



**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/82187261849>

Meeting ID: 821 8726 1849

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

**February 25, 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 (Status Update)
4. Consent Calendar
 - a. January 28, 2021 Air Quality Conformity Task Force Meeting Summary
5. Other Items
 - a. Statewide Conformity Working Group Meeting (Follow-Up)

Next Meeting: March 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/82187261849>

Meeting ID: 821 8726 1849

One tap mobile

+16699006833,,82187261849# US (San Jose)

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Dial by your location

+1 669 900 6833 US (San Jose)

+1 408 638 0968 US (San Jose)

+1 346 248 7799 US (Houston)

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+1 646 876 9923 US (New York)

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888 788 0099 US Toll-free

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Meeting ID: 821 8726 1849

Find your local number: <https://bayareametro.zoom.us/u/kbyrJ7u6JQ>



METROPOLITAN
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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: February 17, 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 02162021.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
CC	CC-190020	San Pablo	Giant Hwy over San Pablo Creek BPMP	San Pablo: On Giant Hwy over San Pablo Creek (Bridge 28C0326): Preventive maintenance to include deck methacrylate and joint replacement work	San Pablo: On Giant Hwy over San Pablo Creek (Bridge 28C0326): Preventive maintenance to include deck methacrylate and joint replacement work	Safety - Pavement resurfacing or rehabilitation
CC	CC-190021	Oakley	Oakley Main St Bridge over CC Canal 28C0270	Oakley: On Main St over Contra Costa Canal: Rehabilitate existing bridge with no added capacity	Oakley: On Main St over Contra Costa Canal: Rehabilitate existing bridge with no added capacity	Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
SCL	SCL190022	Sunnyvale	H9-04-034 Advanced Dilemma Zone Detection Phase 2	Sunnyvale: At 16 signalized intersections: H9-04-034 Provide advanced dilemma-zone detection at intersections identified in a citywide collision analysis.	Sunnyvale: At 16 signalized intersections: H9-04-034 Provide advanced dilemma-zone detection at intersections identified in a citywide collision analysis. The analysis identified collision factors and specific signalized intersections that would benefit from Advanced Dilemma-Zone Detection systems. For signalized intersections that demonstrated a very heavy concentration of collisions, most of which were broadside, rear end, or side swipe, the highest identified collision factor was found to be unsafe speed. All of these collision types and factors can be mitigated, and safety enhanced, by implementing advanced dilemma-zone detection. This location was identified in the City vision zero plan. (CM-S4 - Provide Advanced Dilemma Zone Detection for High Speed Approaches)	Safety - Safety improvement program

**Air Quality Conformity Task Force
Summary Meeting Notes
January 28, 2021**

Participants:

Kevin Krewson – Caltrans
Richard Fahey – Caltrans
Panah Stauffer – EPA
Paul Hensleigh – YSAQMD
Patrick Pittenger – FHWA
Dominique Kraft – FTA
John Hesler – member of the public

Joseph Vaughn – FHWA
Andrea Gordon – BAAQMD
Lucas Sanchez – Caltrans
Adam Noelting – MTC
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 01182021.pdf** are exempt from PM_{2.5} project level analysis.

3. Plan Bay Area 2050 Conformity Analysis Development

Adam Noelting (MTC) conducted a presentation about how the new Plan Bay Area 2050 would affect the subsequent transportation conformity analysis. Mr. Noelting made several points during his discussion including:

- 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.
- The key emphasis in the Horizon process was resilience and equity and resilience really was looking at all sorts of different topic areas from sea level rise issues to changes in the future transportation system, what happens if there's autonomous vehicles, does that mean our proposed investments are going to be less impactful or when you look at a different suite of strategies.

- In the in the fall, MTC adopted the final blueprint strategies which was an overarching theme of how MTC looked at what's included in the plan – so strategies for transportation included a suite of different types of like projects like the building of a next generation transit network for a rail system as an example, or looking at creating healthy and safe streets.
- There are a whole suite of information on the various strategies in Plan Bay Area 2050 and there are 11 themes, as noted across the four different topic areas with 35 total strategies which were informed by a lot of public engagement and modeling efforts to understand the impacts of these different strategies.
- Part of MTC's work is to look at how the region can reduce greenhouse gas emissions and a lot of that is by looking at how we can shape and maybe potentially alter the land use growth patterns, so we are continuing to look at that, as part of the plan in the past we've used priority development areas as a key emphasis area of where we would like to.
- Plan Bay Area 2050 will add 10 years to the housing forecast which will result in the doubling both the housing and job growth forecast generating a much bigger transportation revenue envelope as well, which changes a number of things. It does get some opportunity to pay for more expansion type projects or things to build out the system, but also comes with a huge cost right because we're adding 10 more years and as inflation changes and cost change it's a huge cost is to maintain existing transit systems. All things considered, Plan Bay Area 2050 will not just about building new expanding and modernizing the system, it will also be about operating and maintaining the current transportation system.

