



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

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San Francisco, CA 94105  
415.778.6700  
[www.mtc.ca.gov](http://www.mtc.ca.gov)

## **Air Quality Conformity Task Force Meeting**

Metropolitan Transportation Commission

Join Zoom Meeting @

<https://bayareametro.zoom.us/j/4827063628?pwd=RGpEanhGMEx2VzFRSFJZYWcyTGVjQT09>

**Meeting ID: 482 706 3628**

**Passcode: 637720**

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

**August 24, 2023**

**9:30 a.m. – 11:00 a.m.**

### **AGENDA**

1. Welcome and Introductions
2. Projects with Regional Air Quality Conformity Concerns
  - a. Monterey Road Transit Lane Project (TIP ID:SCL230216)
    - *Follow-up discussion from last month's meeting*
  - b. Bus Accelerated Infrastructure Delivery Program (BusAID)
    - *Overview on program which increases bus speed and reliability throughout the Bay Area by investing in various bus priority treatments*
  - c. Review of the Regional Conformity Status for New and Revised Projects  
2c\_Regional\_AQ\_Conformity\_Review\_082423.pdf  
2c\_Attachment-A\_List\_of\_Proposed\_New\_Projects\_082423.pdf
3. Consent Calendar
  - a. July 27, 2023 Air Quality Conformity Task Force Meeting Summary
4. Other Items

Next Meeting: Meeting: September 28, 2023

MTC Staff Liaison:

Harold Brazil

[hbrazil@bayareametro.gov](mailto:hbrazil@bayareametro.gov)

Harold Brazil is inviting you to a scheduled Zoom meeting.

Topic: Air Quality Conformity Task Force Meeting

Time: This is a recurring meeting Meet anytime

Join Zoom Meeting

<https://bayareametro.zoom.us/j/4827063628?pwd=RGpEanhGMEx2VzFRSFJZYWcyTGVjQT09>

Meeting ID: 482 706 3628

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Join by SIP

[4827063628@zoomcrc.com](mailto:4827063628@zoomcrc.com)

Join by H.323

162.255.37.11 (US West)

162.255.36.11 (US East)

115.114.131.7 (India Mumbai)

115.114.115.7 (India Hyderabad)

213.19.144.110 (Amsterdam Netherlands)

213.244.140.110 (Germany)

103.122.166.55 (Australia Sydney)

103.122.167.55 (Australia Melbourne)

64.211.144.160 (Brazil)

69.174.57.160 (Canada Toronto)

65.39.152.160 (Canada Vancouver)

207.226.132.110 (Japan Tokyo)

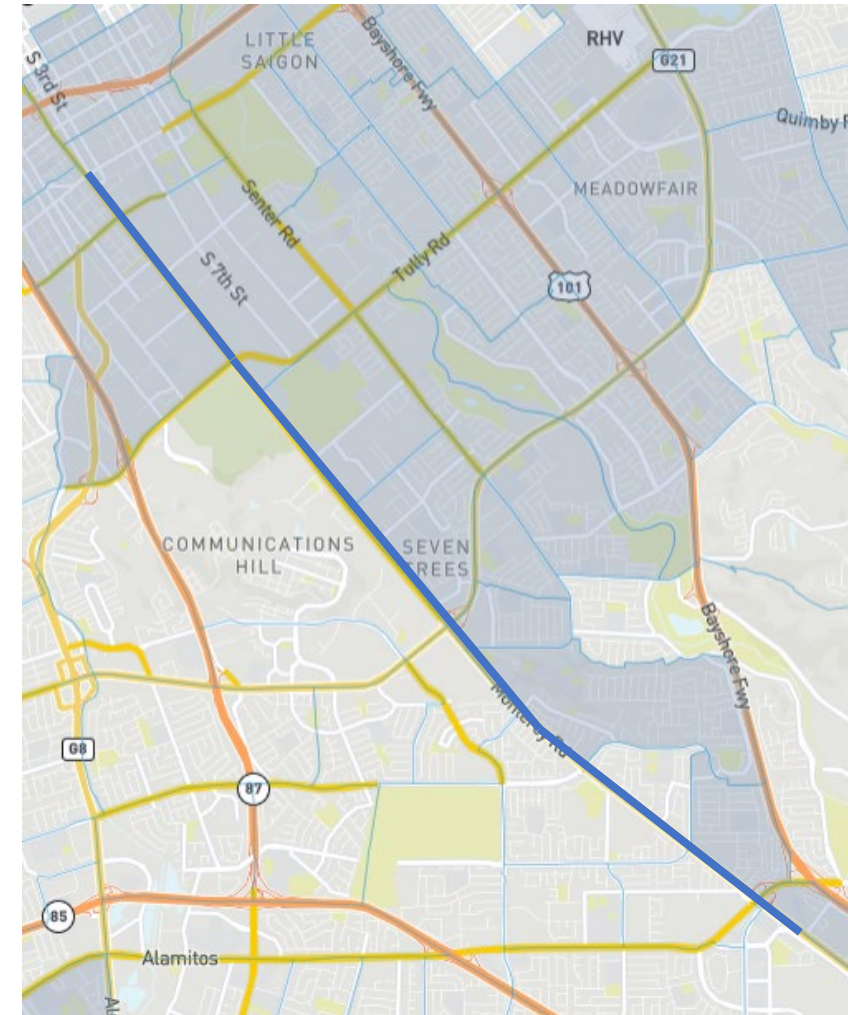
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Meeting ID: 482 706 3628

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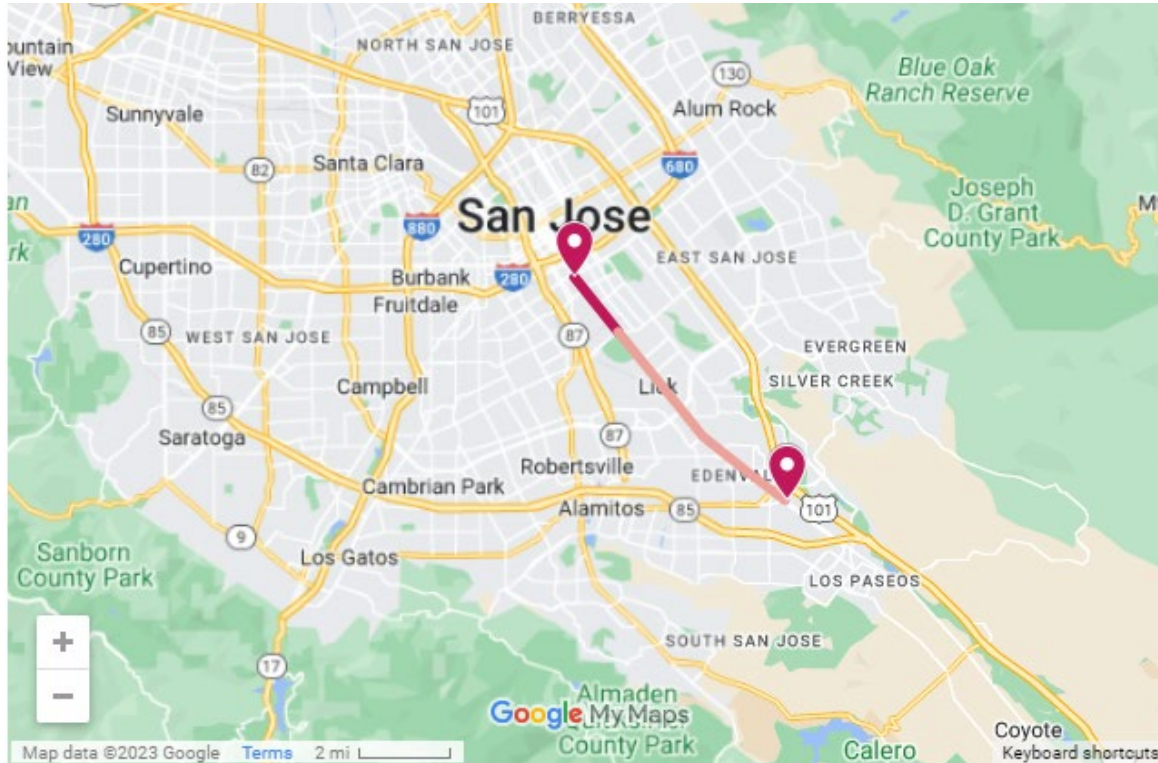
# Monterey Road Transit Lane Project

- Monterey Road is:
  - A high fatality and injury corridor, with several traffic deaths per year
  - One of San José's highest bus ridership corridors
  - Paralleled by two state freeways
  - An important transit corridor serving six Frequent Network routes; among highest ridership in system
- The Monterey Road Transit Lane Project aims to:
  - Improve safety for all users
  - Improve transit speeds and reliability



Source: Council on Environmental Quality's  
Climate and Economic Justice Screening Tool

