



**METROPOLITAN
TRANSPORTATION
COMMISSION**

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

Air Quality Conformity Task Force Meeting Metropolitan Transportation Commission

Join Zoom Meeting @
<https://bayareametro.zoom.us/j/89881750499>

Meeting ID: 898 8175 0499

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

**January 28, 2021
9:30 a.m. – 11:00 a.m.**

AGENDA

1. Welcome and Introductions
2. PM_{2.5} Project Conformity Interagency Consultations
 - a. Confirm Projects Are Exempt from PM_{2.5} Conformity
Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern Summary
3. Plan Bay Area 2050 Conformity Analysis Development (Info)
4. Consent Calendar
 - a. December 3, 2020 Air Quality Conformity Task Force Meeting Summary
5. Other Items
 - a. Draft Conformity Analysis for the Amended Plan Bay Area 2040 and the 2021 Amended Transportation Improvement Program (Comment Discussion)
 - b. Bay Area Conformity Protocol and Interagency Consultation Procedures (Update)

Next Meeting: February 25, 2021

MTC Staff Liaison: Harold Brazil hbrazil@bayareametro.gov

Harold Brazil is inviting you to a scheduled Zoom meeting.

Join Zoom Meeting

<https://bayareametro.zoom.us/j/89881750499>

Meeting ID: 898 8175 0499

One tap mobile

+16699006833,,89881750499# US (San Jose)

+14086380968,,89881750499# US (San Jose)

Dial by your location

+1 669 900 6833 US (San Jose)

+1 408 638 0968 US (San Jose)

+1 346 248 7799 US (Houston)

+1 253 215 8782 US (Tacoma)

+1 312 626 6799 US (Chicago)

+1 646 876 9923 US (New York)

+1 301 715 8592 US (Washington D.C)

888 788 0099 US Toll-free

877 853 5247 US Toll-free

Meeting ID: 898 8175 0499

Find your local number: <https://bayareametro.zoom.us/u/kb5jIEIeiO>



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: January 18, 2021

FR: Harold Brazil

W. I.

RE: PM_{2.5} Project Conformity Interagency Consultation

MTC requests the review and concurrence from the Air Quality Conformity Task Force (AQCTF) that the list of the projects the sponsors have identified as exempt and likely not to be a POAQC. **2a_Exempt List 01182021.pdf** lists the exempt projects under 40 CFR 93.126.

40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Expanded Description	Project Type under 40 CFR 93.126
SCL	SCL110029	San Jose	San Jose: Los Gatos Creek Reach 5 Underpass	In San Jose: Los Gatos Creek Trail between Auzerais Ave and Montgomery/Bird Ave: Construct Los Gatos Creek Trail (Reach 5b/c).	In San Jose: Los Gatos Creek Trail between Auzerais Ave and Montgomery/Bird Ave: Construct Los Gatos Creek Trail (Reach 5b/c). Construction documents will cover trail underpasses beneath railway bridge and San Carlos St bridge, ramping system leading to underpasses, development of new paved trail leading to Montgomery Ave.	Air Quality - Bicycle and pedestrian facilities
SCL	SCL190055	San Jose	Santa Clara Bridge Over Coyote Creek	San Jose: On Santa Clara Street: Replace existing bridge with new bridge to meet AASHTO shoulder requirements	San Jose: On Santa Clara Street: Replace existing bridge with new bridge to meet AASHTO shoulder requirements	Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
SON	SON190011	Santa Rosa	SantaRosa Downtown Comm Infrastructure Enhancement	Santa Rosa: In downtown and Railroad Square: Upgrade the existing traffic signal interconnect infrastructure from copper wire to a fiber optic backbone.	Santa Rosa: In downtown and Railroad Square: Upgrade the existing traffic signal interconnect infrastructure from copper wire to a fiber optic backbone. This improved communication backbone will include upgrades from College Avenue from Santa Rosa municipal yard, down Healdsburg Avenue, B Street, Seventh Street, Fifth Street, Third Street, First Street, Santa Rosa Avenue, Morgan Street, and Davis Street. Portions of Mendocino Avenue, D Street, and E Street are also included. This will cover all of the downtown and Railroad Square signalized intersections. This fiber optic backbone will allow enhancement to the communication system and provide increase data speed and capabilities for our traffic system to allow for technologies such as connected vehicles and traffic signal surveillance. The upgrade will replace the antiquated 170 traffic signal controllers with a more robust and technologically advanced 2070 traffic signal controller and ethernet switches. This improvement allows for more efficient movement of goods and services in the downtown core which effects all modes of mobility including bicycle, pedestrian, vehicle and transit operations. It also prepares the City for the potential of pursuing Smart City strategies that require more data collection and efficient data transfer. Installing fiber optic cable will allow for the use and partnering with groups such as the Renewal Enterprise District to enhance connectivity for high speed internet to businesses and housing projects in the vicinity. This will enhance and provide infrastructure to boost the ability for remote working in this area by providing another potential option for highspeed connectivity. This improvement also allows for the capacity of public Wi-Fi on this network as well.	Safety - Traffic control devices and operating assistance other than signal projects

