METROPOLITAN
TRANSPORTATION
COMMISSION

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

Meeting Agenda
Air Quality Conformity Task Force

Thursday, October 23, 2025	9:30 AM	Remote - Zoom

Join Zoom Meeting @ Zoom
Meeting ID: 893 4571 9481
Passcode: 660974

MTC Staff Liaison: Adam Noelting, anoelting@bayareametro.gov

1. **Welcome and Introductions**

2. **$PM_{2.5}$ Project Conformity Interagency Consultations**
   a. Consultation to Determine Project of Air Quality Concern Status
      i. Staff Memo ..... Page 2
      ii. Treasure Island/Yerba Buena Island (Islands) Comprehensive Mobility Improvement Program (San Francisco) ..... Page 3
         1. Treasure Island Congestion Pricing Program
         2. Treasure Island Pricing Mobility Improvements
      iii. Hwy 1 Congestion & Safety Improvements (Moss Beach/ San Mateo) ..... Page 23

   b. Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern
      i. Staff Memo ..... Page 44
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3. **Projects with Regional Air Quality Conformity Concerns**
   a. Review of the Regional Conformity Status for New and Revised Projects
      i. Staff Memo ..... Page 46
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4. **Approach to the Conformity Analysis for Plan Bay Area 2050+** ..... Page 59

5. **Consent Calendar**
   a. September 25, 2025, Air Quality Conformity Task Force Meeting Summary ..... Page 68

6. **Other Items**

7. **Next Meeting**
   The next meeting of the Air Quality Conformity Task Force will be held on Thursday, December 4, 2025, at 9:30 a.m. via Zoom. Any changes to the schedule will be duly noticed.

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Memorandum

TO: Air Quality Conformity Task Force DATE: October 23, 2025

FR: Adam Noelting

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

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

- Treasure Island/Yerba Buena Island (Islands) Comprehensive Mobility Improvement Program (San Francisco)
    a. Treasure Island Congestion Pricing Program
    b. Treasure Island Pricing Mobility Improvements
- Hwy 1 Congestion & Safety Improvements (Moss Beach/ San Mateo)

RTIP ID# *21-T10-092*

TIP ID# *SF-110049 (Treasure Island Congestion Pricing Program) and SF-130005 (Treasure Island Pricing Mobility Improvements)*

Air Quality Conformity Task Force Consideration Date
10/23/2025

Project Description *The Treasure Island/Yerba Buena Island (Islands) Comprehensive Mobility Improvement Program aims to reduce the traffic impacts of the Redevelopment Project, with the following twin goals: 1) achieving 50% mode share of trips on and off the Islands during peak periods by sustainable modes - transit, walking, bicycling, and carpools; and (2) ensuring financial sustainability of the mobility program. The Comprehensive Mobility Improvement Program is comprised of the following components, cumulatively anticipated to reduce vehicle miles traveled (VMT) from the development program:*
1)Congestion pricing which will create a long-term revenue source while discouraging the use of the automobile.
2)Ferry service improvements which consist of contracting for permanent electric-powered ferry service between Treasure Island and San Francisco.
3)On-Island shuttle service which would consist of contracting for shuttle service providing free rides around the Islands using zero-emission vehicles.
4)East Bay Transit Service improvements between Treasure Island and downtown Oakland to be provided initially by a contracted on-demand service provider; as ridership demand to the East Bay increases to a level justifying fixed route service, service would be provided by AC Transit utilizing zero emission vehicles and existing East Bay bus storage facilities.
5)Bus service to San Francisco improvements which consist of coordinating with the San Francisco Municipal Transportation Agency (SFMTA) to increase frequency and to potentially add a second Muni line to other destinations in San Francisco.
6)Parking pricing to incentivize sustainable modes of transportation and generate a modest amount of revenue.
7)Transportation Demand Management (TDM) and Transportation Affordability Program (TAP) Elements including transit passes, bike share and vanpools services and an on-island TDM coordinator.
.
Please refer to ***Attachment A, Project Description*** *for further description of the proposed program components, and* ***Figure 1*** *below for a depiction of the program components.*

Type of Project: Congestion Pricing and Mobility Improvements Program

County: San Francisco	*Narrative Location/Route & Postmiles: Treasure Island and Yerba Buena Island, San Francisco County* **Caltrans Projects – EA#** N/A

Lead Agency: San Francisco County Transportation Authority and Treasure Island Mobility Management Agency

Contact Person	*Phone#*	*Fax#*	*Email*
Suany Chough	415-522-4830		suany.chough@sfcta.org

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

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

Scheduled Date of Federal Action: TBD

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

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

Current Programming Dates *(as appropriate)*

	PE/Environmental	ENG	ROW	CON
Start	Fall 2024	N/A	N/A	N/A
End	Spring 2025	N/A	N/A	N/A

Project Purpose and Need (Summary): *(please be brief)*
The purpose of the Comprehensive Mobility Improvement Program is to reduce the traffic impacts of the Redevelopment Project by implementing a comprehensive transportation program for the Islands. The Comprehensive Mobility Improvement Program, and especially congestion pricing, are needed as they will play an integral role in reducing congestion on the San Francisco-Oakland Bay Bridge and downtown San Francisco and in providing a dedicated, permanent source of ongoing operating support for the improved local and regional transit services to and from the Islands.

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

Land Use on the Islands consists of Residential, Mixed Use, and Open Space. By 2042, the Treasure Island neighborhood will add 8,000 new homes housing more than 20,000 new residents, and development of Treasure Island will include approximately 140,000 square feet (sq ft) of new commercial and retail space, 100,000 sq ft of new office space, and 300 acres of parks and public open space. Construction is currently underway with 1,000 new homes completed and 105 affordable units already occupied.

Brief summary of assumptions and methodology used for conducting analysis
Traffic forecasting was conducted using the San Francisco Chained Activity Modeling Process (SF-CHAMP) traffic model. The Opening Year Scenario (assumed to be 2025 in the model) included a baseline reflecting Covid impacts such as setbacks and losses in population and job growth, reduced transit service availability, and travel reductions due to work from home policies. The Horizon Year Scenario (assumed to be 2040) also accounted for direct benefits to low income Treasure Island residents (e.g. a universal basic income or stipend, or free transit). These scenarios also include updated land use, and toll exemptions for existing residents. The model was updated to segment the population by income quintile.

The Islands represent a unique scenario in that vehicle trips coming to or leaving the Islands have no routes other than the San Francisco-Oakland Bay Bridge. Therefore, assuming fixed demand throughout the day, any reduction in auto travel demand translates into corresponding increases in demand for other modes. Thus, the decrease in auto person trips associated with the congestion pricing fee results in a corresponding increase in carpooling, bus and ferry trips.

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

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

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

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

Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses
No Build (Opening Year): Public bus service from San Francisco to Treasure Island is restricted to one route (Muni line 25) which travels between the San Francisco Salesforce Transit Center and Treasure Island (66 bus arrivals on weekdays and 55 bus arrivals on weekends). Current ferry service provided between Treasure Island and San Francisco consists of a small diesel-powered vessel operating 14 round trips during weekdays and 13 round trips during weekends.

Build (Opening Year): Three transit services will serve Treasure Island on/off trips in Opening Year: Muni Route 25 bus service to San Francisco's Transbay Terminal; contracted on-demand bus service to Oakland Civic Center connecting to BART; and ferry service to the San Francisco Ferry Terminal. In addition, an on-Island shuttle will circulate within Treasure Island and Yerba Buena Island, collecting and distributing trips to/from the Treasure Island Intermodal Hub and serving internal circulation trips. The ferry service is expected to provide at least as many trips as the existing diesel service, but would utilize 149-passenger zero-emission vessels providing higher capacity for both passengers and bicycles. The average daily transit ridership (Muni, AC Transit, and Ferry) would equate to an average weekday mode split of 65% auto and 35% transit in Opening Year (see **Attachment B, Traffic Memo**).

RTP Horizon Year / Design Year (2040): If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses
No Build (2040): See No Build (Opening Year). Ferry trips would remain consisting of diesel-powered vessels, and single-occupancy vehicle use would substantially increase commensurate with development on the Islands.

Build (2040): See Build (Opening Year). In addition, by 2040 a new Muni route (line 109) will provide bus service from Treasure Island to the San Francisco Civic Center. Between Opening Year and 2040, transit ridership to and from the Treasure Island is expected to increase almost five-fold, from 4,600 in Opening Year to almost 22,000 in 2040. The average daily transit ridership (Muni, AC Transit, and Ferry) would equate to an average weekday mode split of 64% auto and 36% transit in 2040 (see **Attachment B, Traffic Memo**).

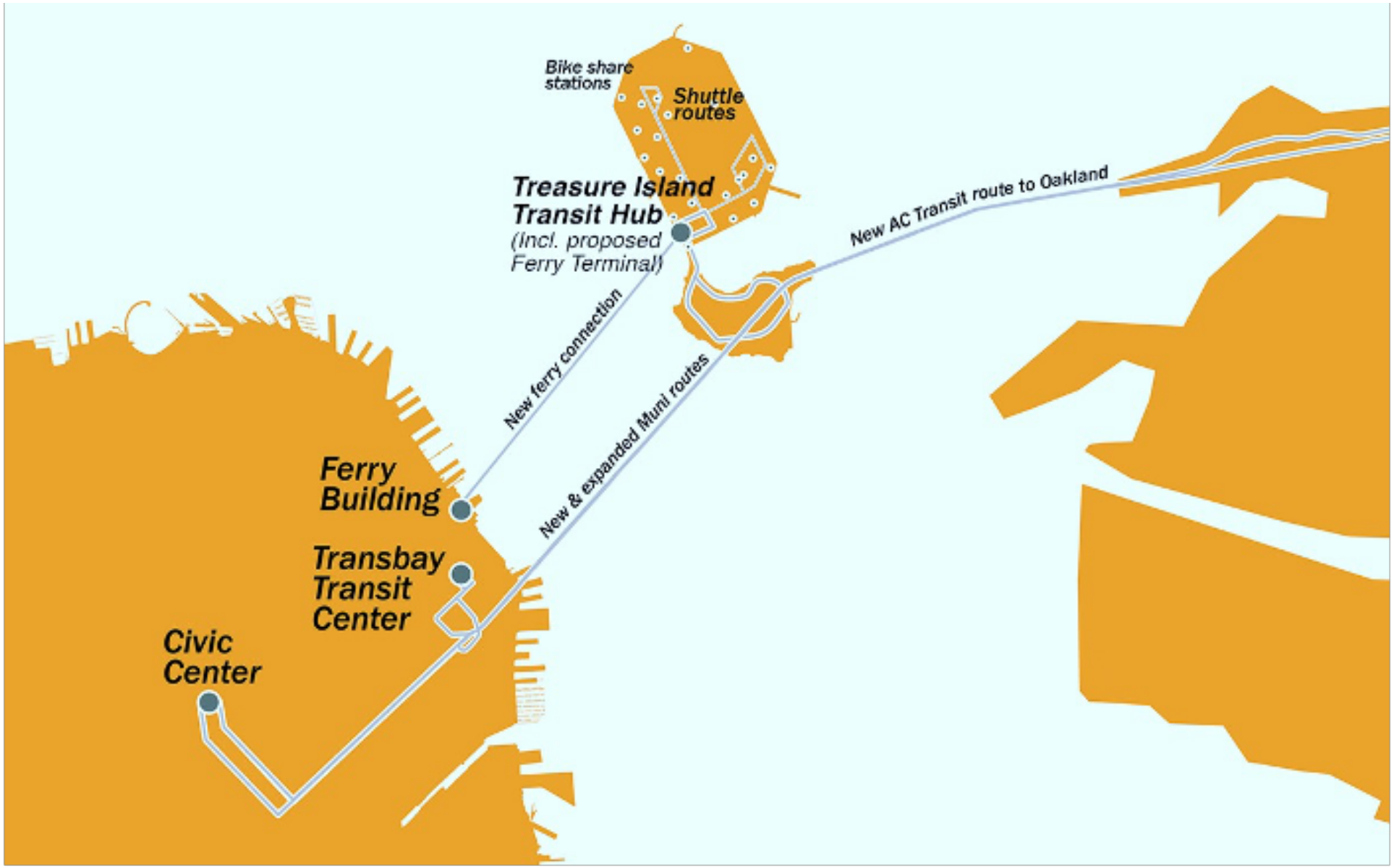
Muni buses operating to and from the Islands would be entirely emissions-free by 2035 through implementation of SFMTA's Zero Emission Bus Rollout Plan. As ridership demand to the East Bay increases to a level justifying fixed route service, service would be provided by AC Transit. By 2040, AC Transit buses operating to and from the Islands would be emissions free through implementation of AC Transit's Zero Emission Program.

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
N/A

Comments/Explanation/Details (please be brief)

No comments.

Figure 1: Public Transportation Planned for Treasure Island



Treasure Island / Yerba Buena Island Comprehensive Mobility Improvement Program Project Description

Purpose and Need

As a result of the Treasure Island/Yerba Buena Island (Islands) Redevelopment Project (Redevelopment Project), approved in June 2011, the Islands, which sit between San Francisco and Oakland, along the region's most congested freeway corridor, are growing into a new mixed-use, car-light community of San Francisco with $1.4 billion investment in infrastructure. The Islands receive vehicular traffic from the San Francisco-Oakland Bay Bridge portion of Interstate Highway 80 (I-80), where there is frequent and significant congestion. By 2042, the Treasure Island neighborhood will add 8,000 new homes – 27.2% reserved for below-market rate – housing more than 20,000 new residents. The transformation is already under way with 1,000 new homes completed and 105 affordable units already occupied.
As part of the Redevelopment Project, the developer is required to provide the initial investments in the Islands' infrastructure such as improved roadways and transit facilities. However, this does not substantially address the congestion issues arising from the Redevelopment Project or enable the proposed car-light community to function effectively.

The purpose of the Comprehensive Mobility Improvement Program (project) is therefore to reduce the traffic impacts of the Redevelopment Project and facilitate the car-light community through implementation of the following twin goals: 1) achieving 50% mode share of trips on and off the Islands during peak periods by sustainable modes - transit, walking, bicycling, and carpools; and (2) ensuring financial sustainability for this mode share shift.[1]

Comprehensive Mobility Improvement Program

Three strategies were required to achieve these goals: first, to invest in sustainable modes of transportation; second, to incentivize demand for the modes while addressing equity, affordability, and environmental justice concerns; and third, to create a revenue stream that would provide sufficient funding to support the ongoing operation of the investments in the sustainable modes. Investing in any single strategy would not achieve the 50% mode share goal and additional support for low-income and environmental justice communities was required to help achieve the mode share shift. Most importantly, without a steady source of revenue, the desired mode share shift could not be permanently maintained.

[1] The twin goals are articulated in the Disposition and Development Agreement (DDA) between the Treasure Island Development Authority (TIDA) and Treasure Island Community Development, and in the Treasure Island Transportation Implementation Plan (TITIP), both of which were adopted by the San Francisco Board of Supervisors in June 2011.

On this basis, a Comprehensive Mobility Improvement Program (the project) was developed and included in the Final Environmental Impact Report (Final EIR) for the Redevelopment Project, certified in April 2011.

The Comprehensive Mobility Improvement Program has been refined over many years through input received during community outreach conducted with the Islands' residents, business owners and employees, and non-profit staff and members. Members of the community have played a key role in informing the project for the Islands. Since 2016, there have been more than 60 opportunities for members of the public to learn about the project and provide feedback, including Treasure Island Mobility Management Agency (TIMMA) Board and Committee meetings, Treasure Island Development Authority (TIDA) Board and Community Advisory Committee meetings, multilingual community open houses, focus groups, co-creation workshops, small group conversations with business owners and non-profit representatives, and multilingual surveys.

Evaluation of Alternatives

Several alternatives within the Comprehensive Mobility Improvement Program were advanced through these discussions.

In terms of mode share investment, improvements to public transit including bus and ferry services were considered to be vital and are included in the project description below. Rail and other fixed guideway options were infeasible for technical or cost reasons. Bus services could be implemented with minimum additional infrastructure, and the construction of a ferry terminal was included as part of the developer's responsibility. While these capital investments were in place, the public transit services require financial support for ongoing operations.

In planning and modeling studies completed for Treasure Island as early as 2016, the addition of public transit alternatives and limited congestion pricing (Treasure Island residents only, during peak and midday) did not result in meaningful mode shift. Mode shift was achieved when congestion pricing was in effect for all drivers across the day from 6am to 10pm. This impact of congestion pricing is confirmed in studies and implemented projects from around the nation and the world.

Improvements to bicycle and pedestrian facilities such as bike lanes and pedestrian-only streets were also included in the Redevelopment Project. Many of these have been constructed and improvements will continue as the Redevelopment Project progresses over the next 15 years. The San Francisco County Transportation Authority (SFCTA) is implementing a $400 million capital program to upgrade roadways on Yerba Buena Island, including the construction of the Yerba Buena Island Multi-Use Path. These capital improvements are funded through other sources, and the City as owner is responsible for ongoing maintenance.

Parking pricing is another alternative that serves to incentivize sustainable modes of transportation and also generates a modest amount of revenue. Parking pricing is an element of

the Comprehensive Mobility Improvement Program; however, due to the limited amount of parking on the Islands, parking pricing alone is not sufficient to achieve the financial sustainability goal.

At the outset it was identified that ensuring financial sustainability requires creating a revenue stream that would provide sufficient funding to support the long-term implementation of the mobility program.

