

**Air Quality Conformity Task Force
Summary Meeting Notes
August 28, 2014**

Participants:

Ginger Vagenas – EPA
Wayne A Lewis – City of Fairfield
Michele Bellows – Contra Costa
Transportation Authority
Susan Miller – Contra Costa Transportation
Authority
Francisco Martin – Fehr & Peers
Tim Lee – WMH
Jennifer Marquez – WMH
Samantha Swan – VTA

Larry Leong – Contra Costa County Public
Works
Angela Villar – Contra Costa County Public
Works
Dick Fahey – Caltrans
Harold Brazil – MTC
Adam Crenshaw – MTC
Stephanie Davis – Circlepoint
Carolyn Clevenger – MTC

1. Welcome and Self Introductions: Harold Brazil (MTC) called the meeting to order at 9:32 am.

2. PM_{2.5} Interagency Consultations

a. Consultation to Determine Project of Air Quality Concern Status

i. State Route (SR) 242 / Clayton Road Ramps Project

Tim Lee (WMH) started the presentation on the State Route (SR) 242 / Clayton Road Ramps project by indication that the Contra Costa Transportation Authority (CCTA) and the City of Concord, in cooperation with the California Department of Transportation (Caltrans), are proposing to provide interchange and local road improvements on State Route (SR) 242 from 0.1 mile north of the Interstate 680 (I-680)/SR 242 separation and 0.4 mile north of Concord Avenue undercrossing, in the City of Concord, in Contra Costa County. Mr. Lee continued by indicating that the project would modify the existing partial interchanges at Clayton Road and Concord Avenue to relieve local street congestion and accommodate growth and future needs of the surrounding area. Mr. Lee also identified three Build Alternatives and the No-Build Alternative which are part of the project development analysis.

Ginger Vagenas (EPA) asked if the changes in truck traffic in the alternatives were minimal (i.e., less than 200 vehicles per day) and Francisco Martin responded by indicating that the project would not be inducing any additional truck traffic in the study area. Ms. Vagenas followed-up by asking if there would be any impacts due to the redistribution of truck traffic associated with the project and Mr. Martin answered by saying that the project will redistribute traffic from Concord Avenue onto Willow Pass and Clayton Road and does not expect any impacts. Michele Bellows (Contra Costa Transportation Authority) added that in the AADT table in the project assessment form does not show a large swing in truck traffic due to redistribution.

Dick Fahey (Caltrans) asked if all the traffic redistribution associated with the project would exclusively effect the local streets in the area and Mr. Martin responded by stating that the change

in traffic would primarily effect the proposed Concord Avenue and Clayton Road ramps (as confirmed by the CCTA travel demand model).

Final Determination: With input from FTA, EPA, Caltrans and FHWA (via email correspondence after the meeting), the Task Force concluded that the State Route (SR) 242/Clayton Road Ramps project was not of air quality concern.

ii. Port Chicago Highway and Willow Pass Road Bike and Pedestrian Project

Larry Leong (Contra Costa County Public Works) began the discussion of the Port Chicago Highway (PCH) and Willow Pass Road (WPR) Bike and Pedestrian project by indicating that the purpose of the project is to improve bicycle and pedestrian safety at the Willow Pass Road/Port Chicago Highway intersection and to improve bicycle and pedestrian safety and access by providing sidewalk and Class II bike lanes along PCH and WPR in Bay Point. Mr. Leong also stated that the project area is in the vicinity of three schools and the De Anza Regional Trail which connects to the Bay Point BART Station

Mr. Leong went on to say the project will construct 1400 linear feet of sidewalk and bike lane improvements, reconfigure the intersection of Port Chicago Highway and Willow Pass Road, remove the free right turn and construct a dedicated right turn lane on WPR and reconstruct 500 feet of shoulder for second northbound lane.

Dick Fahey (Caltrans) and Ginger Vagenas (EPA) asked if there were build versus no-build AADT travel demand model difference comparison information available and Mr. Leong said that there was not. Mr. Fahey and Ms. Vagenas also asked for documentation on how the assumptions on truck count estimates were done and Mr. Leong and Angela Villar (Contra Costa County Public Works) indicated that they would provide these items.