PLAN BAY AREA 2050



Final Blueprint: Approval as Preferred EIR Alternative

January 2021

MTC/ABAG Regional Planning Program

Long-Range Planning... for an Uncertain Future

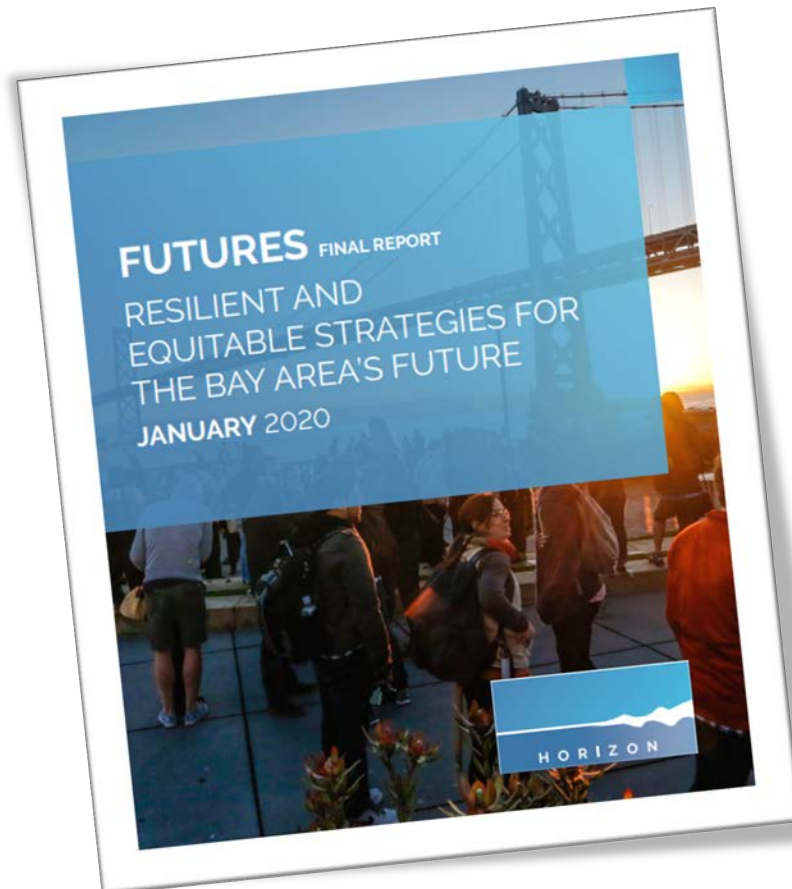
2018

2019

2020

2021

Plan Bay Area 2050 built upon the foundation of the Horizon initiative, which generated new strategy ideas and stress-tested them against a broad range of economic, technological, environmental, and political forces.



Strategies
prioritized
based upon:



Resilience



Equity



Final Blueprint: Advancing the Plan Vision

*Vision: Ensure by the year 2050 that the Bay Area is **affordable**, **connected**, **diverse**, **healthy** and **vibrant** for all.*



- **Transportation** Strategies
- **Housing** Geographies & Strategies
- **Economic** Geographies & Strategies
- **Environmental** Strategies

Adopted This Fall: 11 Themes, 35 Bold Strategies

Final Blueprint Strategies (Inputs to Modeling Process)



Maintain and Optimize the Existing System



Create Healthy and Safe Streets



Build a Next-Generation Transit Network



Protect and Preserve Affordable Housing



Spur Housing Production at All Income Levels



Create Inclusive Communities



Improve Economic Mobility



Shift the Location of Jobs



Reduce Risks from Hazards



Expand Access to Parks and Open Space




Reduce Climate Emissions

Housing Strategies – Cost: \$468 Billion		
Protect and Preserve Affordable Housing	Further Strengthen Renter Protections Beyond State Legislation. Building upon recent tenant protection laws, limit annual rent increases to the rate of inflation, while exempting units less than 10 years old.	\$2 BILLION
	Preserve Existing Affordable Housing. Acquire homes currently affordable to low- and middle-income residents for preservation as permanently deed-restricted affordable housing.	\$237 BILLION
Spur Housing Production at All Income Levels	Allow a Greater Mix of Housing Densities and Types in Growth Areas. Allow a variety of housing types at a range of densities to be built in Priority Development Areas, select Transit-Rich Areas, and select High-Resource Areas.	N/A
	Build Adequate Affordable Housing to Ensure Homes for All. Construct enough deed-restricted affordable homes necessary to fill the existing gap in housing for the unshoused community and to meet the needs of low-income households.	\$219 BILLION
	Integrate Affordable Housing into All Major Housing Projects. Require a baseline of 10 to 20 percent of new market-rate housing developments of 5 units or more to be affordable to low-income households.	N/A
	Transform Aging Malls and Office Parks into Neighborhoods. Permit and promote the reuse of shopping malls and office parks with limited commercial viability as neighborhoods with housing at all income levels.	N/A
Create Inclusive Communities	Provide Targeted Mortgage, Rental and Small Business Assistance to Communities of Concern. Provide assistance to low-income communities and communities of color to address the legacy of exclusion and predatory lending, while helping to grow locally owned businesses.	\$10 BILLION
	Accelerate Reuse of Public and Community-Owned Land for Mixed-Income Housing and Essential Services. Help public agencies, community land trusts and other non-profit landowners to accelerate development of mixed-income affordable housing.	N/A
Economic Strategies – Cost: \$234 Billion		
Improve Economic Mobility	Implement a Statewide Universal Basic Income. Provide an average \$500 per month payment to all Bay Area households to improve family stability, promote economic mobility and increase consumer spending.	\$205 BILLION
	Expand Job Training and Incubator Programs. Fund assistance programs for establishing a new business, as well as job training programs, primarily in historically disadvantaged communities.	\$5 BILLION
	Invest in High-Speed Internet in Underserved Low-Income Communities. Provide direct subsidies and construct public infrastructure to ensure all communities have affordable access to high-speed internet.	\$10 BILLION
Shift the Location of Jobs	Allow Greater Commercial Densities in Growth Geographies. Allow greater densities for new commercial development in select Priority Development Areas and select Transit-Rich Areas to encourage more jobs to locate near public transit.	N/A
	Provide Incentives to Employers to Shift Jobs to Housing-Rich Areas Well Served by Transit. Provide subsidies to encourage employers to relocate offices to housing-rich areas near regional rail stations.	\$10 BILLION
	Retain Key Industrial Lands through Establishment of Priority Production Areas. Implement local land use policies to protect key industrial lands identified as Priority Production Areas, while funding key infrastructure improvements in these areas.	\$4 BILLION

Learn more about each of the 35 adopted strategies at planbayarea.org, including the revised Strategy EN7.