# Project Overview



- Monterey Rd and 1<sup>st</sup> St from Keyes Ave to Ford Rd
- Bus-Only lanes and boarding islands
- Upgrade existing bike lanes to protected bike lanes
- Protected intersections or bulb outs
- TSP adjustments and signal retiming upon completion

# City and VTA Goals

- Safety and Vision Zero
  - Improve safety for all modes of transportation
  - Safer and lower stress bicycling on Monterey Road
  - Safer access to transit
- Improving transit
  - Speed up existing transit, get people to their destinations faster and more reliably
  - Increase ridership
  - Implement: General Plan, Move San José, and Transit First Policy
  - Improve mobility options and safety for people of all backgrounds, ages, and abilities

# Slowing Routes Require More Buses

Buses needed for 15-minute service on Route 22

**1995**

15.7 MPH



15 Buses

**2018**

10.3 MPH



22 Buses

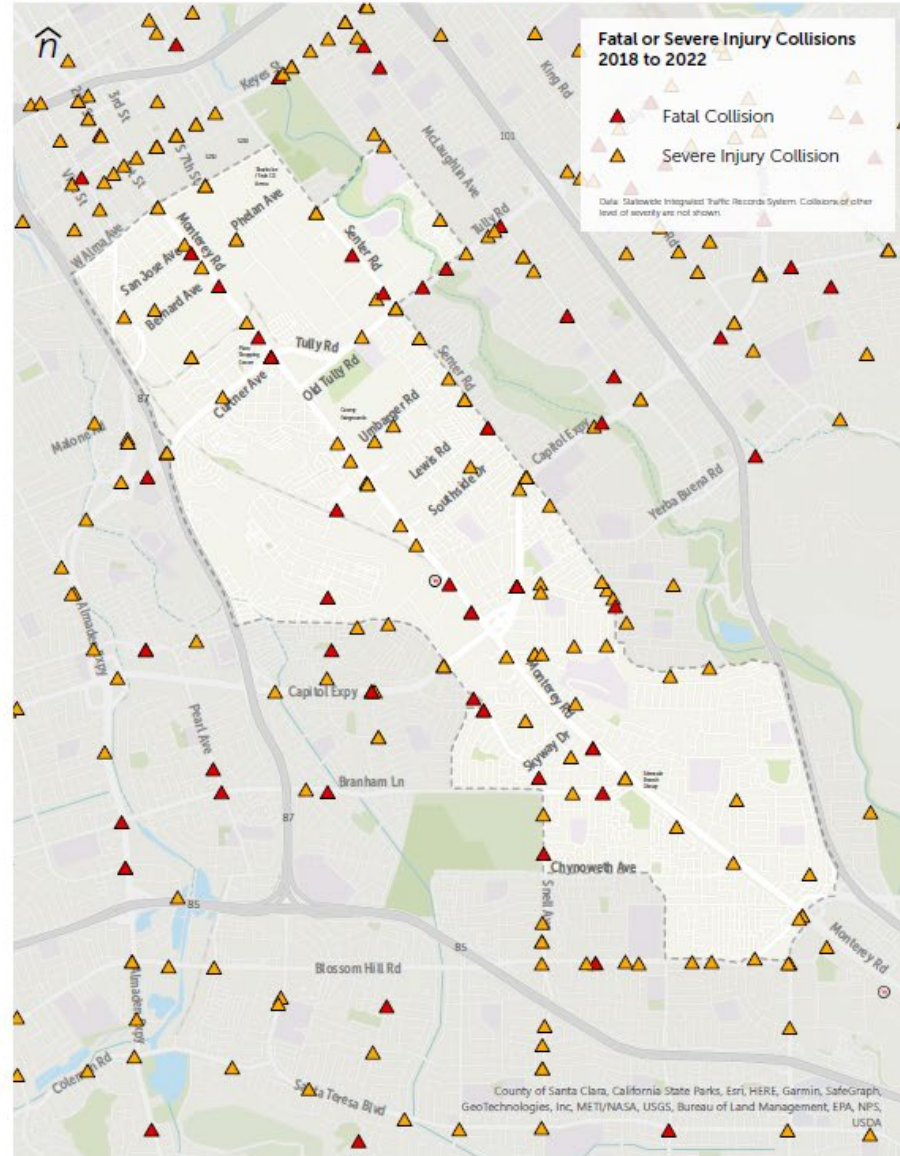




# Fatal or Severe Injury Collisions (5-Year Total)

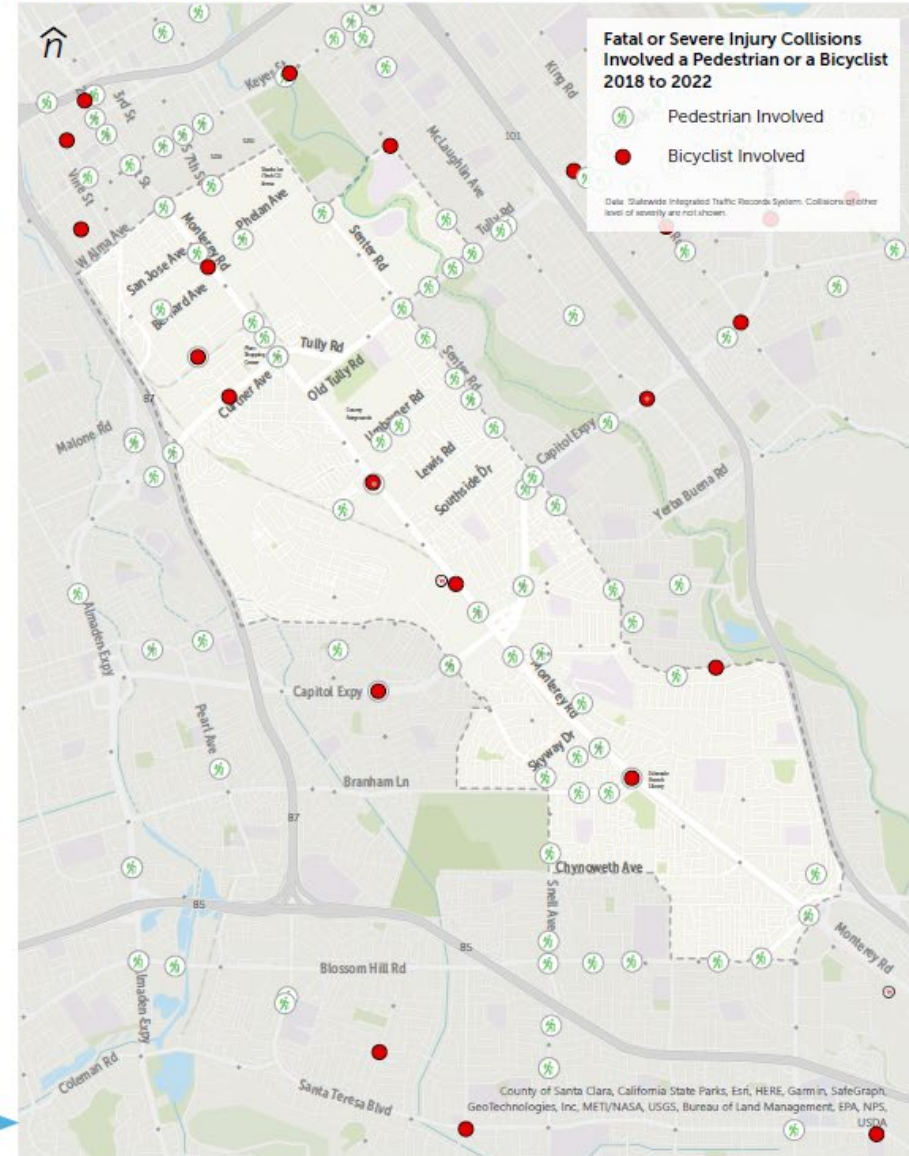
Data retrieved from California Statewide Integrated Traffic Records System 2018 to 2022.

Note that collisions of other levels of severity, or property damage only collisions, are not shown on these maps.



[LEFT]  
This map shows all traffic collisions from 2018 to 2022 that resulted in someone killed or severely injured.

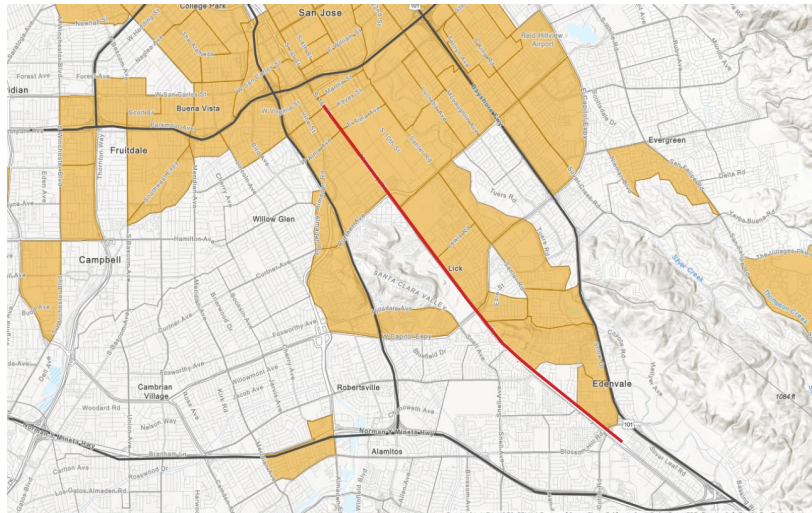
[RIGHT]  
This map shows the pedestrians or bicyclists killed or severely injured in those collisions.



