Air Quality Conformity Task Force
Summary Meeting Notes
December 5, 2013

Participants:

Dick Fahey – Caltrans
Stew Sonnenberg – FHWA
Andrea Gordon – BAAQMD
Amir Fanai – BAAQMD
Jason Crow – CARB
Ginger Vagenas – EPA
Lynn McIntyre – URS
Ted Mately – FTA
Ray Kuzbari – City of Concord
Jim Edwards – Caltrans
Dennis Drennan – City of Mountain View
Lorenzo Lopez – City of Mountain View
Carl Euphrat – Town of Windsor
Alejandro Perez – Town of Windsor
Jim Elder – Caltrans
Jim Andrews – Caltrans
Rodney Tavitas – Caltrans
Sam Silverman – TAHA
Eric Womeldorff – Fehr and Peers
Chester Fung – SFCTA
Daniel Tischler – SFCTA
Bruce Williams – City of Oakland
Carolyn Clevenger – MTC
Harold Brazil – MTC
Adam Crenshaw – MTC

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

2. **$PM_{2.5}$ Interagency Consultations**

   a. **Consultation to Determine Project of Air Quality Concern Status**

      i. **City of Mountain View Complete Street and Road Diet**

Dennis Drennan (City of Mountain View) described City of Mountain View Complete Street and Road Diet project by indicating that the project is a road diet for a segment of Castro Street (a north-south running street), between El Camino Real and Miramonte Avenue (about 2,000 foot distance) in the City of Mountain View. Dennis Drennan went on to say that Castro Street is a residential commercial arterial connecting downtown and El Camino Real with the residential neighborhoods south of El Camino Real and its intersection with Miramonte Avenue.

Dennis Drennan also mentioned that the City of Mountain View is a bike-friendly community and the city council is a big supporter of biking infrastructure, but (unfortunately) last year three students biking and walking to Graham Middle School (on a segment of Castro Street in the project area) were hit by vehicles.

Dennis Drennan further indicated that this segment of Castro Street runs in front of Graham Middle School and is heavily used by vehicles and students walking and biking to school. The project would reduce vehicular traffic lanes from four to two, add bike lanes in both directions, construct bulb-outs and high visibility cross-walks with in-roadway warning lights, and make other improvements to reduce traffic speed and encourage biking and walking to school.

Andrea Gordon (BAAQMD) asked questions about school bus idling emission impacts in the project location and Dennis Drennan indicated that he was unaware of any school bus idling impacts in the area. In addition, Dennis Drennan said that there are a minimal number of buses in the school area because most students do not use school buses to get to school. Some informational follow-up school bus operations discussions in the area continued from several participants on the call.

Final Determination: With input from FHWA, FTA, EPA and Caltrans (with Dick Fahey from Caltrans indicating the low traffic volumes in the project area, therefore, causing no significant air quality impact), the Task Force concluded that the City of Mountain View Complete Street and Road Diet project was not of air quality concern.

ii. Detroit Avenue Complete Streets Project

Ray Kuzbari (City of Concord) described the Detroit Avenue Complete Streets project by saying that the project will be located between Clayton Rd and Monument Blvd and will include class 2 bike lanes and class 3 bike routes and bike routes with sharrows, sidewalk gap closures, signalization of two intersections, curb extensions, curb ramps and crosswalk enhancements with no capacity changes. Ray Kuzbari also stated that Detroit Avenue is a collector street with 11,900 ADT with most traffic during commute hours.

Ray Kuzbari went on to say that the project will provide full traffic signals at the Detroit Avenue/Laguna Street and Detroit Avenue/Sunshine Drive/Lynn Avenue intersections. Both signals meet Caltrans traffic signal warrants, and the City will design the signals using local funds. Mr Kuzbari said the proposed traffic signal at Sunshine Drive is one of two intersections that front Meadow Homes Elementary School. South of Sunshine Drive, the project will close all sidewalk gaps on the west side of Detroit Avenue to provide a continuous, accessible pedestrian route along the entire corridor.

The proposed project includes signalization of two intersections on Detroit Avenue, but Mr. Kuzbari commented that this project is not expected to create more congestion or increase the volume of diesel-powered vehicles on Detroit Avenue or any other streets in the City of Concord and therefore, no negative environmental or air quality impacts are anticipated as a result of this project. Mr. Kuzbari said the project will significantly increase the safety and comfort of multimodal users on Detroit Avenue without increasing the vehicular capacity of the roadway. This project is designed to improve the safety and movement of bicyclists, pedestrians and transit users.

In addition, Mr. Kuzbari indicated that Detroit Avenue is not on the City of Concord's designated truck route system. Truck (or heavy vehicle) traffic on this street is limited to local deliveries, school buses, public utility vehicles, and refuse collection vehicles. Mr. Kuzbari commented that truck traffic represents up to 2% of the ADT on Detroit Avenue or approximately 240 trucks (or heavy vehicles) per day and that will not change as a result of this project and that the LOS for this project will improve in the build condition.