Adopted This Fall: Growth Forecast & Geographies


 **1.4 million**

*new households
between 2015
and 2050*

 **1.4 million**

*new jobs
between 2015
and 2050*

Protect

 Areas Outside
Urban Growth
Boundaries
(including PCAs)

 Unmitigated
High Hazard
Areas

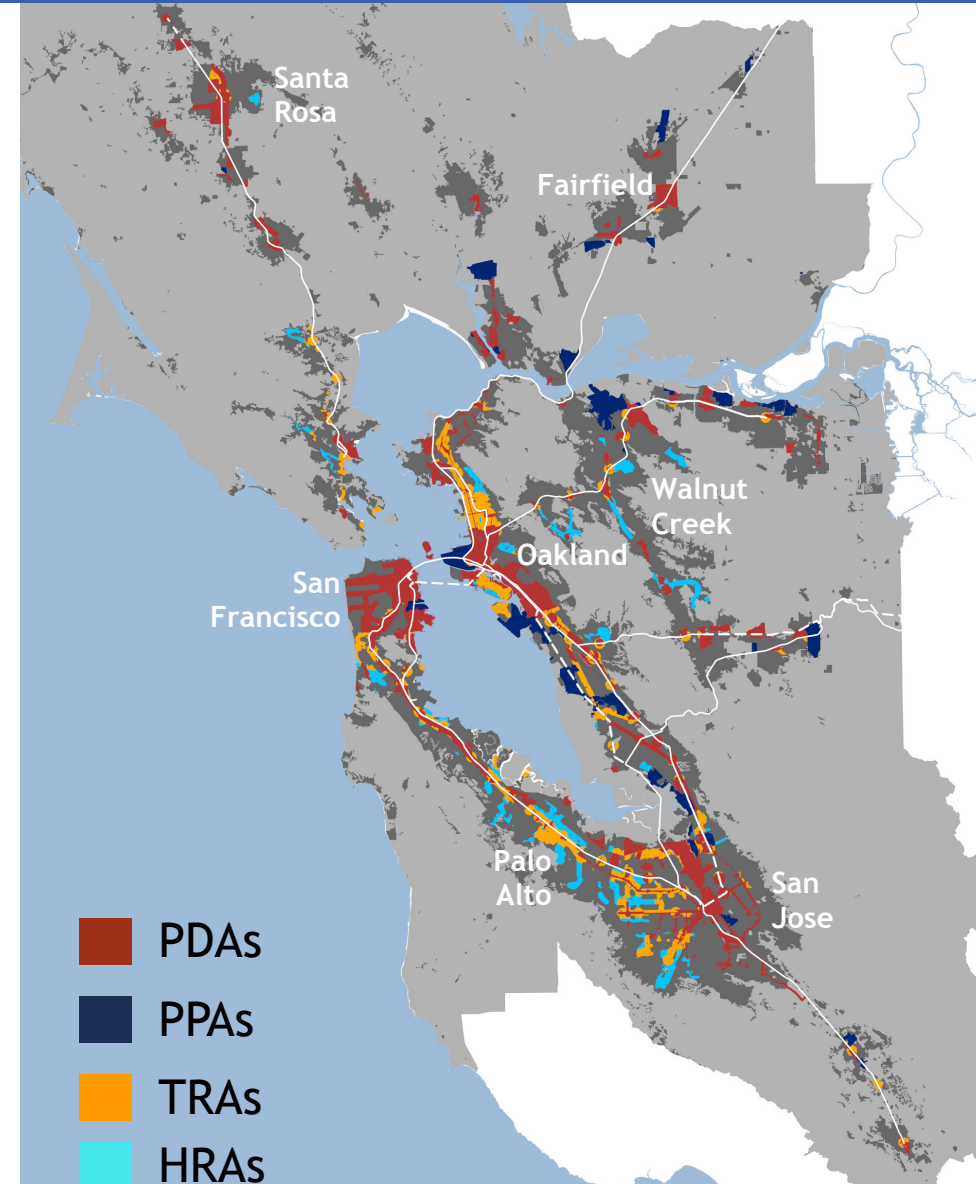
Prioritize

  **Priority Development
Areas (PDAs)**

  **Priority Production
Areas (PPAs)**

  **Transit-Rich Areas
(TRAs)**

  **High-Resource
Areas (HRAs)**

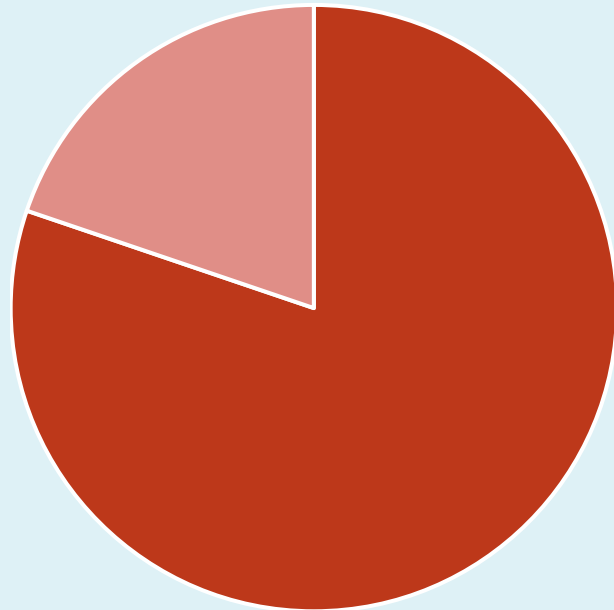


Note: some High-Resource Areas are also Transit-Rich Areas

Adopted This Fall: Revenues & Expenditures

Transportation Element

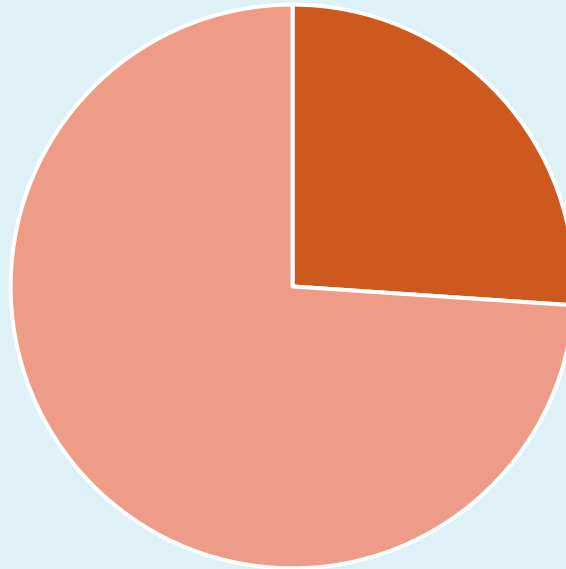
\$466 billion in existing funding
\$113 billion in new revenues



■ Existing Revenues ■ New Revenues

Housing Element

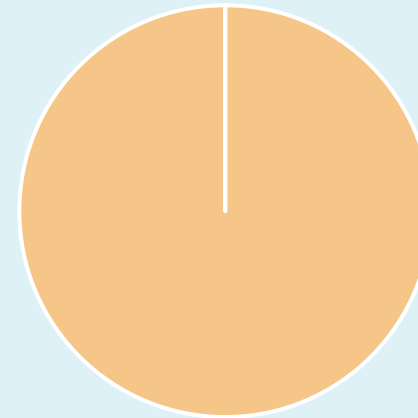
\$122 billion in existing funding
\$346 billion in new revenues



■ Existing Revenues ■ New Revenues

Economy Element

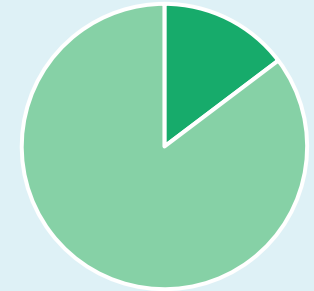
N/A in existing funding
\$234 billion in new revenues



■ Existing Revenues ■ New Revenues

Environment Element

\$15 billion in existing funding
\$87 billion in new revenues



■ Existing Revenues ■ New Revenues

Note: \$12 billion in existing transportation funding is shown in Environment Element for climate & sea level rise strategies.

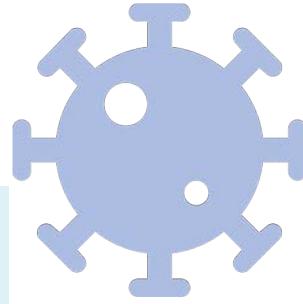
Note: new housing revenues could come from a mix of federal, state, regional, or local sources.

