



**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/88015790031?from=addon>
Meeting ID: 880 1579 0031

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

January 25, 2024
9:30 a.m. –11:00 a.m.

AGENDA

1. Welcome and Introductions
2. Projects with Regional Air Quality Conformity Concerns
 - a. Review of the Regional Conformity Status for New and Revised Projects
2a_Regional_AQ_Conformity_Review_012524.pdf
2a_Attachment-A_List_of_Proposed_New_Projects_012524.pdf
3. VTA's BART Silicon Valley Phase II (Updates on schedule and cost)
4. Consent Calendar
 - a. December 7, 2023 Air Quality Conformity Task Force Meeting Summary
5. Other Items

Next Meeting: February 22, 2024

MTC Staff Liaison: Harold Brazil hbrazil@bayareametro.gov

Harold Brazil is inviting you to a scheduled Zoom meeting.

Topic: Air Quality Conformity Task Force Meeting

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- 207.226.132.110 (Japan Tokyo)
- 149.137.24.110 (Japan Osaka)

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TO: Air Quality Conformity Task Force

DATE: January 25, 2024

FR: John Saelee

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	SF	SF-230207	SFMTA	Western Addition Safe Streets	San Francisco City/County : San Francisco Western Addition : Traffic Signal Upgrades, Speed Reduction with Speed Management Strategies, Lower Speed Limits, Radar Speed Signs, Quick-Build Safety Improvements, and Multilingual Education and Outreach	The Western Addition Community Safe Streets Project (the Project) will improve traffic safety outcomes and increase connectivity in the Western Addition. The project will deliver core safety improvements identified in the Western Addition Community Based Transportation Plan (WA CBTP) and implement speed management strategies throughout the neighborhood to reduce crashes and help San Francisco achieve its Vision Zero goals of zero traffic deaths.	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature
2	ALA	ALA230209	AC Transit	AC Transit: Training and Education Center (TEC) Mo	Alameda Contra Costa Transit District (AC Transit) : Training and Education Center (TEC), Hayward : The project activities will be retrofitting the current Training and Education Center to enable it to become both a bus maintenance and a classroom/laboratory facility concurrently. The retrofit also creates a zero-emission bus compliant facility to allow staff to safely work and learn zero emission bus (ZEB) technologies indoors as well more learning space and programs to meet the training and maintenance needs of our expanding ZEB fleet.	These funds are for the retrofit of the current Training and Education Center to enable it to become both a bus maintenance and a classroom/laboratory facility. Also there funds workforce development activities.	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)
3	ALA	ALA230221	Fremont	East Bay Greenway (Irvington to Fremont BART)	Fremont : Stevenson Boulevard (from Civic Center Drive to Paseo Padre Parkway), Paseo Padre Parkway (from Stevenson Boulevard to 1,300 feet south of Grimmer Boulevard intersection), and Osgood Road (from Washington Boulevard to Blacow Road) : Complete street improvements on East Bay Greenway (Irvington to Fremont BART)	The project proposes to construct a segment of the East Bay Greenway Regional Trail, extending from Irvington District to Fremont Central Park, as well as a new Class I trail connection between the East Bay Greenway Trail to the Fremont BART station. Complete street improvements along the project corridors, including elevated bikeways, protected intersections, traffic signal upgrade, ADA curb ramps, sidewalk repair/replacement, storm drain modification, pavement rehabilitation, and landscaping.	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities
4	ALA	ALA230217	AC Transit	Purchase 24 40ft Urban Diesel Buses	Alameda Contra Costa Transit District (AC Transit) : Districtwide : Purchase buses to meet State mandate of ZEBs in AC Transit's fleet.	Purchase buses to meet State mandate of ZEBs in AC Transit's fleet.	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
5	ALA	ALA230213	AC Transit	AC Transit: Replace 40ft Urban Buses - Diesel	Alameda Contra Costa Transit District (AC Transit) : Districtwide : Purchase replacement diesel buses	Purchase replacement 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