Final Determination: The Task Force will defer the project of air quality concern determination until receipt of the build versus no-build AADT travel demand model differences and the truck count assumptions documentation from Contra Costa County Public Works staff.

iii. Fairfield Transportation Center Expansion and Access Improvement Project

Wayne Lewis (City of Fairfield) stated that the Fairfield Transportation Center Expansion and Access Improvement project will replace 240 parking spaces in a surface parking lot at the Fairfield Transportation Center (FTC) with 1200 space parking structure which will increase parking space capacity to allow a for commuter mode shift from 640 to 1600 spaces. Mr. Lewis went onto say that additional parking space will allow for the shifting 960 people from single occupant vehicles (SOV) to transit, vanpools and carpools which are estimate to cut vehicle miles travelled (VMT) in I-80 and I-680 corridor by over 60,000 miles per day. Mr. Lewis also said that the modifying the existing intersection of the East-bound off ramp from I-80 will allow traffic flows for all modes to be improved in the vicinity of the FTC. Mr. Lewis added that new building and landscaping will enhance the transit center and frame a gateway into the historical downtown and the West Texas Priority Development Area to support transition from old highway commercial to mixed use.

Mr. Lewis also noted there are 10 bus bays that exist at the FTC with significant transit travel going eastward to Vacaville. In addition, Mr. Lewis indicated that, due to the limited amount of parking at the FTC, commuters are arriving early to use the facility.

Carolyn Clevenger (MTC) stated that the presentation Mr. Lewis gave on the FTC Expansion and Access project was very helpful. Harold Brazil (MTC) asked Mr. Lewis about other BART station destination locations (in addition to El Cerrito Del Norte station) and Mr. Lewis answered by saying that buses go to Pleasant Hill and Walnut Creek BART stations, but the bulk of the riders are going to Del Norte station and transit travel times are low and predictable.

Final Determination: With input from FTA, EPA, Caltrans and FHWA (via email correspondence after the meeting), the Task Force concluded that the Fairfield Transportation Center Expansion and Access Improvement project was not of air quality concern.

iv. Mountain View Double Track Improvements – Phase II

Samantha Swan (VTA) began the discussion of the Mountain View Double Track Improvements – Phase II project by indicating that the project will:

- Add a second light rail track between SR 85 and Whisman Light Rail Station to enable simultaneous northbound and southbound train operations
- Close and remove Evelyn Light Rail Station. Evelyn Park-and-Ride Lot to remain
- Install light rail support systems
- Remove landscaping

Ms Swan went on to indicate that according to the project traffic analysis, the intersections of Central Expressway/Whisman Station Drive and Central Expressway/Ferguson Drive would operate at LOS D during the PM peak hour under 2040 No Build and Build conditions. Ms. Swan added that these intersections would still meet the CMP thresholds for acceptable operation and the additional PM_{2.5} emission from idling vehicles would not substantially increase local PM_{2.5} levels at those intersections.

Ms. Swan also stated that the Evelyn Station currently has the second lowest ridership in the VTA Light Rail system and there would be no impacts on truck traffic (as a result of completing this project).

Ginger Vagenas (EPA) commented that Ms. Swan presentation was very good with the use of the colors and the tables and Ted Matley (FTA) agreed.

Final Determination: With input from FTA, EPA, Caltrans and FHWA (via email correspondence after the meeting), the Task Force concluded that the Mountain View Double Track Improvements – Phase II project was not of air quality concern.

b. Confirmation of the list of exempt projects from PM_{2.5} conformity (2b_Exempt List 080614.pdf)

Final Determination: With input from FHWA, FTA, EPA, Caltrans and MTC, the Task Force agreed that the project on the exempt list (**TIP ID SOL110034**) is exempt from PM_{2.5} project level analysis.

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

Harold Brazil (MTC) stated that MTC had completed the Proposed Final Transportation Air Quality Conformity Analysis (Conformity Analysis) for the Plan and the 2015 TIP. The Conformity Analysis includes updates to project schedules to reflect current information provided by project sponsors.

Mr. Brazil went on to say that the final documents, comments received and the agency's responses are scheduled to be considered at the September Programming and Allocations Committee meeting. The final documents are scheduled to be presented for approval at the September 24, 2014 Commission meeting. Final federal approval of the 2015 TIP is expected in December 2014.

Carolyn Clevenger (MTC) also indicated that the public comments received were primarily on the SR-1 Widening project in Pacifica and MTC's response provided a description and definition of the regional transportation planning process with respect to the TIP and Plan.

4. Consent Calendar

a. July 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.