Note: as Needs & Revenue data is unavailable for economic development, existing funding is underrepresented.

Note: as Needs & Revenue data is unavailable for parks & conservation, existing funding is underrepresented.

Final Blueprint: Preparing for a Post-COVID Future

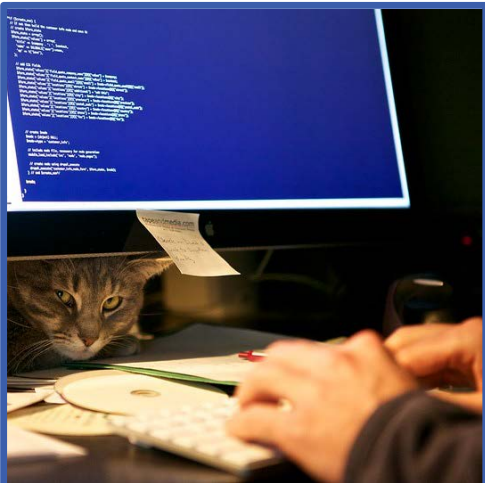
While the future remains quite uncertain, the emergence of the pandemic this spring gave us time to integrate some of its critical near- and medium-term impacts into the Final Blueprint.



Integrated near-term revenue impacts from COVID/2020 recession, plus expanded low-cost strategies ideal for an era of fiscal constraint



Refreshed economic strategies in Final Blueprint with expanded emphasis on job training and business incubator programs



Adjusted telecommute growth projections, with accelerated regional action by major employers to incentivize alternative modes to the automobile



Doubled-down on resilience focus of Blueprint to reduce regional risk in the face of other future disasters, including sea level rise, wildfires & earthquakes



How Does the Final Blueprint Advance the Plan Bay Area 2050 Vision?

(in an uncertain future...)

Final Blueprint: Builds Upon July's Draft Blueprint

Most of the positive forecasted outcomes from the Draft Blueprint remain in the Final Blueprint, including key highlights spotlighted below. New strategies adopted in the Final Blueprint enabled even further progress in tackling the five key challenges spotlighted in summer 2020 public outreach.