Ginger Vagenas (EPA) asked a general question about the format organization of the project assessment form and Stew Sonnenberg (FHWA) answered by stating that for signalization

projects, there's some gray area as to which section projects of this type should input information.

Final Determination: With input from FHWA, FTA, EPA and Caltrans, the Task Force concluded that the Detroit Avenue Complete Streets project was not of air quality concern.

iii. Jaguar Way/Windsor Road Bicycle/Ped Improvements

Carl Euphrat (Town of Windsor) began to describe his project by saying that the project is located in the Town of Windsor on Windsor Road from the intersection of Jaguar Way (the main entrance to Windsor High School) north on Windsor Road to just south of Windsor River Road (the multi-modal transit facility location). Mr Euphrat went on to say that students attending Windsor High School are the main users of this road facility and the project includes the installation of a new traffic signal at the Jaguar Way/Windsor Road intersection. Fill gaps in the existing bicycle lane and sidewalk along Windsor Road by installing approximately 800 lineal feet of Class II bicycle lane and sidewalk. Mr Euphrat also mentioned that the project includes countdown pedestrian traffic signal heads and "Smart" push buttons would be included in the signal design, as will be bicycle detection and pedestrian-level lighting.

Ginger Vagenas asked why there were no eastbound approach ADT volumes for the opening year with build-out alternative included in the project's assessment form and Mr Euphrat responded by stating that he would contact the town's traffic engineer to answer the question. Ginger Vagenas and Dick Fahey (Caltrans) both stated that, because of the low traffic volumes at the project location, they did not think that the Jaguar Way/Windsor Road Bicycle/Ped Improvements project is a project of air quality concern but they needed documentation of the eastbound approach volumes (in the build-out alternative) in order to make a final determination.

Final Determination: Subsequent to the December 5, 2013 Task Force meeting, Mr. Euphrat provided the following documentation of the reason for missing eastbound approach volumes from the Town of Windsor's traffic engineer, Mary Jo Yung:

"*Upon installation of a traffic signal all intersection approaches are provided the same level of control, and the LOS and associated delay is calculated for the entire intersection but not for each street. This is Highway Capacity Manual (HCM) protocol. When an intersection has stop signs only on the side street then it's the delay on those side streets that usually drives the need for a change in controls, so while we look at the total intersection delay we must look specifically at the side street LOS and associated delay to see how big a problem there might be. Again, this is HCM protocol.*"

The above information was passed onto all Task Force members and with feedback from all, the Task Force concluded that the Jaguar Way/Windsor Road Bicycle/Ped Improvements project was not of air quality concern.

iv. Lakeside Complete Streets and Road Diet

Bruce Williams (City of Oakland) presented the Lakeside Green Street project as a low-impact, complete street project that will install high-quality bike and pedestrian facilities connecting

the project area to major transit hubs, business districts, Lake Merritt, and Oakland's 130+ mile bikeway network. Mr. Williams went onto say that the project will reconstruct the roadway and calm traffic through vehicular lane reduction and provide a total of 0.92 miles of new Class II bike lanes along Harrison St. and Lakeside Drive between 19th St. and Grand Avenue as well as adding 13 new bike racks.

Mr. Williams said that the main intent of this project is to move the 3-way intersection at 20th St., Harrison St. and Lakeside Drive to allowing pedestrian access from 20th St. directly Lake Merritt in much more protective way with additional crosswalks. Mr. Williams also said that the project also completes a road diet along Lakeside Drive and will improve safety and provide high quality pedestrian and bicycle facilities. Mr. Williams also stated that that truck traffic is not an issue in the project area primarily due to truck not being allowed on I-580.

Stew Sonnenberg (FHWA) asked if the percent of truck traffic in the project area will stay the same in forecasted years and Mr. Williams replied by saying yes they will (stay the same). Carolyn Clevenger (MTC) commented that truck traffic is likely to stay the same (in the future) in this area because this part of Oakland is already built out and future land uses should stay the same.

Dick Fahey commented that there was a lot of good detail in the project assessment form, but noted build versus no build traffic volumes were missing in the assessment form and asked if this information could be provided by the City of Oakland. All other members of the Task Force agreed with Dick Fahey's request for the additional ADT information.

Final Determination: The Task Force will wait to make a final determination on this project once documentation of the traffic volume information for each scenario is received. As of January 7th, 2014, the traffic volume information has not been received.

v. Geary Bus Rapid Transit

Chester Fung (SFCTA) stated the San Francisco County Transportation Authority, in partnership with the San Francisco Municipal Transportation Agency (SFMTA) and FTA, propose to implement bus rapid transit (BRT) improvements in San Francisco's Geary corridor from 48th Avenue to the Transbay Transit Center. The project will construct bus only lanes in a portion of Geary where there currently are none. Chester Fung went on to state that the ADTs on Geary Boulevard varies from 30,000 to 40,000 and that Geary is a major east-west thoroughfare. A road diet will occur further out from the downtown area and new, diesel-electric hybrid 60-foot articulated buses will be used to operate the route.