Among the questions discussed after Mr. Noelting's presentation included Ms. Dominique Kraft (FTA) asking when plan adoption is expected to happen. Noelting responded by indicating plan adoption may not occur until September 2021.

In addition, the Task Force concurred the proposed analysis years – 2025, 2030, 2040 and 2050 – to be used for the Plan Bay Area 2050 conformity analysis. After the meeting, Panah Stauffer (EPA) concurred with the proposed analysis years also.

In reference to the emission factor model version to use for this conformity analysis, Joseph Vaughn (FHWA) and Lucas Sanchez (Caltrans) agreed with staff to use EMFAC2017.

Mr. Noelting's presentation is included below and the complete Zoom meeting recording can be found at:

https://bayareametro.zoom.us/rec/play/SHz4T2h2iNEr1BkZFTY7W35Wqp0_B08fmnvmTzgA9YNwq9khaOkTN2TEaVCS0qyoYnIojQAUqY5WLE.eWW33XrzB7XpdYKT

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4. Consent Calendar

a. December 3, 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

a. Draft Conformity Analysis for the Amended Plan Bay Area 2040 and the 2021 Amended Transportation Improvement Program

b. Bay Area Conformity Protocol and Interagency Consultation Procedures

Harold Brazil (MTC) informed the Task Force about the one air quality related comment received concerning the draft 2021 TIP Conformity Analysis. The comment response will result in adding an appendix to the Plan Bay Area 2050 conformity analysis which will discuss the health impacts resulting from exposure to the federal criteria air pollutants and background information on emission processes.

Mr. Brazil also indicated that the Bay Area Conformity Protocol and Interagency Consultation procedures will soon be going to CARB for approval.