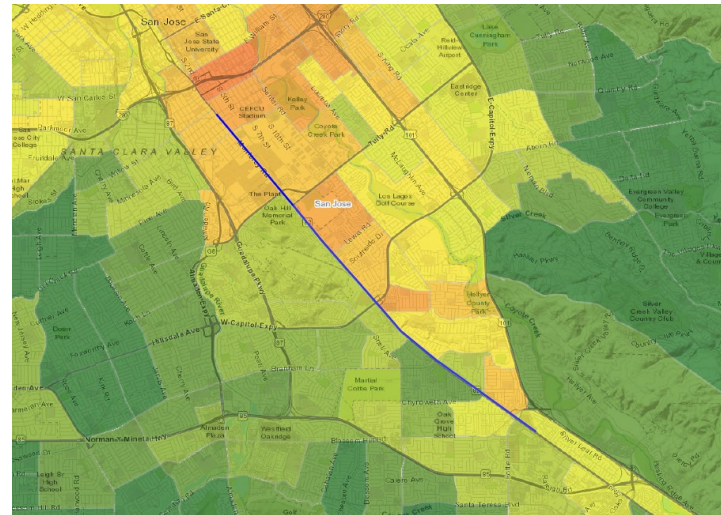


# Bus Lanes Make Transportation More Equitable

Federal Historically Disadvantaged Communities

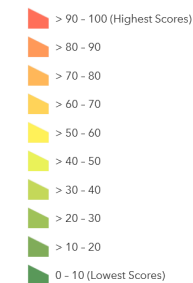


Cal EnviroScreen 4.0



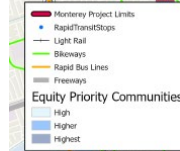
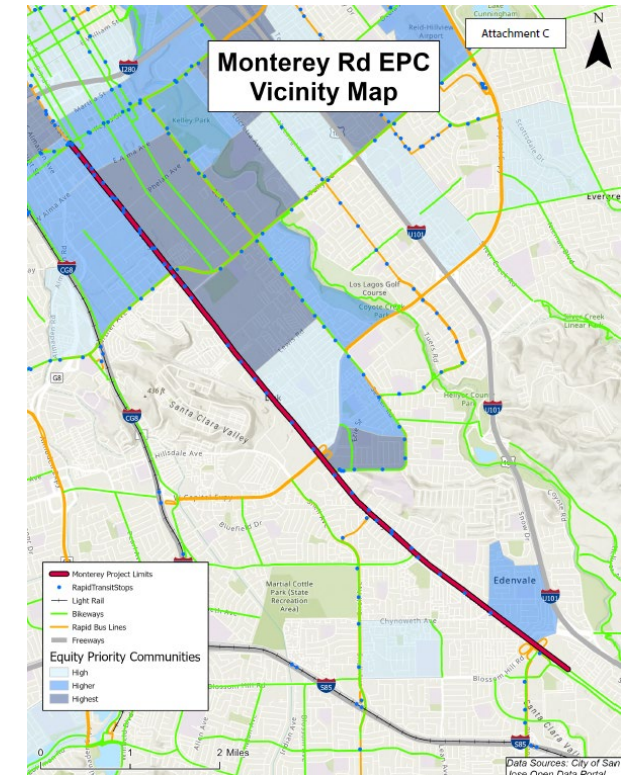
Legend