Ginger Vagenas ask for an explanation about mixed-use lane reduction assumptions and the resulting drop in traffic volumes associated with the project. Chester Fung responded by indicating that the activity-based travel demand model used at the transportation authority generated the impacts from the various alternatives and the model shows (with implementation of the BRT service) ADT levels will be reduced by 30% on Geary Boulevard. Ginger Vagenas followed up by asking about impacts from traffic diverted to the streets parallel to Geary (in the project build alternative) and Chester Fung stated that the travel demand modeling analysis showed increasing traffic levels on parallel streets. Carolyn Clevenger asked if the parallel streets had the capacity to withstand the increase in diverted

traffic volumes without significant degradation in level of service. Due to the scope of the project, Chester Fung stated that it would be difficult to summarize the level of service on all the parallel streets throughout the project corridor, but the volumes on these streets are much lower than what they are on Geary. Daniel Tischler (SFCTA) mentioned that SFCTA is also in the process of doing isolated intersection analyses to the north and the south of the Geary corridor so that SFCTA is able to capture these traffic diversion impacts.

Dick Fahey commented that the majority of the project induced diverted traffic would mostly be passenger vehicles (i.e., not trucks) and Chester Fung concurred.

Ginger Vagenas stated that there is still a lack of clarity about what the impacts from the traffic diversion will be and there may be need to obtain follow-up information/data from the project sponsor in order to address this issue. Also, Ginger Vagenas and Carolyn Clevenger asked about the missing year 2035 LOS information in the project assessment form and SFCTA answered by saying the data will be available within the next several weeks.

Amir Fanai (BAAQMD) asked if the assumed increase in truck traffic, when passenger vehicle traffic is reduced on Geary (i.e., changing the fleet mix on Geary for the worse), is a conformity problem for this project. Ginger Vagenas indicated the diesel traffic threshold volumes and percentages contained in EPA's project level conformity guidance are not absolute and what's more important is what the impacts are on an individual project.

Stew Sonnenberg indicated that he also had some concerns about traffic diverted from this project and its impact on the level of service on parallel streets and how much of the diverted traffic is truck traffic.

Final Determination: The Task Force will wait to make a final determination on this project once follow-up documentation, including LOS values for the year 2035 alternatives, is received. As of January 7th, 2014, the LOS information has not been received.

b. Confirmation of the list of exempt projects from $PM_{2.5}$ conformity (2b_Exempt List 112113.pdf)

Final Determination: FHWA, Caltrans, and MTC agreed that the projects on the exempt list are exempt from $PM_{2.5}$ project level analysis.

3. Projects with Regional Air Quality Conformity Concerns

a. TIP ID ALA070020, I-580 Eastbound Express Lanes Project, Alameda County, CA

Lynn McIntyre (URS) stated that the purpose of this memorandum is to inform the Air Quality Conformity Task Force of updates to the I-580 Eastbound Express Lanes Project, in advance of the public release of the project's NEPA document in early January 2014.

An update to the project was made and the project limit was shifted by 0.8 mile to the west (from west of the Hacienda Drive interchange [PM 19.1] to west of the Hopyard

Road/Dougherty Road overcrossing [PM 19.9]) to accommodate advance notification signs for the express lane facility. The project will not add or lengthen HOV/express lanes or auxiliary lanes or change capacity in any way within that 0.8 mile segment.

In additions Lynn McIntyre explained that the access configuration for the express lanes was changed from "controlled access" with intermediate ingress/egress points (in which traffic can only enter and exit the lanes in specific locations indicated by openings in buffer striping) to "open access" (in which traffic can enter and exit the lanes at any location). This change was made so that the I-580 express lanes would be consistent with other express lane facilities planned by the MTC in the Bay Area.

The change in access configuration does not add to the length of the project, the number of proposed lanes, or the overall capacity of eastbound I-580. The length and number of HOV/express lanes are consistent with those analyzed in the 2011 hot-spot analysis.

Stew Sonnenberg indicated that the changes to this project do not trigger a need to rerelease a project level conformity determination.

Lynn McIntyre indicated that she would include a memo stating the sequence of events with this project in the preface of the hotspot analysis to avoid public confusion as to what is occurring with this project. Task Force members Stew Sonnenberg, Dick Fahey and Ginger Vagenas agreed with this approach.

4. Draft Approach to Projecting 3-Axle Truck Counts to All Diesel Truck Volumes

Amir Fanai explained that many project sponsors do not have available diesel truck count data and information needed to fill out their project assessment forms when going through project level consultation with the Task Force. In response to this issue, Amir Fanai stated that MTC (with assistance from BAAQMD) has proposed a methodology to convert truck counts to estimate diesel truck volumes and percentages in the project area and went on to describe this approach.

Ginger Vagenas asked for more specifics on how this draft truck count allocation approach would be applied by including a step-by-step example of how this methodology would be used on a sample project and Amir Fanai and Harold Brazil (MTC) confirmed that they would prepare this sample write-up.

5. Consent Calendar

5a. September 26, 2013 Air Quality Conformity Task Force Meeting Summary

5b. October 24, 2013 Air Quality Conformity Task Force Meeting Summary

No comments received.

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