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

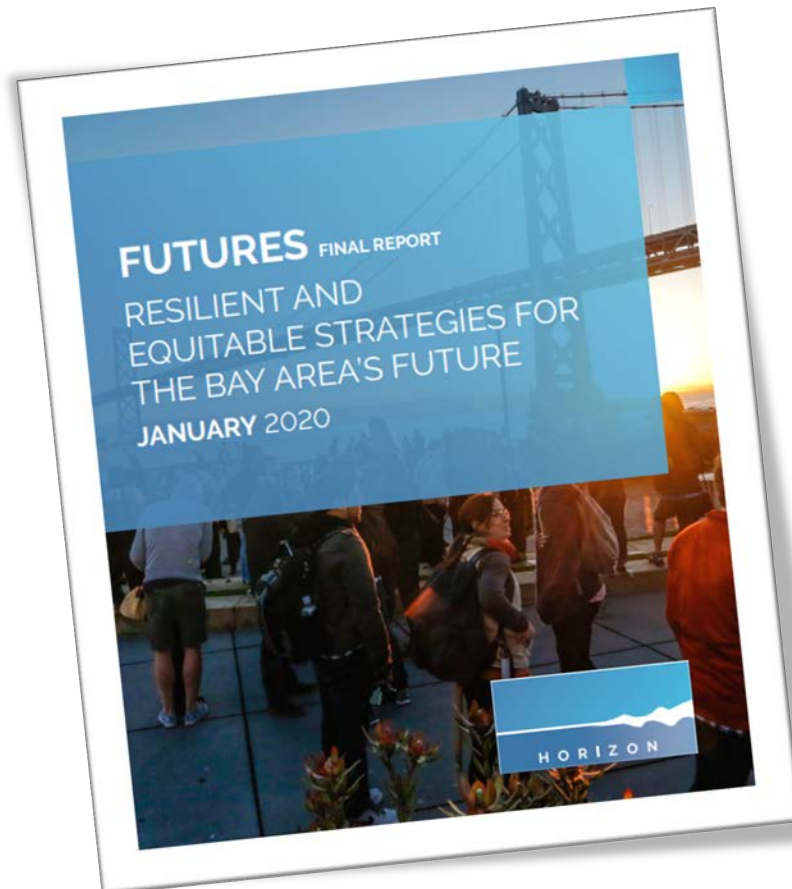
2018

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

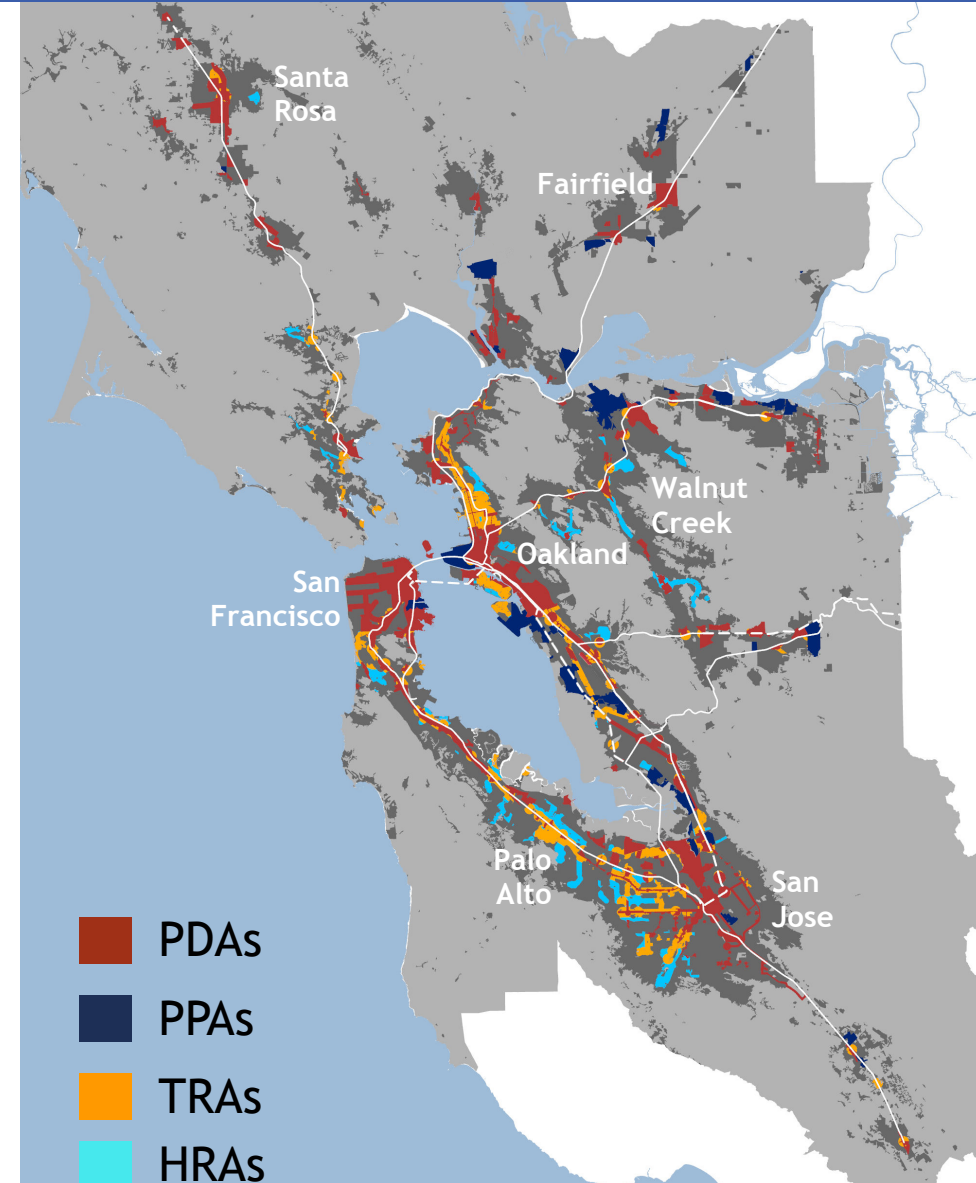
Prioritize

  **Priority Development Areas (PDAs)**

  **Priority Production Areas (PPAs)**

  **Transit-Rich Areas (TRAs)**

  **High-Resource Areas (HRAs)**

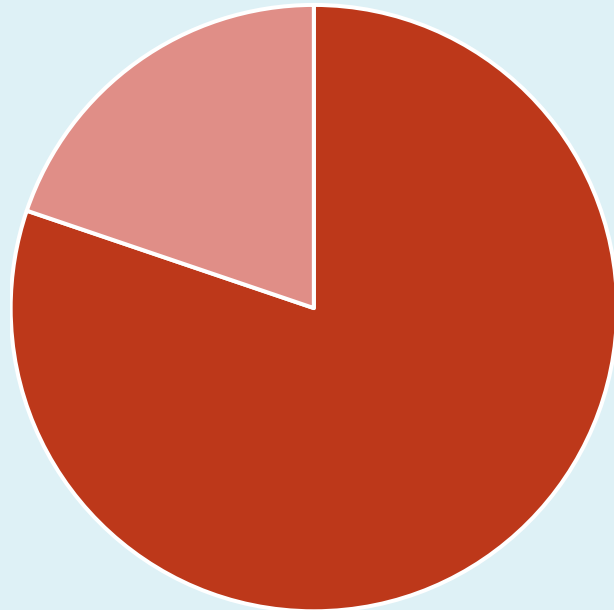


Note: some High-Resource Areas are also Transit-Rich Areas

Adopted This Fall: Revenues & Expenditures

Transportation Element

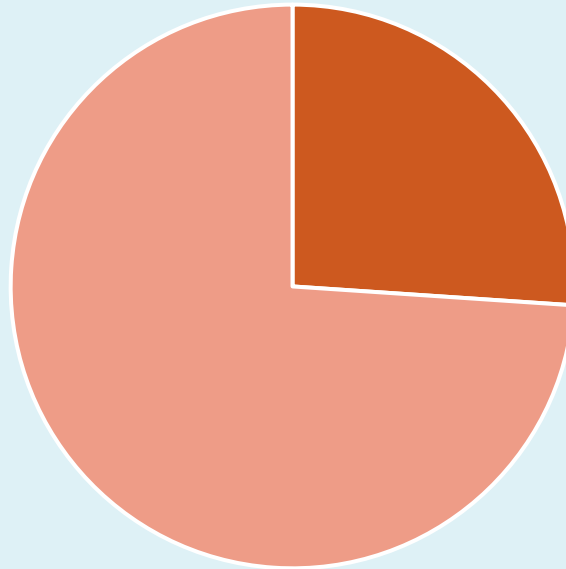