CalEnviroScreen 4.0 Results



CalEnviroScreen 4.0 High Pollution, Low Population

MTC Equity Priority Communities

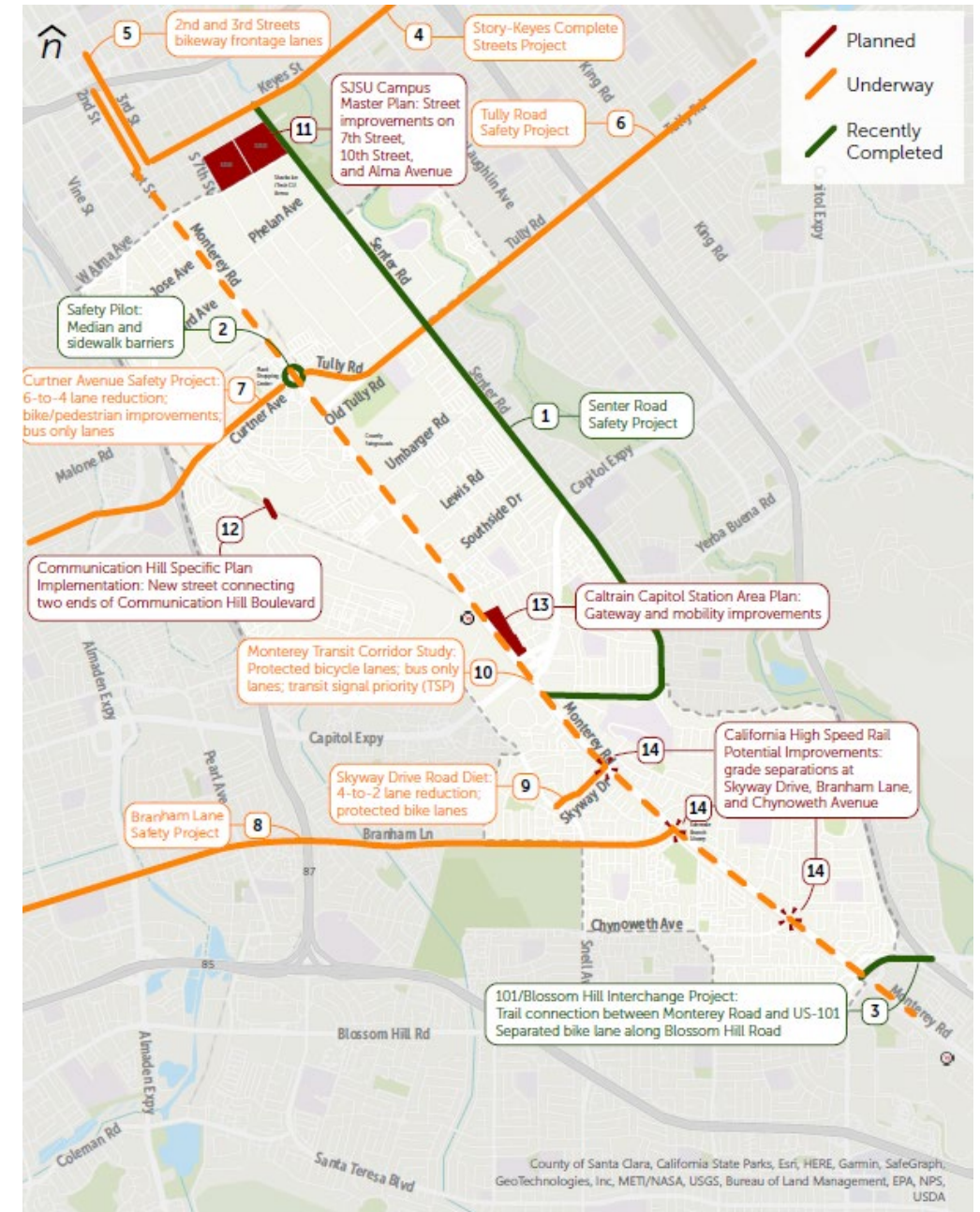


Data Source: City of San Jose Open Data Portal

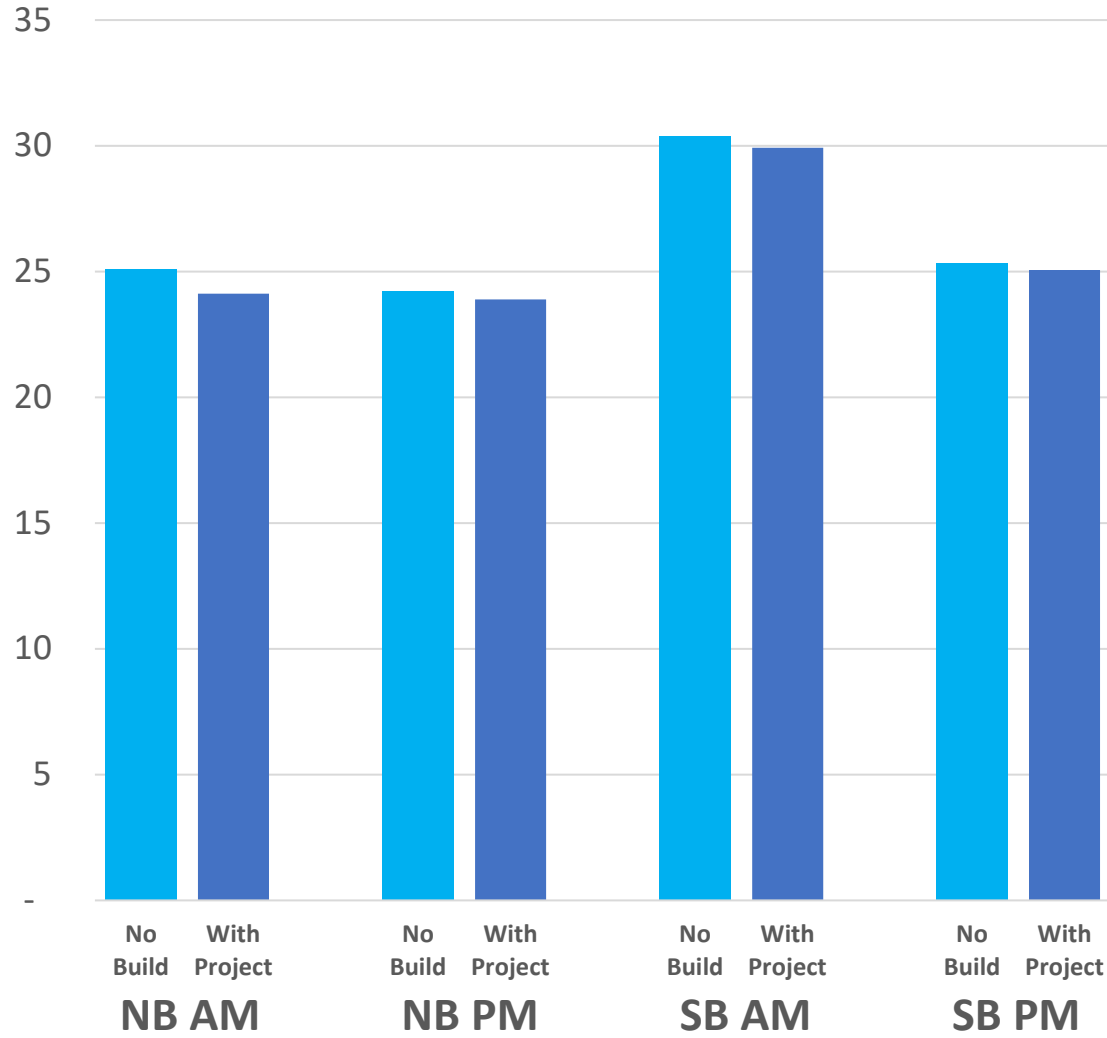


# Related Efforts to Improve Monterey Road

- Cloud-based Transit Signal Priority Pilot (San José/VTA)
- Signal Retiming (San José)
- MTC Community Based Transportation Plan (VTA)
- Reduced speed limit by 5 MPH (San José)
- Bus stop balancing (VTA)
- Vision Zero safety pilot (San José)
- Complete streets design study (San José)
- California High Speed Rail planning (San José/VTA)
- Affordable Housing and Sustainable Communities grant application submitted

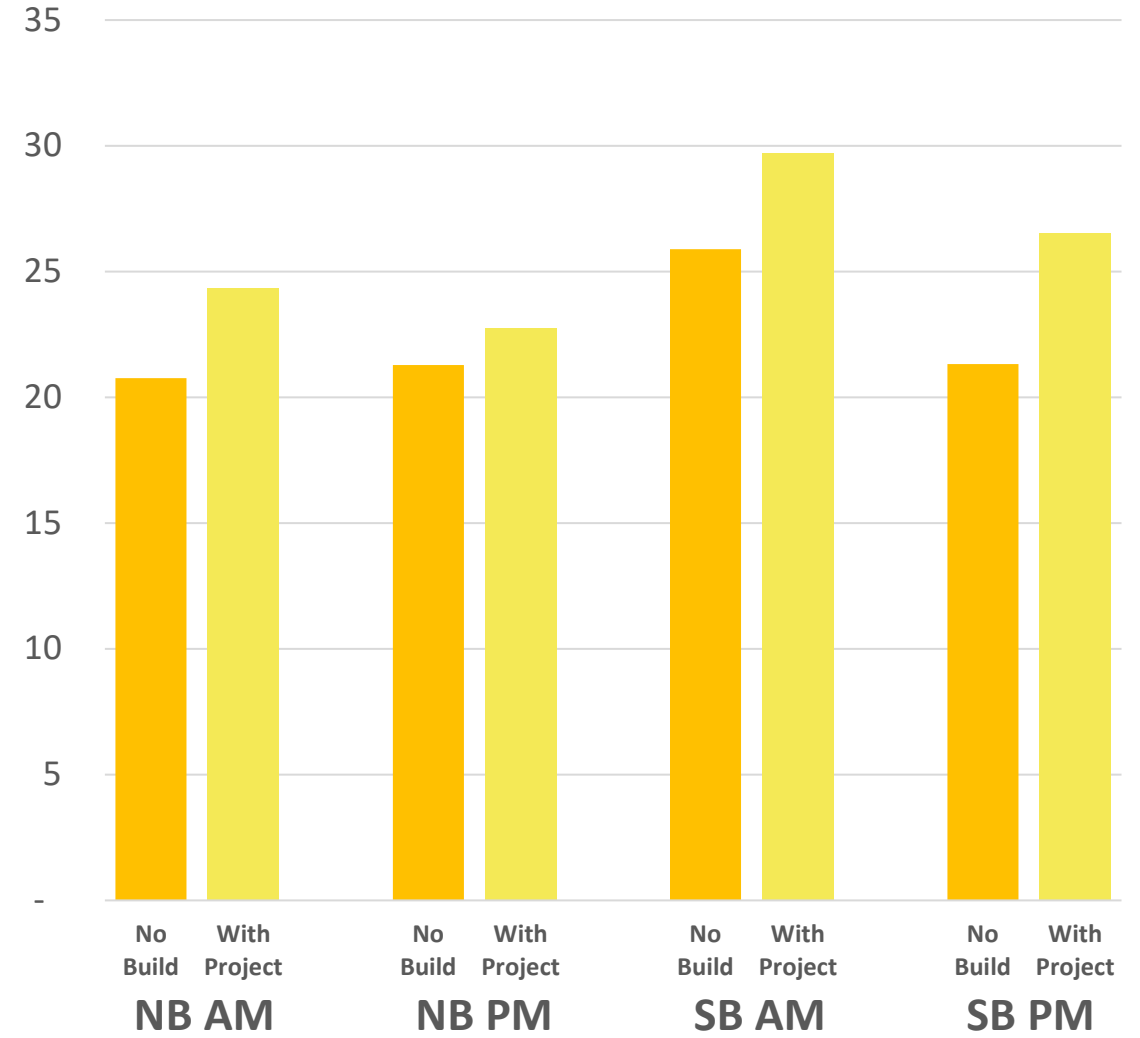


### Auto MPH



**2% Average Decrease in Auto Speed**

### Bus MPH



**16% Average Increase in Bus Speed**

\*Projections do not include signal retiming post implementation, which could eliminate the decrease in average vehicle speed.

# Peak Hour Comparison Between Build and No Build Alternatives

Measure of Effectiveness (MOE)	AM Peak Hour			PM Peak Hour		
	No Build	Build Alternative	Compare to NB	No Build	Build Alternative	Compare to NB
Average Delay (sec/veh)	142	144	1.3%	145	139	-4.3%
Average Speed (mph)	20	20	0%	19	19	0.3%
Average Stop Delay (sec/veh)	95	100	5.1%	95	92	-3.0%
Vehicle Miles Traveled (VMT) (mi)	24,046	20,091	-16.4%	23,839	20,561	-13.8%
Vehicle Hours Traveled (VHT) (hr)	1,187	1,030	-13.2%	1,261	1,085	-14.0%
Vehicle Hours Delay (VHD) (hr)	609	544	-10.7%	674	578	-14.2%
Served Volumes (veh)	14,294	12,631	-11.6%	15,421	13,871	-10.1%

\*Projections do not include signal retiming post implementation, which would further minimize impacts to vehicles.

# VMT and Emission Reductions: 30-Year AHSC Projections

Passenger VMT Reductions (miles)	GHG Emission Reductions (MTCO <sub>2</sub> e)	Local ROG Emission Reductions (lbs)	Local NO <sub>x</sub> Emission Reductions (lbs)	Local PM <sub>2.5</sub> Emissions (lbs)	Local Diesel PM <sub>10</sub> Emissions (lbs)	Fossil Fuel Use Reductions (gal)
89,616,982	27,315	477	3,798	3,615	4	2,290,037

**Notes:**

- Data is from the state emissions reductions tool for the Affordable Housing and Sustainable Communities grant application.
- Results do not account for VTA's transition to battery-electric buses.



