

**Air Quality Conformity Task Force  
Summary Meeting Notes  
June 24, 2014**

Participants:

Kelli Schimmoeller – City of Napa

Julie Lucido – City of Napa

Amy Chan – City of San José - Department of  
Transportation

Matthew Jue – City of Campbell

John Hesler – David Power & Associates

Ginger Vagenas – EPA

Harold Brazil – MTC

Adam Crenshaw – MTC

Carolyn Clevenger – MTC

**1. Welcome and Self Introductions:** Carolyn Clevenger (MTC) called the meeting to order at 10:33 am.

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

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

**i. Harriet Avenue/McCoy Avenue/San Tomas Aquino Road Signalization Project**

Matthew Jue (City of Campbell) began the discussion of the Harriet Avenue/McCoy Avenue/San Tomas Aquino Road Signalization project by indicating that the project will install new traffic signals on Harriet Avenue at the McCoy Avenue and San Tomas Aquino Road intersections. Mr. Jue also indicated that the project would not be increasing the number of lanes on Harriet Avenue and it is primarily a safety project to help school students cross Harriet Avenue.

Prior to the Task Force meeting, Dick Fahey (Caltrans) provided the following question about the Harriet Avenue/McCoy Avenue/San Tomas Aquino Road Signalization project:

*"While I suspect that there is relatively little truck traffic along this route, it is hard to imagine there is no diesel truck traffic at all, and none projected. Is the information provided based on actual truck count data, or is it just assumed there are no trucks? I would feel more comfortable if there was actual data available that we could use to make a no-POAQC determination."*

Mr. Jue responded to Mr. Fahey's question by emailing and stating in the meeting that the information in the project assessment form was assumed and not based on actual truck count data (because the project located in a residential neighborhood without truck routes).

Subsequent to Mr. Fahey's truck traffic question and initial response, Mr. Jue stated that the City of Campbell performed spot traffic counts the previous day on Harriet Avenue and found the existing diesel truck percentage to be 1.8%. Mr. Jue went on to explain that the City of Campbell believes that this diesel truck percentage will not change with the proposed project since the nature of the project is to improve traffic (especially pedestrian) safety and the project received NEPA clearance from Caltrans on June 14<sup>th</sup>.

Ginger Vagenas (EPA) noted that the AADT values on Harriet and McCoy (6,311 and 4,241 vehicles per day, respectively) were low and the corresponding impact from the installed signals would have a minimal impact on level of service in the project area.

***Final Determination:*** Mr. Fahey (via email and also prior to the meeting) indicated that Mr. Jue's response made him feel more comfortable he did not expect much truck traffic in this area (but it would be nice to have numbers to support that). Mr. Fahey also indicated that if the rest of the task force is okay with the information provided by Mr. Jue, then he would be comfortable designating this project as not a POAQC. Ms. Vagenas stated that with all the information provided on the Harriet Avenue/McCoy Avenue/San Tomas Aquino Road Signalization project, would agree with Mr. Fahey that the project was not of air quality concern. Final project level conformity determination on this project will be deferred pending concurrence with the other members of the Task Force.

## **ii. California Boulevard Roundabouts Project**

Kelli Schimmoeller (City of Napa) began the discussion of the California Boulevard Roundabouts project by indicating that the City of Napa is proposing improvements at the First Street/California Boulevard and Second Street/California Boulevard intersections within the City and County of Napa. Ms. Schimmoeller went on to state that this project proposes to reconfigure these two intersections to improve traffic operations and accommodate the reversal in travel direction on First and Second Streets between California Blvd. and Jefferson Street. At the same time while these improvements are being constructed, Ms. Schimmoeller indicated that initially Caltrans was interested in installing a traffic light at the SR-29 and First Street off and on ramps intersection (to enhance safety and improve traffic operations), but now are planning on also construct a roundabout at the SR-29 and First Street.

Ms. Schimmoeller continued by stating that the goal of the California Boulevard Roundabouts project is to:

- Relieve existing and future traffic congestion
- Improve traffic safety and traffic operations
- Minimize queues and delays for all intersections in the project limits
- Increase mobility into/out of downtown Napa through reversal of one-way couplet

Concerning traffic volumes in the project area, Ms. Schimmoeller indicated that the AADT and truck volumes for the build scenario and for the no-build scenario in both opening year and horizon year will be the same as the build condition. Ms. Schimmoeller said that this was true because the construction of this project will not increase truck traffic nor will it increase the traffic utilizing the intersection and building the project will ease congestion and reduce delay but will not create an increase in traffic. Carolyn Clevenger (MTC) stated that the construction of this project would not create a new, alternative route to downtown Napa which would support the lack of differences between the build and no-build AADT conditions.