\$466 billion in existing funding
\$113 billion in new revenues



■ Existing Revenues ■ New Revenues

Housing Element

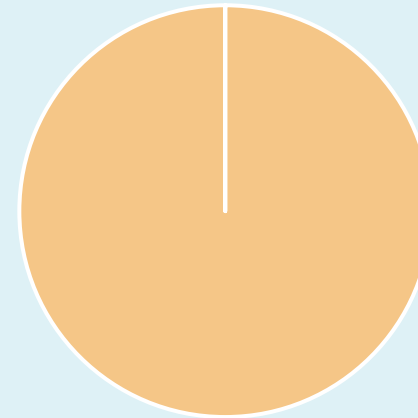
\$122 billion in existing funding
\$346 billion in new revenues



■ Existing Revenues ■ New Revenues

Economy Element

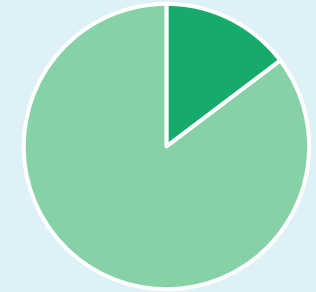
N/A in existing funding
\$234 billion in new revenues



■ 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.

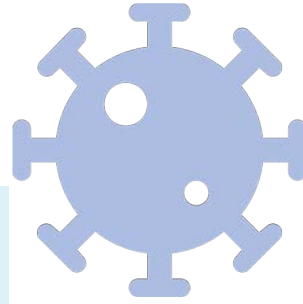
Note: new housing revenues could come from a mix of federal, state, regional, or local sources.