Implementation of a congestion pricing program authorized by state legislation (Assembly Bill [AB] 981) has always been the primary alternative considered and progressed as part of the Redevelopment Project for creating this long-term revenue stream as it will be applied to motorists who choose to use their car to get to or from the Islands. Congestion pricing would be consistent with both project goals by creating a long-term revenue source while discouraging the use of the automobile. Moreover, congestion pricing advances the transportation objectives outlined in the Final EIR by "creat[ing] a circulation and transportation system that emphasizes transit-oriented development, discourages automobile use, and supports and promotes the use of public transportation and car-sharing, through a comprehensive transportation demand management program." Numerous plans had developed tolling as an integral part of the transportation strategy for development on the Islands since 1996 when the U.S. Navy undertook the Base Reuse Alignment and Closure (BRAC) Plan. The Final EIR stated that congestion pricing was a key element of the Transportation Demand Management ("TDM") Plan included as part of the Redevelopment Project. Further, the approved design of the roadway network on the Islands anticipates tolling in the analysis of traffic and ramp queueing.

Other forms of funding, such as taxation within the Islands, have already been dedicated to infrastructure improvements and community development on the Islands as part of the Redevelopment Project. This taxation would not discourage the use of the automobile and is not considered a feasible revenue stream alternative.

Similarly, Home Owner Association (HOA) fees are mostly committed to redevelopment activities. The transportation program includes a requirement that each household purchase a monthly transit pass as part of its HOA fee. This both generates revenue and encourages transit use, but again, is not sufficient to support the program financially.

As identified above, parking pricing does also raise revenue; however the total revenue generated by parking pricing and HOA fees is not sufficient to support the program financially.

Other sources of funding considered and discarded are the City's General Fund, an additional tax, and bridge toll revenues. The General Fund already supports the San Francisco Municipal Transportation Agency which provides Muni bus service to Treasure Island; it does not have capacity to support additional operations dedicated to one neighborhood. A citywide tax to support Treasure Island services would not be politically feasible. Bridge toll revenues are controlled by the Bay Area Toll Authority and are dedicated to bridge operation and maintenance and other projects included in voter-approved expenditure plans.

As a result, the only funding alternative that would meet both goals of 50% mode share of trips by sustainable modes and ensure financial sustainability of the mobility program is congestion pricing. The project therefore cannot proceed without congestion pricing.

In summary, the Comprehensive Mobility Improvement Program is considered to be the only feasible Build Alternative for the project. As described in the project description below, this includes congestion pricing, with exceptions developed for existing residents; incentivization to support modal shift away from the private automobiles; and investment in sustainable, non-auto transportation modes.

Under a No Build Alternative, the project developer would still be required to provide the initial investments in the Islands' infrastructure such as improved roadways and transit facilities. However, the use of automobiles would not be discouraged as there would be no congestion pricing program, and there would be no source of long-term funding to provide the level of mobility programs to achieve the 50% mode share goal. As such the Redevelopment Project's impacts on the surrounding transportation system (I-80, San Francisco-Oakland Bay Bridge, and Downtown San Francisco) would be substantial and unavoidable.

Project Description

The Islands' Comprehensive Mobility Improvement Program is comprised of the following components, cumulatively anticipated to reduce vehicle miles traveled (VMT) that would otherwise be produced by the Redevelopment Project:

a. Congestion Pricing

Congestion pricing was authorized by the State legislature in 2008 (AB 981) and incorporated into the Treasure Island Transportation Implementation Plan (TITIP), the Final EIR, and the Development Agreement approved by the Board of Supervisors in June 2011.

The initial operating assumptions of the tolling program were analyzed and shared with the public in 2016, and various components of the toll policy were approved in 2019 and 2021, with ongoing planning and outreach on the base toll rate. At present, proposed program policies include the following:

1. A proposed $3 base toll (previously proposed at $5) on all vehicle trips entering and exiting the Islands from/to the San Francisco-Oakland Bay Bridge.
2. Tolling hours of operation would be coordinated with transit service hours, not just peak periods.
3. Tolled trips would include all travelers, not just Islands residents.

4. Only shuttles, vanpools, or buses would be eligible for a high-occupancy vehicle toll exemption. Two and three passenger vehicles would not be eligible for a high-occupancy vehicle toll exemption.
5. Implementation of a Transportation Affordability Program would include toll exemptions for current residents, subsidies for nonprofits and certain businesses, and a monthly cash stipend for future moderate- and low-income residents eligible for affordable housing.

Capital construction for the congestion pricing program, consisting of five toll gantries, three closed-circuit television (CCTV) cameras, and equipment cabinets, has been previously approved under Caltrans NEPA Categorical Exclusion ATCMTDL-6272(048).

The other elements of the comprehensive mobility improvement program described below do not involve construction, and as such would occur within existing rights of way.

b. Ferry Service Improvements

Interim ferry service provided between Treasure Island and San Francisco consists of a small diesel-powered vessel operating 14 round trips during weekdays and 13 round trips during weekends. The interim ferry, funded by the developer, is operated by a private entity and has limited capacity (49 passengers and up to six bicycles). The service runs between the ferry landing on Treasure Island and the Downtown San Francisco landing at the Ferry Building.

Ferry service improvements would consist of contracting for permanent electric-powered ferry service between Treasure Island and San Francisco with the San Francisco Bay Area Water Emergency Transportation Authority (WETA / SF Bay Ferry) in accordance with the terms of the WETA Memorandum of Understanding (MOU) adopted by the TIMMA and WETA Boards in 2021. Contracting for service could include funding for capital expenditures[2] as well as operation and maintenance of the contracted clean ferry service. The ferry service would utilize 149-passenger zero-emission vessels providing higher capacity for both passengers and bicycles. The permanent ferry service is expected to provide at least as many trips as the existing diesel service.

c. On-Island Shuttle

Current on-island shuttle service is limited to a single on-island shuttle operated by the private developer. This on-demand service is operated with a conventional van and is only available to residents of certain developments. Improvements would consist of contracting for on-demand shuttle service providing free rides around the Islands using zero-emission vehicles. Contracting for this service could include funding for capital expenditures as well as operation and maintenance of the contracted service.

[2] Capital expenditures could include, but are not limited to, such things as new zero emission buses or transit vehicles, charging stations, signage and vehicle storage.

d. East Bay Transit Service Improvements

Currently, there is no direct transit service to Treasure Island from the East Bay. Transit access from the East Bay is possible via Bay Area Rapid Transit (BART) or Alameda-Contra Costa Transit District (AC Transit) Transbay Bus to the Salesforce Transit Center in San Francisco, and then by taking Muni line 25 to Treasure Island.

Initially, this service is expected to be provided with a contracted on-demand service provider operating between Treasure Island and downtown Oakland. Contracting for this service could include funding for capital expenditures as well as operation and maintenance of the contracted service. As ridership demand to the East Bay increases to a level justifying fixed route service, service would be provided by AC Transit. At full build-out, this service is expected to operate up to 17 hours per day, pending funding. It is expected that the fixed route service would utilize zero emission vehicles and East Bay bus storage facilities and no new construction of buildings, bus pads or conduit work would be required. Additional signage may be installed on the Islands at existing or future bus stops provided by the developer and at East Bay locations for this new route. New signage may involve adding signage to existing signs.

e. Bus Service to San Francisco Improvements

Current public bus service from San Francisco to Treasure Island is restricted to one route (Muni line 25) which travels between the Salesforce Transit Center and Treasure Island with service every twenty or thirty minutes, 24 hours a day.

Service improvements would consist of coordinating with the San Francisco Municipal Transportation Agency (SFMTA) on its operations of the bus service between Treasure Island and San Francisco, for example increasing frequency and potentially adding a second Muni line to other destinations in San Francisco, pending ridership demand and funding availability. As the population grows on Treasure Island, it is assumed that residents will work at varying locations within San Francisco thereby creating a demand for bus service with stops further downtown from the Salesforce Transit Center, such as the Civic Center area.

Implementation of a second Muni bus route may require additional signage. Additional signage may be installed on the Islands at existing bus stops and at locations in San Francisco for this new route. New signage may involve adding signage to existing signs. No new construction of buildings, bus pads or conduit work would be required.

f. Parking Pricing

Parking policies for residential and non-residential parking were established in the TITIP. TIDA and private developers are responsible for the construction of all parking, including centralized parking garages and on-street meters.

Parking policies are intended to incentivize sustainable modes of transportation and generate a modest amount of revenue. Revenues from on-street and off-street non-residential parking,

except for hotel parking, will be dedicated to support transit services and TDM programs as well as the cost of operations and enforcement. Parking rates will be set by TIMMA and SFMTA. Parking revenue would be collected via the new meters installed with the new streets or possibly meterless systems.

g. Transportation Demand Management (TDM) and Transportation Affordability Program (TAP) Elements

The comprehensive mobility improvement program includes TDM and affordability elements. These elements help increase non-auto mode share and reduce VMT. The following are examples of TDM and TAP measures expected to be implemented as part of the mobility program.

1. **Multi-Operator Transit Pass** (WETA, SFMTA, AC Transit). This pass would provide unlimited trips on the Treasure Island-San Francisco ferry, all Muni routes, and all AC Transit routes. Moderate and low-income residents and workers on the Islands would receive a 50% discount on the pass. The Development Agreement also requires market rate homeowners to purchase one transit pass per household per month. The proceeds from monthly pass purchases are already being collected from market rate homeowners.
2. **Mobility Wallet program**. A mobility wallet enables a traveler to pay for a variety of transportation expenses with one account or debit card. It could be used to pay for transit, bicycling expenses, tolls, and potentially other driving expenses such as parking or ride-hail services. The mobility wallet would incentivize transit, such as by offering a free toll credit for a certain number of transit trips.
3. **Monthly Stipend**. The program could provide a monthly stipend to eligible residents of the Islands to offset the cost of the toll and/or support other household expenses. A monthly stipend of $90 could be provided to residents of affordable units on the Islands as cash or via a mobility wallet.
4. **Transportation Demand Measures**. TDM measures may include the following:
    a. A carshare program which provides a network of vehicles parked in neighborhood "pods" that can be checked out, with fees based on duration of use and/or distance driven.
    b. A bikeshare program including e-bike rentals.
    c. Carpool and vanpool ridematching services. Registered vanpools and other 11+ passenger vehicles would not be subject to congestion pricing charges. Designated spaces would be provided in the Island's parking facilities for vanpools, free of charge.
    d. Visitor and employee TDM programs. All employers on the Island will be required to participate in TDM programs. TIMMA will develop a detailed employer TDM program that will specify what programs are required of employers of different sizes, and the Travel Coordinator will work with employers to monitor progress and provide support.
5. **On-Island TDM Coordinator**. A Travel Coordinator will provide residents, employers, employees, and visitors information about the opportunities available for travel by modes

other than private automobile. The Travel Coordinator will be the lead in providing educational materials and be the point of contact for current residents and businesses eligible for discounts and exemptions.

Implementation and Monitoring

The TITIP sets out the overall schedule, implementation strategy and monitoring of the various elements of the mobility improvements to ensure they achieve the desired goals in reducing the Redevelopment Project's impacts. The current schedule for implementing the various elements of the Comprehensive Mobility Improvement Program are shown below.

To help facilitate and monitor the program a Travel Coordinator will provide residents, employers, employees, and visitors with information to make the best use of the opportunities available for travel by alternative modes other than the automobile. The Travel Coordinator will be in regular communication with the transit agencies and will work with them to monitor transit usage and make appropriate changes to services to match demand. The congestion pricing program will be monitored by TIMMA against the program objectives on a regular basis and changes will be made as required.

Activity	2024		2025				2026				2027				2028				2029				2030			
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Congestion Pricing System																										
Planning & Policy																										
Implementation																										
Operations																										
Ferry Service																										
Service Design																										
Construction																										
Operations																										
On-Island Shuttle																										
Service Design																										
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East Bay Service																										
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Operations																										
Additional Bus Service to San Francisco																										
Service Design																										
Operations																										
Parking Pricing																										
Policy & Legislation																										
Operations																										
Transportation Demand Management Elements																										
Program Design																										
Operations																										
Transportation Affordability Program Elements																										
Program Design																										
Implementation/Launch																										

MTC's 2025 Transportation Improvement Program (TIP)

The Comprehensive Mobility Improvement Program is included in the TIP under two separate listings, as further described below. The first listing covers the congestion pricing program

(Mobility Program Element a), and the second listing covers pricing mobility improvements (Mobility Program Elements b through g).

1. Treasure Island Congestion Pricing Program, SF-110049
   San Francisco: Treasure Island: Implement Congestion Pricing Program on Treasure Island including parking pricing and tolling of vehicles entering and exiting Treasure Island as a TDM toll for planned redevelopment of Treasure Island.

2. Treasure Island Pricing Mobility Improvements, SF-130005
   San Francisco: On Treasure Island: This project will deliver mobility improvements associated with the Treasure Island Congestion Pricing Program. Multi-modal mobility improvements include transit capital, operating & maintenance; TDM measures; and a Transportation Affordability Program.

Memorandum

DATE: December 17, 2024

TO: Tom Holstein, Environmental Branch Chief, Caltrans Office of Local Assistance, District 4
tom.holstein@dot.ca.gov, 510-960-0794

FROM: Suany Chough, Assistant Deputy Director | Planning

SUBJECT: Treasure Island / Yerba Buena Island Comprehensive Mobility Improvement Program – Traffic Memorandum for NEPA review

The purpose of this memorandum is to support California Department of Transportation's (Caltrans) review of the Treasure Island / Yerba Buena Island Comprehensive Mobility Improvement Program for National Environmental Policy Act (NEPA) and federal toll authority purposes. The Federal Highway Administration (FHWA) has delegated this review to Caltrans.

The scope of the review is the Treasure Island / Yerba Buena Island Comprehensive Mobility Improvement Program (project), which is described in greater detail in a separate document entitled Treasure Island/Yerba Buena Island Comprehensive Mobility Improvement Program – Project Description (Project Description). The project is cumulatively anticipated to reduce vehicle miles traveled (VMT) from the Redevelopment Project (as defined in the Project Description) sustainably and equitably through congestion pricing and multimodal mobility improvements including improved transit and ferry service, as well as Transportation Demand Management (TDM) and Transportation Affordability Program (TAP) elements.

The San Francisco County Transportation Authority (SFCTA) and the Treasure Island Mobility Management Agency (TIMMA) are the lead agencies for the project, with each agency having individual authority over separate elements of the project. SFCTA is the lead agency for the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD)-funded toll equipment installation project, and TIMMA (currently staffed by SFCTA) is the lead agency for the congestion pricing and all other elements of the project as detailed in the Project Description. TIMMA has prepared this Memorandum, with support from SFCTA's prior ACTMTD-funded work.

TREASURE ISLAND/YERBA BUENA ISLAND REDEVELOPMENT PROJECT

Under the Redevelopment Project, it is expected that by 2042, the Treasure Island neighborhood will add 8,000 new homes – 27.2% of which will be below-market rate units – housing more than 20,000 new residents. The transformation is already under way with over 1,000 new homes completed and 105 affordable units already occupied as of the date of this Memorandum.

The Final Environmental Impact Report for the Redevelopment Project (Final EIR)[1] included a comprehensive mobility improvement program as an integral part of the Redevelopment Project's Project Description. The project analyzed in this Memorandum represents implementation of the comprehensive mobility improvement program required by the Final EIR, and plays a critical role in managing congestion on the Bay Bridge and in downtown San Francisco by creating a circulation and transportation system for Treasure Island and Yerba Buena Island (together, the Islands) that emphasizes transit-oriented development, discourages automobile use, and supports and promotes the use of public transportation through a comprehensive transportation demand management program.

FUTURE TRAFFIC CONDITIONS WITH THE PROJECT

The purpose of the Islands' comprehensive mobility improvement program is to reduce the traffic impacts of the Redevelopment Project by implementing a comprehensive transportation program for the Islands with the following twin goals: 1) achieving 50% mode share of trips on and off the Islands during peak periods by sustainable modes: transit, walking, bicycling, and carpools; and 2) ensuring financial sustainability of the mobility program.

The Islands' comprehensive mobility program is comprised of the following components:

1) Congestion pricing which will create a long-term revenue source for ferry and shuttle operations, while discouraging the use of the automobile.
2) Ferry service improvements which consist of contracting for permanent electric-powered ferry service between Treasure Island and San Francisco.

[1] The San Francisco Planning Commission certified the Final EIR in compliance with CEQA and the CEQA Guidelines on April 21, 2011, and the San Francisco Board of Supervisors unanimously adopted CEQA findings and a Mitigation Monitoring and Reporting Program, and approved a package of legislation authorizing the Redevelopment Project, on June 7, 2011.

3) On-Island shuttle, a contracted service providing free rides around the Islands using zero-emission vehicles.
4) East Bay transit service improvements, which consists of contracting for shuttle service between Treasure Island and downtown Oakland initially; East Bay service is expected to be served by AC Transit in the long term.
5) Bus service to San Francisco improvements which consist of coordinating with the San Francisco Municipal Transportation Agency (SFMTA) to increase frequency and to potentially add a second Muni line to other destinations in San Francisco.
6) Parking pricing to incentivize sustainable modes of transportation and generate a modest amount of revenue.
7) Transportation Demand Management (TDM) and Transportation Affordability Program (TAP) Elements including special multi-operator transit passes and mandatory purchase of monthly transit passes by market rate households, bike share and vanpools services and an on-island TDM coordinator.

See Treasure Island/Yerba Buena Island Comprehensive Mobility Improvement Program – Project Description for more detailed discussion of each component.

Travelers' mode choice is influenced by a number of factors, including travel times, convenience, out-of-pocket costs, comfort, and other characteristics. A person's perception of these factors relative to various modal choices is different, depending on their specific mode choices for a given origin/destination and demographics (e.g. income, age and ability).

The Islands represent a unique scenario in that vehicle trips coming to or leaving the Islands have no routes other than the San Francisco-Oakland Bay Bridge. Therefore, assuming fixed demand throughout the day, any reduction in auto travel demand translates into corresponding increases in demand for other modes. Thus, the decrease in auto person trips associated with the congestion pricing fee results in a corresponding increase in carpooling, bus and ferry trips.

Results of Comprehensive Mobility Improvement Program

The following is summarized from the Treasure Island Travel Demand Forecast Report 2023. The summary focuses on the year 2040 (full build out) and the resulting mode shift as a result of implementing the Treasure Island Comprehensive Mobility Improvement Program.