Vast majority of new growth in **walkable, transit-rich communities**

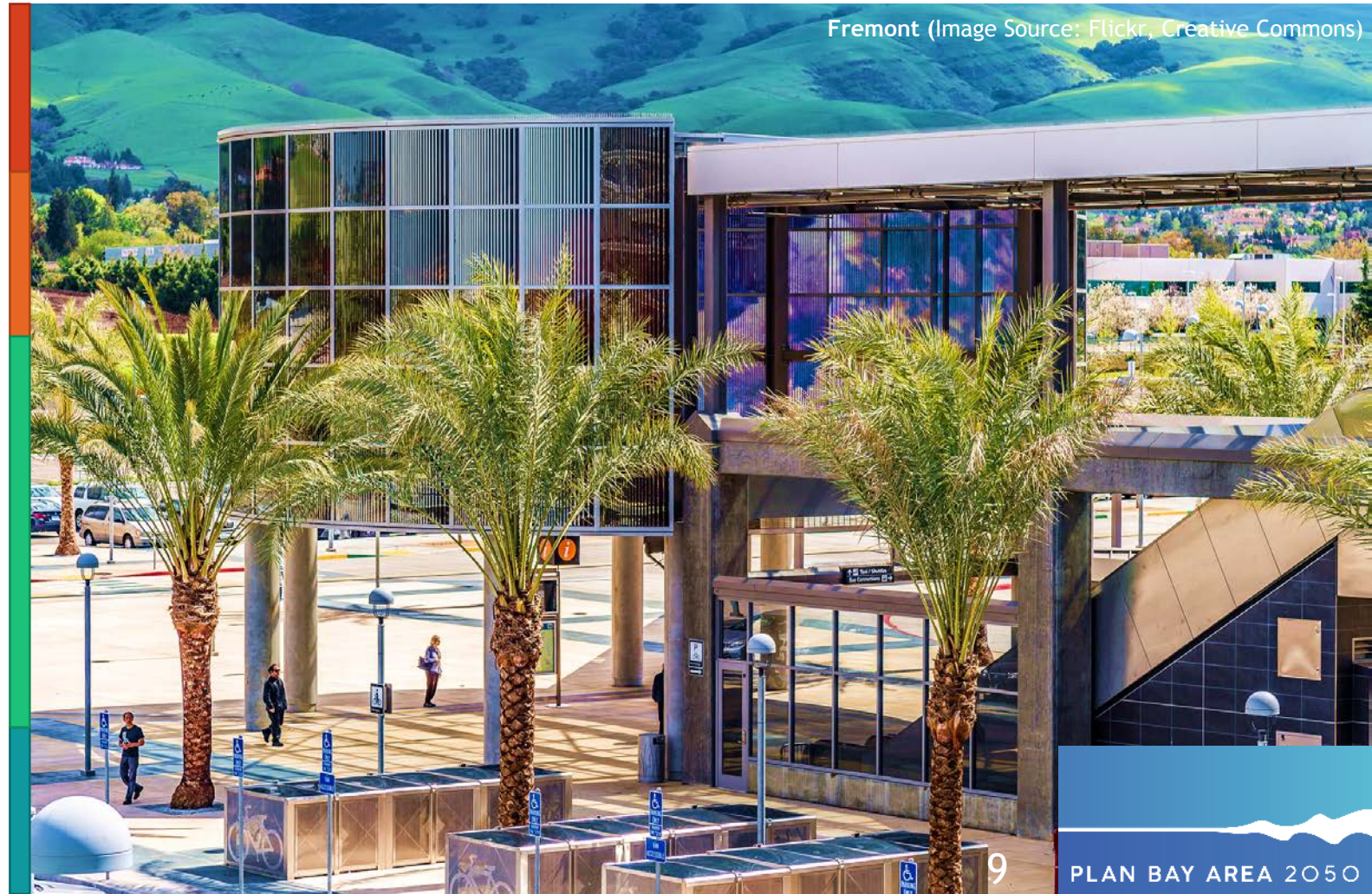
Significant **shift away from auto dependence** for both commute & non-commute trips

Nearly all Bay Area homes **protected from sea level rise**

All high-risk Bay Area homes **retrofitted to reduce seismic and wildfire risks**

No urban growth envisioned **outside of present-day growth boundaries**

New revenues required to advance Plan **forecasted to support, not inhibit, future economic growth**