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

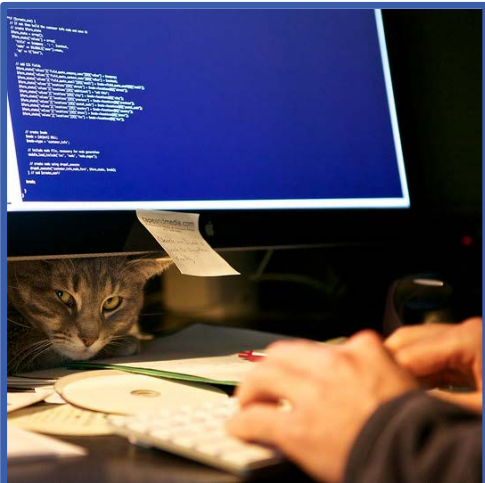
While the future remains quite uncertain, the emergence of the pandemic this spring gave us time to integrate some of its critical near- and medium-term impacts into the Final Blueprint.



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**

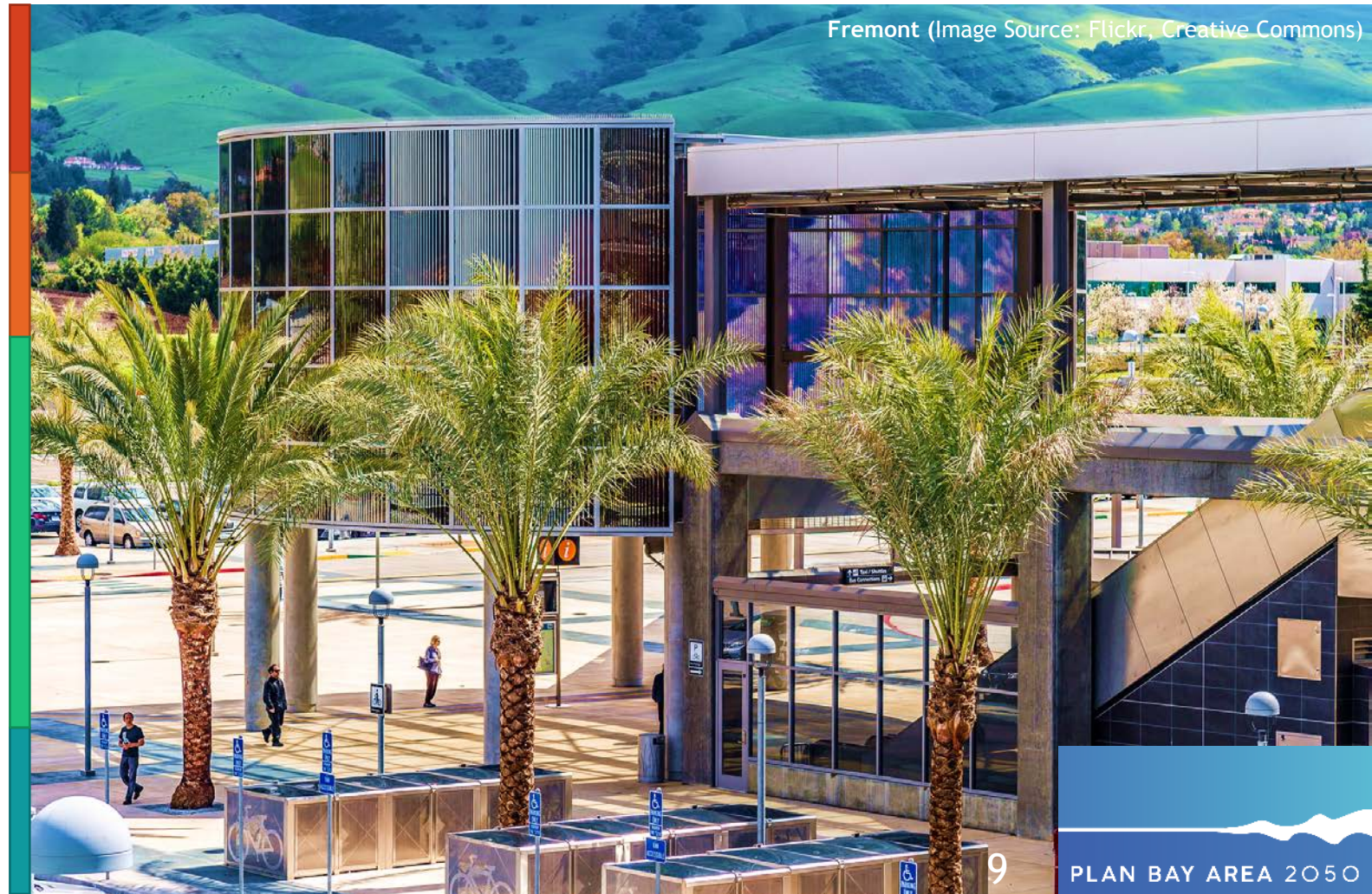
Significant **shift away from auto dependence** for both commute & non-commute trips