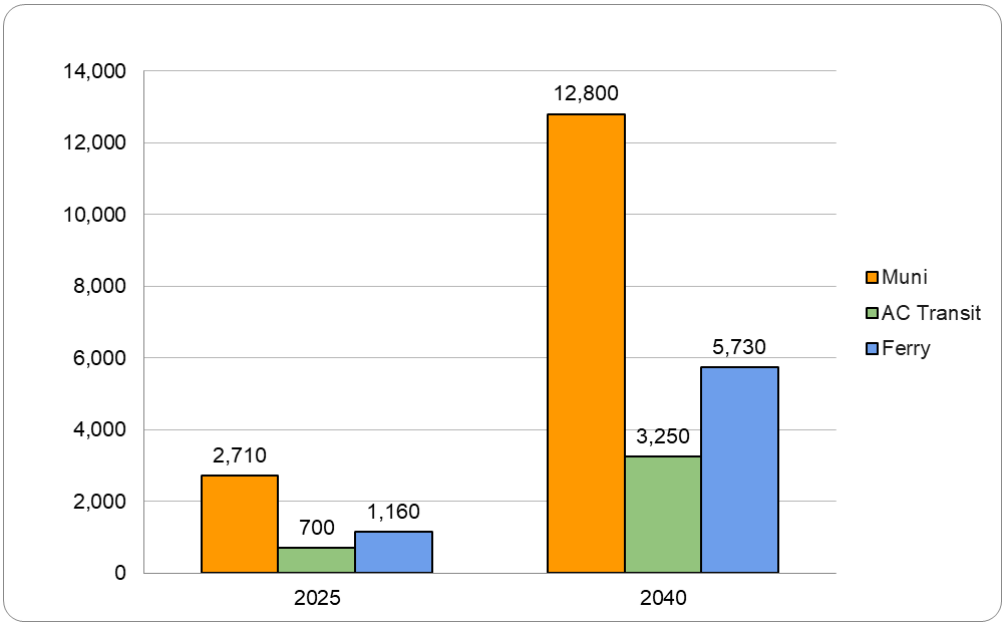
Mode Shift to Transit

In the year 2040, there will be a total of three transit operators: SFMTA/Muni (which will provide Muni line 25 service, and a new additional Muni line 109 service to Civic Center), Alameda-Contra Costa Transit District (AC Transit), and San Francisco Bay Area Water

Emergency Transportation Authority (WETA/SF Bay Ferry) providing ferry service to/from Treasure Island.

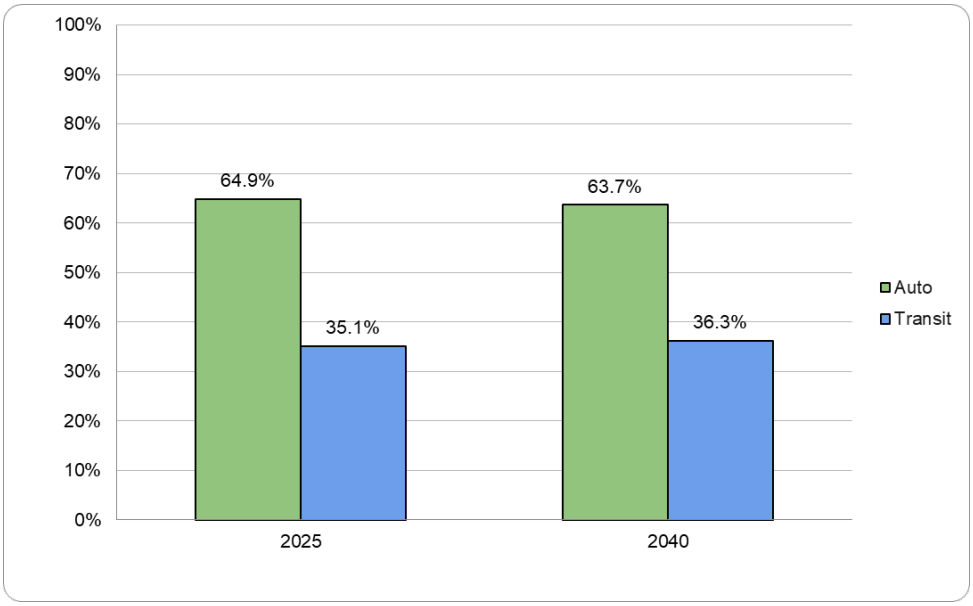
As depicted in Table 1, between 2025 and 2040, transit ridership to and from the island is expected to increase almost five-fold, from 4,600 in 2025 to almost 22,000 in 2040. This large growth in transit ridership can be attributed to the new residential dwelling units and other commercial and recreational development, and implementation of the Comprehensive Mobility Improvement Program.

Table 1: Weekday Transit Ridership by Operator



The average daily transit ridership shown in Table 1 translates to an average weekday mode split of 65% auto and 35% transit in 2025, with the auto mode share decreasing slightly to 64% in 2040, as shown in Table 2 below.

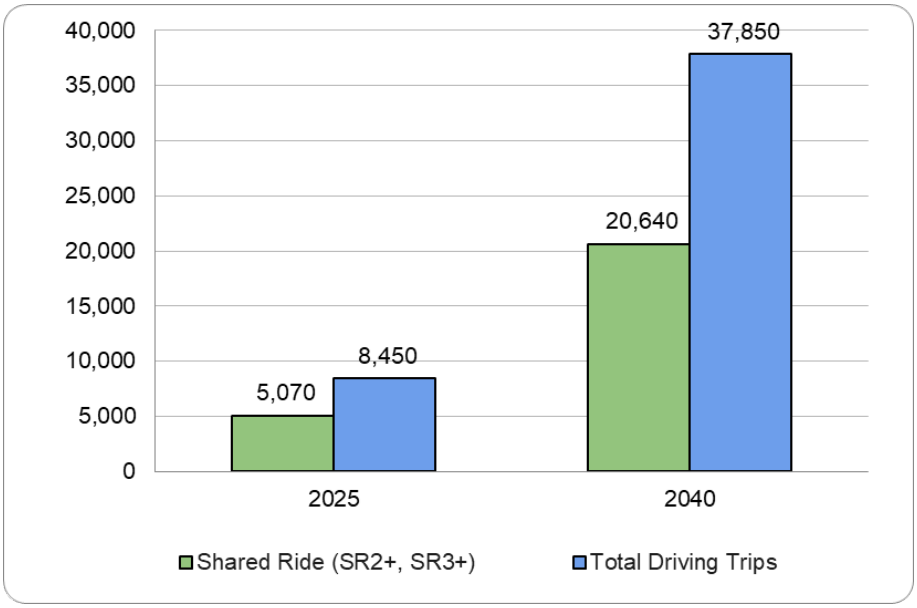
Table 2: Islands On/Off Person Trips Daily Mode Share by Forecast Year



Carpooling

The analysis of carpools evaluated a total of three vehicle capacities: Drive Alone (DA), Shared Rider (SR2): two occupants, and Shared Rider (SR3+): three occupants or more. Table 3 below shows the breakdown of weekday vehicle occupancies under the Comprehensive Mobility Improvement Program (congestion pricing).

Table 3: Carpools Compared with All Driving Trips



As shown in Table 3, approximately 55%-60% of weekday auto trips will be in shared auto modes of at least 2 persons per vehicle during the weekday.

Conclusion

As evaluated above, with the Comprehensive Mobility Improvement Program, by 2040 the auto mode share to and from the island during peak hours would be approximately 64%; of these it is estimated approximately 55%-60% would be shared auto modes. As a result, the Comprehensive Mobility Improvement Program will achieve/exceed the project's purpose of 50% mode share of trips on and off the Islands during peak periods being via sustainable modes (transit and carpools).

Project Assessment Form for $PM_{2.5}$ Interagency Consultation

Project Title: Moss Beach State Route 1 Congestion and Safety Improvements Project (SM-170001 - Hwy 1 Congestion & Safety Improvements - AQ Review)
Task Force Meeting: October 23, 2025

Description

The San Mateo County Transportation Authority (SMCTA), in partnership with Caltrans, proposes improvements to Moss Beach State Route (SR) 1 between 16th Street and Cypress Avenue (project) in the unincorporated community of Moss Beach, San Mateo County. The project proposes to make improvements to three local intersections with SR1: 16th Street, California Avenue, and Cypress Avenue. Improvements under consideration include traffic signals or roundabouts; marked pedestrian crosswalks; a Class 1 bicycle and pedestrian path on the east side of SR 1; and Class 2 bike lanes on SR 1. There are currently two design alternatives proposed for the project. Build Alternative 1 proposes a roundabout on SR 1 at Cypress Avenue, a roundabout on SR 1 at California Avenue, and a signalized intersection on SR 1 at 16th Street. Build Alternative 2 proposes signalized intersections on SR 1 at Cypress Avenue, California Avenue, and 16th Street. All alternatives include bicycle and pedestrian improvements.

Background

The project limits are along SR 1 from approximately 0.1 mile north of 16th Street (Postmile SM 35.9) to 0.2 mile south of Cypress Avenue (Postmile SM 34.8). However, these limits are subject to change depending on the final design of the preferred alternative. This is a federally funded project with Caltrans acting as the lead agency under the National Environmental Policy Act (NEPA). The NEPA document is expected to be an Environmental Assessment (EA). The project is included in the current MTC Regional Transportation Plan (RTP), Plan Bay Area 2050, as RTP ID 21-T06-030 and MTC's 2025 Transportation Improvement Program (TIP) as TIP ID SM-170001.

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

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

- SR 1 is classified as a State Highway (i.e., principal arterial), and the project would not add capacity to the roadway. SR 1 does not carry a significant number of diesel vehicles, nor would it significantly increase the number of diesel vehicles using SR 1.
- The purpose of the project is to provide locally scaled transportation improvements that address multiple existing intersection deficiencies.

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

- Intersections in the area currently experience substantial delay, resulting in unacceptable LOS.
- By 2050, intersection LOS in the area is estimated to be:
    - LOS F for most of the day at Cypress Avenue and SR 1
    - LOS F for most of the day at California Avenue and SR 1
    - LOS F for three hours of the day at 16th Street and SR 1
- Trucks, including diesel trucks, represent approximately 1.5% of the daily traffic on SR 1. Annual average daily traffic in 2020 averages approximately 15,000 vehicles. This truck percentage does not represent a significant number of diesel vehicles.
- The project would improve forecasted LOS at affected intersections or result in no change when compared to the No-Build Alternative.

(iii) New bus and rail terminals and transfer points?

- Not Applicable

(iv) Expanded bus and rail terminals and transfer points?

- Not Applicable

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

- The project location is not in an area identified by the $PM_{2.5}$ State Implementation Plan (SIP) as one that could violate or possibly violate the National Ambient Air Quality Standards (NAAQS) for $PM_{2.5}$.

RTIP ID# *(required)* 21-T06-030

TIP ID# *(required)* SM-170001

Air Quality Conformity Task Force Consideration Date
October 23, 2025

Project Description *(clearly describe project)*

Description
The San Mateo County Transportation Authority (SMCTA), in partnership with Caltrans, proposes improvements to Moss Beach State Route (SR) 1 between 16th Street and Cypress Avenue (project) in the unincorporated community of Moss Beach, San Mateo County. The project proposes to make improvements to three intersections with SR1: 16th Street, California Avenue, and Cypress Avenue. Improvements under consideration include traffic signals or roundabouts; marked pedestrian crosswalks; a Class 1 bicycle and pedestrian path on the east side of SR 1; and Class 2 bike lanes on SR 1.

No Build Alternative. Under the No-Build Alternative, the three intersections along SR 1 would not be improved. The portion of SR 1 in the project area is a two-lane roadway (one lane in each direction) with unsignalized left-turn pockets at intersections with local roadways. Traffic operations, accessibility, and safety would continue to deteriorate in the project area.

Build Alternatives. Build Alternative 1 proposes a single-lane roundabout on SR 1 at Cypress Avenue, a single-lane roundabout on SR 1 at California Avenue, and a signalized intersection with design variation on SR 1 at 16th Street, with 12-foot-wide travel lanes. Both single-lane roundabouts would consist of a circle diameter of 110 feet; an 18-foot-wide circulatory roadway; raised medians at the four approaches to the roundabouts, and a 16 foot-wide truck apron with 10-foot-wide sidewalks on all four quadrants of each intersection. Carlos Street would be realigned to intersect with 16th Street just east of the reconstructed intersection rather than end at SR 1. Build Alternative 1 has two design options. Under Design Option A, the existing median left-turn lanes between Cypress Avenue and California Avenue would be removed and replaced with a variable-width raised median. The raised median would restrict left turns at the Terrace Avenue, Lancaster Boulevard, Vermont Avenue, and Virginia Avenue intersections with SR 1 and would reduce vehicle speeds and increase safety. Design Option B would not include raised medians. Instead, dedicated left-turn lanes would be constructed within the median of SR 1 at the intersections of Terrace Avenue, Lancaster Boulevard, Vermont Avenue, and Virgina Avenue.

Build Alternative 2 includes signalized intersections at SR 1 and Cypress Avenue, SR 1 and California Avenue, and SR 1 and 16th Street. All SR 1 side street intersections between Cypress Avenue and California Avenue would be modified to replace the existing dedicated left-turn lanes along the median with a two-way left-turn lane and right-turn-only lanes. Figures 1 and 2 show the proposed improvements under the Build Alternatives.

Each alternative includes:

- All three intersections (Cypress Avenue, California Avenue, and 16th Street) would be reconstructed with new pavement and would be widened beyond the existing pavement.
- Existing SR 1 within the project limits would be overlaid with new hot mix asphalt (HMA) and restriped.
- A raised median would be constructed along SR 1 at the Marine Boulevard intersection. This raised median would restrict left turns to and from Marine Boulevard.
- Existing Oak Avenue would be extended to Cypress Avenue, paved with sidewalks and gutters, and be converted to one-way travel only in the northbound direction.
- Wienke Way would be realigned to intersect SR 1 at a 90-degree angle. This realignment would restrict left turns to and from Wienke Way.
- Six-foot-wide buffered Class II bicycle lanes would be added to both sides of SR 1 from south of Marine Boulevard to 14th Street.

- A 10-foot-wide sidewalk, curb, and gutter would be added to the western side of SR 1 from Marine Boulevard to Vallemar Street.
- A 12-foot-wide multimodal trail would be added to the eastern side of SR 1 from south of Marine Boulevard to Etheldore Street.
- A 10-foot-wide sidewalk, curb, and gutter would be added along the eastern side of SR 1 from approximately 280 feet south of 16th Street to 14th Street, and about 100 feet of sidewalk would be installed along the western side of SR 1 at 16th Street.
- Americans with Disabilities Act (ADA)-compliant ramps and high-visibility crosswalks across SR 1 would be installed at Cypress Avenue, Vermont Avenue, California Avenue, Etheldore Street / Vallemar Street, and 16th Street, as well as at adjacent local roadways.
- A new sidewalk would be installed along the northern side of Cypress Avenue from SR 1 to approximately 360 feet west of SR 1, with upgraded bus stops.
- SamTrans bus Routes 18 and 117 would be rerouted to cross SR 1 at the new SR 1 / Cypress Avenue roundabout or signalized intersection and connect to Marine Boulevard via Etheldore Street or Pearl Avenue.
- A new bus stop and sidewalk would be installed at the intersection of 16th Street and SR 1.
- The existing bus stops at Cypress Avenue and Oak Avenue would be upgraded.

Type of Project:
Intersection Improvement Project

County	***Narrative Location/Route & Postmiles***
San Mateo	State Route 1 between Cypress Avenue and 16th Street in the unincorporated community of Moss Beach, from approximately 0.1 miles north of 16th Street (Postmile SM 35.9) to 0.2 miles south of Cypress Avenue (Postmile SM 34.8). Final post miles subject to change upon final design. **Caltrans Projects – EA#** 04-0Y780K; **Project ID:** 0422000339

Lead Agency: Caltrans

Contact Person	*Phone#*	*Fax#*	*Email*
Chandini Singh	605-599-1452		csingh@smcgov.org

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*				
Categorical Exclusion (NEPA)	**X** **EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	*Other*

Scheduled Date of Federal Action: December 2025

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

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

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	2026	8/2028	8/2028	2028
End	2026			2030

Project Purpose and Need (Summary): *(please be brief)*

The purpose of this project is to improve multi-modal operations and safety along the project segment of SR 1 in each direction with the following objectives:

- improve operations and safety for all users at key intersections;
- improve pedestrian and bicycle facilities;
- encourage environmentally friendly transportation options that reduce car trips, such as walking, biking, rolling, and public transit; and
- improve vehicular traffic and multimodal connections to coastal resources for both residents and visitors.

The project is needed because the current pedestrian and bicycle conditions make it challenging for people to walk and bicycle safely within the project limits. SR 1 in Moss Beach is a heavily traveled state highway with a posted speed limit of 50 miles per hour. Several smaller roadways intersect SR 1, serving residents and providing access to housing, shopping, dining, beaches, other recreational facilities, and government services on both sides of SR 1. Vehicles traveling at high speeds present challenging conditions for residents and visitors alike, specifically when crossing SR 1. Currently, there is just one marked crosswalk on SR 1 within the project limits, and there are no dedicated bikeways.

Deficient pedestrian and bicycle facilities along the corridor, conflicting vehicular movements at minor intersections with SR 1, and congestion and delay at key intersections lead to safety concerns for all roadway users, and especially for pedestrians and bicyclists crossing SR 1. Cypress Avenue provides access to Fitzgerald Marine Reserve, Moss Beach Distillery, Pillar Point Bluff, and the approved Big Wave Development (which includes housing, office, and industrial land uses). California Avenue provides access to central Moss Beach, local stores, and the Post Office (where all residents and businesses get their mail because door-to-door postal delivery is not provided). Access to the Point Montara Lighthouse and Montara Water and Sanitary District is provided by 16th Street. The intersection of SR 1 and 16th Street is adjacent to the intersection of SR 1 and Carlos Street. There is a gravel path connecting Carlos Street to 16th Street, often used by pedestrians to access SR 1, bus stops, and the community of Montara. The County has received a coastal development permit application for a new 71 unit affordable housing development, Cypress Point, which, if constructed, will be accessed from Carlos Street near SR 1.