6	ALA	ALA230210	AC Transit	AC Transit: Purchase 25 40ft Urban Fuel Cell Buses	Alameda Contra Costa Transit District (AC Transit) : Alameda Contra Costa Transit District (AC Transit) : 25 Fuel Cell Buses: Purchase buses to meet State mandate of ZEBs in AC Transit's fleet.	AC Transit: 25 Fuel Cell Buses: Purchase buses to meet State mandate of ZEBs in AC Transit's fleet.	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
7	ALA	ALA230219	AC Transit	AC Transit: Rehabilitate Maintenance Bays for ZEBs	Alameda Contra Costa Transit District (AC Transit) : Districtwide : Rehabilitate, retrofit and upgrade maintenance bays for safety and proper ventilation to work on ZEBs.	Rehabilitate, retrofit and upgrade maintenance bays for safety and proper ventilation to work on ZEBs.	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
8	ALA	ALA230211	AC Transit	MacDonald Avenue Transit Signal Priority - Phase 1	Alameda Contra Costa Transit District (AC Transit) : MacDonald Avenue in City of Richmond - From Richmond Parkway to just west of San Pablo Ave : The project will install Transit Signal Priority (TSP) equipment along MacDonald Avenue in Richmond. The project also includes but not limited to traffic signal upgrades, signal communication and relocation of busstops	MacDonald Avenue Transit Signal Priority Project Phase 1 - This project will install Transit Signal Priority (TSP) equipment along MacDonald Avenue in Richmond. The project will also include traffic signal upgrades, signal communication, and signal timing coordination. In addition, bus stops along the corridor will be improved through relocation, consolidation, installation of bus bulbs/islands.	Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections
9	SCL	SCL230226	VTA	Facilities Maintenance Equipment Program	Santa Clara Valley Transportation Authority (VTA) : Santa Clara County : Replace essential shop and other maintenance equipment that has reached the end of its useful life.	VTA: In Santa Clara County: Replace essential shop and other maintenance equipment that has reached the end of its useful life.	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)
10	SCL	SCL230227	Gilroy	Safe Routes to School - Christopher High School	Gilroy : Approximately 2,000 linear feet from Santa Teresa Blvd. to Tapestry Drive along Lions Creek and approximately 4,500 linear feet from Santa Teresa Blvd./Day Rd. to Kern Ave. along Lions Creek. : Construct a Class I multi-use trail approximately 6,500 linear feet in length consisting of asphalt concrete (for bicycles and pedestrians), ADA-compliant curb ramps at all trail entrances, and concrete retaining wall.	Construct a Class I multi-use trail approximately 6,500 linear feet in length	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities
11	CC	CC-230229	CCTA	Bollinger Canyon Rd Shared Mobility Hub	San Ramon : Bollinger Canyon Road/Camino Ramon : Implement shared mobility hub bike/ped/transit amenities to support express bus service.	Shared Mobility Hub (SMH) at Bollinger Canyon Rd is one of the stops for the future I-680 Express Bus. The SMH includes elements such as enhanced bike/pedestrian facilities, bike chargers, connection to the Iron Horse Trail, transit signal priority, WiFi, real time traveler information, and bus bays.	Exempt (40 CFR 93.127) - Bus terminals and transfer points
12	ALA	ALA230220	Fremont	Fremont Boulevard/Walnut Avenue Bikeway Project	Fremont : Fremont Blvd from Country Dr to Mission View Dr and Walnut Ave from Paseo Padre Pkwy to Fremont Blvd : Construct elevated bikeways and protected intersections along Fremont Blvd. and Walnut Ave.	The project will construct elevated bikeways and protected intersections along Fremont Boulevard from Country Drive to Mission View Drive and along Walnut Avenue from Paseo Padre Parkway to Fremont Boulevard. The project will provide bike/ped connections within and between the City's Downtown/City Center PDA, the Irvington Transit PDA, and other destinations.	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities
13	ALA	ALA230218	AC Transit	Purchase 23 60ft Artic Fuel Cell Buses	Alameda Contra Costa Transit District (AC Transit) : Districtwide : Purchase buses to meet State mandate of ZEBs in AC Transit's fleet.	Purchase buses to meet State mandate of ZEBs in AC Transit's fleet.	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

