

**Air Quality Conformity Task Force  
Summary Meeting Notes  
September 22, 2011**

Attendance:

Mike Brady – Caltrans

Dick Fahey – Caltrans

Stew Sonnenberg– FHWA

Matt Haynes – Fehr and Peers

Garrett Low – HQE

Janet Adams – STA

Scott Steinwert – Circlepoint/STA/TAM

Kevin Fehon– DKS Associates

Bill Whitney - TAM

Stefanie Hom - MTC

Ashley Nguyen – MTC

Brenda Dix - MTC

Sri Srinivasan - MTC

- 1. Welcome and Self Introductions:** Brenda Dix (MTC) called the meeting to order at 9:45am. See attendance roster above. Representatives from EPA and FTA were not able to join in the call. In their absence, the Task Force decided to consult on the projects on the agenda and to receive follow up consensus from the absent federal partners following the meeting.
- 2. PM<sub>2.5</sub> Interagency Consultations:** To begin the interagency consultations for PM<sub>2.5</sub> project level conformity, Brenda Dix (MTC) asked each project sponsors to give a brief overview of the project prior to opening up the project for questions by the Task Force.

***POAQC Status Determinations***

***Solano Transportation Authority (STA): Redwood Parkway – Fairgrounds Drive Improvements***

Garrett Low (HQE), working with STA on the project, explained that the project is located in Vallejo between Route 80/Redwood Parkway interchange and Route 37/Fairgrounds Drive. The project consists of interchange improvements to both Redwood Parkway and Fairgrounds Drive. At Redwood the project will remove the east span hook ramps and replace them with a traditional diamond interchange. The project will also separate the current 5 legged intersection at the west bound I-80 off-ramp and Fairground drive. At Route 37/Fairground Drive the improvements will accommodate widening Fairground drive to realign the intersection, adding one lane in each direction up to Coach Lane and from Coach Lane to Route 37 a lane will be added only in the north bound direction. Left and right turn pockets will also be added. The project is mostly a safety and operations project to eliminate non-standard details.

Scott Steinwert (CirclePoint) went over the truck volumes in Table 6. He emphasized that Table 6 contains the correct numbers and that in the summary above the table, the numbers were incorrectly added and should be ignored.

Kevin Fehon (DKS) said the traffic volumes are based on 7% of the traffic being trucks as a worst case estimate. On Fairground and on Redwood the worst case estimate goes to 1,800 trucks.

Scott said that this project is not a POAQC because it is primarily an operational improvement, the truck traffic is significantly below the standard, and there is little to no change between project and no-project conditions.

Mike Brady (Caltrans) asked if the change in land use due to the conversion of the Fairgrounds to commercial/residential would affect the traffic levels.

Scott stated that the county and city have long range plans for redevelopment of the property. The traffic analysis assumes these changes in land use based on the current planning process.

Mike questioned why there still was not a change in traffic. Janet Adams (STA) clarified that if the Fairgrounds are developed, there would still be an area for fairs, and an event center which would not contribute to the current peaks.

Kevin added that the Fairgrounds redevelopment is assumed in both the build and no build.

Dick Fahey (Caltrans) asked for clarification on whether Table 6 is build or no build and asked to see the difference between the two. Kevin stated that the changes between build and no build are so small that they are within the margin of error of the model so Table 6 really represents both build and no build.

FHWA and MTC had no questions on the project.

Ginger Vagenas (EPA) and Ted Matley (FTA) offered email comments following the meeting stating that this project is not a POAQC.

***Final Determination:*** FHWA, Caltrans, EPA, FTA, and MTC concurred that this project is not a POAQC.

*Transportation Authority of Marin (TAM): Highway 101 Greenbrae/Twin Cities Corridor Improvements Project*

Bill Whitney (TAM) presented an overview of the project. He stated the project consists of operational safety improvements along 101 from Greenbrae to Tamalpais interchange. Sir Francis Drake currently provides access to the 101 where there is a 1,000 foot weave with severe congestion. The project proposes to improve the merge condition by separating the ramps to a braided ramp. Traffic headed to the Fifer/Wornum area to the west of 101 will go up and over the on-ramp to the 101 from Sir Francis Drake and be brought down to Wornum. Travelers going east bound on Sir Francis Drake will continue to use the crossing over Corte Madera creek and will go underneath the braid to access 101. The project also proposes an auxiliary lane from the onramp at Sir Francis Drake to Tamalpais which is approximately 1 mile long. The community has been very engaged in developing the project and the project is using context sensitive design. The community is generally supportive of the project.

Northbound poses similarly difficult weave conditions where traffic getting off at Sir Francis Drake has a conflict with traffic accessing the highway at Industrial Drive. The

project proposes to add new on and off ramps at Wornum by adding an auxiliary lane from Tamalpais to Wornum drive with a new intersection and an on-ramp at Wornum. The project proposes a separated off-ramp to direct traffic to the bridge and Sir Francis Drake with a separated collector road to eliminate the on/off conflict.

The project is also multi-modal. There will be widening of the existing multi-use path across Corte Madera creek to full Class 1 standards. The path will go to Wornum drive where it will intersect existing Class 1 paths. Northbound there will be a Class 1 path along Old Redwood Highway to bring users over the creek. They will also add a structure onto Corte Madera to increase the existing path from 3.5 feet to a 12 foot multi-use path.

