

**Air Quality Conformity Task Force  
Summary Meeting Notes  
May 22, 2014**

Participants:

Stew Sonnenberg – FHWA	Chester Fung – SFCTA
Andrea Gordon – BAAQMD	Dick Fahey – Caltrans
Amir Fanai – BAAQMD	Harold Brazil – MTC
Ginger Vagenas – EPA	Adam Crenshaw – MTC
Daniel Tischler – SFCTA	Carolyn Clevenger – MTC
Angela Villar – Contra Costa County Public Works Department	Deryk Daquigan – City of South San Francisco
Chris Lau – Contra Costa County Public Works Department	Ted Matley– FTA
Sam Silverman – TAHA	Alex Smith– FTA
	Dominique Paukowits – FTA

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

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

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

**i. Kirker Pass Road Northbound Truck Lanes Project**

Angela Villar (Contra Costa County Public Works Department) began the discussion of the Kirker Pass Road Northbound Truck Lanes project by indicating that the Kirker Pass Road connects the central and eastern parts of Contra Costa County and is a four lane arterial carrying about 18,000 vehicles per day with 7% truck traffic. Ms. Villar noted that the Kirker Pass Road Northbound Truck Lanes Project will improve safety and reduce congestion along Kirker Pass Road by constructing a truck climbing lane in the northbound direction.

Ms Villar went on to detail that the project is approximately 1 mile in length, beginning north of the Concord Pavilion and ending at the northern Hess Road intersection. Ms. Villar indicated that pavement widening is proposed on the east side of the roadway to provide a 12-foot truck lane and 8-foot paved shoulder for future Class 2 bicycle lanes.

Ms. Villar also mentioned that the majority of the project lies outside of the urbanized area in unincorporated Contra Costa County and the project begins in the City of Concord with approximately 1,600 linear feet of the roadway located within the city limits.

Ginger Vagenas (EPA) asked if there where both build and no build in the opening and horizon year scenario traffic data for this project and Ms. Villar responded by indicating that the county had not done that type of traffic analysis for this project because the primary purpose of the project is to improve safety (and not increase roadway capacity). Ms. Villar also indicated the AADT numbers included in the project assessment form were pulled from the Contra Costa

Transportation Authority's (CCTA) travel demand model and the county's public works department had not done any modeling specific to this project.

***Final Determination:*** With input from FHWA, FTA, EPA and Caltrans, the Task Force concluded that the Kirker Pass Road Northbound Truck Lanes project was not of air quality concern.

## **ii. Geary Bus Rapid Transit (BRT) Project**

Daniel Tischler (SFCTA) began the discussion of the Geary Bus Rapid Transit (BRT) project by indicating that the project was originally reviewed by the Task Force at its December 2013 and there were a few follow-up questions. Mr. Tischler also provided general description of the project by explaining the project would convert of one existing travel lane in each direction from mixed-flow use to exclusive bus use on Geary/O'Farrell Streets from 34th Avenue to Gough Street.

Mr. Tischler stated that there were four build scenarios analyzed for the Geary Bus Rapid Transit BRT project and the scenarios are distinguished by the differing alignments for the bus lanes in the affected corridor. Mr. Tischler went on to mention that some scenarios have extended bus lanes in the center of the existing roadway, some scenarios have extended bus lanes on the side of the existing roadway and there is one hybrid scenario with extended bus lanes both in the center and on the side of the existing roadway. Mr. Tischler also mentioned that the Task Force requested additional information related to 2035 Geary Boulevard levels of service (LOS), off-corridor LOS, and off-corridor truck volumes.

Carolyn Clevenger (MTC) stated that Mr. Tischler's presentation addressed the follow-up questions from the project's first consultation meeting.

Ginger Vagenas made a clarifying comment that if there were higher truck traffic volumes at intersections on these types of projects, it would be helpful to know the specific magnitude of the truck volume increase.

***Final Determination:*** With input from FHWA, FTA, EPA and Caltrans, the Task Force concluded that the Geary Bus Rapid Transit (BRT) project was not of air quality concern.

## **iii. Evergreen Dr/Mission Rd Traffic Signal Project**

Deryk Daquigan (City of South San Francisco) began the discussion of the Evergreen Dr/Mission Rd Traffic Signal project by giving a general description of Design and construct a new traffic signal to replace existing all-way stop signs at the intersection of Evergreen Dr and Mission Rd. The existing conditions of the Mission Rd/Evergreen-BART Exit Driveway consists of all way stop signs. Mr. Daquigan indicated that the area where the project is currently located is zoned as high, medium and residential and also identified as a school zone. The City of SSF conducted a signal warrant evaluation for the installation of a traffic signal at the subject intersection. Based on high volume of pedestrians and school age children utilizing this intersection, it is warranted for a traffic signal. Traffic signals will better assign right of way to pedestrians, bicyclists and motorists, preventing collisions.

Dick Fahey (Caltrans) felt that due to the low truck count volumes at the project location and the likelihood that there wouldn't be any traffic diversion impacts caused, he did not think that the Evergreen Dr/Mission Rd Traffic Signal project was of air quality concern. The other members of the Task Force concurred with Mr. Fahey's comments.

**Final Determination:** With input from FHWA, FTA, EPA and Caltrans, the Task Force concluded that the Evergreen Dr/Mission Rd Traffic Signal project was not of air quality concern.