It is difficult for vehicles to enter or cross SR 1 from intersecting streets since traffic on SR 1 travels at high rates of speed and does not have to stop. There are no four-way stop-controlled intersections within the project limits and the nearest signal-controlled intersections are 1.9 miles south (at SR 1/Capistrano Road) and 2.6 miles north (just before the Devil's Slide tunnel entrance). Vehicles on intersecting streets typically wait for up to approximately 2 minutes to enter or cross SR 1 during the peak hours. This leads to long queues on intersecting streets and contributes to most crashes from vehicles entering SR 1 when they do not have the right of way.

SamTrans Routes 18 and 117 connect Pacifica with Half Moon Bay with bus stops along SR 1 and on intersecting streets in the project area. The buses have unpredictable travel times, in part due to the difficulty of turning left from Cypress Avenue onto SR 1 and the operational difficulties described above. Pedestrians and bicyclists have difficulty safely crossing SR 1. There are no sidewalks along SR 1 within the project limits and only one marked pedestrian crossing. The one marked pedestrian crossing (at Virginia Avenue) is at an uncontrolled intersection (meaning there are no lights, stop signs or a signal which would stop traffic for pedestrians or bicyclists to cross). SR 1 has no designated bicycle or pedestrian facilities and there are no parallel paths to support bicyclists or pedestrians in or near the project limits.

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

SR 1 in the project area provides access to commercial, public, and single-family homes in the unincorporated community of Moss Beach. The project would not change the adjacent land uses nor would it significantly change forecasted diesel traffic.

Cypress Avenue provides access to Fitzgerald Marine Reserve, Moss Beach Distillery, Pillar Point Bluff, and the approved Big Wave Development (which includes housing, office, and industrial land uses). California Avenue provides access to the central Moss Beach shopping district and the Post Office (where all residents and businesses get their mail because door-to-door postal delivery is not provided). Access to the Point Montara Lighthouse and Montara Water and Sanitary District is provided by 16th Street. The intersection of SR 1 and 16th Street is adjacent to the intersection of SR 1 and Carlos Street. There is a gravel path connecting Carlos Street to 16th Street, often used by pedestrians to access SR 1, bus stops, and the community of Montara.

Brief summary of assumptions and methodology used for conducting analysis

AECOM conducted the traffic forecasting analysis for the project. To account for future increases in traffic associated with planned growth that will occur under both the No-Build and Build alternatives, forecasts for the opening year (2030) and design year (2050) were developed using the San Mateo County travel demand forecasting model for an area that includes Moss Beach. Land use forecasts were the same as those used for the Plan Bay Area 2050 RTP conformity analysis. Existing counts were collected, and a 2% growth identified from the forecast model was applied to get the AADTs. Truck percentages were taken from the main line from the forecast model.

Opening Year 2030: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Opening Year 2030				
Roadway	**Segment**	**Traffic Data**		
		AADT (Vehicles)	**AADT (Trucks)**	**% Daily Truck Traffic**
SR 1	South of Cypress Ave.	18,842	221	1.2
	Between Cypress Ave. and California Ave.	19,373	227	1.2
	Between California Ave. and 16th St.	17,813	209	1.2
	North of 16th St.	17,822	209	1.2
Cypress Ave.	East of SR 1	523	13	2.4
	West pf SR 1	2,545	81	3.2
California Ave.	East of SR 1	1,531	34	2.2
	West pf SR 1	520	13	2.5
	Wienke Way	326	1	0.1
16th St.	East of SR 1	43	1	0.1
	West of SR 1	83	1	0.1

Note: The traffic volumes in the No Build and both Build Alternatives remain similar because the primary difference between them is only the intersection control type.

RTP Horizon Year / Design Year 2050: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

RTP Horizon/Design Year - 2050							
Roadway	Segment	No Build			Build		
		AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic	AADT (Vehicles)	AADT (Trucks)	% Daily Truck Traffic
SR 1	South of Cypress Ave.	27,998	289	1.0	27,998	289	1.0
	Between Cypress Ave. and California Ave.	28,788	297	1.0	28,788	297	1.0
	Between California Ave. and 16th St.	26,469	273	1.0	26,469	273	1.0
	North of 16th St.	26,482	273	1.0	26,482	273	1.0
Cypress Ave.	East of SR 1	778	19	2.4	778	19	2.4
	West pf SR 1	3,782	121	3.2	3,782	121	3.2
California Ave.	East of SR 1	2,275	50	2.2	2,275	50	2.2
	West pf SR 1	773	19	2.5	773	19	2.5
	Wienke Way	484	1	0.1	484	1	0.1
16th St.	East of SR 1	64	1	0.1	64	1	0.1
	West of SR 1	127	1	0.1	127	1	0.1

Note: The traffic volumes in the No Build and both Build Alternatives remain similar because the primary difference between them is only the intersection control type.

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

NA

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

NA

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

The Build Alternatives would result in a slight redistribution of traffic to the improved intersections of SR 1 with 16th Street, California Avenue, and Cypress Avenue. Speeds along the impacted section of SR 1 would likely increase, reducing delay along the route.

Comments/Explanation/Details (please be brief)

This project does not meet the definition of a Project of Air Quality Concern (POAQC) as defined by 40 CFR 93.123(b)(1). Specifically:

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

- The project will not result in a significant number or significant increase in diesel vehicles in the area.

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

- The intersections affected by the Build Alternatives do not serve a significant number of diesel vehicles nor will the LOS of the intersections degrade due to increased traffic volumes from a significant number of diesel vehicles.

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

- 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.

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

- 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.

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

- The project location is not in an area identified by the SIP as one that could violate or possibly violate the NAAQS for $PM_{2.5}$.

Figure 1. Build Alternative 1

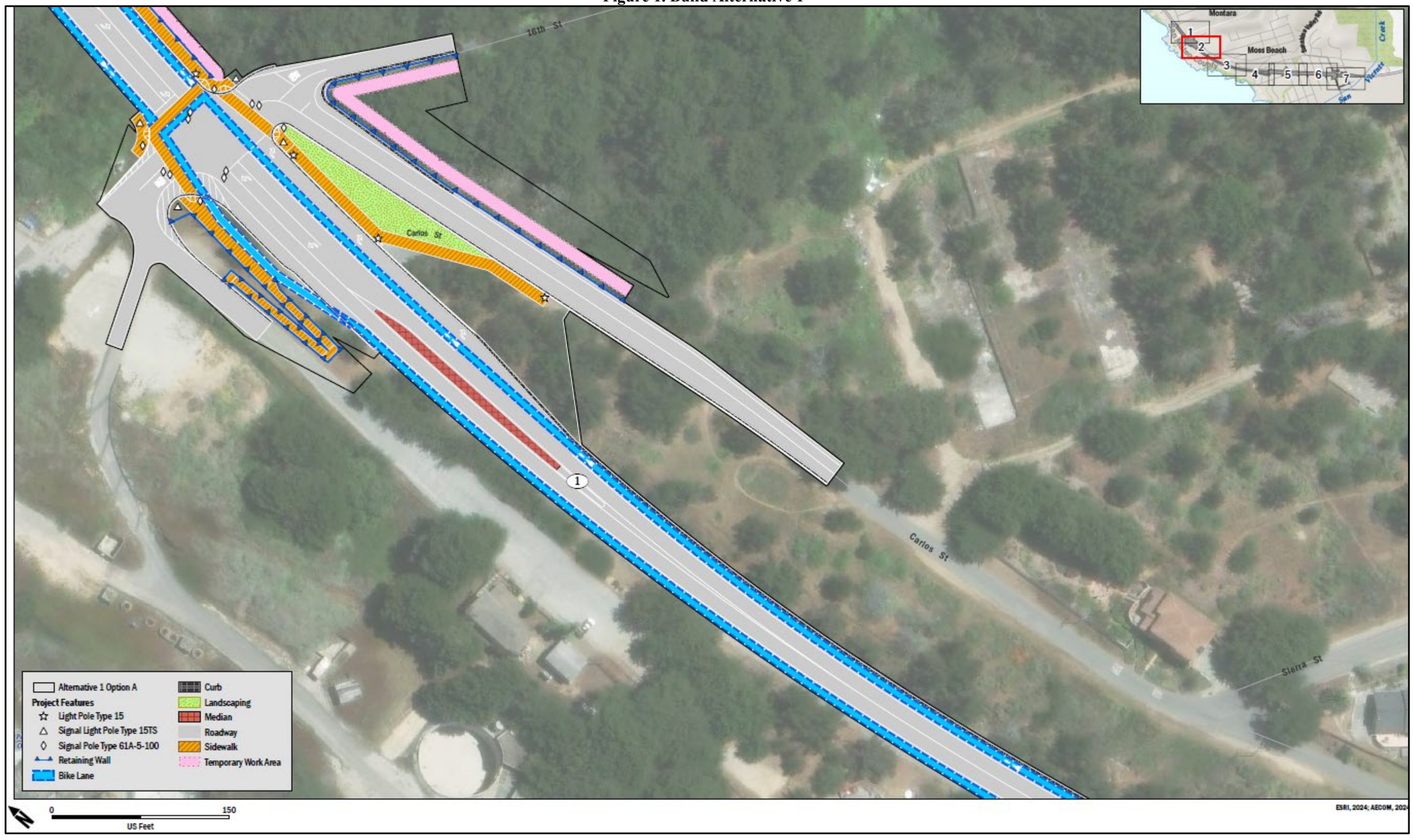


Figure 1. Build Alternative 1

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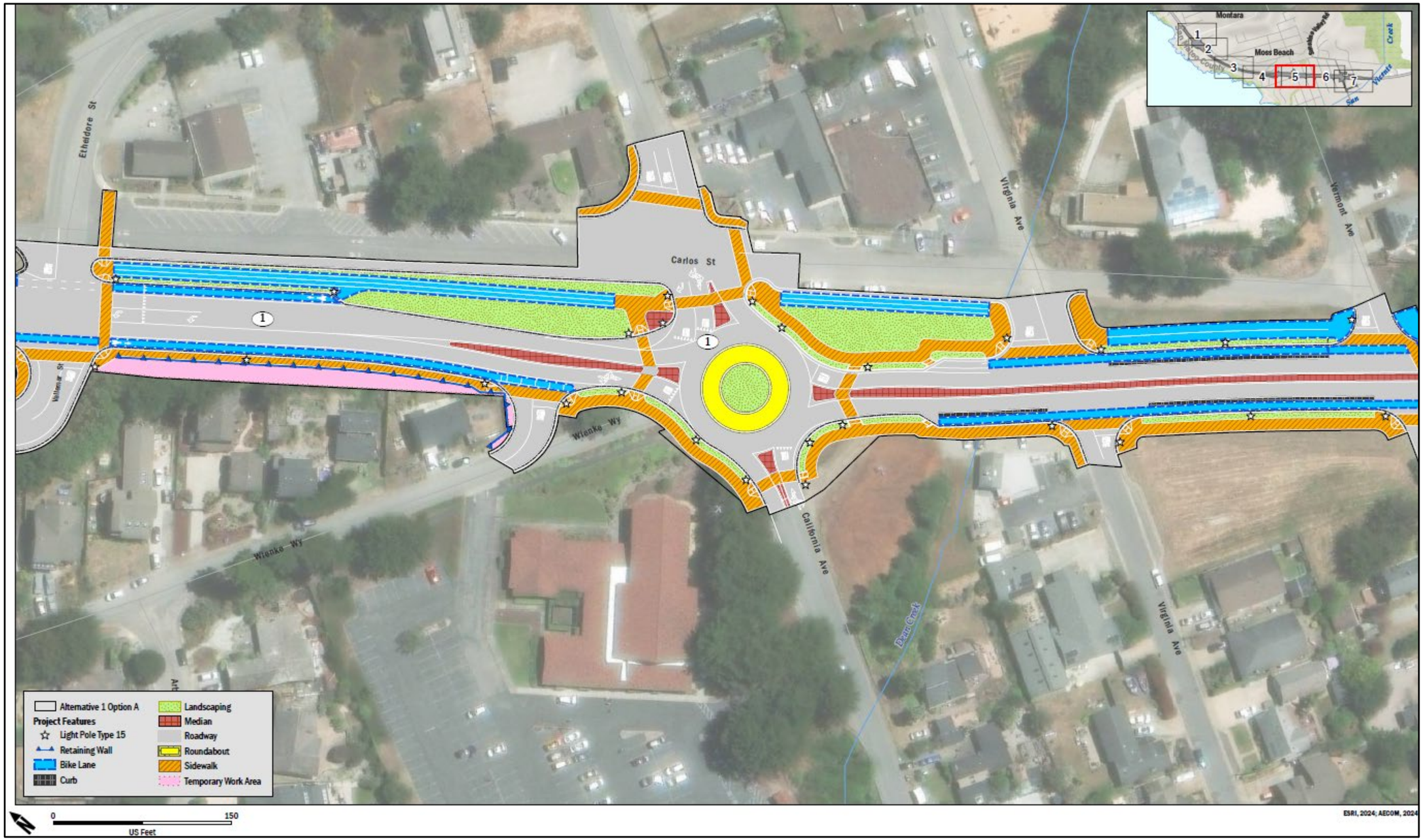

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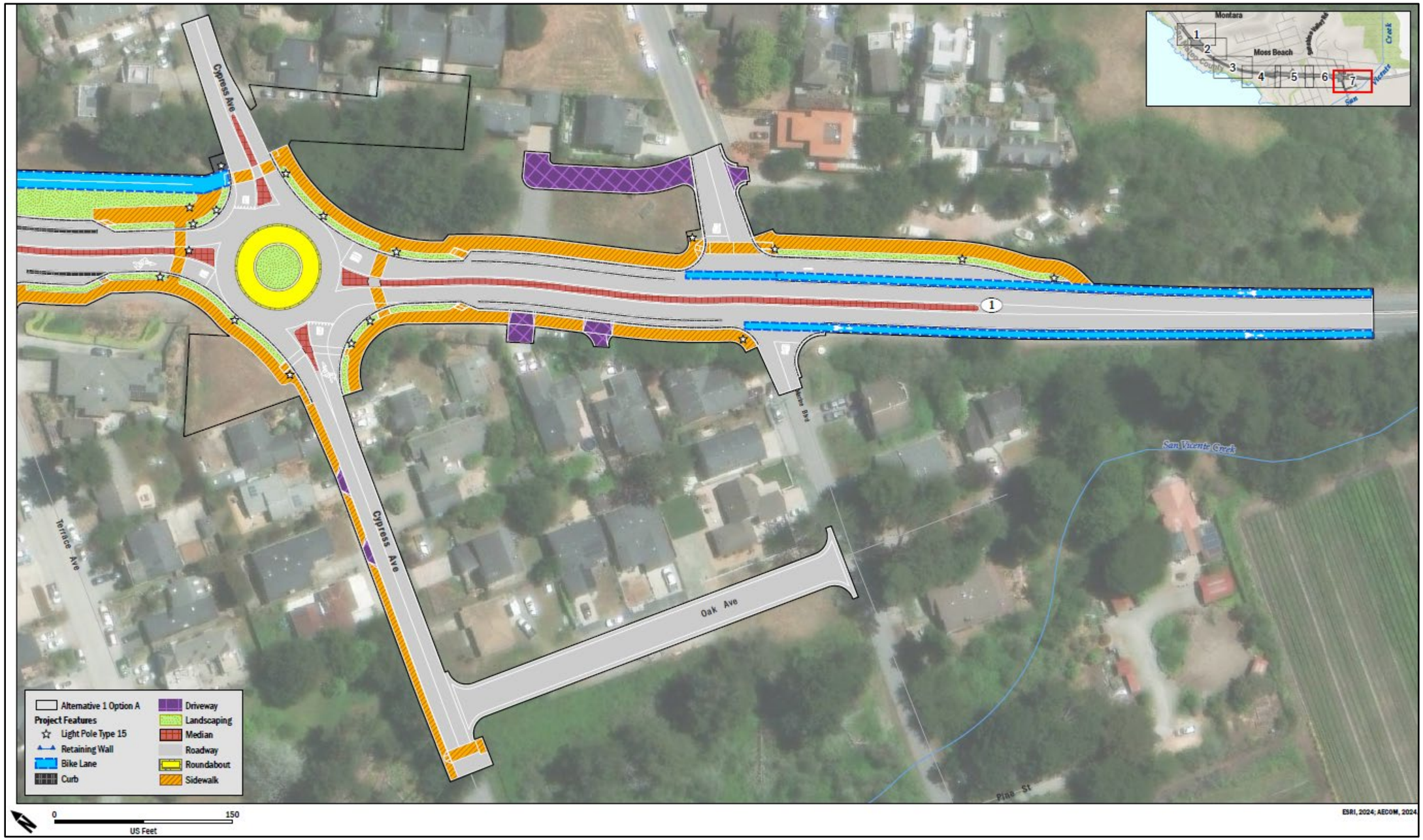