# Conclusion

## The Monterey Road Transit Project:

- Improves Safety for all modes
  - Especially travelling by bicycle and on foot and accessing transit
- Speeds up transit, attracting riders
  - At the same time VTA electrifies transit busses
- Reduces VMT, VHT, VHD on Monterey Road
  - These should lead to less air pollution on Monterey Road



TRANSIT TRANSFORMATION  
**ACTION PLAN**

# Advancing Transit Priority throughout the Bay Area

**Joel Shaffer, P.E.**  
*Transit Network Priority Program Manager*  
MTC

**Mika Miyasato, AICP**  
*Transit Priority Planner / Principal Transportation Planner*  
AC Transit

# Bay Area Transit Vision

- Improving the Bay Area transit network has been a regional priority for years, although transit transformation is especially important emerging from the pandemic.
- The transit customer experience needs to be improved to increase customer confidence in the system and draw back riders. This is being done through:
  - Coordination on fares and payment
  - Enhancing customer information
  - **Upgrading the transit network** → **Transit Priority**
  - Improving accessibility
  - Funding
- Increasing transit mode share will help the region meet its climate and equity goals.
- Setting transit projects up for success will help us to more quickly and efficiently implement improvements so benefits are realized sooner by the riding public.



# Transit Priority at MTC

**BUS TRANSIT PRIORITY [speed & reliability]**

ACTIONS	Target Completion Date	Action Partners	Estimated Range of Funding Needs*
<b>ACCELERATED</b>			
9. Fund the design and delivery of prioritized near-term transit corridor projects.	Mid-2022	MTC, Transit Operators, County Transportation Agencies (CTAs)	\$\$\$\$
12. Fund, develop and adopt a Transit Priority Policy and Corridor Assessment for improving bus speed and reliability on high-transit corridors and arterials, including identification of current bus speeds to establish a baseline.	Late 2023	MTC, Caltrans, CTAs, Transit Operators, Cities	\$

**Transportation**

**Implementation Actions**

6f) Implement the system optimization recommendations of the Blue Ribbon Transit Recovery Task Force related to fare integration and payment, mapping and wayfinding, bus transit priority, and transit network planning, including:

- Fare integration and payment recommendations, such as implementing the recommendations of the Fare Coordination and Integration Study and funding related pilot projects
- Customer information recommendations, such as finalizing regional mapping and wayfinding standards, delivering pilot projects, and developing a regional mapping data services digital platform
- Bus transit priority recommendations, such as adopting a Transit Priority Policy and Corridor Assessment and delivering near-term transit corridor projects
- Transit network planning recommendations, such as adopting a Bay Area Connected Network Plan and standardizing transit data collection to provide accurate customer information

8f) Implement the transit network recommendations of the Blue Ribbon Transit Recovery Task Force, including bus transit priority on future routes, connected network planning, and bus/rail network management reforms, including developing a Business Case for reform and delivery of the Rail Partnership and Governance Assessment



# Bus Accelerated Infrastructure Delivery (BusAID)

## Program Goal

Fund the design and delivery of prioritized **near-term transit corridor projects that maximize travel time savings and service reliability improvements** for the most people as quickly as possible, while centering populations that depend on transit the most.



# BusAID

## Program Timeline

We are here

Spring/Summer (Q2 2023)	Summer/Fall (Q3 2023)	Fall/Winter (Q4 2023)	2024 and Beyond
<p><b>Operator Interviews:</b> Inventory transit operator-identified "hotspot" points and segments throughout the region that would benefit from bus priority treatments.</p>			
	<p><b>Hotspot Prioritization:</b> Prioritize hotspot locations for near-term (quick-build) implementation.</p>		
		<p><b>Project Delivery:</b> Facilitate the delivery of near-term bus priority treatments (i.e., planning, design, construction, and/or post-implementation monitoring/evaluation)</p>	

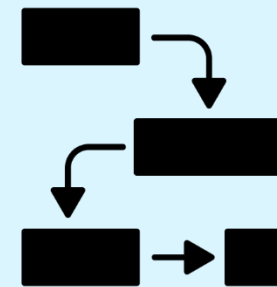
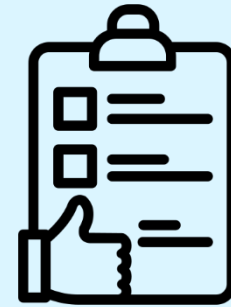
Initial round of BusAID projects targeted for implementation in the 2024-2025 timeframe.



# Moving Forward

As BusAID invests in transit priority projects in the future, the following will be key to streamline implementation so we can efficiently work towards the Transit Transformation Action Plan and Plan Bay Area 2050 visions and goals:

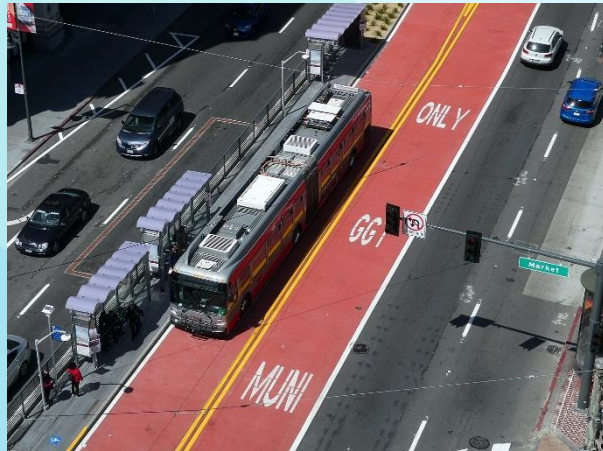
- Determine what types of projects require AQCTF review.
- Standardize the AQCTF approval process and set expectations early (e.g., required data) so project sponsors can plan accordingly.



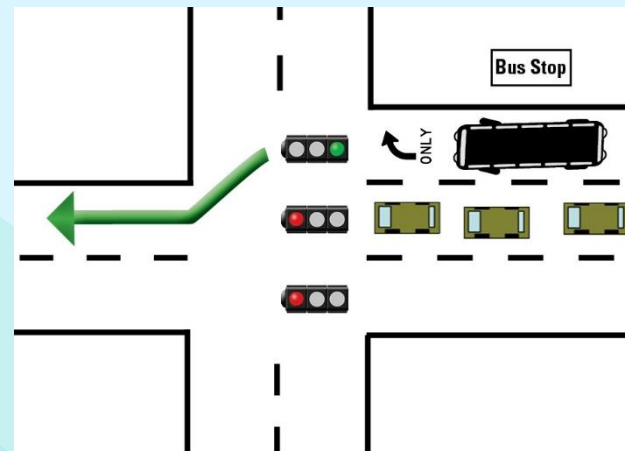


# BusAID

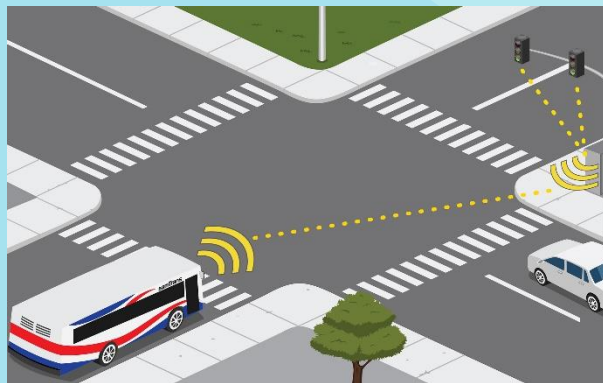
## Transit Priority Treatments



**Transit Only Lanes**



**Bus Queue Jump Lanes**



**Transit Signal Priority**



**Arterial HOV Lanes**



**Vehicular Turn Restrictions**



**Bus Stop Relocation/ Consolidation**



# Example Scenario



**Transit Only Lanes**

Roadway classified as interstate, freeway/expressway, or major arterial  
*(regionally significant)*

Roadway classified as minor arterial, major/minor collector, or local  
*(not regionally significant)*

Requires repurposing general purpose lane

Does not require repurposing general purpose lane

Includes critical safety improvements  
[\(40 CFR 93.126\)](#)

Does not include critical safety improvements  
[\(40 CFR 93.126\)](#)

# Open Discussion

Transit Priority (BusAID) Team Leads:

## **Joel Shaffer, P.E.**

Transit Network Priority  
Program Manager (MTC)

415-778-5257

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## **Mika Miyasato, AICP**

Transit Priority Planner /  
Principal Transportation Planner (AC Transit)

510-891-7138

[mmiyasato@actransit.org](mailto:mmiyasato@actransit.org)





TO: Air Quality Conformity Task Force

DATE: August 24, 2023

FR: Adam Crenshaw

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

Staff has prepared the following information in an effort to streamline the review of the regional air quality conformity implications of projects that staff proposes to add into the 2023 TIP through current or future revisions. This item is for advisory purposes only. The inclusion of these projects and project changes in a proposed revision to the TIP is subject to Commission approval in the case of amendments and MTC's Executive Director or Deputy Executive Director in the case of administrative modifications. The final determination of the regional air quality conformity status of these projects will be made by the Federal Highway Administration, the Federal Transit Administration and the Environmental Protection Agency as part of their review of proposed final TIP amendments and by the Executive Director or Deputy Executive Director as part of their review for TIP administrative modifications.