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
14	ALA	ALA230222	Livermore	I-580/Vasco Road Interchange Replacement	Livermore : Vasco Road/Preston Avenue to Vasco Road/Forget Me Not intersections along Vasco Road at I-580 : The project will remove the existing overcrossing and replace it with a wider and taller bridge.	Livermore: The project will remove the existing overcrossing and replace it with a wider and taller bridge and reconstruct the on and off ramps and will include new traffic signals and safety elements. The proposed bridge will include 9 travel lanes and Class VI bicycle and pedestrian facilities. The project will enhance operations and safety for all modes of travel along Vasco Road, provide connectivity for bicyclist and pedestrian through the interchange corridor, and accommodate the future Valley Link. This Project is not anticipated to induce traffic nor VMT; the bridge widening and additional lanes to be added are primarily within the interchange limits, focusing on solving the interchange's operational and safety concerns with existing uncontrolled loop ramp configurations and adding complete street improvements. The Project is not adding arterial capacity to Vasco Road that deviates from the City's General Plan, and we are consistent with the existing approach on Vasco Road.	Exempt (40 CFR 93.127) - Interchange reconfiguration projects
15	CC	CC-230228	San Ramon	Crow Canyon Iron Horse Trail Bike-Ped Crossing	San Ramon : Intersection of Crow Canyon Road with Iron Horse Trail : Design a new bicycle and pedestrian overcrossing to convey the Iron Horse Trail traffic over Crow Canyon Road.	Design a new bicycle and pedestrian overcrossing to convey the Iron Horse Trail traffic over Crow Canyon Road.	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities
16	SM	SM-230214	Atherton	Alameda de las Pulgas Traffic and Safety Imps	Atherton : Alameda de las Pulgas from Mills Avenue and Stockbridge Ave : Traffic calming and pedestrian facilities	Traffic safety improvements including but not limited to signalization of two intersections, complete streets, green infrastructure, curb ramps, geometric modifications to intersections, signing and striping	Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections
17	ALA	ALA230223	Oakland	OakPARK+	Oakland : Oakland (various locations) : Expand demand-responsive parking pricing to all commercial districts; explore all-week retail friendly metering; pilot parking occupancy sensors; install fifty new multi-space parking meter kiosks; and create a permanent Universal Basic Mobility (UBM) program through the OakPark+ Program.	Implement various parking and transportation demand management programs in Oakland including: expanding demand-responsive parking pricing to all metered areas, piloting the installation of parking sensors in high-value metered spaces to efficiently collect occupancy data, implementing all-week retail friendly metered parking, adding 500 new metered parking spaces, and creating a permanent Universal Basic Mobility Program.	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
18	ALA	ALA230224	Alameda County	Lower San Lorenzo Creekway Trail	Alameda County : San Lorenzo Creek Channel from Meekland Avenue to the Hayward Shoreline : Install approximately 2.5 miles of primarily Class 1 bicycle and pedestrian trail facility.	The Lower San Lorenzo Creekway Trail project will install approximately. 2.5 miles of primarily Class 1 bicycle and pedestrian trail facility in central Alameda County. The project includes direct connections to the San Francisco Bay Trail.	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities
19	SF	SF-230209	SFMTA	Pay or Permit Parking Program Expansion	San Francisco City/County : Various neighborhoods in San Francisco : Installation of parking paystations and replacement of parking related signage. Project may have locations on Lombard Street (SR 101)	This project uses FHWA funds to purchase parking paystations to expand SFMTA's Pay or Permit Parking Program, which charges a fee to visitors to park on streets in residential neighborhoods to increase parking availability and reduce congestion.	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)