Figure 2. Build Alternative 2

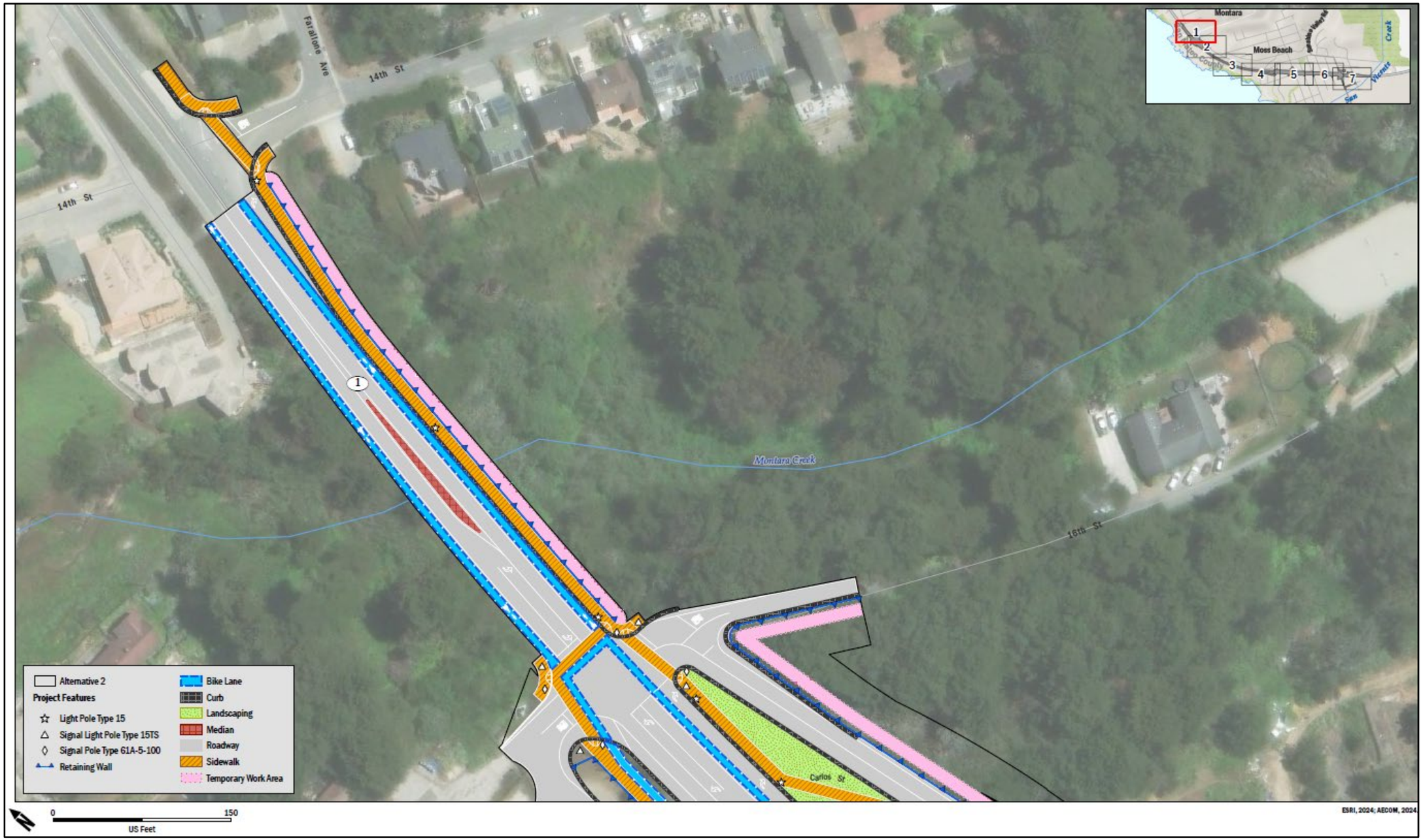
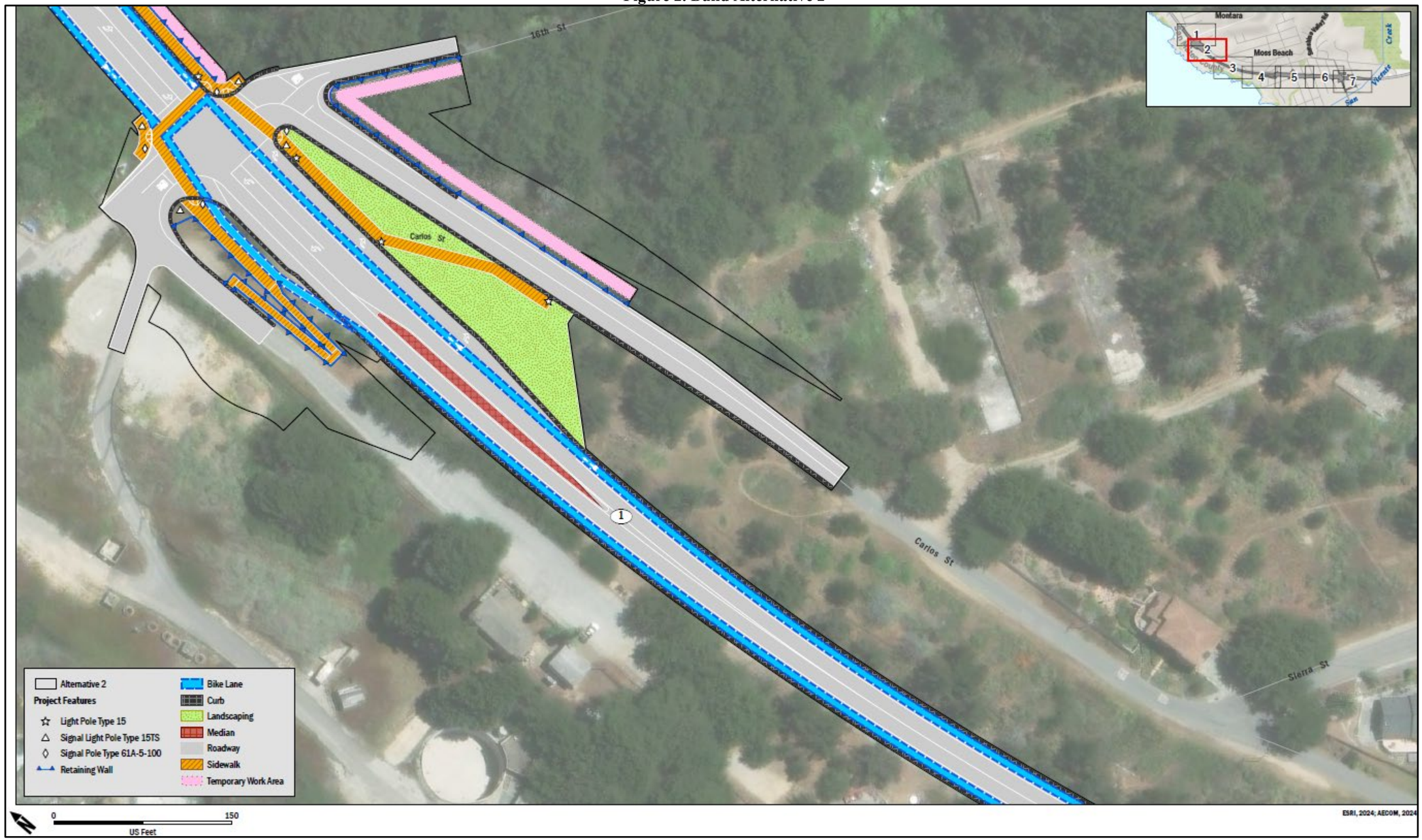


Figure 2. Build Alternative 2



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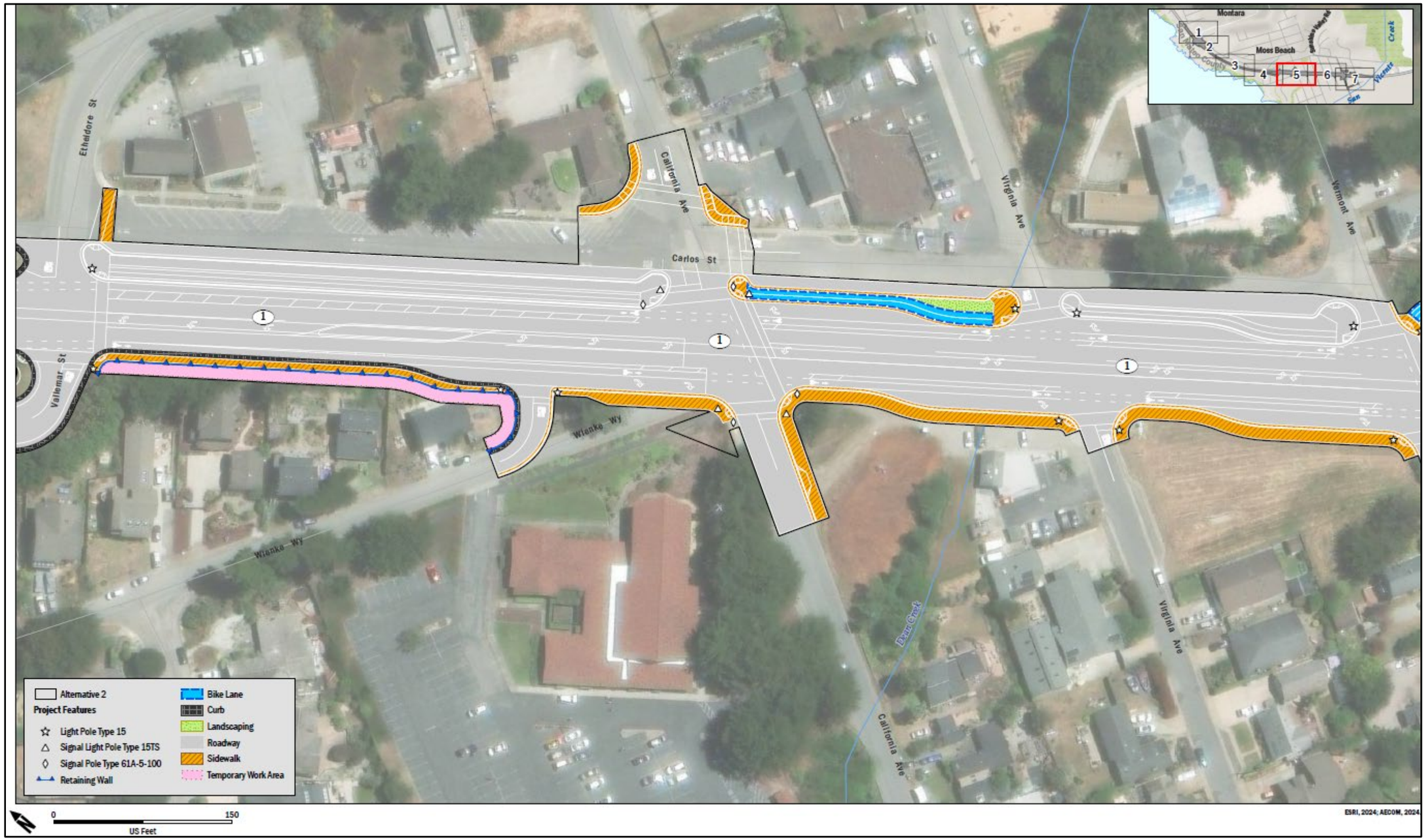

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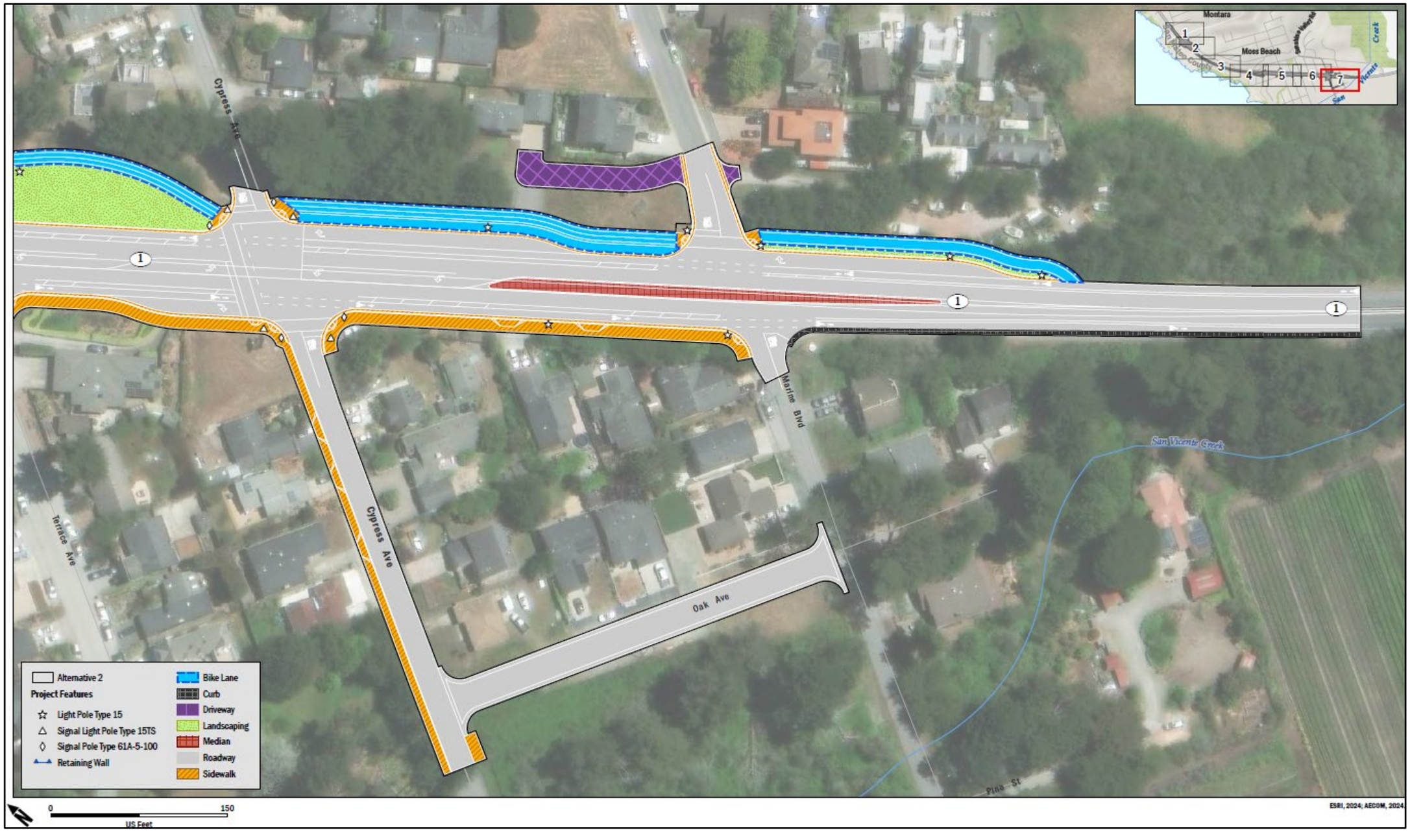

METROPOLITAN
TRANSPORTATION
COMMISSION

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: October 23, 2025

FR: Adam Noelting

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

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

40 CFR 93.126 Exempt Projects List						
County	**TIP ID**	**Sponsor**	**Project Name**	**Project Description**	**Expanded Description**	**Project Type under 40 CFR 93.126**
ALA	ALATR0201	Oakland	HSIP12: Senior Crossings Improvements	Oakland : In Oakland - 1) Martin Luther King Jr. Way and W Grand Ave, 2) Orange St and Perkins St, 3) Park Blvd & Leimert Blvd, 4) Fruitvale Ave and International Blvd. : Implement safety improvements at 4 intersections	In Oakland: improve 4 intersections with protected left turn phases, intersection mast-arms, raised median/pedestrian refuge islands, and upgraded pedestrian crossings.	Safety - Highway Safety Improvement Program implementation
CC	CC-230204	Richmond	McBryde Avenue Safe Routes to Parks	Richmond : On McBryde Avenue from 37th Street to Park Avenue : Implement complete streets improvements including a road diet	The project will create a safe and comfortable walking and biking route from an existing bike route on 37th Street, through the San Pablo Ave PDA, and across I-80 to Wildcat Canyon Regional Park. Improvements include resurfacing, a road diet from 4 to 2 vehicles lanes with a center turn lane and bike lanes, traffic signal modifications, curb ramps, curb extensions, high visibility crosswalks, sidewalk gap closures, traffic calming, and street trees.	Air Quality - Bicycle and pedestrian facilities
CC	CC-230205	Richmond	Bayview to BART	Richmond : Various locations between the Del Norte BART station and the SF Bay Trail : Implement bike/ped improvements	The project will create a safe and comfortable walking and biking route connecting the Del Norte BART station to the San Francisco Bay Trail. It capitalizes on existing multi-use paths, ties in to El Cerrito's Transit Oriented Development Complete Streets Projects, and will improve conditions around parks and schools. The project will build Class II bike lanes on Potrero Ave and Class IV protected bike lanes on the Bayview Ave overpass over I-580. Locations include S 51st St, Bayview Ave, Ells St, Ells Path, Cypress Path, Cypress Ave, S 47th St, S 49th St, Potrero Ave in Richmond.	Air Quality - Bicycle and pedestrian facilities
CC	CC-250219	San Pablo	San Pablo Avenue Bridge Replacement	San Pablo : San Pablo Avenue at Road 20 over San Pablo Creek : Replacing the existing three span T-girder structure with a new bridge over San Pablo Creek including bicycle and pedestrian crossing improvements, and a modified roadway alignment.	The City of San Pablo (City) is proposing to replace the existing three span T-girder structure (Bridge No. 28C0057) with a new bridge over San Pablo Creek including bicycle and pedestrian crossing improvements, and a modified roadway alignment. Project was separated out from the HBP Group Listing VAR170012	Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
SCL	SCL250232	Sunnyvale	Poplar Avenue Sidewalk Construction Project	Sunnyvale : Poplar Avenue between El Camino Real and Rosalia Avenue and Bryant Way east of Poplar Avenue : The project will construct sidewalk on east side of Poplar Avenue, landscape improvements, stormwater water treatment improvements, and will also install ADA compliant curb ramps with curb extension at the intersection of Poplar Avenue and Bryant Way, and high visibility crosswalk crossing Bryant Way at Poplar Avenue.	The project will construct sidewalk where there is currently none on the east side of Poplar Avenue and fill in the sidewalk gap on both sides of Bryant Way east of Poplar Avenue. The project will also install ADA compliant curb ramps with curb extension at the intersection of Poplar Avenue and Bryant Way, and high visibility crosswalk crossing Bryant Way at Poplar Avenue.	Air Quality - Bicycle and pedestrian facilities
SM	SM-230203	Menlo Park	Middle Avenue Pedestrian and Bicycle Undercrossing	Menlo Park : Under the Caltrain Railroad in line with Middle Avenue from El Camino Real (Middle Plaza) on the west side of the tracks to the existing City of Menlo Park Civic Center : Construct grade separated pedestrian and bicycle undercrossing	Construct a grade separated pedestrian and bicycle crossing of the Caltrain railroad in the vicinity of Middle Avenue in the City of Menlo Park.	Air Quality - Bicycle and pedestrian facilities
SM	SM-TR0201	San Mateo Co	San Mateo County Unincorporated Guardrails	San Mateo County : Skyline Boulevard, Canada Road, Oak Knoll Drive, and Polhemus Road : Replace or upgrade 11 guardrail systems and 22 guardrail end treatments for a total 0.95 miles within the County.	Replace or upgrade 11 guardrail systems and 22 guardrail end treatments for a total 0.95 miles within the County.	Safety - Highway Safety Improvement Program implementation

METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Air Quality Conformity Task Force DATE: October 23, 2025

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 2025 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 2025 TIP

Staff is proposing to add a number of new projects to the 2025 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

*Note - New projects added since 9/25 meeting

*Note - Active TIP Projects proposing to update Exemption Classification

#	County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Expanded Project Description	Project Type
1	ALA	ALA250253	ACTC	I-580 Express Lanes Toll System Replacement	Alameda County : I-580 from 0.2 miles west of Dougherty Road/Hopyard Road (PM 20.1) to Greenville Road (PM 8.1) : Replace I-580 Express Lanes toll system equipment	The project will remove or replace electronic toll system equipment on the I-580 Express Lanes in Alameda County that has reached the end of its useful life.	Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization project
2	ALA	ALA250254	LAVTA	LAVTA Rutan Facility Rehabilitation and Modernizat	Livermore Amador Valley Transit (LAVTA) : 1362 Rutan Court, Livermore : Replace and modernize components of LAVTA's Rutan Operations & Maintenance Facility.	Replace and modernize components of LAVTA's Rutan Operations & Maintenance Facility.	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	ALA250249	Livermore	Arroyo Road Trail Project	Livermore : City of Livermore/unincorporated Alameda Country, between Wetmore Road and the existing Arroyo Del Valle Regional Trail within Sycamore Grove Park : Install 1.4 mile of Class 1 Trail	The Arroyo Road Trail Project, as identified in the first phase of priority projects in the Livermore Bicycle, Pedestrian, and Trails Active Transportation Plan, will install a Class 1 bicycle/pedestrian path to extend the Livermore trail network across the unincorporated Alameda County and connect to the existing regional trail.	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities
4	ALA	ALA250247	MTC	Bay Bridge Forward: I-80 EB HOV Connector Bus lane	Bay Bridge Forward: I-80 EB HOV Connector Bus lane	Alameda County : I-80 eastbound between SFOBB and including the I-80 eastbound HOV connector : The project proposes to implement bus on shoulder on I-80 eastbound after the SFOBB touchdown adjacent to the HOV lane and on the I-80 eastbound HOV connector.	Non-Exempt (N/A) - N/A
5	ALA	ALA250248	MTC	Bay Bridge Forward: I-580 WB to I-80 EB Connector	Alameda County : I-580 WB to I-80 EB connector : The project proposes to improve bus travel time and reliability by converting an existing shoulder on the I-580 WB to I-80 EB connector.	The project proposes to improve bus travel time and reliability by converting an existing shoulder on the I-580 WB to I-80 EB connector.	Non-Exempt (N/A) - N/A
6	ALA	ALA250242	Oakland	I-580/Golf Links Road/98th Avenue Ramps Imp.	Oakland : I-580/Golf Links Road interchange : Widen both off-ramps at interchange, including placement of RSP, concrete barriers, and paving removal. Reconstruct raised median at I-580 underpass and stripe Class II bike lanes in both directions.	In Oakland, at I-580/Golf Links Road: widen both off-ramps at interchange, including placement of RSP, concrete barriers, and paving removal. Reconstruct raised median at I-580 underpass and stripe Class II bike lanes in both directions.	Exempt (40 CFR 93.127) - Interchange reconfiguration projects
7	ALA	ALA250245	Union C Transit	Replace 2 Gas Paratransit Vans with EV	Union City Transit : Districtwide : Replace 2 Gas Paratransit Vans with EV	Replace 2 Gas Paratransit Vans with EV	Exempt (40 CFR 93.126) - Mass Transit - Purchase of support vehicles
8	CC	CC-250234	AC Transit	Cutting Blvd Transit Priority Project	Alameda Contra Costa Transit District (AC Transit) : Cutting Blvd in Richmond, CA : The Project seeks to improve transit access and operations in the Richmond-San Rafael Bridge corridor by implementing transit signal priority (TSP) and bus stop improvements	The Project seeks to improve transit access and operations in the Richmond-San Rafael Bridge corridor by implementing transit signal priority (TSP) and bus stop improvements along Cutting Boulevard in the City of Richmond for the Golden Gate Transit Route 580, which travels across the Richmond-San Rafael Bridge.	Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and communications systems

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

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#	County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Expanded Project Description	Project Type
9	CC	CC-250230	BATA	I-580 Richmond Parkway Interchange Operational Imp	Contra Costa County : In City of Richmond, Contra Costa County, on route Interstate 580 (I-580) at Castro Street interchange. : Convert the inside southbound through lane at the I-580/Castro Street ramp intersection to a left turn lane that would allow dual left turn lanes at the intersection.	The I-580/Richmond Parkway Operational Improvements project seeks to improve access to westbound I-580 at Castro Street in the City of Richmond to address traffic operation as local and regional traffic attempt to access WB I-580. The project proposes to convert the inside southbound through lane at the I-580/Castro Street ramp intersection to a left turn lane that would allow	Exempt (40 CFR 93.127) - Interchange reconfiguration projects
10	CC	CC-250227	ECCTA	ECCTA 25 Diesel Bus Replacement	Eastern Contra Costa Transit Authority (Tri Delta) : Districtwide : Replacement of revenue vehicles	This project will replace 25 40-ft diesel buses used in MB-PT service that have reached the end of their useful life with 25 40-ft diesel buses. The replacement buses will have a useful life of 12 years.	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	CC	CC-250228	MTC	CC I-680 Adaptive Ramp Metering Implementation	Contra Costa County : I-680 both directions within Contra Costa County except NB between Alameda County line and SR-4 : The Adaptive Ramp Metering (ARM) Implementation program offers a cost-effective path to upgrade traditionally ramp-metered congested corridors, enhancing corridor-level system management to improve corridor operational improvements	I-680 adaptive ramp metering implementation in Contra Costa County except NB between Alameda County line and SR-4. The Adaptive Ramp Metering (ARM) Implementation program offers a cost-effective path to upgrade traditionally ramp-metered congested corridors, enhancing corridor-level system management to improve corridor operational improvements improvements.	Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization projects
12	CC	CC-250231	Richmond	Point Richmond Traffic Improvements	ichmond : Railroad Avenue, intersection with W. Cutting Blvd. and Canal Blvd., Park Place and W. Richmond Ave. intersection, Tunnel Ave. intersection : Changing signal times along Cutting Blvd, narrowing and striping lanes on Railroad Ave, adding speed humps, raised crossing, and a new all-way stop.	This project will address the issue of vehicles cutting through the Point Richmond neighborhood to avoid the congestion on the westbound I-580 approach. This project will use multiple context-specific strategies implemented for disincentivizing cut-through traffic, including changing signal times along Cutting Boulevard for cut-through turning movements, narrowing and striping lanes on Railroad Avenue, and adding speed humps, raised crossings, and a new all-way stop in the Point Richmond neighborhood to slow vehicle traffic.	Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization projects
13	CC	CC-250232	Richmond	Richmond Wellness Trail Phase II	Richmond : Marina Way South between Cutting Boulevard to Richmond Ferry Terminal : Protected cycle tracks and shaded pedestrian routes to provide a continuous route from the combined BART/Amtrak station to the new Ferry terminal	The Richmond Wellness Trail, Phase 2, project includes development of protected cycle tracks and shaded pedestrian routes to provide a continuous route from the combined BART/Amtrak station to the new Ferry terminal. The project directly implements the City of Richmond's General Plan, Pedestrian Plan, and Bicycle Master Plan.	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities
14	MRN	MRN190001	GGBHTD	Golden Gate Ferry: New Vessel	Golden Gate Bridge, Highway and Transit District : 1 vehicle : Purchase a new, 500-passenger, high-speed ferry vessel to continue to provide expanded commute service from Larkspur and Tiburon to San Francisco.	GGBHTD: 1 vehicle: Purchase a new, 500-passenger, high-speed ferry vessel to continue to provide expanded commute service from Larkspur and Tiburon to San Francisco.	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

***Note - New projects added since 9/25 meeting**

***Note - Active TIP Projects proposing to update Exemption Classification**

#	County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Expanded Project Description	Project Type
15	MRN	MRN230205	GGBHTD	GGBHTD Replacement Ferry CARB Compliance	olden Gate Bridge, Highway and Transit District : Marin County, City and County of San Francisco : Replacement vessels and associated equipment purchase and installation	Replacement of 4 catamarans to comply with CARB regulation	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
16	MRN	MRN250212	San Rafael	Downtown San Rafael North-South Greenway	San Rafael : Mission Ave. (Tamalpais Ave. to Hetherton St.), Tamalpais Ave. (Mission Ave. to 4th St.), and 4th St. (Tamalpais Ave. to Grand Ave.) : The project would implement a two-way bike facility, enhanced pedestrian crossings, wider sidewalks, and new signage along Mission Ave. The project would close a gap in the Sonoma-Marin Area Rail Transit District's (SMART) Pathway/Great Redwood Trail and complete one of the remaining gaps in the Marin's North-South Greenway, as well as connect to other existing bicycle facilities.	San Rafael: spans Mission Ave. (Tamalpais Ave. to Hetherton St.), Tamalpais Ave. (Mission Ave. to 4th St.), and 4th St. (Tamalpais Ave. to Grand Ave.) in Downtown San Rafael, Ca. Install a two-way bicycle facility, enhanced pedestrian crossings, wider sidewalk, and signage.	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities
17	REG	REG250208	MTC	Bay Bridge Forward: I-80, SFOBB, & Carquinez Bridg	Alameda County,Contra Costa County,SF Bay Area,Solano County : I-80 between and including the Carquinez Bridge toll plaza and the SFOBB toll plaza, and the I-880, I-580 and West Grand Avenue approaches to the SFOBB toll plaza : The project proposes to analyze and extend the HOV hours of operation on I-80 between and including the Carquinez Bridge toll plaza and the SFOBB toll plaza, and the I-880, I-580 and West Grand Avenue approaches to the SFOBB toll plaza up to everyday (including weekdays and weekends) between 5:00 AM – 8:00 PM to improve HOV lane operations and encourage mode shift.	The project proposes to analyze and extend the HOV hours of operation on I-80 between and including the Carquinez Bridge toll plaza and the SFOBB toll plaza, and the I-880, I-580 and West Grand Avenue approaches to the SFOBB toll plaza up to everyday (including weekdays and weekends) between 5:00 AM – 8:00 PM to improve HOV lane operations and encourage mode shift. The exact physical limits and time period for the policy change will be determined through the project's analysis.	Exempt (40 CFR 93.126) - Other - Planning and technical studies
18	REG	REG250209	MTC	Regional Transportation Demand Management (TDM)	SF Bay Area : Nine-County San Francisco Bay Area : The Regional TDM strategy will develop shared goals and actions and define roles to ensure TDM programs are supporting regional mobility, climate and safety goals and are designed to be meaningful and appropriate based on specific context for different communities across the region. The strategy will assess the needs and opportunities, funding, performance metrics, effective delivery, and actions.	The Regional TDM strategy will develop shared goals and actions and define roles to ensure TDM programs are supporting regional mobility, climate and safety goals and are designed to be meaningful and appropriate based on specific context for different communities across the region. The strategy will assess the needs and opportunities, funding, performance metrics, effective delivery, and actions.	Exempt (40 CFR 93.126) - Other - Planning and technical studies

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

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19	REG	REG250211	MTC	Regional Bikeshare Procurement Strategy	SF Bay Area : SF Bay Area - Regionwide : This project will develop a strategy for the next procurement for a contract for the Bay Wheels regional bikeshare program. This work may include but is not limited to: feasibility and suitability analysis, financial and partnership model analysis, stakeholder engagement, developing a request for information, developing a request for proposals, and contract negotiations	This project will develop a strategy for the next procurement for a contract for the Bay Wheels regional bikeshare program. This work may include but is not limited to: feasibility and suitability analysis, financial and partnership model analysis, stakeholder engagement, developing a request for information, developing a request for proposals, and contract negotiations	Exempt (40 CFR 93.126) - Other - Planning and technical studies
20	REG	REG250213	MTC	Bay Area Vision Zero (BayVIZ) System Support	SF Bay Area : Regionwide : This project is to enhance and expand the Bay Area Vision Zero (BayVIZ) data system which provides traffic safety-related data and analysis tools to city and county partner agencies with the goal of reducing traffic fatalities in the nine-county region.	This project is to enhance and expand the Bay Area Vision Zero (BayVIZ) data system which provides traffic safety-related data and analysis tools to city and county partner agencies with the goal of reducing traffic fatalities in the nine-county region. Funds will support the operations of BayVIZ and acquisition of non-pavement asset data related to traffic safety.	Exempt (40 CFR 93.126) - Other - Planning and technical studies
21	REG	REG250212	SMART	SMART Rail System Extension to Healdsburg	Sonoma Marin Area Rail Transit (SMART) : Town of Windsor, City of Healdsburg, Unincorporated Sonoma County. : In Sonoma County, benefitting communities along the SMART corridor. SMART Rail system extension north of Windsor through Healdsburg, including passenger and freight rail and SMART Pathway/Great Redwood Trail.	n Sonoma County, benefitting communities along the SMART corridor. SMART Rail system extension north of Windsor through Healdsburg, including passenger and freight rail and SMART Pathway/Great Redwood Trail.	Non-Exempt (N/A) - N/A
22	SCL	SCL250250	Gilroy	Local Road Safety Plan	Gilroy : Citywide : The project will include hiring a consultant to analyze roadway safety conditions and create a prioritized list of improvement projects based on a data-driven andcollaborative approach	The project will include hiring a consultant to analyze roadway safety conditions and create a prioritized list of improvement projects based on a data-driven and collaborative approach.	Exempt (40 CFR 93.126) - Other - Planning and technical studies
23	SCL	SCL250256	Palo Alto	Quarry Road Connection Project	Palo Alto : Quarry Road at El Camino Real and Palo Alto Transit Center : Improvements to the intersection at Quarry Road intersection at El Camino Real (State 82)	The Quarry Road Connection Project will extend Quarry Road to create a direct connection between the Palo Alto Transit Center and El Camino Real (State Route 82) for use exclusively by public buses and shuttles. This project enables the transformation of a currently congested transit center by enhancing public transit efficiency, reducing traffic congestion, and improving safety and convenience for cyclists and pedestrians. The project will create this direct transit connection via an underutilized 0.33-acre portion of the adjacent El Camino Park (see Attachment A), allowing public buses and shuttles to bypass the University Avenue Circle and reduce travel times by an estimated five to eight minutes per trip. In addition to the transit connection, the project includes pedestrian and bicycle upgrades at the Quarry Road/El Camino Real intersection and through El Camino Park to improve safety, access, and connectivity to the broader pedestrian and bicycle network.	Exempt (40 CFR 93.127) - Bus terminals and transfer points.