#### Changes Staff is Proposing to Include in 2023 TIP

Staff is proposing to add a number of new projects to the 2023 TIP through future revisions. The description of the new projects along with the regional air quality category that staff believes best describes the project is included on Attachment A.

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

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

#	County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Expanded Project Description	Project Type
1	Contra Costa	10243	CCCTA	CCCTA - Replace 22' Vehicles	CCCTA: Fleet: Replace 22' paratransit vehicles	CCCTA: Fleet: Replace 15 22' paratransit vehicles	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
2	Contra Costa	10245	CCCTA	CCCTA - Replace Paratransit Vans	CCCTA: Fleet: Replace paratransit vans	CCCTA: Fleet: Replace 3 paratransit vans	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
3	Contra Costa	10244	CCCTA	CCCTA - Replace 30' Buses	CCCTA: Fleet: Replace 30' diesel buses	CCCTA: Fleet: Replace 10 30' diesel buses	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
4	Regional	10246	MTC	Regional Vision Zero/Safety Prog Coord-Outreach	SF Bay Area: Regionwide: Coordinate Vision Zero workshops and peer exchanges and develop a data-driven outreach campaign to help change traffic safety culture in the region	Support regional work by coordinating Vision Zero workshops and peer exchanges and develop a data-driven outreach campaign to help change traffic safety culture in the region.  Workshops would bring outside knowledge to a forum to share best practices with our regional partners and bring up the level of knowledge of best practices throughout the region. Peer Exchanges would provide the opportunity for our regional leaders to share their knowledge, experiences, and successes with regional partners. Develop a data-driven outreach campaign which would use the work that went into developing our Regional Vision Zero Action Plan to identify a key issue that is affecting our region and develop an effective outreach campaign to address that issue.	Exempt (40 CFR 93.126) - Other - Planning and technical studies
5	San Mateo	10228	San Mateo County	Santa Cruz Ave/ Alameda de las Pulgas Complete St	San Mateo County: On Alameda de las Pulgas between Avey Ave and Campo Bello Lane, and on Santa Cruz Ave between Campo Bello Lane and Sand Hill Road, located in unincorporated San Mateo County: Implement complete streets improvements including road diets	The work to be done consists, in general, of reducing the number of travel lanes by constructing bicycle and pedestrian improvements, which include concrete islands, bulb-outs, and curb ramps. It also involves the removal of damaged sidewalk, roadway, and miscellaneous concrete, as well as the re-alignment of the curb line, gutter, sidewalk, and driveway. Additionally, the project includes drainage improvements with the placement of new storm drains, utility adjustments, removal of old striping and markings, restriping, traffic signal light modifications, creation of protected pedestrian crossings, micro-surfacing of the roadway, and installation of pavement markings, markers, and bike lane designations.	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
6	Santa Clara	10241	VTA	Transit Center Park and Ride and Bus Stop Rehab	VTA: In Santa Clara County: Rehabilitate and repair transit centers and park and ride lots and rehabilitate and improve various bus stops.	VTA: In Santa Clara County: Rehabilitate and repair transit centers and park and ride lots as outlined in VTA's condition assessment, as well as rehabilitate and improve various bus stops.	Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)



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

#	County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Expanded Project Description	Project Type
7	Santa Clara	10237	Santa Clara County	Santa Clara County Circulation and Mobility Element Update	Santa Clara County: Countywide: Planning	The General Plan Transportation Chapter (Circulation and Mobility Element) was last prepared and adopted in 1995. Since then, there have been significant changes in land use, housing and employment, travel behaviors and preferences, and the types of technologies we have access to today. County Goals and Policies in the existing Transportation Element haven't kept up with our current reality, particularly related to changes in housing, employment, and climate resilience goals. An update of the Circulation and Mobility Element (CME) is needed to revise the county's goals and policies that reflect today's current transportation network. The CME update is also needed to represent the county's future vision for a regional transportation network that aligns with current state environmental and transportation laws, and greenhouse goals.	Exempt (40 CFR 93.126) - Other - Planning and technical studies
8	Santa Clara	10083	Los Gatos	Highway 17 Bicycle and Pedestrian Overcrossing	Los Gatos: On Blossom Hill Road over Highway 17: Construct bicycle and pedestrian bridge	The Highway 17 Bicycle & Pedestrian Overcrossing Project proposes to construct a separate bicycle and pedestrian bridge over Highway 17 on Blossom Hill Road between Roberts Road West and Roberts Road East (just south of the existing Blossom Hill Road Bridge) to provide a new Class I facility for bicyclists and pedestrians.	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities
9	Solano	10242	Fairfield	East Tabor and Tolenas Bike/Ped	Fairfield: East Tabor Avenue (north side) from the UPRR tracks to Tolenas Avenue; East side of Tolenas Avenue from Tolenas Elementary School to East Tabor Avenue: On East Tabor Avenue (north side) construct sidewalk across UPRR tracks including minimal roadway widening. On Tolenas Avenue (east side) widen the existing sidewalk.	In Fairfield: On East Tabor Street construct new sidewalk on the north side across the railroad tracks to connect the ends of the existing sidewalk and close the sidewalk gap. Project also includes minimal roadway widening to place the sidewalk in the correct alignment, construction of curb and gutter, revised traffic striping to add class 2 bike lane, and improvements as needed for bikes to use the new pedestrian crossing across the railroad tracks. On Tolenas Avenue (east side) the sidewalk will be widened from 4 feet to 6 feet, minimum. Non-participating work includes costs to modify an existing private property access and parking lot to facilitate the new sidewalk installation alignment adjacent to UPRR right-of-way.	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature
10	Sonoma	10231	Petaluma	Petaluma: (3) 40' Battery Electric Buses	Petaluma: Fleetwide: Purchase Battery Electric Buses	Petaluma: (3) 40' Battery Electric Buses: Purchase 3 Battery Electric 40' vehicles to replace (2) 35' 2007 Fixed Route Diesel buses and (1) 35' 1999 Fixed Route Diesel bus that have expended their useful life.	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
11	Sonoma	10232	Petaluma	Petaluma Paratransit Replacements	Petaluma: Fleetwide: Purchase replacement paratransit cutaways	Purchase five (5) paratransit cutaways. Replace (2) 2015 24' Gas Ford E450 Cut-Away Vans and one (1) 2015 Ford E350 22' Cut-Away van with three (3) 2023 Cut-Away Vans, 5-Year, Gas, and replace two (2) 2013 24' Gas Ford E450 Cut-Away Vans with two (2) 2024 Cut-Away Vans, 5-Year, Gas.	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet

**Air Quality Conformity Task Force  
Summary Meeting Notes  
July 27, 2023**

Participants:

Erika Espinosa Araiza – Caltrans  
Andrea Gordon – BAAQMD  
Michael Dorantes – EPA  
Emma Maggioncalda – Caltrans  
Cid Chiu – Caltrans  
Kien Le – Caltrans  
John Saelee – MTC  
Karishma Becha – MTC

Chris Barney – SCTA  
Paul Hensleigh – Yolo-Solano AQMD  
Shilpa Mareddy – Caltrans  
Chirag Rabari – MTC  
Jasmine Amanin – FHWA  
Adam Crenshaw – MTC  
Peter Kang – Caltrans  
Harold Brazil – MTC

**1. Welcome, Introductions, and Attendance:** Harold Brazil (MTC) called the meeting to order at 9:35 am.

**2. Long-Range Planning Updates: Plan Bay Area 2050+ and Transit 2050+**

Chirag Rabari (MTC) provided an update on scope and schedule for Plan Bay Area 2050+ as an information agenda item to the Task Force. Mr. Rabari also presented information on the draft problem statement, goals, and network definition for the parallel Transit 2050+ modal plan. The summarized bullet points from Mr. Rabari's presentation are listed below.

- The Bay Area's current long-range plan was unanimously adopted by MTC and ABAG in October of 2021, and represented a series of firsts for the region and pivoted from trying to predict the future to embracing uncertainty when planning. Plan Bay Area 2050 (PBA2050) helped identify what it would take to tackle the housing crisis, while making meaningful improvements in affordability and meeting the needs of the region's low income and unhoused populations. PBA2050 is also the first plan to include an environment element that looked at sea Level Rise adaptation at a regional scale, and also included a core theme of expanding access to parks and open space – this was responsive to clear direction from policy leadership at both MTC and ABAG and the agencies have since been singularly focused on implementing the plan to help drive key regional outcomes per Federal and State law. The plan must be updated every four years, and with the next statutory deadline coming in fall 2025.
- Circumstances over the course of the pandemic really brought to light the need for a more comprehensive update. To these plans the plans transit related strategies, and that includes the rapid changes in commute patterns, Bona brought about by the COVID-19 pandemic and significant reductions in anticipated revenue through 2050.
- Plan Bay Area 2050 (PBA2050) envisioned a robust, connected transit network, but the rapid change in commute patterns and reduction in anticipated revenue requires a comprehensive update via Transit 2050+

- Plan Bay Area 2050+ will be looking at a limited and focused update to PBA2050's 29 non-transit strategies and 6 transit related strategies will have a more comprehensive overhaul through Transit 2050+ and the results of that parallel planning process will eventually feed directly into the Plan Bay Area 2050+'s final blueprint in 2024.