Prior to the Task Force meeting, Dick Fahey (Caltrans) provided the following question about the California Boulevard Roundabouts project:

*"Under the project description, it states that, "... change Second Street from the current westbound direction to eastbound". Doesn't Second Street currently run in an eastbound direction? I think we need to know what the no-build AADT and truck volumes are in the opening year and the horizon year in order to make a determination. It's difficult to make a determination based solely on the build scenario traffic numbers."*

Ms. Schimmoeller responded to Mr. Fahey's question by emailing and indicating in the meeting that Second Street is currently eastbound into downtown and the sentence included in the project assessment form was a typo. Ms. Schimmoeller also provided the opening and horizon year no-build AADT and truck volumes which Mr. Fahey asked about.

Ginger Vagenas (EPA) commented that she did not feel that this project was of air quality concern.

**Final Determination:** Ms. Vagenas commented that she did not feel that the California Boulevard Roundabouts project was not of air quality concern. Final project level conformity determination on this project will be deferred pending concurrence with the other members of the Task Force.

### **iii. Ocala Avenue Improvement Project**

Amy Chan (City of San José - Department of Transportation) began the discussion of the Ocala Avenue Improvement project by indicating that the project is a highway safety improvement on a neighborhood residential street with a school nearby (students have been walking in the street in the project location). Ms. Chan stated that the project location has had a fatality accident occur (at Adrian Way), in addition to several minor collisions. Ms Chan said that the project will install new sidewalk, traffic signal, raised median curbs, pedestrian scale street lights and enhance existing bike lanes on Ocala Ave between Daytona Drive and Capitola Expressway. Ms. Chan also stated that under existing conditions, Ocala Avenue operates at LOS C (at Adrian Way) approach operates at LOS C and after signalization the intersection will operate at LOS B.

Prior to the Task Force meeting, Dick Fahey (Caltrans) provided the following question about the Ocala Avenue Improvement project:

*"In the summary of assumptions and methodology, it states, "This project will not lead to any increase in diesel traffic". How was this determined? If the project sponsor could share the data used to make this determination, then I would be more comfortable making a No-POAQC determination."*

Ms. Chan responded to Mr. Fahey's question by emailing and stating in the meeting that the Ocala Avenue Improvement project installs a new signal at the intersection of Ocala Avenue and Adrian Way and installs new sidewalks and raised medians within project limits. Ms. Chan went on to indicate that the project is not expected to add any new trips to the study area and the addition of the signal is expected to result in a local redistribution of car trips and divert some trips from Karl Avenue to Adrian Way but the total number of trips along Ocala Avenue is expected to stay unchanged.

Ginger Vagenas (EPA) asked if the AADT numbers between build and no-build will stay the same and Ms. Chan responded by saying the City of San José conducted a level of service (LOS) review at the intersection with Adrian Way and the LOS improved after the traffic light was installed. Ms.

Vagenas continued by saying that she did not feel that the project would be of air quality concern, but would like hear comments from Mr. Fahey as to whether his (prior to the meeting email) concerns had been addressed before making a final determination on the project.

**Final Determination:** Ms. Vagenas commented that she did not feel that the Ocala Avenue Improvement project was not of air quality concern, but will defer her final determination until Mr. Fahey's final comments on this project are received by the group. Final project level conformity determination on this project will be deferred pending concurrence with the other members of the Task Force.

#### **iv. Autumn Street Extension Project**

John Hesler (David Power & Associates) began the overview discussion of the Autumn Street Extension project by indicating that starting at the northern end the project, the current T-intersection at Autumn Street and Julian Street will be modified to a four way intersection. Mr. Hesler also commented that the project will construct improvements on Autumn Street in the City of San Jose between Julian Street and San Carlos Street (a distance of approximately 0.8 miles). Mr. Hesler also indicated that the new pedestrian crosswalks with ADA curb ramps will be installed heading south from the intersection. Mr. Hesler continued by saying that Autumn Street will be realigned to the east of its current alignment between Julian to St. John Street. Mr. Hesler also stated that the purpose of the project is to provide greater access to downtown San Jose and improve traffic operations.

Mr. Hesler also noted that It should be noted that based on the City of San José's Envision 2040 General Plan policies, intersections within the Downtown core are exempt from the city's level of service policy and the three intersections of Autumn/Santa Clara, Autumn/Park and Bird/San Carlos are all within the Downtown core area.