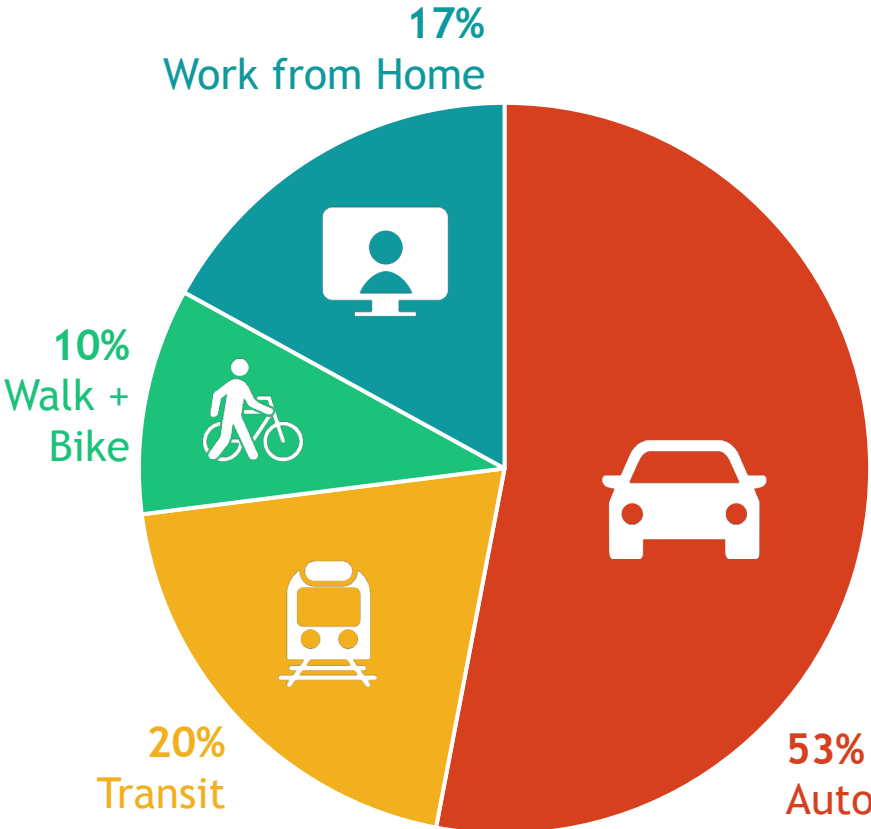
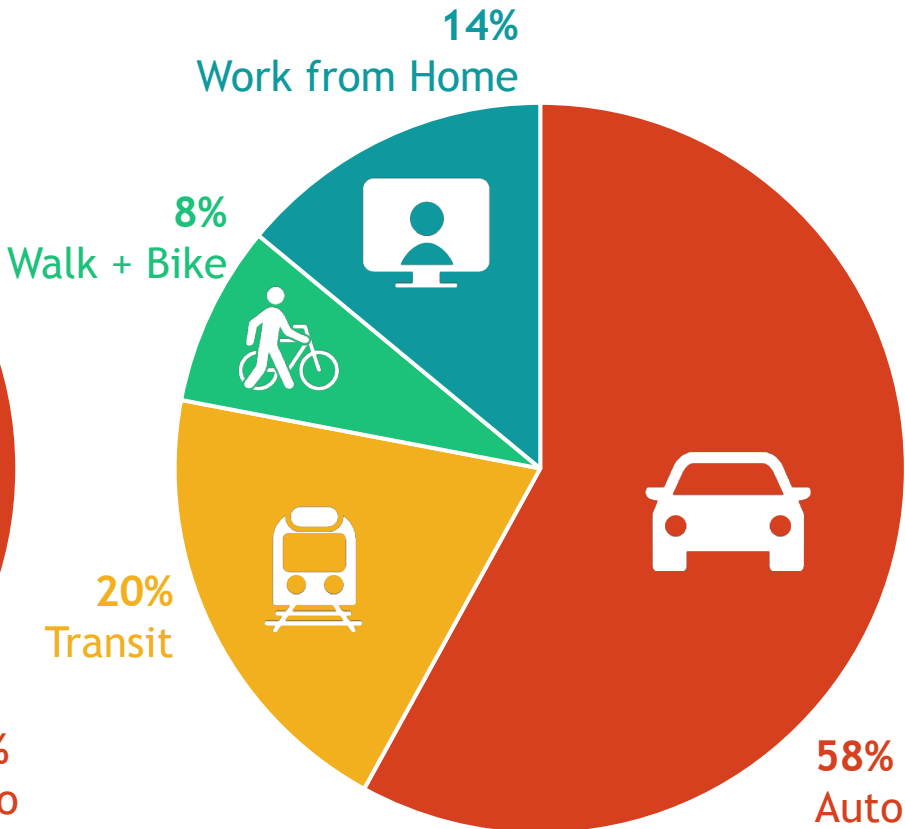
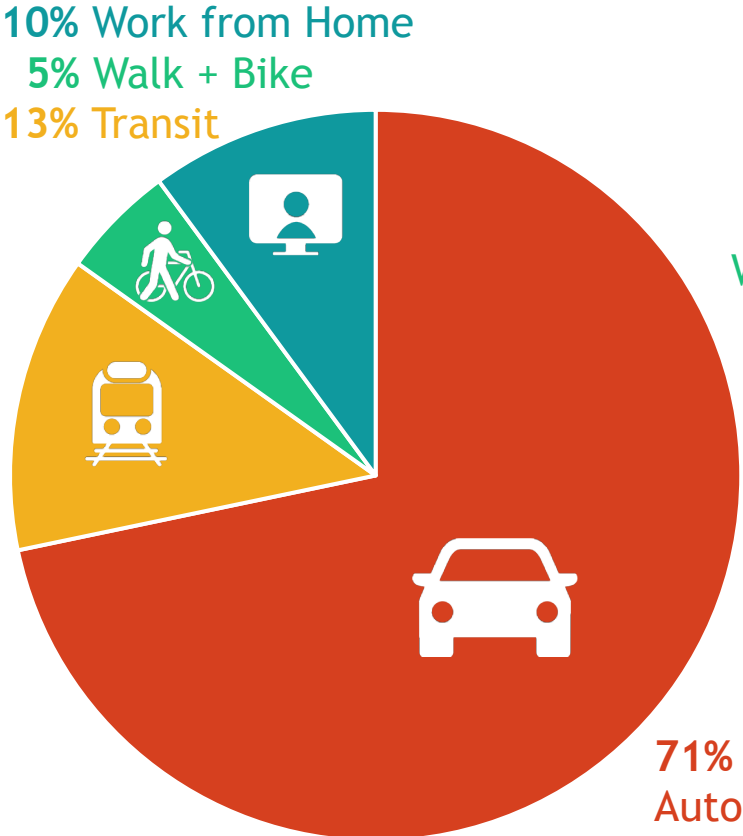
Fremont (Image Source: Flickr, Creative Commons)

