden Winniford, YSAQMD

Summary

1. **Welcome and Introductions**
   The meeting began with introductions led by MTC staff.

2. **PM2.5 Project Conformity Interagency Consultations**
   a. **Consultation to Determine Project of Air Quality Concern Status**
   Presenter: Ace Malisos, Kimley-Horn
   Discussion: The task force reviewed three projects requesting consultation to determine POAQC status. Kimley-Horn staff presented the following projects:

   - American Canyon SR-29 Corridor Improvement Project
   - US 101 / I-580 Multimodal and Local Access Improvement Project
   - I-880 Interchange Improvements at Winton Avenue and A Street

EPA staff provided feedback on the American Canyon SR-29 project assessment form, clarifying that the criteria listed are illustrative examples rather than specific requirements.

EPA staff inquired as to why Alternative 3 of the US 101 I-580 project shows a significant increase in traffic on the Bellam Boulevard entrance ramp compared to the other alternatives, and project staff agreed to review the traffic projections for the three build alternatives. Project staff also highlighted that Alternative 3 has an exit-ramp to Bellam Boulevard, whereas the other alternatives do not. FHWA staff asked whether project staff had truck traffic volume data for the connectors themselves. Kimley-Horn staff did not have connector-specific truck volume data and stated that truck volume would remain consistent with current US 101 levels. MTC staff explained that the US 101 I-580 Multimodal and Local Access Improvement Project was brought before the task force prior to TIP finalization and that no final determination would be made at this time.

Kimley-Horn staff also presented the I-880 Interchange Improvements project, which was previously reviewed by the task force in 2020. Staff confirmed that there have been no changes to the project scope since that time, and the task force concurred that it is not a project of air quality concern. FHWA staff noted that the submitted project assessment form used an older template and recommended that project staff use the updated version going forward.

Determination: The task force concurred that the American Canyon SR 29 and I-880 Interchange Improvements projects are not considered projects of air quality concern.

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

Discussion: The task force reviewed a list of four projects proposed for exemption. EPA staff recommended revising the exemption classification and project description for the LAVTA Atlantis Bus Facility Project to better reflect its construction-related elements.

EPA staff noted that in instances where several exemption categories could technically apply to projects with multiple components, it is best practice to base the exemption category on the primary purpose or function of the project.

FHWA staff asked whether the Concord Street Lighting and Safety Improvements Project is funded by the Local Highway Safety Improvement Program (HSIP), and MTC staff confirmed this to be the funding source.

Determination: The task force concurred that the reviewed projects were exempt from regional air quality conformity per 40 CFR 93.126.

3. **Review of the Regional Conformity Status for New and Revised Projects**
   Presenter: John Saelee, MTC
   Discussion: MTC staff provided an update on a proposed exemption classification change for the SR-29 American Canyon Operational & Multimodal Improvements project. The proposed update would reclassify the exemption from 40 CFR 93.126 to 40 CFR 93.127 to reflect the individual intersection signalization components of the project. There were no questions or concerns from the task force on this item.

4. **Plan Bay Area 2050+ Transportation-Air Quality Conformity Analysis Update**
   Presenter: Lyric Greif, MTC
   Discussion: MTC staff provided an update on the Plan Bay Area 2050+ Transportation Air Quality Conformity Analysis, which was adopted by the Commission on March 25, 2026, as part of Plan Bay Area 2050+. There were no questions or concerns.

5. **Consent Calendar**
   February 26, 2026, Air Quality Conformity Task Force Meeting Summary
   There were no questions or concerns about the February meeting summary.

6. **Next Meeting**
   MTC staff gave a reminder that the next meeting of the Air Quality Conformity Task Force is scheduled for April 23rd, 2026, at 9:30 AM via Zoom.