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**

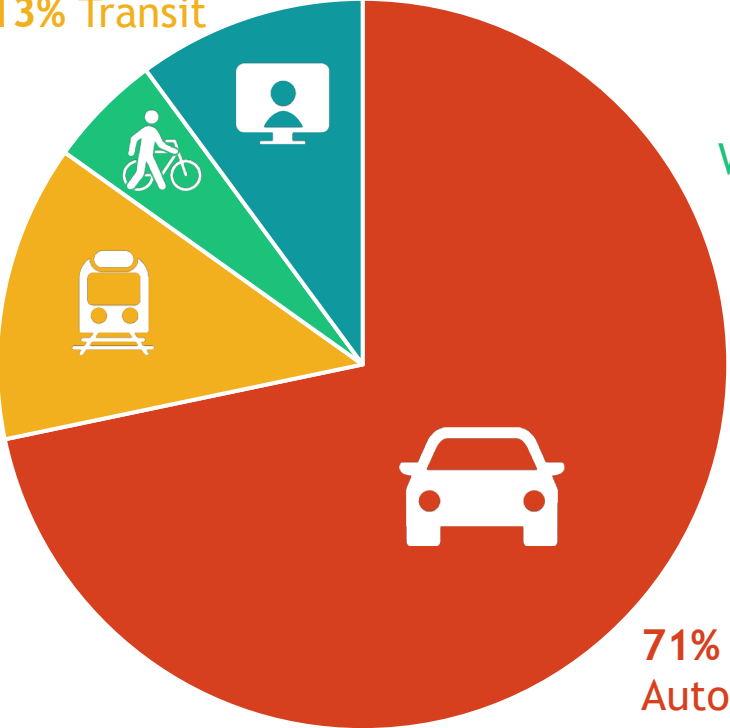


Fremont (Image Source: Flickr, Creative Commons)