Mr. Hesler continued by stating that the proposed improvements to Autumn Street are one of the key components of the Downtown San José Strategy 2000 Plan, a long-term development plan for development in the greater downtown area that was approved by the San José City Council. Mr. Hesler went on to say that the traffic analysis undertaken as part of the Downtown San José Strategy 2000 Plan, which was a Program EIR, determined that the improvements were necessary to accommodate the existing and projected volume of traffic that will result from the planned growth of the downtown area surrounding vicinity and the San José Strategy 2000 Plan EIR identified the extension of Autumn Street as mitigation for existing and future traffic impacts by improving the circulation of vehicle traffic and providing an alternative route through the downtown area and alleviates traffic congestion along and parallel routes.

Prior to the Task Force meeting, Dick Fahey (Caltrans) provided the following question about the Ocala Avenue Improvement project:

*"Is this project adding any capacity compared to the number of lanes that exist now? In the summary of assumptions and methodology, it states, "This project will not lead to any increase in diesel traffic". How was this determined?*

*Project sponsor states that truck traffic is between 2% and 5% of AADT, but AADT numbers are not provided. What are the AADT volumes?*

*Again, it would be really helpful to have the no-build volume data to compare to the build-condition volumes to be able to make an informed determination."*

Ms. Chan responded to Mr. Fahey's question by emailing and stating in the meeting that the Autumn Street Extension project's estimated average daily traffic along Autumn Parkway north of Park Avenue is approximately 11,000 vph and the estimated average daily traffic south of Park Avenue is 17,000 vph. We have provided level of service for existing conditions as well as Background conditions with Autumn Extension with the Ballpark EIR in a previous email. The results showed that the level of service does not change for Autumn Street intersections without and with the project. Note that the LOS analysis for Autumn with the Project in the Ballpark EIR assumed the extension of Autumn up to Coleman.

Ginger Vagenas (EPA) made the observation comment that the information that's most helpful to her is the level of traffic, the percentage or raw number of diesel vehicles on roads in the project area and how these numbers change between the build and no-build scenarios and she would not be able to make a determination on this project until having this specific data available. Ms. Chan and Mr Hesler agreed to provide this data to the Task Force.

***Final Determination:*** Pending receipt of the additional information from the City of San José, the Task Force will defer its final conformity determination on the Autumn Street Extension project.

**b. Confirmation of the list of exempt projects from PM<sub>2.5</sub> conformity (2b\_Exempt List 060314.pdf)**

Dick Fahey (Caltrans, via his email from prior to the meeting) provided the following comments on 2b\_Exempt List 060314.pdf the 40 CFR 93.126 exempt list of projects:

*"I agree that these three projects are all exempt, but I have comments on the exemption categories used on the first two projects:*

*SM-110079: Would the "Air Quality: Bicycle and pedestrian facilities" exemption be a more appropriate category?*

*SON-150001: Seems like this project should use the same category as SON-150002, which would also be more consistent with how it is identified in the Draft List of Projects in the 2015 TIP in your 6/11/14 memo."*

***Final Determination:*** Via email, the other members of the Task Force will review Mr. Fahey's comment and exemption category coding updates of the 40 CFR 93.126 exempt list projects and subsequently a final conformity determination will be made.

**3. Update on Draft Transportation Air Quality Conformity Analysis for the 2015 Transportation Improvement Program (TIP) and Plan Bay Area – information item**

Harold Brazil (MTC) commented on the development of the 2015 Transportation Improvement Program (TIP) and Plan Bay Area (Plan) conformity analysis. Mr. Brazil stated that MTC was scheduled to release the Draft Transportation Air Quality Conformity Analysis for the 2015 TIP and Plan Bay Area for public comment on Thursday, June 26, 2014. Mr. Brazil also commented

that the emission inventory result differences from this conformity analysis compared to the conformity analysis conducted for Plan Bay Area (in 2013) were very minor.

Carolyn Clevenger (MTC) stated that the 2015 TIP and Plan conformity analysis includes updated project delivery information for those projects whose completion years have shifted since adoption of Plan Bay Area and the 2013 TIP. Ms. Clevenger went on to say that this updated project information required a new conformity analysis to be completed and the analysis does not add any new projects.

Adam Crenshaw (MTC) indicated that the public comment period on the Draft Transportation Air Quality Conformity Analysis for the 2015 TIP and Plan Bay Area ends on July 31, 2014 and if any comments are received by the July 2014 Task Force meeting will be discussed at that time.

***Final Determination:*** This agenda item was informational and the Task Force had no comments.

#### **4. Consent Calendar**

##### **a. May 22, 2014 Air Quality Conformity Task Force Meeting Summary**

***Final Determination:*** Dick Fahey (Caltrans, via his email from prior to the meeting) approved the consent calendar and Ginger Vagenas (EPA) had no comments. Therefore, the consent calendar's approval will be pending approval from FTA and FHWA and full Task Force concurrence via email.