## Plan Bay Area 2050+ and Transit 2050+

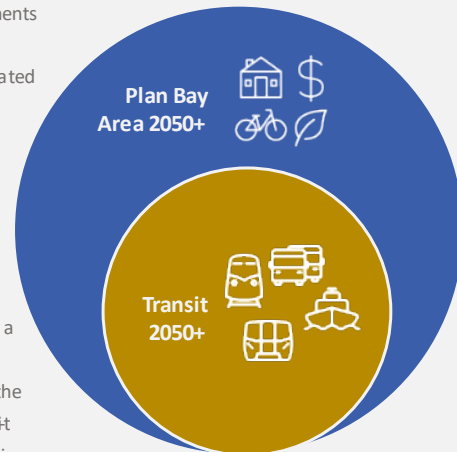
- Federal and state law require that the plan be **updated every four years**, with the next statutory deadline in **fall 2025**
- In December 2022, staff proposed advancing two long-range planning efforts in parallel:
  - *Plan Bay Area 2050+* A **limited and focused update** to the solid foundation of Plan Bay Area 2050, with no required Regional Housing Needs Allocation (RHNA) process
  - *Transit 2050+* A **service-oriented, fiscally-constrained transit network plan** for the nine-county Bay Area
- Plan Bay Area 2050 envisioned a robust, connected transit network, but the rapid change in commute patterns and reduction in anticipated revenue requires a comprehensive update via Transit 2050+

### Plan Bay Area 2050+:

Responsible for targeted refinements to the plan's 29 strategies unrelated to transit

### Transit 2050+:

Responsible for a comprehensive reimagining of the plan's six transit oriented strategies



- Plan Bay Area 2050+ will also leverage the vision and guiding principles established in planned area 2050, which is to ensure that by the year 2050 – the Bay area is affordable, connected, diverse, healthy, and connected us, and vibrant for all. Plan Bay Area 2050+ will also influence the PBA2050's existing strategic framework and organization, including its division into 4 interrelated elements as well as it's focused on 11 key themes and at 35 adopted strategies.

# Plan Bay Area 2050+: Scope

In addition to addressing all federal and state planning requirements, Plan Bay Area 2050+ will:

**Leverage the vision and guiding principles established in Plan Bay Area 2050**



**Maintain the long-range plan's existing strategic framework and organization**



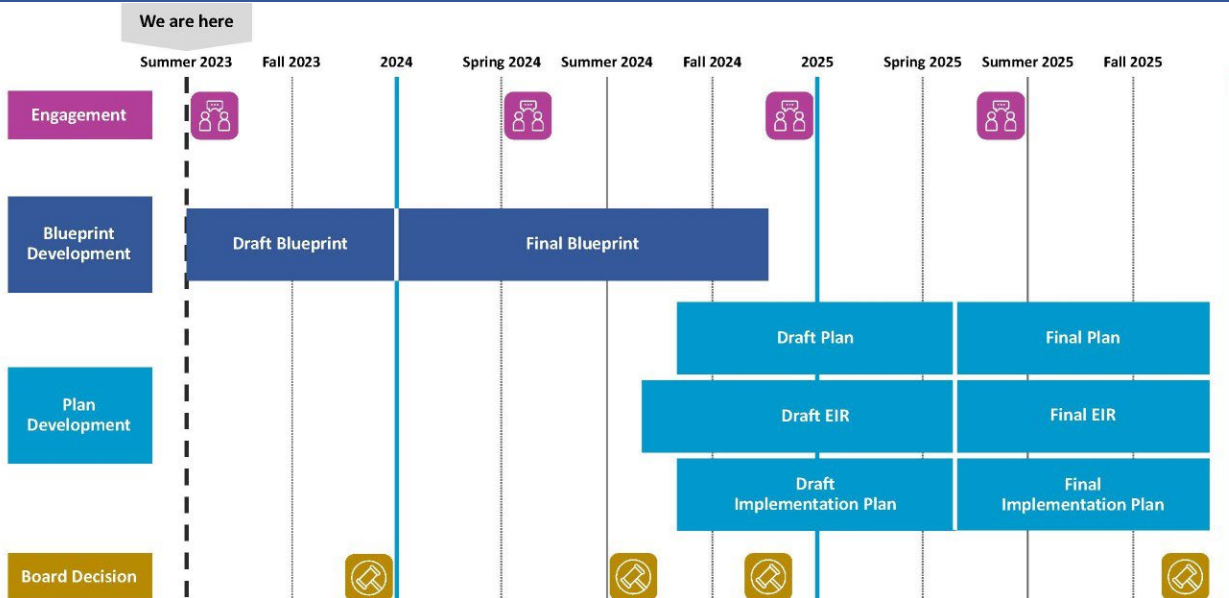
**Focus on three core priorities: education, implementation, and updated assumptions**



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- 2023 will be the start of a nearly two and a half year planning process and there will be four rounds of public and partner stakeholder engagement in summer 2023, in spring 2024, in late fall 2024 and, finally, in late spring/early summer of 2025. Over the next year, the draft and final blueprint will be developed (which is essentially a first draft of the plan), identification of the strategies, public policies and investments that comprising the plan before transitioning into the final phase from fall 2024 through to fall 2025.