Commute Mode Choice: Draft vs. Final Blueprint

Commute Mode Choice 2015

10% Work from Home
5% Walk + Bike
13% Transit

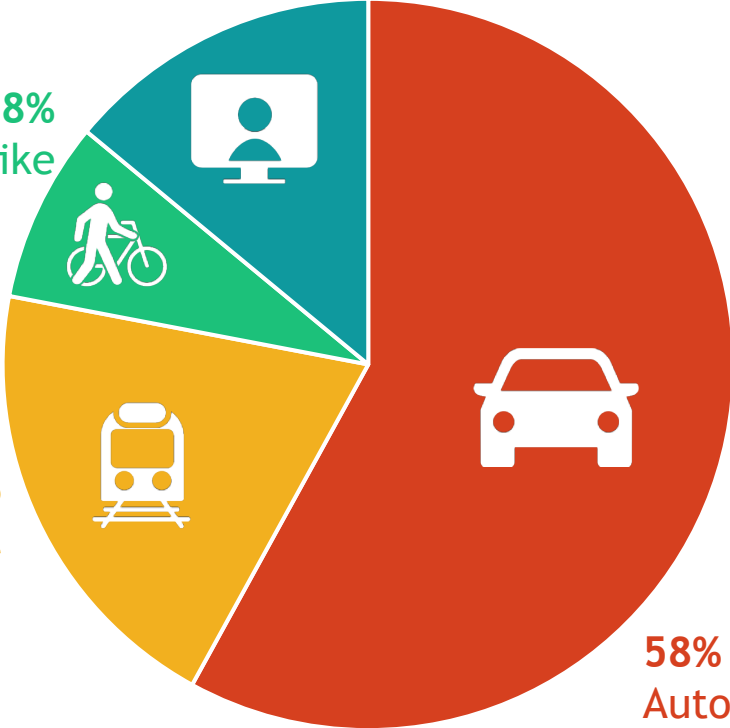


Commute Mode Choice 2050 Draft Blueprint

14% Work from Home

8% Walk + Bike

20% Transit



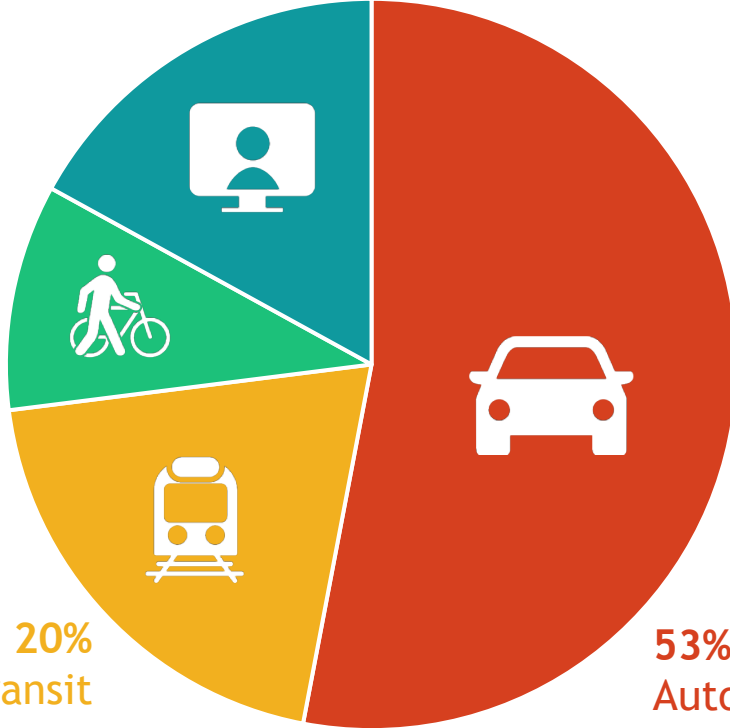
Commute Mode Choice 2050 Final Blueprint

17% Work from Home

10% Walk + Bike

20% Transit

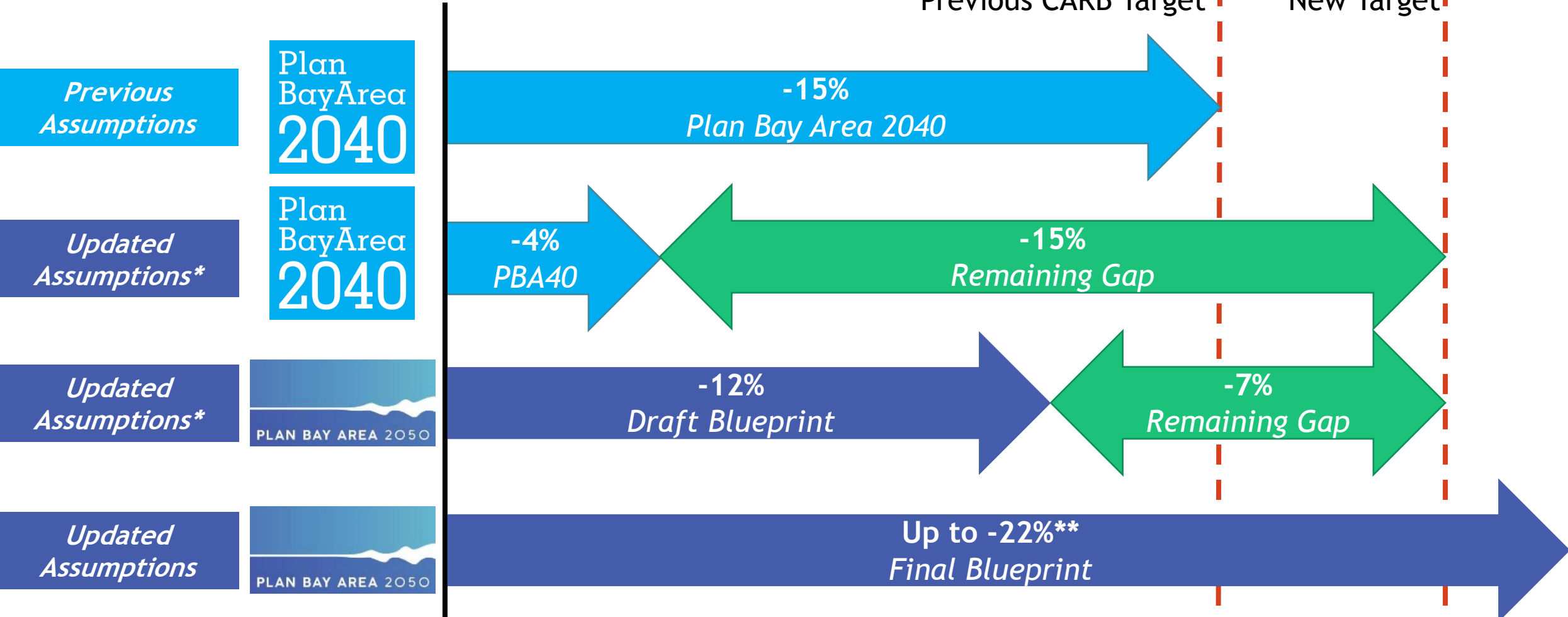
53% Auto



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.