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
20	ALA	ALA230225	Alameda	Parking Pricing And Curb Management Strategies	Alameda (City) : Various locations citywide : 1) implement demand-responsive parking pricing in paid parking spaces; 2) create more space for short-term parking, loading, and ADA parking; 3) guide people straight to underutilized off-street parking; and 4) introduce and improve paid parking at ferry terminals.	Alameda's Demand-Based Parking Pricing and Curb Management in Business Districts and Ferry Terminals Project is a package of strategies that includes: 1) implement demand-responsive parking pricing in paid parking spaces; 2) create more space for short-term parking, loading, and ADA parking; 3) guide people straight to underutilized off-street parking; and 4) introduce and improve paid parking at ferry terminals.	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
21	VAR	VAR230207	BART	Electric Vehicle Charging at BART Stations	Bay Area Rapid Transit District (BART) : Various locations throughout the BART system : Install Level-2 charging ports at various BART stations.	Install roughly 200 Level-2 charging ports at four BART stations	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
22	MRN	MRN230211	MCTD	MCTD- Onboard Technology	Marin County Transit District : Marin County : Replace on board AVL and fare collection equipment.	Marin Transit will replace on board AVL and fare collection equipment.	Exempt (40 CFR 93.126) - Mass Transit - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)
23	VAR	VAR230208	MTC	GL: Bus Accelerated Infrastructure Delivery	SF Bay Area : Multi-County : The BusAID effort serves to inventory transit operator-identified "hotspot" locations throughout the Bay Area with transit delay or reliability issues and fund the delivery of near-term (quick-build) transit priority projects. The intent is to 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.	The Bus Accelerated Infrastructure Delivery (BusAID) effort serves to fund the delivery of near-term (quick-build) transit priority projects in "hotspot" locations throughout the Bay Area. The intent is to 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.	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
24	SF	SF-230210	SFMTA	Howard Streetscape Improvement Project	San Francisco City/County : On Howard Street, from 4th to 11th Streets, in San Francisco. : Remove a westbound vehicle lane, construct a two-way protected bikeway, upgraded bike and vehicle signals, bulb-outs and raised crosswalks, new midblock crosswalks, and improved curb management. Also included are public realm improvements such as landscaped medians, decorative pavement, cultural district signs and plaques, and additional streetlights.	San Francisco: Implement safety improvements on Howard Street from 4th to 11th Streets, which is on San Francisco's Vision Zero High Injury Network. The project will remove a westbound vehicle lane, construct a two-way protected bikeway, upgraded bike and vehicle signals, bulb-outs and raised crosswalks, new midblock crosswalks, and improved curb management. Also included are public realm improvements such as landscaped medians, decorative pavement, cultural district signs and plaques, and additional streetlights	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature

**Air Quality Conformity Task Force
Summary Meeting Notes
December 7, 2023**

Participants:

Andrea Gordon – BAAQMD	Zoey Zhang – Fehr & Peers
Garrett Kaya – HDR	Karishma Becha – Caltrans
Eden Winniford – Yolo-Solano Air Quality Management District	John Saelee – MTC
Jay Witt – Illingworth & Rodkin, Inc.	Yuqi Wang – MTC
Sean Charles – WMH Corporation	Ron Ramos – F&P
Janet Adams – STA	Adam Noelting – MTC
Erika Vaca – Caltrans	Jacqueline Kahrs – Caltrans
Alex Smith – FTA	Andrew Metzger – Circlepoint
Mary Nguyen – FTA	Rodney Tavitas – Caltrans
Kevin Krewson – Caltrans	Michael Baldini – MTC Policy Advisory Council
Jasmine Amanin – FHWA	Adam Crenshaw – MTC
Chris Barney – SCTA	Peter Kang – Caltrans HQ
	Harold Brazil – MTC