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

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#	County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Expanded Project Description	Project Type
24	SCL	SCL250255	San Jose	SJ Advancing Curb Management	San Jose : San Jose - Downtown : Implementing data-informed curb reallocation, piloting additional technologies, and building a public-facing platform within the San José Downtown Core.	This project will continue the SMART Stage 1-funded Curb Management Pilot by implementing data-informed curb reallocation, piloting additional technologies, and building a public-facing platform within the San José Downtown Core.	Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation
25	SCL	SCL250249	Santa Clara Co	County of Santa Clara EV Charging Project	Santa Clara County : San Jose: Charcot campus at 2310 N 1st St and our Civic Center campus at 70 W Hedding St. : Install 10 level II and 4 DC fast charging stations at 2 differentCounty facilities	nstall 10 level II and 4 DC fast charging stations at 2 different County facilities. (San Jose: Charcot campus at 2310 N 1st St and our Civic Center campus at 70 W Hedding St.)	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
26	SCL	SCL250240	VTA	Signal Improvements - Tasman East Design 2	Santa Clara Valley Transportation Authority (VTA) : Districtwide : Perform assessment/study of future improvements along the Tasman East line and establish priorities and procurenew signaling equipment for system resiliency	The project will prepare Tasman East for future improvements and for greater resiliency	Exempt (40 CFR 93.126) - Other - Planning and technical studies
27	SCL	SCL250241	VTA	San Carlos / Woz Way TSP	Santa Clara Valley Transportation Authority (VTA) : San Jose: San Carlos / Woz Way : Relocate TSP (traffic signal priority) detector for westbound light rail	Relocate the TSP (traffic signal priority) detector for westbound light rail vehicles at the Woz Way/San Carlos intersection, to trigger the service call earlier and reduce delays for westbound light rail vehicles	Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization projects
28	SCL	SCL250242	VTA	Traction Power Substation Replacement - Phase 4	Santa Clara Valley Transportation Authority (VTA) : VTA Five substations #18, #19, #20, #21, #22, are on Tasman West, and #23 on Tasman East and #11 is on Guadalupe's Lick Spur. : The scope of this project is to design, procure, install, and test the new traction power substations. The work includes removing the old substation and performing all necessary integrated testing to put the new substation into service.	This project consists of removal and replacement of seven existing traction power substations (TPSS) and the exterior platforms that have reached their end of life. Five substations#18, #19, #20, #21, #22, are on Tasman West, and #23 on Tasman East and #11 is on Guadalupe's Lick Spur.	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 structure)
29	SCL	SCL250243	VTA	Light Rail Station Rehabilitation FY26	Santa Clara Valley Transportation Authority (VTA) : Districtwide : The scope will include repainting, crack sealing, light pole replacement; replace tree grate; replace tactile warning band; replace fence; concrete repair; replace faded signs; replace shelter panels; and replace joint caulking.	Project will provide rehabilitation and repair of maintenance issues outlined in the condition assessment for various light rail stations.	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 structure)

Review of the Regional Conformity Status for New and Revised Projects - Attachment A							*Note - New projects added since 9/25 meeting *Note - Active TIP Projects proposing to update Exemption Classification
#	County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Expanded Project Description	Project Type
30	SCL	SCL250244	VTA	Bridge Structure Repairs FY26/27	Santa Clara Valley Transportation Authority (VTA) : Districtwide : This project will provide funding for corrective work as necessary on VTA's bridges and structures to follow CaliforniaPublic Utilities Commission (CPUC) regulations	Biennial inspection of the VTA Light Rail Bridge and Structure has been completed in accordance with CPUC requirements. The findings indicate that several structures show defects that require further investigation or corrective actions. This project will address the cause and provide an appropriate corrective work necessary to be in compliance with CPUC regulations.	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 structure)
31	SCL	SCL250245	VTA	ADA Upgrades at Facilities FY26/27	Santa Clara Valley Transportation Authority (VTA) : Districtwide : Modify and upgrade ADA non-compliant items at various VTA facilities to bring them up to current ADA codes and fullycompliant.	This project will modify, construct and mitigate ADA non-compliant items at various passenger facilities (including transit centers, park-n-rides and bus stops) and at Administrative and Maintenance, and Operating Facilities to bring facilities up to current code and fully complaint. Sample items for upgrading include parking stalls, striping and signage, ramps, walkways, stairs/steps, restroom facilities, corridors, entrances, doors.	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 structure)
32	SCL	SCL250246	VTA	VTA Cybersecurity	Santa Clara Valley Transportation Authority (VTA) : Districtwide : Enhance cybersecurity for VTA's Enterprise, BSVII, and SCADA by protecting operational networks and critical systems from ransomware, insider, and nation-state threats to ensure uninterrupted transit service	Procurement of advanced hardware, software, professional services, and implementation to secure VTA's Enterprise, BSV Phase II, and SCADA networks, which form part of the agency's critical transportation infrastructure. In compliance with TSA Security Directive 1582-21-01, this project fortifies cyber resilience across operational technology (OT), Internet of Things (IoT) devices, and business systems. It addresses a broad spectrum of threats—including ransomware, insider threats, state-sponsored attacks, and disruptions targeting industrial control systems—ensuring the confidentiality, integrity, and availability of essential transit operations. By enhancing network monitoring, threat detection, and incident response, the project safeguards operational continuity, protecting employees, customers, and the public from potentially severe service disruptions and safety risks	Exempt (40 CFR 93.126) - Mass Transit - Purchase of office, shop, and operating equipment for existing facilities
33	SCL	SCL250247	VTA	Expand VTA's North Yard for Electric Bus	Santa Clara Valley Transportation Authority (VTA) : VTA North Division Yard : Design and construction of hydrogen storage and dispensing infrastructure, along with necessary facility upgrades and modifications to support a mixed fleet of fuel-cell electric (FCEB), battery-electric (BEB), and diesel-hybrid buses at North Division	This project will provide the necessary infrastructure and facility upgrades at North Division to comply with the Innovative Clean Transit (ICT) regulation enacted by the California Air Resources Board (CARB), which mandates 100% zero-emission fleets by 2040. Key components include infrastructure and equipment for hydrogen storage and dispensing and bus charging infrastructure. Facility upgrades will include upgrades and replacement of facility elements necessary to safely operate and maintain a mixed-fleet of bus technologies, including diesel-hybrids, battery-electric (BEB), and fuel-cell electric (FCEB) buses	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 structure)

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

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#	County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Expanded Project Description	Project Type
34	SCL	SCL250253	VTA	Replace (27) Paratransit Vehicles with New Cutaway	Santa Clara Valley Transportation Authority (VTA) : Districtwide : This project will replace existing fleet units that have exceeded their FTA-defined useful life of 4 years and/or 100,000miles	This project will replace existing fleet units that have exceeded their FTA-defined useful life of 4 years and/or 100,000 miles, resulting in increased downtime, higher maintenance costs, and reduced service reliability. Each vehicle will be equipped with a wheelchair lift/ ramp, securement systems that meet ADA requirements, in-vehicle technology including a public announcement system, and agency graphics to meet revenue service requirements. The vehicles will have a modified floorplan to accommodate up to 10 occupants including operator, 3 WC & 2AM or 6AM with a side-mounted lift with a capacity of at least 1000lbs.	Exempt (40 CFR 93.126) - Mass Transit - Purchase of support vehicles
35	SCL	SCL250257	VTA	I-880 Express Lanes (SR 237 to US 101)	Santa Clara Valley Transportation Authority (VTA) : I-880 from SR 237 to US 101 : Santa Clara County : On I-880, continue to implement a roadway pricing system by converting theexisting carpool lanes to express lanes from the US 101/I-880 interchange to the Alameda County line in Santa Clara County.	Santa Clara County : On I-880, from US 101 to the Santa Clara/Alameda County line: Convert existing carpool lanes to HOV/express lanes.	Non-Exempt (N/A) - N/A
36	SCL	SCL250258	VTA	Silicon Valley Express Lanes - US 101 South County	Santa Clara Valley Transportation Authority (VTA) : US 101 from the Santa Clara/San Benito County line to Cochrane Road in the City of Morgan Hill : Santa Clara County : On US101, widen existing freeway to add a new HOV/express lane in each direction from the Santa Clara/San Benito County line to Cochrane Road in Morgan Hill.	Santa Clara County : On US 101, from the Santa Clara/San Benito County line to Cochrane Road in the City of Morgan Hill: Construct new HOV/express lanes.	Non-Exempt (N/A) - N/A
37	SCL	SCL250259	VTA	Fiber Optic Replacement Phase 2 FY26	Santa Clara Valley Transportation Authority (VTA) : Districtwide : The scope of work is to design, procure, install, and perform all integrated testing for the removal of the existing fiber optic network and its replacement with a higher-capacity fiber system.	This project will replace the fiber optic network along the Tasman West Light Rail line between Whisman Station and Baypointe Station. Tasman West fiber optic was installed in the 1980s, and it has reached its 25 years end of life. The current system consists of 24 strands at maximum capacity, and it requires frequent maintenance. This network is the backbone for all the SCADA and other equipment installed on the line, such as CCTV and signal systems.	Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and communications systems
38	SCL	SCL250260	VTA	Rail Replacement and Rehabilitation FY26	Santa Clara Valley Transportation Authority (VTA) : Districtwide : Scope includes further rehab of various track components (such as replacing ties, ballast, and special trackwork) and repair/replacement of grade crossings with embedded rail	This project is part of an on-going program to ensure the light rail track infrastructure is safe, reliable and in an enhanced state of good repair	Exempt (40 CFR 93.126) - Mass Transit - Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way

Review of the Regional Conformity Status for New and Revised Projects - Attachment A							*Note - New projects added since 9/25 meeting *Note - Active TIP Projects proposing to update Exemption Classification
#	County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Expanded Project Description	Project Type
39	SCL	SCL250261	VTA	Capital Paving Program	Santa Clara Valley Transportation Authority (VTA) : Cerone division and five (5) Park and Ride lots : The scope of work will include site preparation, pavement repairs, tack coat application, asphalt Overlay/Re-Surfacing, finishing work, and site cleanup	This project will include re-surfacing the main bus yard at Cerone and five (5) Park and Ride lots along the system. Paving maintenance is critical to maintaining all VTA paved assets and keeping them in a state of good repair.	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)
40	SCL	SCL250262	VTA	Bus Wheel Lift Replacement	Santa Clara Valley Transportation Authority (VTA) : Cerone Division : The scope of work will include the inspection of existing lifts, maintenance bay conditions and utilities, removal of the existing bus lifts, installation of new bus lifts, testing, and commissioning. The goal is to ensure safe, efficient, and code-compliant lift operations for servicing buses.	This project will replace the bus lifts in the maintenance bay of Cerone Division Building G by disconnecting, removing and disposing of the existing bus lifts and installing new lifts according to manufacturer specifications.	Exempt (40 CFR 93.126) - Mass Transit - Purchase of office, shop, and operating equipment for existing facilities
41	SCL	SCL250263	VTA	Capital Roof Replacement	Santa Clara Valley Transportation Authority (VTA) : Cerone and Guadalupe divisions : Activities will include site inspection, verify existing roof conditions, removal of existing roof, installation of new roof system, and final inspections.	This project will recover roofs at VTA's Cerone Bus Division Building A and Building D, the expansion area over the Overhaul and Repair Building, Guadalupe Light Rail Division Buildings, D, F, and K, and the installation of various shelter canopies at the Cerone, Chaboya, and North Bus Divisions. Maintaining and routinely replacing roofing structures of all VTA assets is critical to maintaining assets in a state of good repair.	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)
42	SCL	SCL250264	VTA	Capital Painting Program	Santa Clara Valley Transportation Authority (VTA) : Guadalupe and Cerone Divisions : The scope of work outlines the requirements, responsibilities, and deliverables for painting the exterior surfaces of various buildings owned by VTA. The objective is to provide a durable, uniform, and aesthetically consistent finish that enhances both protection and appearance of the facility. Activities include surface preparation, exterior painting, finish, and cleanup.	This project will include exterior painting for the Guadalupe Light Rail Division Building A and Cerone Bus Division Building C. The Painting Management Program is a long-term preventive maintenance program that extends the useful life of the buildings to keep them in a state of good repair.	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

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#	County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Expanded Project Description	Project Type
43	SF	SF-250211	San Francisco	Smart and Integrated Management and Fleet Charging	San Francisco City/County : SFMTA - Woods Yard Facility : SFMTA will prototype an AI-powered system at Woods Yard to automate dispatch, track buses in real time, and managecharging for 24 BEBs and 200 hybrids, scaling to all yards during fleet transition.	The SFMTA must automate its yard management and implement a charge management system to successfully transition to a fully electric bus fleet while we operate a mixed fleet for foreseeable future. To begin this process, the SFMTA will develop a prototype of an automated and integrated system for managing bus depot activities including automating dispatch function and provide real-time visibility of buses in the yards to our operations and maintenance to successfully manage and charge its fleet using AI. The prototype will be developed for the Woods Yard where there are currently 12 and soon will be 24 battery electric buses in addition to over 200 hybrid diesel buses and then applied to all remaining bus yards as they transition to battery electric buses while operating mixed fleet	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)
44	SF	SF-250210	SFMTA	Lincoln Way Traffic Signals	San Francisco City/County : 45th Avenue/Lincoln Way and La Playa Street/Lincoln Way : Install new signals at 45th/Lincoln and La Playa/Lincoln. Includes poles, countdowns,accessible signals, and curb ramps.	The project will construct new traffic signals at 45th Avenue/Lincoln Way and La Playa Street/Lincoln Way to improve safety and right-of-way allocation, and to reduce vehicle and transit delays associated with the closure to restrict vehicles on Great Highway due to the passage of Proposition K in November 2024. The scope of work includes all necessary signal infrastructure including new 12” signal heads and mast arms, new signal poles, pedestrian countdown signals, accessible pedestrian signals, and related infrastructure such as curb ramps	Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections
45	SM	SM-250224	Burlingame	Old Bayshore Highway Safety and Economic Revitaliz	San Mateo County : Old Bayshore Highway : Improvements to: roadway pavement, street intersections, sidewalk accessibility, bike lanes, traffic calming measures, streetlighting, andtransit stop enhancements.	The Old Bayshore Highway Safety and Economic Revitalization Project will include redesign and engineering of the Old Bayshore Highway Corridor. This will include but not limited to improvements to: roadway pavement quality, street intersections, sidewalk accessibility, bike lanes, traffic calming measures, streetlighting, and transit stop enhancements	Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation
46	SM	SM-250227	East Palo Alto	East Palo Alto/San Mateo Co. Regional EV Charging	East Palo Alto : Various locations in East Palo Alto/San Mateo County : Installation of publicly accessible electric vehicle (EV) charging stations across East Palo Alto and San Mateo County	The San Mateo County Regional EV Charging Project will include the installation of 66 publicly accessible electric vehicle (EV) charging stations across East Palo Alto, San Carlos, Half Moon Bay, and Portola Valley. Our strategic siting prioritizes areas near multi-unit housing (MUH), transit-oriented communities (TOCs), and neighborhood hubs. 24 of these chargers will be installed in East Palo Alto	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

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#	County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Expanded Project Description	Project Type
47	SM	SM-250221	Half Moon Bay	Half Moon Bay/San Mateo Co. Regional EV Charging	Half Moon Bay : Various locations in Half Moon Bay/San Mateo County : Installation of publicly accessible electric vehicle (EV) charging stations across Half Moon Bay and San Mateo County	The City of Half Moon Bay/San Mateo County Regional EV Charging Project will include the installation of publicly accessible electric vehicle (EV) charging stations across East Palo Alto, San Carlos, Half Moon Bay, and Portola Valley to support the County's transition to zero-emission transportation. This application represents an individual jurisdictional effort that is a part of a coordinated, county-wide approach. A total of 66 publicly available charging stations will be deployed across the county, including 62 Level 2 Chargers and 4 DC Fast Chargers (DCFC), at strategically selected locations. Within Half Moon Bay, there will be 17 Level 2 Chargers installed in six different sites throughout the City of Half Moon Bay	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
48	SM	SM-250225	Portola Valley	Portola Valley/SM County Regional EV Charging	East Palo Alto,Half Moon Bay,Portola Valley,San Carlos : Various locations in Portola Valley and San Mateo County : Installation of publicly accessible electric vehicle (EV) charging stations across Portola Valley and San Mateo County	The San Mateo County Regional EV Charging Project will include the installation of publicly accessible electric vehicle (EV) charging stations across East Palo Alto, San Carlos, Half Moon Bay, and Portola Valley to support the County's transition to zero-emission transportation. A total of 66 publicly available charging stations will be deployed across the county, including 62 Level 2 Chargers and 4 DC Fast Chargers (DCFC), at strategically selected locations. Within Portola Valley, there will be 7 Level 2 Chargers installed.	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
49	SM	SM-250222	San Carlos	San Carlos/San Mateo County Regional EV Charging I	San Carlos : Various locations in San Carlos/San Mateo County : Installation of publicly accessible electric vehicle (EV) charging stations	The San Mateo County Regional EV Charging Project will include the installation of publicly accessible electric vehicle (EV) charging stations across East Palo Alto, San Carlos, Half Moon Bay, and Portola Valley to support the County's transition to zero-emission transportation. A total of 66 publicly available charging stations will be deployed across the county, including 62 Level 2 Chargers and 4 DC Fast Chargers (DCFC), at strategically selected locations. The San Carlos project includes a total of 18 publicly available chargers.	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
50	SON	SON250204	Son Co Transit	Sonoma County Transit: 40' Bus Replacement	Sonoma County Transit : Districtwide : Replace 40' buses that have reached the end of their useful life.	Replace 40' buses that have reached the end of 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
51	VAR	VAR250210	ACTC	I-680 Express Lane Striping and Signing	Alameda County,Santa Clara County : I-680 from Auto Mall Parkway (ALA PM 4.0) to SR-237/Calaveras Boulevard (SCL PM7.6) : Modify striping and signage to transition fromexpress lane to High-Occupancy Vehicle (HOV) lane	The project will modify striping and signage to transition the existing I-680 southbound express lane to a High-Occupancy Vehicle (HOV) lane. Improvements include modifications to existing express lane signage, addition of new signage, pavement striping modifications, and removal of unused toll infrastructure.	Exempt (40 CFR 93.126) - Safety - Pavement marking

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

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#	County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Expanded Project Description	Project Type
52	VAR	VAR250204	Caltrain	Caltrain Grade Crossing Improvements	Caltrain : San Francisco, San Mateo, and Santa Clara Counties. : The program will provide immediate benefits to rail service and surrounding communities by improving safety, security and mobility for all users—motorists, bicyclists, pedestrians, and Caltrain passengers. Projects may include rapid-deployment measures such as intrusion detection systems, solar lane markers, delineators, and pavement markings, as well as broader upgrades including lighting, drainage improvements, quad gates, and queue mitigation strategies	The Grade Crossing Improvements program includes the coordination, planning, design and delivery of at-grade safety, security, mobility and operational enhancement projects at existing at-grade crossings in San Francisco, San Mateo and Santa Clara Counties. This program aims at delivering immediate benefits for rail service and local communities by improving safety for all users, including vehicles, bicyclists, pedestrians, and Caltrain passengers. The projects delivered as part of the program include, but are not limited to, the deployment of rapid improvements such as intrusion detection, solar lane markers, delineators, and pavement markings, as well as other improvements such as lighting, drainage improvements, quad gates, queue mitigations, etc. Caltrain has assessed all existing at-grade crossings using evaluation criteria related to existing safety conditions including rail incidents and street incidents within 250 feet of the crossings, and prioritized work for 41 crossings on Caltrain right-of-way. This scope will support work at multiple crossings, in alignment with the program's priorities and local funding availability. The scope also includes priorities reassessment activities and administration of the program.	Exempt (40 CFR 93.126) - Safety - Railroad/highway crossing
53	VAR	VAR250206	MTC	BBF: I-80 HOV Lane Access Restrictions	Alameda County,Contra Costa County : I-80 in Alameda and Contra Costa counties : The project proposes to designate some segments of the HOV lane as restricted, using double white lines to indicate that it is illegal to enter and exit the lane. The purpose of access restrictions is to improve the operations of the HOV lane.	The Project proposes to evaluate and implement access restrictions along the existing HOV lanes on the I-80 corridor between the San Francisco Oakland Bay Bridge and the Carquinez Bridge. The project proposes to designate some segments of the HOV lane as restricted, using double white lines to indicate that it is illegal to enter and exit the lane. The purpose of access restrictions is to improve the operations of the HOV lane	Exempt (40 CFR 93.126) - Safety - Pavement marking
54	VAR	VAR250207	MTC	SM&SCL US 101 Optimized Corridor Operations	San Mateo County,Santa Clara County : US 101 in San Mateo and Santa Clara Counties : Implement near-term strategies to integrate and optimize corridor operations, including data sharing platform and system integration. Toll credits will be used for CMAQ funds	Along the US 101 corridor in San Mateo and Santa Clara Counties: Implement near-term strategies to integrate and optimize corridor operations, including data sharing platform and system integration. The US 101 corridor serves an integral role in the Bay Area transportation network. The goal of this project is to develop and implement strategies to integrate the various existing and planned ITS/operational infrastructure to improve the corridor operational performance. The existing ITS/operational infrastructure includes adaptive ramp metering, express lanes, incident management, and others. The project may also evaluate opportunities to integrate operations with key parallel arterial	Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization projects