Commute Mode Choice: Draft vs. Final Blueprint

Commute Mode Choice 2015

Commute Mode Choice 2050 Draft Blueprint

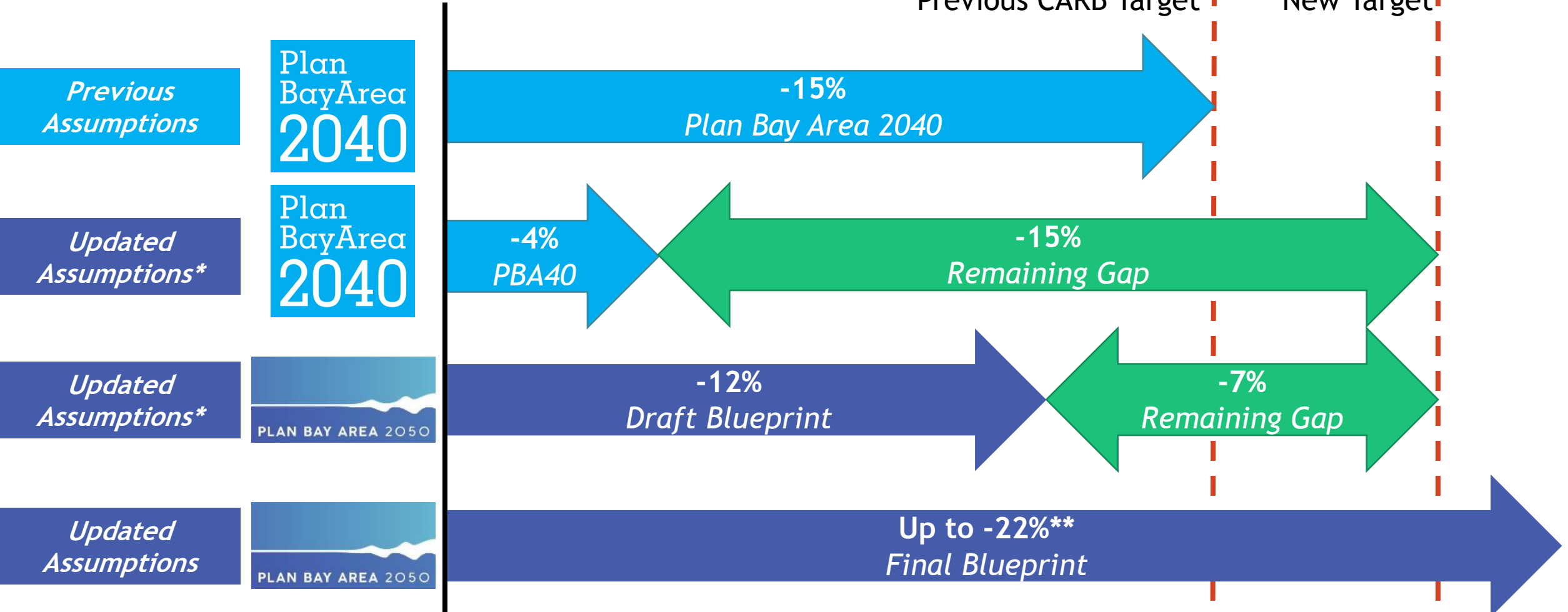
Commute Mode Choice 2050 Final Blueprint



Baseline year telecommute data has been updated to better reflect both frequent and infrequent telecommuters working from home on a typical weekday. Totals do not always sum to 100% due to rounding.

GHG: Draft vs. Final Blueprint

Percent reduction in per-capita greenhouse gas emissions from cars and light-duty trucks compared to 2005 levels, with no improvements to fleet efficiency



* = impact from updated auto operating cost approximated based upon prior model runs for Plan Bay Area 2040 and Draft Blueprint; approved by CARB in October 2020

** = estimated GHG reductions could change as a result of CARB review process in 2021-22; CARB could request even more conservative assumptions re: strategy benefits



GHG: Draft vs. Final Blueprint

Which new or revised Final Blueprint Strategies are driving changes between Draft & Final?



Expand Clean Vehicle Incentives

Increasing funding for clean vehicles helped to accelerate the region's shift towards clean vehicles and reduce emissions at a faster rate than envisioned by CARB.



Expand Commute Trip Reduction Programs and Transportation Demand Management Initiatives

Strategies for major employers to incentivize sustainable commutes, combined with regional parking initiatives, enabled progress toward the target.



Expand Per-Mile Tolling and Allow a Greater Mix of Housing Densities & Types in Growth Areas

By doubling down on existing Draft Blueprint strategies as identified in the September action item, additional emission reductions were possible.

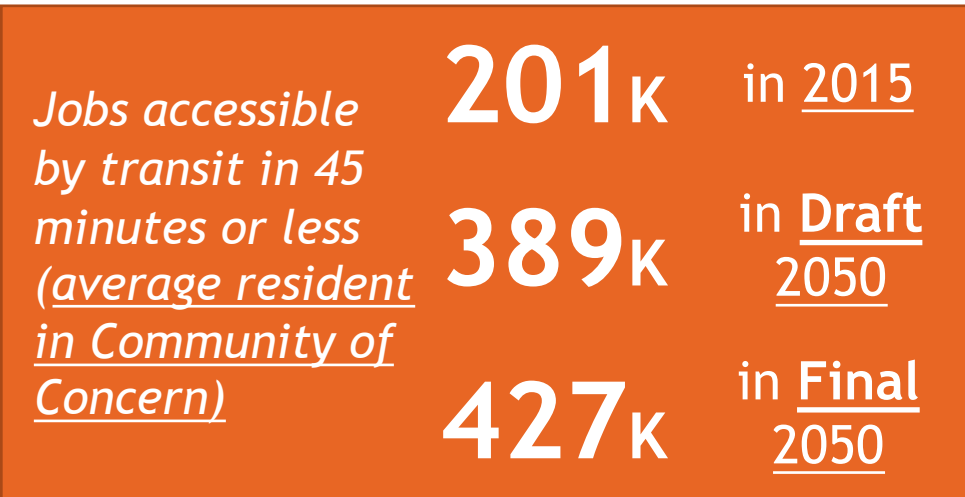
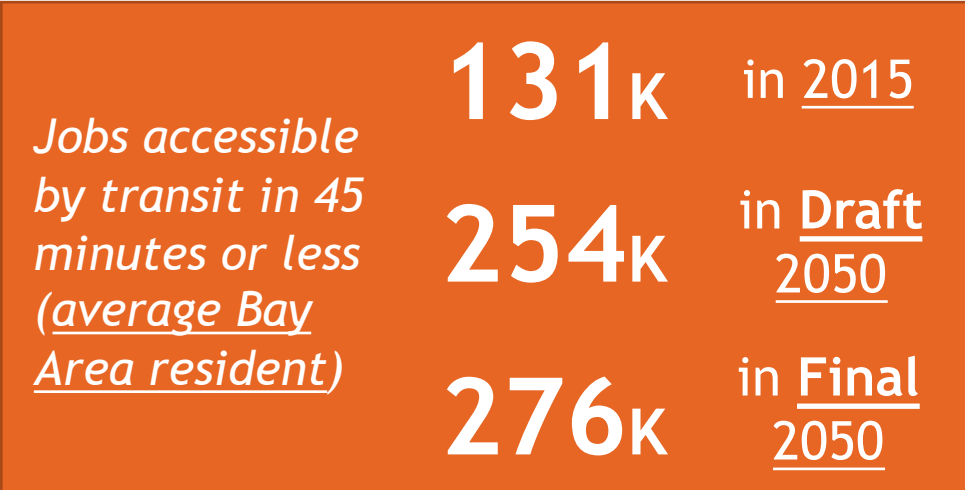


Marin Headlands (Image Source: Flickr, Creative Commons)

Final Blueprint: More Connected than Draft



- **Will Bay Area residents be able to access their destinations more easily?**
Yes, if using public transit.
 - Access to destinations by public transit continue to grow, while means-based road pricing helps to manage congestion and provide reliable auto travel times.
- **Will Bay Area residents have a transportation system they can rely on?**
Yes, especially for motorists.
 - While freeway reliability improves due to Final Blueprint strategies, transit crowding remains an ongoing concern on select systems in the medium-to-long term.