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

2. PM_{2.5} Project Conformity Interagency Consultations

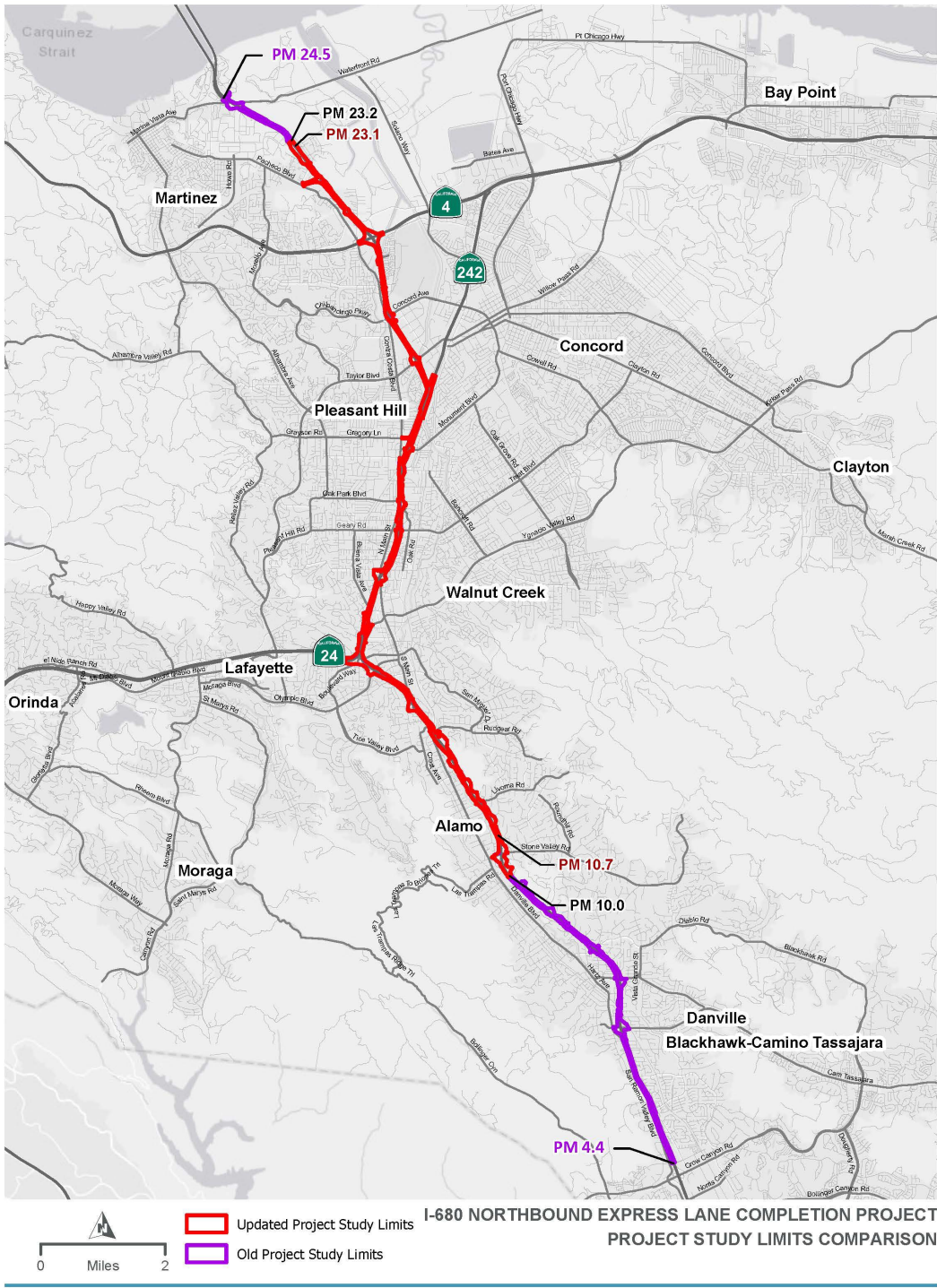
a. Consultation to Determine Project of Air Quality Concern Status

i. NB 680 Express Lanes Completion Project

Garrett Kaya (AECOM) began the presentation for the NB 680 Express Lanes Completion project by stating the last time the project team met with Task Force was because Alternative 5 was being added and the reason for today's meeting is because the project study limits to the actual construction footprint limits is now being reduced. Mr. Kaya added, through discussions with Caltrans and traffic analyses, it was determined adding buffers down in the southern reaches of the project wasn't necessary. Mr. Kaya also mentioned, again through discussions with Caltrans, the study area boundaries were drawn to make sure there weren't any major impacts to the wetlands in the area.

Question/Answer Discussion:

Rodney Tavitas (Caltrans) commented, when making this type of change, project sponsors need to make sure that this is all illustrated in the environmental work, especially the public announcement, and remember that RTPs and TIPs all need to be consistent. Mr. Tavitas added that if his office notices any inconsistencies among these documents at the public and national levels, his office will send it back (to the corresponding project sponsor).



Final Determination: With input from EPA, FTA, FHWA and Caltrans (deferring their determination to FHWA), the Task Force concluded the NB 680 Express Lanes Completion project was not of air quality concern.

ii. Interstate 80 (I-80) Westbound (WB) Cordelia Commercial Vehicle Enforcement Facility (CCVEF) Project

Janet Adams (STA) began the presentation for the Interstate 80 Westbound Cordelia Commercial Vehicle Enforcement Facility project by indicating it has been developed in conjunction with the California Highway Patrol (CHP) and Caltrans DES Architecture (CVEF) and incorporates the latest requirements of CVEF operations. Ms. Adams added the project does have a major funding partner through the California Transportation Commission.

Ms. Adams stated that the relocation and enhancement of the I-80 westbound truck scales, known formally as the Cordelia Commercial Vehicle Enforcement Facility (CCVEF) will provide the following:

- Updated off and on-ramps to improve traffic congestion & safety
- State of the art technology allows prioritization of CHP enforcement activities
- Reduced queuing and travel times for commercial vehicles and buses

Ms. Adams mentioned the I-80 WB CCVEF project will be reducing greenhouse gas emissions by reducing the idling trucks that occur today, and the idling vehicles that happen with the congestion on I-80 in this area going forward.