The bus stops will be relocated to be more accessible and comply with ADA standards.

Matt Haynes (Fehr and Peers) went over the traffic assumptions. Currently 101 has balanced northbound and southbound traffic. At Wornum drive there are the highest volumes so that segment was used as the sample location for project conditions. During AM peak counts in 2006 the northbound and southbound peak summed to between 11,000 to 12,000 vehicles, extrapolated to a daily amount that is about 120,000 vehicles /day. Since 2006 there was an HOV gap closure north of the study area which has resulted in a 10-15% increase in daily traffic. The traffic numbers have been updated accordingly to about 140,000 ADT. In 2035 for build and no build there is an increase in traffic. This is summarized in Tables 2 and 3 with a summed total of between 16,000 and 16,500 peak hour volumes. In build it goes down about 1% due to the ramp changes. The ADT is about 162,000. Light duty trucks are less than 1% of daily traffic and heavy trucks make up 1.6% northbound and 2.6% southbound. There are about 34,00 trucks per day in no build which drops by 1% in build conditions to just under 34,00 trucks/day.

Scott stated this is not a POAQC because it is primarily operational improvements with no main line capacity improvements. While there is high ADT, the truck percentages are very low and there are very little changes between build and no build.

Dick Fahey (Caltrans) asked for the ADT and truck volumes in build vs no build since it was not in the packet. Matt handed out a summary table of this information.

Dick asked about the surrounding land uses. Scott clarified that it is mostly commercial with two small residential areas and a mobile home park.

Mike Brady (Caltrans) asked if there are any issues with the mobile home park or houseboats? Bill stated that those residents are supportive of the project since it decreases volumes on Old Redwood Highway. Scott also said that the bus stops are currently at Industrial and Fifer which is right on the highway with a pedestrian overcrossing linking the two. The project will move the bus stops to Wornum which is more useful for the residents with an undercrossing that is much safer.

Mike asked what is happening with the pedestrian overcrossing. Bill answered that the overcrossing will be removed since it is not ADA compliant and users will be directed to the Wornum undercrossing which is much safer and improves access for the high school users.

Stew asked how long the auxiliary lanes are. Bill clarified that the auxiliary lane would go from the Sir Francis Drake onramp southbound to Tamaplais which is a half mile. Bill also clarified that it would be striped as an auxiliary lane not as a general purpose lane. Northbound the auxiliary lane picks up at Tamalpais and continue less than a half mile to the Wornum off-ramp. Then Wornum splits off to become a collector ramp to Sir Francis Drake.

Mike asked about the auxiliary lane ending at Tamaplais. Bill stated that there is a dropped lane at Tamalpais to move users onto the mainline but the auxiliary does not continue on.

Brenda and Ashley had no questions on the project and stated their belief that the project is not a POAQC. Brenda said she would follow up with EPA and FTA and attach the newly provided ADT table to the packet.

Ginger Vagenas (EPA) and Ted Matley (FTA) offered email comments following the meeting stating that this project is not a POAQC.

**Final Determination:** FHWA, Caltrans, EPA, FTA, and MTC concurred that this project is not a POAQC.

#### ***PM<sub>2.5</sub> Conformity Exempt List Review***

Brenda stated that there were 4 project o the exempt list. Three bike/ped projects and one street scaping project. She asked for questions on any of these projects.

Mike, Stew, Dick, and Brenda had no issues with the codes identified.

Ginger Vagenas (EPA) and Ted Matley (FTA) offered email comments following the meeting stating that the codes identified for the projects on the exempt list are correct.

**Final Determination:** FHWA, Caltrans, EPA, FTA, and MTC concurred that the projects on the exempt list are exempt from project level PM 2.5 conformity.

### **3. Consent Calendar**

Brenda (MTC) asked for questions on any items on the exempt calendar.

There were no questions on any items on the consent calendar.

Via email, Ginger (EPA) and Ted (FTA) approved the items on the consent calendar.

**Final Determination:** All items on the consent calendar were approved by FHWA, Caltrans, EPA, FTA and MTC.

### **4. Other Business/Adjourn**

Ashley informed the Task Force that there was a call between MTC and SACOG, and STA to discuss how the 3 agencies will deal with conformity for projects in Eastern Solano which is within MTC's jurisdiction but outside of the San Francisco air basin. SACOG put together a proposed process where projects in Eastern Solano will continue to go through MTC's

interagency consultation process and one of the Sacramento Air District staff will participate in the meetings for those projects. Once an action is taken, MTC will share the decision with SACOG. MTC will continue to represent the Eastern Solano County projects in the TIP. When SACOG creates their SIP, they will reference the projects in MTC's TIP. A memo outlining this process will be presented at the next meeting.

Brenda stated that potential meeting dates for November and December will be sent out via email to schedule dates that work around the holidays.

Mike reminded al that Statewide conformity meeting will be an October 13<sup>th</sup> conference call. The agenda will come out next week and meeting rooms will be organized.

Brenda adjourned the meeting at approximately 10:15 am.

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