# Plan Bay Area 2050+: Schedule

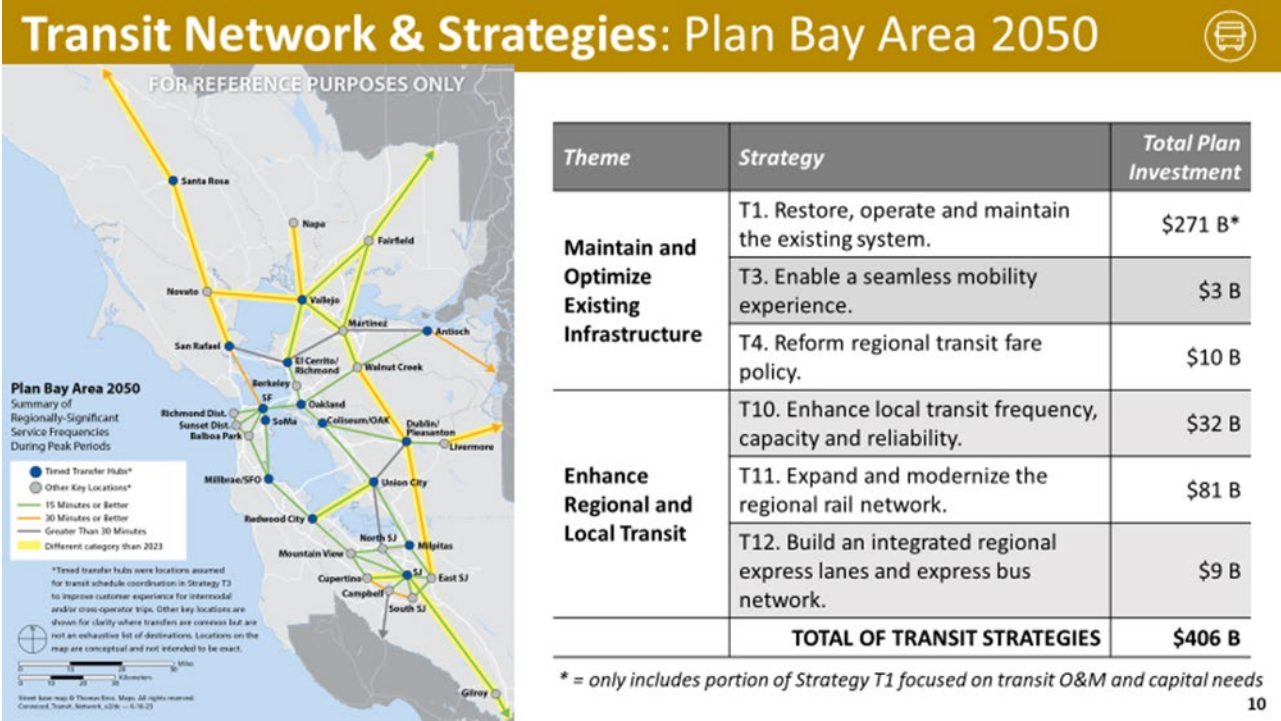


For a more detailed project schedule, please see Attachment A

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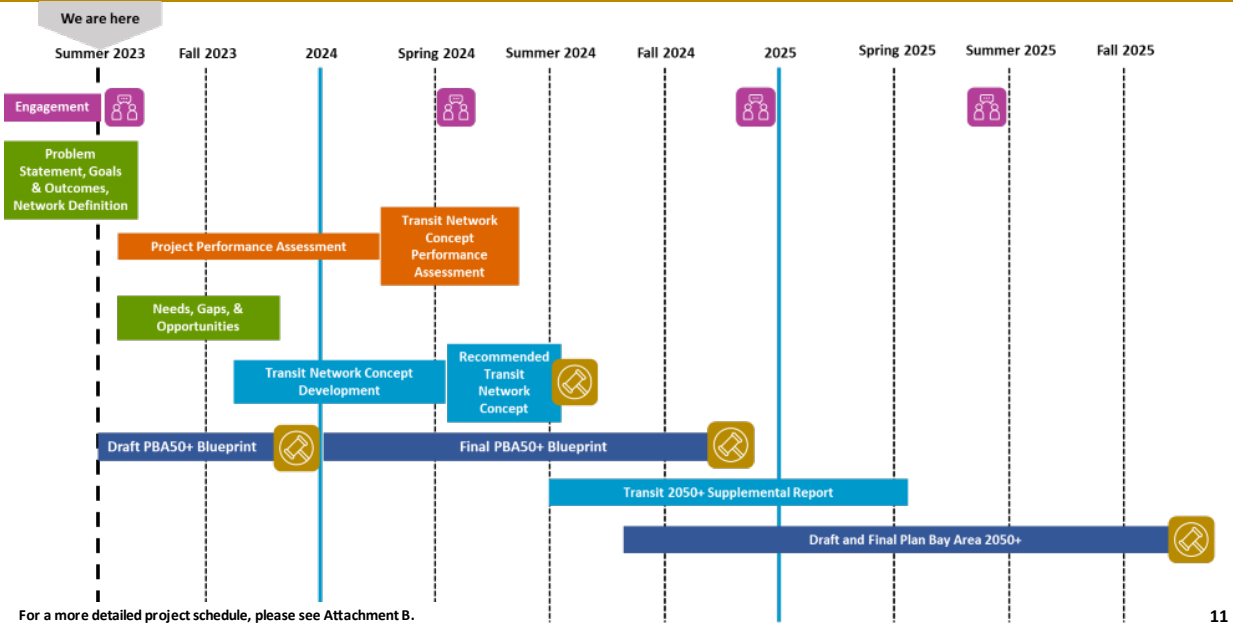


- The Transit 2050+ is a joint effort between MTC and a team of regional transit operators and will include included significant investments in the region's transit network, including frequency boost projects to improve transit speed and reliability as well as extensions and expansions.
- The Transit 2050+ project team has worked closely to develop a draft problem statement and goals and outcomes, and they were presented these in detail to some of our other stakeholders – including MTC’s policy Advisory Council and regional transit operators and transit agency general managers and all groups generally supported both the problem statement goals and outcomes.
- Transit 2050+’s network definition provides a framework for the upcoming needs, gaps, opportunities, analysis, and the development of transit network concepts. Therefore, in addition to considering individuals or groups of transit investments, MTC staff is also examining how the transit network functions from local community-based services up through interregional services that connect the Bay area to the rest of California and beyond.
- The transit network concepts developed as part of Transit 2050+ will focus on different investment strategies for the high capacity, regional and inter regional components of the network incorporating improvements for local and community services that were identified at the local level.



- For the Transit 2050+ schedule, in the first half of 2024, MTC staff will develop up to three draft transit network concepts with transit operators and other stakeholders – this will be informed by the project performance assessment, which evaluates projects of \$250 million or more, and will be very similar to, if not the same as, the performance assessment that was used to prepare PBA2050.

# Transit 2050+: Schedule



Kien Le (Caltrans) asked about estimated impacts to the Bay Area’s transit ridership due to Covid and in relation to media coverage about people leaving the Bay area because of high cost. Mr. Le noted that he went to the Bay Area recently and saw many closed businesses, especially in Oakland.

Mr. Le also asked, as businesses continue to close in the Bay Area (including in San Francisco and other major regional business hubs), is MTC looking into assumptions about transportations investments committed to these (currently) declining areas for the next decade as well as over the next 20 years?

Mr. Rabari responded by indicating MTC staff will be looking very closely at the growth forecast, or what MTC calls the regional growth forecast for the region, including our projections of, you know, population jobs, housing households and thought that there’s no doubt there’s been significant changes with the impacts from Covid. MTC has brought a consultant on board to help look closely at transit and economic data to try to understand how the forecast might need to be updated. The challenges MTC staff sees in the region are in the here and now – while the Bay Area is still a very, very expensive region to live in with a very high cost of living. One of MTC’s key strategies is trying to improve affordability through investment.

Michael Dorantes (EPA) had a question about PBA2050+’s fourth goal and reducing barriers to using transit – and asked how much initial thought was put towards refugee populations, and providing transit information and transit subsidies to those populations, and perhaps disseminating language? This would include information in different languages and other options such as that and asked Mr. Rabari if he had any initial thoughts to share?

Mr. Rabari answered Mr. Dorantes question by saying MTC will be taking a customer focused lens is a core part of what the team is trying to do and (in particular) MTC has recently developed a regional network management function. Mr. Rabari followed-up by stating the regional network management function can assist in removing the immediate barriers to transit service and improving accessibility amongst all populations.

### 3. PM<sub>2.5</sub> Project Conformity Interagency Consultation

#### a. Confirm Projects Are Exempt from PM<sub>2.5</sub> Conformity

##### i. Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern

The Task Force had no concerns.

**Final Determination:** With input from FTA, FHWA, EPA, Caltrans and MTC, the Task Force agreed that the projects on the exempt list **3a\_POAQC\_Exempt\_List\_072023.pdf** are exempt from PM<sub>2.5</sub> project level analysis.

### 4. Projects with Regional Air Quality Conformity Concerns

#### a. Review of the Regional Conformity Status for New and Revised Projects

Adam Crenshaw (MTC) stated the first thing he wanted to mention was to follow-up on a couple of projects from last month's meeting. The first project question was on the US-101 Part-time Transit Lane project and there were some concerns that since the part-time transit lane will be located on a regionally significant facility – there may be some questions about happen after the pilot period ended (for this project). Mr. Crenshaw added the lane will be in addition to the existing lanes that are already there with the new lane constructed to only be used for buses and will not be open to automobiles and will not be designed to handle automobiles even after the pilot ends.

Mr. Crenshaw included the following points:

- If the project is continued after the pilot period, the transit lane will continue to be used for buses, since it's not designed to handle automobile traffic.
- If the project sponsor closes the project after the pilot period, the lane will be closed entirely and it won't result in any new automobile travel links – And was why MTC was classifying the project as a non-exempt, because the project isn't included in any of the lists under 40 CFR 93.
- Because the project doesn't impact automobile traffic, MTC staff feels the US-101 Part-time Transit Lane project is not regionally significant.

Michael Dorantes (EPA) asked if data would be available for the statement saying that it would not significantly impact automobile traffic be available for the Task Force to review before a determination is made for the project? Mr. Crenshaw indicated that MTC could reach out to the project sponsor and find out if they had data available to support traffic impacts. Mr. Dorantes added, for transparency purposes, EPA would like the data (including bus fleet characteristic data) available for where those assumptions are being made. Mr. Crenshaw indicated he would follow up with the US-101 Part-time Transit Lane project sponsor.

Mr. Crenshaw then stated that the project sponsors for the Monterey Road Transit Lane project confirmed they are proposing to eliminate an automobile lane on Monterey Road and replace it with a bus only lane and a bike lane. In addition, the project sponsor conducted traffic modeling and the data output indicated no significant

impact on vehicle travel times. Mr. Crenshaw said when the Monterey Road Transit Lane project goes through project level conformity, then whether the project is classified as exempt under 126 (or not and needs interagency consultation) becomes more impactful. Mr. Dorantes indicated he would refer to EPA offices and follow-up with the group and said his initial thoughts were exempt under 126 could be okay to use, but getting more feedback from his office would help. Erika Espinosa Araiza (Caltrans) agreed with what Mr. Dorantes and will follow up with Rodney Tavitas (Caltrans), as well.

## **5. Consent Calendar**

### **a. July 22, 2023 Air Quality Conformity Task Force Meeting Summary**

***Final Determination;*** With input from all members, the Task Force concluded that the consent calendar was approved.

## **6. Other Items**

Michael Dorantes (EPA) notified the group of the announcement of EPA's notice of proposed rulemaking to approve revisions to the Bay Area's transportation conformity protocol. CARB submitted these updated procedures to EPA as attachments to a letter dated May 6, 2021 and a copy of the notice can be found [here](#).