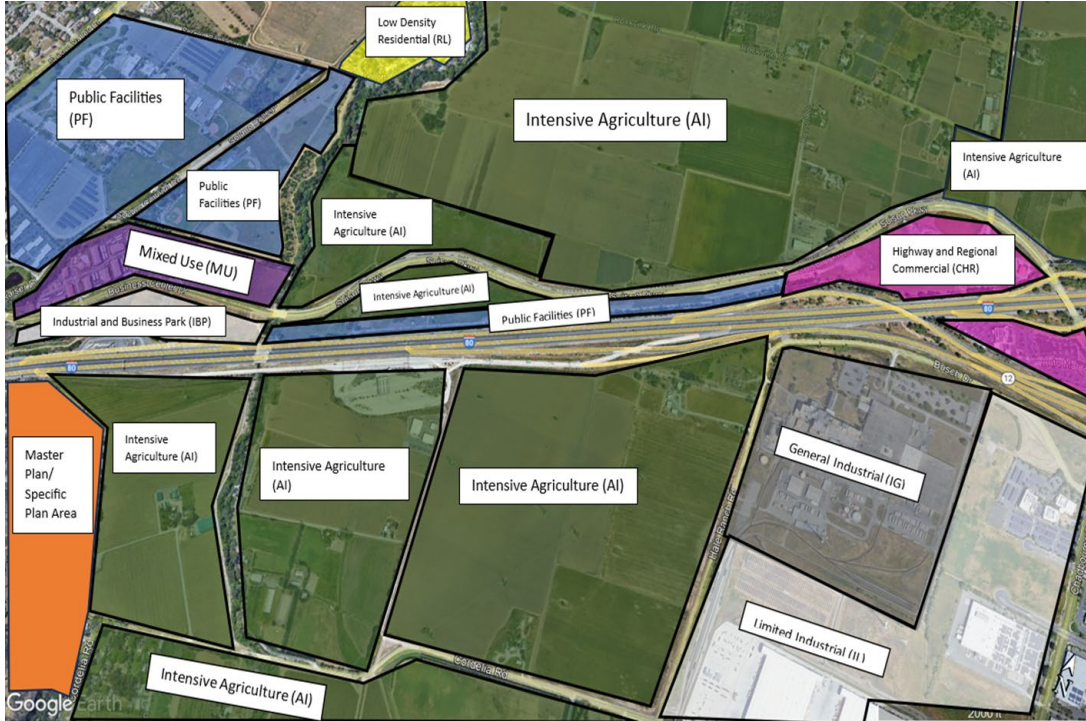
Sean Charles (WMH Corporation) noted the I-80 WB CCVEF will be a 0 net energy facility, so photovoltaic cells will be installed to counteract the electrical usage for the entire facility, including all the technology and site lighting.



Andrew Metzger (Circlepoint) discussed the I-80 WB CCVEF project schedule and indicated the project team is currently working on the environmental document re-evaluation and plan to have it finished in April 2024. After that, Mr. Metzger anticipates the record of decision (ROD) should occur in September 2024, the design and right-of-way scheduled for November 2024 and construction to begin in January 2025.

Mr. Metzger went on to talk about the area surrounding the CCEVF and I-80 in the project area and it consists primarily of rural residential developments, agricultural fields, and open land. Office/commercial developments

exist adjacent to Business Center Drive at the west end of the Project area. Industrial and commercial developments are located at the east end of the project area, adjacent to I-80, SR 12, Chadbourne Road, and Auto Mall Parkway. The proposed Project would not alter the existing land use/development patterns nor impact truck trip generation.



Surrounding Land Uses (General Plan Land Use Map, 2015)

Mr. Metzger provided his summary of the screening results of the I-80 WB CCVEF project as follows:

- The Project will not result in a significant number or significant increase in diesel vehicles in the area.
- The Project does not change the number of diesel vehicles using the CCEVF nor does it degrade the LOS of the ramp terminal intersections near the Project area.
- The project does not involve a bus terminal, rail terminal, or transfer points involving a significant number of diesel vehicles congregating at a single location.
- The project location is not in an area identified by the SIP as one that could violate or possibly violate the NAAQS for PM_{2.5}.
- Therefore (in the project team’s opinion), the proposed project would not be considered a Project of Air Quality Concern.