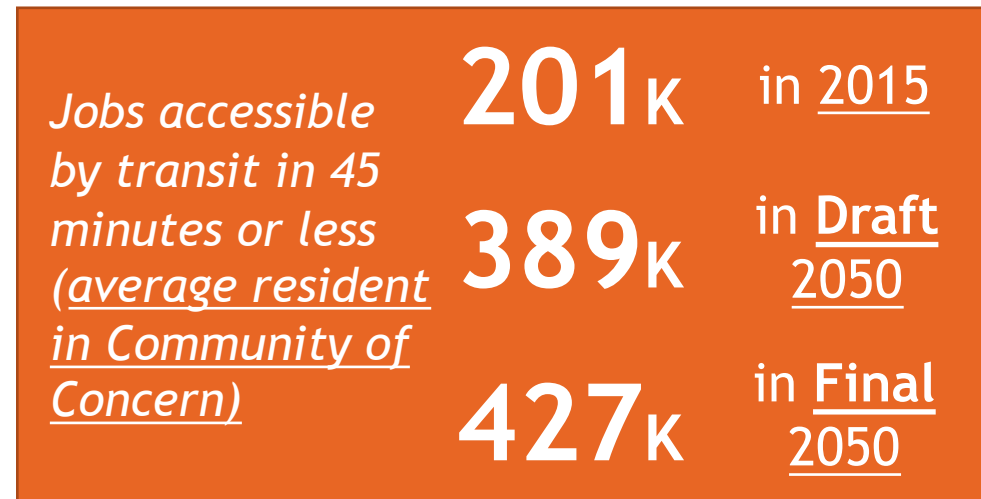
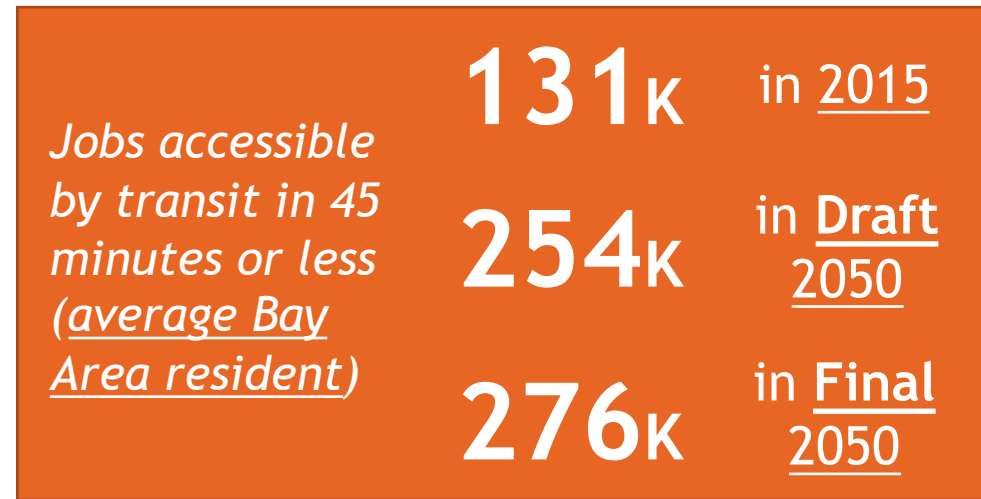


Marin Headlands (Image Source: Flickr, Creative Commons)

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

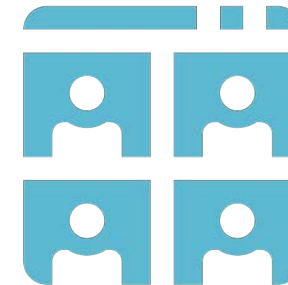


Online survey & text-based service (for those without internet access) to prioritize strategies to advance/implement first

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**