Winter/Spring: Public and Stakeholder Engagement

Winter 2021
Focus on
Implementation Plan
Development



Ongoing small-group stakeholder meetings and CBO focus groups to discuss potential implementation actions

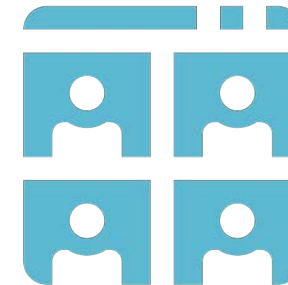


Online survey & text-based service (for those without internet access) to prioritize strategies to advance/implement first

Spring 2021
Focus on
Draft *Implementation Plan*,
Draft *Plan Document*, and
Draft *EIR Release*



Videos, podcasts, and/or webinars in multiple languages



Virtual public meetings & digital webinars with partners to learn about the draft Plan



Postcards, flyers, telephone comment line, and digital in-language promotion



Virtual scavenger hunt (for youth & young-at-heart)

Analysis: Air Quality Conformity Determination

- **Draft Conformity Analysis anticipated to be released in the Spring with the Draft Plan**
- **Plan Period 2021-2050, Proposed analysis years:**
 - *2025*
 - *2030*
 - *2040*
 - *2050*
- **EMission FACtor (EMFAC) Model Version**

**Air Quality Conformity Task Force
Summary Meeting Notes
December 3, 2020**

Participants:

Kevin Krewson – Caltrans

Richard Fahey – Caltrans

Panah Stauffer – EPA

Catherine Clark – member of the public

Patrick Pittenger – FHWA

Andrea Gordon – BAAQMD

Lucas Sanchez – Caltrans

Adam Crenshaw – MTC

Harold Brazil – MTC

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

2. PM_{2.5} Project Conformity Interagency Consultations

a. Confirm Projects Are Exempt from PM_{2.5} Conformity

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

The Task Force had no comments.

Final Determination; With input from FTA, FHWA, EPA, Caltrans and MTC, the Task Force agreed that the projects on the exempt list **2a_Exempt List 11202020.pdf** are exempt from PM_{2.5} project level analysis.

3. Projects with Regional Air Quality Conformity Concerns

Adam Crenshaw (MTC) stated MTC is proposing to add two individually listed projects to the 2019 TIP. Mr. Crenshaw also indicated one of the projects being added to the TIP is part of SFMTA's Core Capacity Program which makes improvements along the J and M line corridors and the project changes to the transit's lines fixed guideway. Prior to the Task Force meeting, Panah Stauffer (EPA) asked since the description of the Core Capacity Program projects says the project is in the Amended 2019 TIP under the Muni Forward Program – why does the Core Capacity Program project still need to be amended into the 2019 TIP? (which Patrick Pittenger (FHWA) had the same question also) Mr. Crenshaw responded by saying the Muni Forward Program is listed as a single line item in the amended Plan Bay Area 2040 and is used as a basis for the travel modeling done for the project in the conformity analysis.

Mr. Crenshaw added that the Muni Forward Program is large and made up of many individual pieces which are added to the TIP on a case by case basis. Mr. Crenshaw indicated the Core Capacity Program project received TIRCP funding and work is beginning on the project. Ms. Panah summarized Mr. Crenshaw's answer by stating the phases get added into the TIP for funding and

planning purposes, but that the whole project (with all of its phases) have already been modeled via the amended Plan Bay Area 2040 which Mr. Crenshaw confirmed.

4. Consent Calendar

a. October 22, 2020 Air Quality Conformity Task Force Meeting Summary

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

5. Other Items

Harold Brazil (MTC) informed the Task Force that the draft 2021 TIP Conformity Analysis was sent out for its 30-day public comment period November 9th and the comment period ends on December 14th and (at the present time) MTC has not received any comments. Mr. Brazil also indicated the Task Force would be notified about any draft response comments MTC might be required to provide.

Kevin Krewson (Caltrans) asked since there were no comments received on the SR-82 Roadway Rehab & Sidewalk ADA Upgrade (which includes a road diet component) – the project can be considered exempt and Mr. Brazil confirmed. Panah Stauffer (EPA) asked what a road diet means in the sense that some projects the Task Force has looked at seem like they have a road diet element and that they're diverting traffic from one road to another – so how does that compare to this road diet project? Mr. Krewson responded by indicating the plan might be to reduce the number of lanes and the number vehicle travel lanes in place right now is two in each direction. Mr. Krewson also added the project might construct one lane in each direction.

Dick Fahey (Caltrans) asked for clarity for how the Task Force deals with road diet projects and how, while these projects can potentially divert traffic, they can be considered exempt. Mr. Brazil referred to the conformity clarification guidance Caltrans prepared with EPA for how road diet projects can be considered exempt. Mr. Brazil added that Caltrans' found over the years which road diet project have been required to go through project-level conformity, these types of projects have not been determined to be projects of air quality concern and have not been required to go through PM_{2.5} hotspot analysis and therefore these project could be considered exempt. Lucas Sanchez (Caltrans) concurred with Mr. Brazil and provided the Caltrans direct link to the conformity clarification guidance.