Question/Answer Discussion:

Andrea Gordon (BAAQMD) asked about the flow of the trucks going through the CCVEF and whether there are any bottlenecks? Sean Charles (WMH Corporation) answered by saying the project is being designed for a thousand trucks, peak hour, free flow conditions – so the facility doesn’t end up with any kind of a backup or queuing during those hours of operation where 1,000 that 4 lanes that equates to about a truck every 15 s in each of those lanes, and that assumes the differential speeds. So right now, they're operating at 3 to 5 miles an hour, empty and loaded. Mr. Charles added the lanes operate at 5 miles an hour in that lane, where they're going to be likely be stopped and potentially brought in for future enforcement. But the other lanes go 15 to 35

miles an hour – so you get a much better free flow condition. Very rarely does a truck have to get stopped and pulled out of that queue because of the technology that's sorting and screening.

Final Determination: With input from EPA, FTA, FHWA and Caltrans (deferring their determination to FHWA), the Task Force concluded the Interstate 80 Westbound Cordelia Commercial Vehicle Enforcement Facility project was not of air quality concern.

3. Projects with Regional Air Quality Conformity Concerns

a. Regional Conformity Status for New and Revised Projects

Adam Crenshaw (MTC) presented his standard regional item with several projects that MTC is proposing to add to the tip through future amendments, and just wanted to give the Task Force a chance to review them, and just see if any of the Task Force members had any questions or concerns with the exemption categories that MTC is proposing for these. The Task Force members had no comments.

4. Update: PBA 2050+ Planning Assumptions and Draft Blueprint Development

Adam Noelting (MTC) provided an update on Plan Bay Area 2050+ Draft Blueprint development, including core planning assumptions and potential strategy refinements, informed by feedback from Round 1 engagement activities at the November 3, 2023 Joint MTC Planning Committee with the ABAG Administrative Committee.

Mr. Noelting mentioned that through activities including pop-up public workshops, an online survey, and partner/stakeholder virtual workshops, MTC/ABAG staff have received and analyzed over 16,000 public comments and engaged hundreds of partners on topics related to the four plan elements:

- The top concerns related to housing included affordability, homelessness and home access, and housing insecurity.
- The top concerns related to the economy focused on the negative impacts of inflation and the high cost of living, low or stagnant wages and the job market, and income inequality.
- The top concerns related to transportation included the need to improve the safety, cleanliness, frequency, and convenience of transit, changes in travel behavior, and the need for bike/pedestrian improvements.
- The top concerns related to the environment focused on cleaner streets/communities, climate mitigation and adaptation, and environmental degradation.

For Plan Bay Area 2050+ scheduling, Mr. Noelting notified the Task Force that MTC staff is working on the draft blueprint which is basically a subset of strategies that we include in our and analyze through digital travel model to understand their kind of their benefits. In addition, MTC conducts a performance, assess assessment essentially on, understand the metrics of including these strategies. Mr. Noelting said after the draft blueprint phase, move into the final blueprint phase and difference between them is basic – now, we have some data, we can make some refinements to the strategies, the projects and respond to what we've seen respond to public comments on the draft blueprint and its findings to refine to a final blueprint which ultimately has a final transportation project list which would identify again the regionally significant projects that are accounted for, and after that phase we would move into the actual draft plan.

Mr. Noelting noted that sea level rise is another issue that MTC staff has discussed and has been incorporated into the travel model. So, it does have an effect on where there may be challenges for roadways and development areas that may be impacted by rising seas and what does that mean? Mr. Noelting went on to say that there's obviously some corridors in Bay Area that are kind of continually affected now by kind of flood situations and king tides and things like that – so this is looking into the future where some other corridors that may be affected. We're increasing that height from 3 feet in the last plan up to almost 5 feet in this plan, so it will have a better, broader area of coverage for these areas that may be affected.

Question/Answer Discussion:

Harold Brazil (MTC) asked about autonomous vehicle in the presentation and the meaning of the 10% to 95% figures? Yuqi Wang (MTC) answered by indicating the MTC travel modeling team went through the horizon phase where we started 3 very different futures to allow the team to stress test the strategies under very different scenarios. In those 3 scenarios which travel modeling team was testing – Ms. Wang indicated the testing was ranging from 10%, which is lowest/most conservative scenario, and all the way to 95%, which is the most aggressive scenario, and based on that testing and the travel modeling team ended up with some more like relatively conservative assumption for the final blueprint.

5. Consent Calendar

a. October 26, 2023 Air Quality Conformity Task Force Meeting Summary

The Task Force members had no additional comment.

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