

**Air Quality Conformity Task Force  
Summary Meeting Notes  
May 23, 2013**

Participants:

Dick Fahey – Caltrans	Stefanie Hom – MTC
Stew Sonnenberg - FHWA	Harold Brazil – MTC
Mike Brady – Caltrans	Adam Crenshaw – MTC
Carolyn Clevenger – MTC	Wil Buller – AC Transit
Andrea Gordon – BAAQMD	Sean Diest Lorgian – AC Transit
Sum Carr – VTA	Jane Kramer – member of the public
Amir Fanai – BAAQMD	David Fyfe – URS/ACT
Ginger Vagenas – EPA	Jason Crow – CARB

- 1. Welcome and Self Introductions:** Carolyn Clevenger (MTC) called the meeting to order at 9:35 am.

*Agenda item order change due to project sponsor late arrival*

- 2. PM<sub>2.5</sub> Interagency Consultations**

- a. Confirm Projects Are Exempt from PM<sub>2.5</sub> Conformity  
2b\_Exempt List 050913.pdf**

Project CC-050030, the Contra Costa County Vasco Road Safety Improvements: Ginger Vagenas (EPA) asked for more clarification on this project . Stefanie Hom (MTC) communicated with the project sponsor and found that the widening portion of this project occurred in phase one and was not included in the phase (two) of the project which is included on the exempt list. Only safety improvements are done in this phase of the project and no widening occurs. The project sponsor has provided a revised project description and the updated description on this project will be included in the 2013 Transportation Improvement Program (TIP).

Mike Brady (Caltrans) and Ginger Vagenas (EPA) both concurred that the project description needed to be updated and Adam Crenshaw (MTC) will email the updated description around to the group.

There were no other comments on this exempt list.

**Final determination:** FHWA, EPA and FTA determined that the projects on the exempt list are exempt from PM<sub>2.5</sub> project level analysis.

**b. Consultation to Determine Project of Air Quality Concern Status**  
**i. AC Transit Line 51 Corridor Improvements**

Transit Performance Initiative ACT Line 51 Corridor Delay Reduction & Sustainability

Wil Buller (AC Transit) gave the presentation on the Line 51 AB Corridor Delay Reduction & Sustainability project. The project stretches for 15 miles from East Oakland Fruitvale Area/East Alameda to the Marina Area/4th Street District in Berkeley's west side. The purpose of the project is to reduce transit passenger travel time and increase service reliability. The objective of the Line 51 project is to reduce travel time by 17 minutes (each way) by increasing reliability with better signal timing along the route.

Wil Buller went on to add that an estimated 20,000 passengers/day will be traveling on this route once the project is implemented and the project completion date is July 2014. The Line 51 project will not add new buses, the route will run more efficiently. In addition, the project will not increase the amount of time the buses are on the road and will not increase diesel emissions (generated from the buses). The traffic study (to see if queue back-ups are generated from the project) should be completed in the next few weeks.

Dick Fahey (Caltrans) asked if the exact same number of buses will be running once the project is complete, Wil Buller answered that the number will be the same.

Mike Brady (Caltrans) asked if the route would still run through BART stations, the project team responded by saying yes, there will be no changes in route stops.

Andrea Gordon (BAAQMD) asked how the intersection improvements associated with the project might exacerbate existing traffic conditions seven intersection. The project team responded by noting that the traffic study will include analysis of the seven intersections effected by the project. The infrastructure improvements included in the project to address traffic conditions will include Signal Retiming, Signal Modifications and Queue Jump Lanes. Andrea Gordon also asked if the project team would be coming back the committee with the results of the traffic study. The project team responded by indicating that the Line 51 project would not be developed in a manner that would affect existing traffic in a negative way. If the traffic study shows negative impacts at an intersection, the intersection would be modified or removed from the project.

Andrea Gordon also asked if the AC Transit buses were CNG powered and the project team responded by indicating that AC Transit buses are currently meeting a state and federal emission standards and requirements.

**Final Determination:** FHWA, EPA, and FTA concurred that the project is exempt from PM<sub>2.5</sub> project level analysis at the present time. If the Line 51 project traffic study identifies negative intersection impacts, the project will need to come back to this committee for further review, if it seeks to proceed with the changes at those intersections.

### **3. Consent Calendar**

#### **a. April 25, 2013 Air Quality Conformity Task Force Meeting Summary**

***Final Determination:*** With the inclusion of the edits to the April Task Force meeting from Ginger Vagenas, FHWA, EPA and FTA concurred that the item on the consent calendar is approved.

### **4. Other Items**

Stefanie Hom (MTC) noted that MTC approved the 2011 Transportation Improvement Program (TIP) and Transportation 2035 Air Quality Conformity Redetermination and thanked Stew Sonnenberg (FHWA) and FHWA's assistance in expediting the process.