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

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#	County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Expanded Project Description	Project Type
55	VAR	VAR250208	MTC	BBF I-80 Localized Transit/HOV Strategies	lameda County,Contra Costa County : Various on-ramp locations along I-80 in Alameda and Contra Costa counties between University Avenue and SR-4. : As part of the Bay Bridge Forward 2020 program, the project proposes to implement transit signal priority and HOV preferential lane improvements at various on-ramp locations along I-80 in Alameda and Contra Costa counties between University Avenue and SR-4	As part of the Bay Bridge Forward 2020 program, the project proposes to implement transit signal priority and HOV preferential lane improvements at various on-ramp locations along I-80 in Alameda and Contra Costa counties between University Avenue and SR-4.	Exempt (40 CFR 93.126) - Safety - Traffic control devices and operating assistance other than signalization projects
56	VAR	VAR250209	MTC	Dumbarton Forward - Operational Improvement Projec	Alameda County,San Mateo County : On SR-84 along Dumbarton Bridge Corridor : Conversion of the existing outside shoulder on SR 84 I Bayfront Expressway to a PTBOL, which will operate in the westbound and eastbound directions along identified segments of the roadway during the morning and afternoon peak periods, respectively and implementation of an additional traffic signal phase at the Bayfront Expressway intersections with Marsh Road and Willow Road to accommodate a dedicated westbound left-tum phase for buses using the outside bus-only lane	Caltrans and the Bay Area Toll Authority proposes to implement a part-time bus-only lane (PTBOL) on SR 84/Bayfront Expressway to improve mobility between southern Alameda County and San Mateo County, incentivize bus use, increase person throughput, and reduce congestion along the Dumbarton Bridge corridor. The Project would complete operational improvements, including: Implement a contiguous preferential bus-only lane along the right side of Bayfront Expy in both directions, between Marsh Rd and the Dumbarton Bridge (< 3 mi), by use of signing, striping, and signals Operate the PTBOL in the WB direction during the AM peak period, and in the EB direction during the PM peak period, at a maximum speed of 35 mph (Note: the PTBOL is closed all other times). Implement an additional traffic signal phase at the intersections with Marsh Rd and Willow Rd, to accommodate a dedicated left-turn phase for buses (in the WB direction). Deploy Transit Signal Prioritization at the following five intersections: Marsh Rd, Chrysler Dr, Chilco St, and the two Facebook Wy intersections. Complete other minor improvements – relocations and/or protection of fixed objects, cold planing and overlaying pavement sections, modifying curb ramps and sidewalks	Non-Exempt (40 CFR 93.101) - Non-Exempt - Not Regionally Significant Project

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Memorandum

TO: Air Quality Conformity Task Force DATE: October 23, 2025

FR: Adam Noelting

RE: **Approach to the Conformity Analysis for Plan Bay Area 2050+**

Purpose

This memorandum is provided to support interagency consultation on the key assumptions and technical approach for the regional transportation conformity analysis of Plan Bay Area 2050+, the San Francisco Bay Area's long-range regional plan serving as its Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS). In accordance with federal transportation conformity regulations (40 CFR Part 93) and regional protocols (MTC Resolution No. 3757), this memo outlines the modeling framework, land use and transportation assumptions, emissions modeling methods, and applicable regulatory tests.

Background

Transportation conformity is a requirement of Section 176(c) of the Clean Air Act and applies in areas designated as nonattainment or maintenance for transportation-related National Ambient Air Quality Standards (NAAQS) pollutants.

Conformity ensures that federally supported transportation activities will not:

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

Requirements

Because the Bay Area is designated as nonattainment for certain federal air quality standards, MTC must prepare a regional emissions analysis as part of transportation conformity. This analysis ensures that the region's transportation plans and programs remain consistent with the strategies outlined in the State Implementation Plan (SIP) and continue to support progress toward meeting federal air quality requirements.

The table below summarizes the Bay Area's applicable pollutants, current designation status, conformity requirements, and relevant SIP elements.

Table 1. Summary of Applicable Air Quality Designations and Conformity Requirements for the Bay Area

Pollutant	*Designation Status*	*Conformity Requirement*	*SIP Element Used*
Ozone (2008 & 2015 8-hour)	Non-attainment	Budget test (2001 Ozone SIP)	2001 Ozone Attainment Plan (budgets approved by the EPA)
PM2.5 (24-hour)	Non-attainment	Baseline year test (interim emissions test)	No SIP budget submitted; 2008 selected as baseline year
Carbon Monoxide (CO)	Maintenance (expired 2018)	Not applicable (conformity no longer required)	2004 Limited Maintenance Plan (expired June 1, 2018)

Scope

MTC will conduct a new regional conformity analysis to conform the San Francisco Bay Area's long-range regional plan, Plan Bay Area 2050+ and re-conform the 2025 Transportation Improvement Program (TIP).

Conformity Test Methods

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

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

Modeling Tools

The analysis relies on MTC-ABAG's integrated regional modeling framework, which combines the Bay Area UrbanSim 2.6 (BAUS2.6) land use model with the Travel Model 1.6 (TM1.6) activity-based travel demand model.

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

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

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

- **Travel Modeling:** Travel Model 1.6 (TM1.6) is a regional, activity-based travel demand model used to simulate daily travel across the Bay Area. It forecasts how, when, and where people travel by accounting for trip purpose, time of day, travel mode, and destination. The model captures how travelers respond to regionally significant transportation projects and policies, quantifying the collective impact of individual decisions on the region's transportation networks.

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

  TM1.6 operates across 1,454 TAZs and relies on household and job projections from BAUS2.6 to define trip origins and destinations. The model's transportation networks incorporate regionally significant projects in Plan Bay Area 2050+, along with other planned investments and policy strategies. Outputs include key travel activity metrics such as vehicle miles traveled (VMT) by speed bin, time of day, and

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

county. These results are used as direct inputs into EMFAC, California's emissions modeling tool, to estimate on-road mobile source emissions through the plan horizon year.

TM1.6 is regularly updated. The current analysis uses MTC-ABAG's Travel Model 1.6 (version 1.6.128), released in May 2025, calibrated to 2015 and 2023 conditions (with 2023 representing a targeted calibration) and validated against both years.

Integrated Land Use and Travel Modeling

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

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

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

Analysis Assumptions

1. *Travel Forecasting and Modeling Assumptions*

As outlined above, this conformity analysis relies on an integrated set of regional models to estimate future travel activity and mobile-source emissions. The model base year reflects 2023 conditions for land use, transportation networks, and regional policies, and incorporates future growth forecasts and planned changes to the

transportation system and policy framework consistent with the strategies in Plan Bay Area 2050+.

2. *Latest Planning Assumptions:*

- **Socioeconomic Forecasts:** The socioeconomic assumptions used in this analysis are based on the regional growth forecast for Plan Bay Area 2050+, developed and adopted by MTC and ABAG. These forecasts—summarized in the Table below—provide projections of population, employment, households, and housing units through the year 2050, and serve as core inputs to the region's land use and travel demand models.

  As described in the "Modeling Tools" section, BAUS2.6 allocates the regionwide growth forecast to specific traffic analysis zones (TAZs), providing the spatial distribution of future population, employment, households, and housing units.

Table 2. Plan Bay Area 2050+ Regional Growth Forecast (1000s)

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

- **Other Planning Assumptions:** The table below summarizes the key assumptions, and their sources used in the emissions analysis.

Table 3. Planning Assumptions Used in this Conformity Analysis

Planning Assumption	*Assumption Source*	*Base Year*
Population & Employment Growth	ABAG-MTC Regional Forecast	2023
Land Use & Development	Census, BAUS2.6	2023
Fuel & Auto Operating Costs	ABAG-MTC	2023
Mode Share & Travel Behavior	Travel Model 1.6	2023
Traffic Growth & VMT	Travel Model 1.6	2023
Induced Demand & Congestion Effects	BAUS2.6, Travel Model 1.6	2023
Fleet Composition & Age	EMFAC 2021	2023
Emissions Control Measures	SIP (CARB Policies)	2021

3. *Emissions Modeling – EMFAC2021*

EMFAC2021 is California's official mobile-source emissions model, developed by CARB and approved by the U.S. EPA for use in State Implementation Plans (SIPs) and

transportation conformity analyses. It reflects California-specific vehicle fleet characteristics, emissions control programs, and environmental conditions.

For this analysis, EMFAC2021 was used to estimate county-level emissions by pollutant and by year, consistent with the Bay Area's air quality designations. Inputs to the model include VMT by speed bin, time of day, and county, generated by TM1.6, along with EMFAC defaults for fleet mix, vehicle age, seasonal adjustments, and state regulatory programs.

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

4. Analysis Years

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

Table 4. Summary of Analysis Years by Pollutant

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

5. Key Regionally Significant Projects/Network Assumptions

Regionally significant projects from Plan Bay Area 2050+ are incorporated into TM1.6 to capture how system capacity and travel behavior evolve over time. These include major roadway and transit investments—such as new roads, added freeway or express lanes, and large-scale transit expansions—as well as policy strategies that influence travel choices, including usage-based freeway pricing, congestion pricing in San Francisco, and coordinated transit fares.

Projects are added into the model based on their expected "open-to-traffic" year, allowing the model to represent the transportation network in place at each analysis year. This ensures emissions are estimated based on the facilities and services reasonably expected to be available at that time. The scope and assumptions for these projects are based on current planning and are not expected to change prior to adoption of Plan Bay Area 2050+.

The following table summarizes the changes in modeled network capacity by analysis year.

Table 5. Modeled Network Capacity

Facility Type	*2023*	*2030*	*2040*	*2050*
Freeway Lane-Miles	5,057	5,173	5,187	5,190
Priced Freeway Lane-Miles	14%	20%	100%	100%
Freeway Ramps	665	671	677	677
Expressway Lane-Miles	1,096	1,116	1,145	1,144

Facility Type	*2023*	*2030*	*2040*	*2050*
Arterial Lane-Miles	8,657	8,614	8,638	8,580
Collector Lane-Miles	5,508	5,507	5,519	5,519
Total Roadway Lane-Miles	***20,983***	***21,082***	***21,165***	***21,110***
Local Bus Seat-Miles	9,176,800	10,593,900	11,924,700	12,786,000
Express Bus Seat-Miles	1,456,700	1,872,200	2,624,700	2,890,600
Light Rail Seat-Miles	1,921,600	2,209,500	2,964,600	3,172,800
Heavy Rail Seat-Miles	12,522,900	20,214,300	21,113,900	21,199,200
Commuter Rail Seat-Miles	5,494,900	6,170,000	7,322,300	7,322,300
Ferry Seat-Miles	852,100	1,460,700	1,990,700	2,148,800
Total Transit Seat-Miles	***31,425,000***	***42,520,500***	***47,940,900***	***49,519,800***

6. Status of TCM Implementation

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

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

7. Financial Constraints

Plan Bay Area 2050+ is required to be financially constrained, meaning that forecasted expenditures must not exceed reasonably anticipated revenues. The plan's revenue assumptions, which support this analysis, were previously shared with the Task Force in 2024 and are included as an attachment to this document.

8. Interagency and Public Consultation

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

Attachment A

Table 6. Draft Schedule for the Transportation Air Quality Conformity Analysis for the Plan Bay Area 2050+

Activity	*Timeline*
MTC Staff Conducts Technical Analysis & Report Preparation	June 2025
Provide Update on Draft Conformity Analysis with AQCTF	July 24, 2025
Conformity Task Force Reviews Conformity Approach	October 23, 2025
Release Draft Conformity Analysis for Public Review and Begin Public Comment Period	November 18, 2025
End of Public Comment Period	December 18, 2025
AQCTF Briefing on Responses to Comments	January 22, 2026
MTC Committee Approval	TBD
MTC Commission Approval	TBD
Expected FHWA/FTA Final Approval of Plan Bay Area 2050+ AQ Conformity Analysis	TBD

Attachment B

Plan Bay Area 2050+ Final Blueprint: Transportation Element Final Needs & Revenue Forecast

https://planbayarea.org/digital-library/plan-bay-area-2050-final-blueprint-transportation-final-needs-and-revenue-forecast

Meeting Notes

Air Quality Conformity Task Force Meeting
Metropolitan Transportation Commission

Date: September 25, 2025
Time: 9:30 AM PST
Location: Virtual (Zoom)
Facilitator: Adam Noelting, MTC
Attendees:

- Roxana Sierra, EPA Region 9
- Jasmine Amanin, FHWA CA
- Alexander Smith, FTA
- Erika Vaca, Caltrans HQ
- Jennifer Ashby-Camp, Caltrans HQ
- Kevin Hernandez Rios, Caltrans HQ
- Nick Compin, Caltrans HQ
- Noe Puente, Caltrans HQ
- Cid Chiu, Caltrans D4
- Shilpa Mareddy, Caltrans D4
- Anthony Taylor, MTC
- John Salee, MTC
- Alesia Lau, Bay Area Air District
- Eden Winniford, Yolo-Solano Air Quality Management District
- Bryan Bautista, City of Pacifica
- Roland Yip, City of Pacifica
- Stephanie Hu, CCTA
- Chris Barney, SCTCA
- David Ripperda, SCTCA
- Seana Gause, SCTCA
- Lynn McIntyre, AECOM
- Maria Sedghi, AECOM
- Nikita Subramanian, AECOM
- Francis Lo, Baypac Consult Inc
- Laura Comstock, GPA Consulting
- Savannah Marburger, GPA Consulting
- Brian Bacciarini, GHD
- Chryss Meier, GHD
- Michael Pitcock, GHD
- Ben Tripousis, HNTB
- David Loftus, HNTB
- Fatemeh Mohammadshirazi, HNTB
- Rosanna McGuire, HNTB

Key Discussion Points and Actions

1. **Welcome and Introductions**
   - Adam Noelting (MTC) opened the meeting and welcomed attendees.

2. PM2.5 Project Conformity Interagency Consultations

a. Consultation to Determine Project of Air Quality Concern Status

ii. SR 121 at 8th Street East Intersection Improvement (Sonoma):

- **Presenter:** Brian Bacciarini (GHD) and Michael Pitcock (GHD)
- **Discussion:** The task force reviewed the project and agreed it is not a project of air quality concern.
- **Determination:** EPA and Caltrans concurred that the project was not a project of air quality concern.
- **Follow up Action:** MTC to submit concurrence email.

iii. CCJPA SR84 Intermodal Bus Facility

- **Presenter:** Ben Tripousis (HNTB) and Rosanna McGuire (HNTB)
- **Discussion:** The task force reviewed the project and agreed it is not a project of air quality concern.
- **Determination:** EPA and FTA concurred that the project was not a project of air quality concern.
- **Follow up Action:** MTC to submit concurrence email.

iv. Manor Drive Overcrossing and Milagra On Ramp

- **Presenter:** Lynn McIntyre (AECOM)
- **Discussion:** The task force reviewed the project and agreed it is not a project of air quality concern.
- **Determination:** EPA and FHWA concurred that the project was not a project of air quality concern.
- **Follow up Action:** MTC to submit concurrence email.

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

Presenter: Adam Noelting (MTC) and John Saelee (MTC)

Discussion: The task force reviewed a list of six projects. MTC staff highlighted the Innovate680 project, which has revised its scope, including additional exempt elements.

Determination: EPA, FHWA, and Caltrans confirmed that the reviewed projects were exempt from regional air quality conformity.

Follow up Action: MTC to submit concurrence emails.

3. Regional Air Quality Conformity Review

- **Presenter:** John Saelee (MTC)
- **Discussion:** The task force reviewed a list of proposed new TIP projects and along with their proposed regional air quality conformity exemption classifications. MTC staff clarified that the purpose of this item was to solicit initial feedback on staff's initial recommendations for projects exempt from regional conformity and their exemption classification. In accordance with federal interagency consultation procedures for project-level conformity, project sponsors will still be required to request formal concurrence at a future Task Force meeting. EPA, FHWA, and Caltrans staff noted that the project list was relatively long this month, and they were unable to review all of the items. EPA staff suggested that, for future meetings, it would be helpful to indicate which projects are new and which represent scope revisions, when applicable. The

task force confirmed that the projects reviewed were exempt from regional conformity. MTC staff will bring this item back next month for additional feedback.

4. Consent Calendar

- **Discussion:** The Task Force reviewed the August 28, 2025, meeting summary. With no comments received, the summary was accepted as final.

5. Other Items

- **Discussion:** MTC staff noted that the team is nearing the release of the draft regional long-range plan, Plan Bay Area 2050+, along with its Draft Environmental Impact Report. Staff also indicated their intent to present the proposed approach for the plan's regional conformity analysis at the October meeting.

Next Meeting:

- **Date:** October 23, 2025
- **Time:** 9:30 AM PST
- **Location:** Virtual