**iv. El Camino Real Bus Rapid Transit Project** (follow-up from *April 24, 2014*, Air Quality Conformity Task Force meeting)

The Task Force will deferred the project of air quality concern determination for the El Camino Real Bus Rapid Transit project until receipt of the detailed truck count and diversion mitigation information from VTA staff. Christina Jaworski (VTA) provided the requested response information via email on May 7, 2014.

**Final Determination:** With input from FHWA, FTA, EPA and Caltrans and after follow up review on the El Camino Real Bus Rapid Transit project (via email), the Task Force concluded that the El Camino Real Bus Rapid Transit project was not of air quality concern.

**b. Confirmation of the list of exempt projects from PM<sub>2.5</sub> conformity (2b\_Exempt List 050714.pdf)**

Ms. Vagenas asked for Task Force thoughts on how to measure small expansions of transit fleets relative to SFMTA's purchase 60 foot expansion motor coaches project (SF-130020). Ted Matley (FTA) indicated that this issue was discussed with FTA headquarters and FTA headquarters argued that all transit fleet actions similar of this type should be considered exempt. (i.e., the project categories of minor versus major is unimportant) Mr. Matley also mentioned that FTA headquarters is working on a policy paper on this subject and intends to discuss this paper with EPA headquarters, but nothing is finalized. Mr. Matley went on to say, that in the meantime, FTA will handle projects of this type on a case by case basis.

Ms. Vagenas asked if the Highway Safety Improvement Program (HSIP) Cycle 6 project in Santa Rosa (TIP ID SON110056) if it could be considered exempt and if a new traffic signal was being included in the project.

**Final Determination:** The Task Force received confirmation from the project sponsor that SON110056 includes no new traffic signal construction and the project was included on the 40 CFR 93.126 exempt project list from last month's meeting.

**3. Projects with Air Quality Conformity Concerns**

**a. Interagency Consultation for Non-Exempt and Non-Exempt, Not Regionally Significant Projects in Proposed TIP Amendment 2013-15**

Adam Crenshaw (MTC) asked for the Task Force's concurrence that certain changes staff proposes to make to the 2013 TIP in May as part of TIP Amendment 2013-16 will not significantly impact

regional transportation air quality and that these changes will not trigger a revision to the Transportation Air Quality Conformity Analysis for Plan Bay Area and the 2013 TIP.

Mr. Crenshaw requested the Task Force's concurrence that the following projects be considered a 'Non-exempt, Not Regionally Significant' project for regional air quality conformity purposes and that the addition of this project to the 2013 TIP will not require an update to the current conformity analysis:

1. I-80 Express Lanes – Fairfield & Vacaville Phase II and III
2. Mountain View Double Track Improvements – Phase II

Mr. Crenshaw stated that the I-80 Express Lanes – Fairfield & Vacaville Phase II and III project proposed a revision to the 2013 TIP to combine these projects and to reprogram a portion of the construction funds from FY2016/17 to FY2015/16, which would include this project in the four active years of the 2013 FSTIP.

For the Mountain View Double Track Improvements – Phase II project, Mr. Crenshaw proposed a revision to the 2013 TIP that would add this project with funding for capital phases in the four active years of the 2013 FSTIP. The scope of this project is already included in the Air Quality Conformity Analysis under RTP ID 240518.

Ms. Vagenas asked clarifying questions as to which conformity analysis year Mountain View Double Track Improvements – Phase II projects was being modeled in (is the project completion date crossing into another analysis year) and Mr. Crenshaw confirmed the change did not change the entire project's the modeled analysis year. Ms. Vagenas went on ask if the portion of the entire project which is being added to the 2013 TIP will cross over analysis years and Mr. Crenshaw indicated that the changed portion of the project would cross over analysis years and Harold Brazil (MTC) indicted that the changed portion of the project would not change the emission calculation in the conformity analysis.

Carolyn Clevenger (MTC) suggested that the Task Force request information from VTA to document that the Mountain View Double Track Improvements – Phase II project does not significantly impact service levels and only provides VTA more operational flexibility. Stew Sonnenberg (FHWA) also mentioned that he interpreted the project as not adding transit capacity and provided VTA additional operational capability and provide more efficiency. Ms Vagenas, Mr. Fahey and Mr. Matley also agreed with Mr. Sonnenberg's conclusion that the Mountain View Double Track Improvements – Phase II project did not affect the conformity analysis, but documentation from VTA was needed.

**Final Determination:** With input from FHWA, FTA, EPA, Caltrans and MTC, the Task Force considered that the I-80 Express Lanes – Fairfield & Vacaville Phase II and III project will be deemed Non-Exempt, Not Regionally Significant for regional conformity purposes as these projects will not affect the regional transportation model used in analyzing regional air quality conformity.

Based on further discussions regarding the details of the Mountain View Double Track Improvements – Phase II project, MTC staff pulled its recommendation that the addition of this project to the 2013 TIP will not require an update to the region air quality conformity analysis.

Further discussions with the project sponsor revealed that the project includes closing a light rail station. As such, MTC staff will not be including this project in TIP amendment 2013-16. MTC staff will instead update the project schedule and modeling detail in the conformity analysis during the next update, which is currently scheduled to be done concurrently with the 2015 TIP update. The project will be added to the 2015 TIP as part of this update.

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

##### **a. April 24, 2014 Air Quality Conformity Task Force Meeting Summary**

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