

**Air Quality Conformity Task Force
Summary Meeting Notes
January 22, 2015**

Participants:

Ginger Vagenas – EPA	Anthony Salam – City of Brentwood
Andrea Gordon – BAAQMD	Robert Stevens – BKF Engineers/City of Suisun City
Ted Mately – FTA	Samantha Swan – VTA
Dick Fahey – Caltrans	Stew Sonnenberg – FHWA
Amir Fanai – BAAQMD	Mallory Atkinson – MTC
Rodney Tavitas – Caltrans	Carolyn Clevenger– MTC
Eric Hu – City of Pleasant Hill	Adam Crenshaw – MTC
Pleasant McNeel – City of Pleasant Hill	Harold Brazil – MTC
Ellen Robinson – SFMTA	
Cristina Olea – City of San Francisco, Public Works	

1. Welcome and Self Introductions: Harold Brazil (MTC) called the meeting to order at 9:36 am.

2. PM_{2.5} Interagency Consultations

a. Consultation to Determine Project of Air Quality Concern Status

i. Walters Rd/Pintail Dr Traffic Signal Project

Robert Stevens (BKF Engineers/City of Suisun City) started his presentation on the Walters Rd/Pintail Dr Traffic Signal project by stating that the project will install a traffic signal at the intersection of Walters Road and Pintail Drive where none currently exist. Mr. Stevens pointed out that the project improves safety for motorists, bicyclists, and pedestrians while upgrading pedestrian facilities to current accessibility standard.

Pertaining the project schedule, Mr. Stevens stated the following:

- Design currently at 95% complete
- Caltrans E76 for Construction scheduled for March 2015
- Bidding scheduled for May 2015
- Construction scheduled for Summer 2015

Mr. Stevens also indicated that approximately 13,000 vehicles (with 5% truck traffic), the new signal will decrease vehicle delay and the roadway serves not only residential uses but Travis Air Force Base Trucks on Walters going into residential areas.

Ginger Vagenas (EPA) no POAQC due to low truck volumes and noted improvement in the build scenario. Dick Fahey (Caltrans) agreed with Ginger as did Ted Mately (FTA) and Stew Sonnenberg (FHWA).

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

ii. John Muir Parkway Extension: Ph. II Project

Anthony Salam (City of Brentwood) started his presentation on the John Muir Parkway Extension: Ph. II project by indicating that the project will be realigning old Concord Avenue and the new alignment will be more vehicle friendly by eliminating a curved portion of the roadway.

Mr. Salam also indicated that the project will address the following needs:

- Replacement a portion of roadway previously removed by construction of State Route 4.
- Removal an existing winding portion of Concord Avenue.
- Accessibility improvement between Fairview Avenue/Vineyards and John Muir Parkway/Balfour Road.
- Improvement bicycle and pedestrian safety and access.

Mr. Salam stated that the traffic volumes in the current year (2014) on John Muir Parkway/Concord Avenue were 1,030 daily trips and the year 2016 project average daily trip (ADT) is 1,200 trips with the southerly area of the project serving mainly senior and active adult communities.

Dick Fahey (Caltrans) did not think John Muir Parkway Extension: Ph. II was of air quality concern (particularly due to trucks not being allowed on the facility), but asked if ADT data was available for any future years beyond 2016. Mr. Salam responded by indicating that there is no new future development planned for this location in Brentwood and the maximum estimated, future ADT is 2,000 trips. Mr. Fahey did not think not having Plan Bay Area horizon year (2040) ADT values included would be an issue to make a project-level conformity determination. Ginger Vagenas (EPA) had the same question Mr. Fahey had, but because the traffic levels in the project area are so low, she felt that did not need year 2040, build/no-build ADT values and did not think the project was of air quality concern.

Final Determination: With input from FTA, EPA, Caltrans and FHWA, the Task Force concluded that the John Muir Parkway Extension: Ph. II project was not of air quality concern.

iii. Golf Club Rd Roundabout and Bike/Ped Improvements Project

Eric Hu (City of Pleasant Hill) started his presentation on the Golf Club Rd Roundabout and Bike/Ped Improvements project by stating that the project is located near the Diablo Valley College campus (with 30,000 students in attendance) and the area was built under 1960's era design standards. Mr. Hu also indicated that this project will be the city's first roundabout project and will also include a road diet.

Mr. Hu also discussed how the Golf Club Rd Roundabout and Bike/Ped Improvements project is a single component of a larger complete streets set of projects occurring in the city of Pleasant Hill.

Mr. Hu went on to state the Golf Club Rd Roundabout and Bike/Ped Improvements project will provide the following additional benefits:

- The project will have minimal impact to existing diesel emitting traffic (e.g. non-hybrid buses).
- The new traffic signals and turn pocket modifications will improve traffic circulation, delay, and improve overall air quality throughout the project corridors.
- The new roundabout will virtually eliminate the traffic queuing that currently exist at the 4-way STOP intersection at Camelback Road/Old Quarry Road.
- The road diet along Old Quarry Road will have minimal impact to Level of Service due to the roundabout efficiency.
- New bike lanes and sidewalks will greatly encourage multi-modal access between DVC campus, nearby multi-family housing units, DVC Plaza, and the DVC Transit Center, thus reduce overall vehicle trips in the area and encourage overall transit use among students.
- New project improvements will also connect with recently completed “complete street” improvements along the rest of Golf Club Road and Contra Costa Boulevard, connecting pedestrians and cyclists to regional shopping destinations (e.g. Sun Valley Mall).

Dick Fahey (Caltrans) asked if the majority of the routing for the buses in the project area were coming from the east (from Contra Costa Boulevard) or would they be going through the new signal and Mr. Hu responded by stating the buses would be coming from Contra Costa Boulevard. Harold Brazil asked if other transit operators besides County Connections served the transit center and Mr. Hu indicated the Tri-Delta had one route operating at the transit center and SolTrans also had one route.

Final Determination: With input from FTA, EPA, Caltrans and FHWA, the Task Force concluded that the Golf Club Rd Roundabout and Bike/Ped Improvements project was not of air quality concern.

iv. Upper Penitencia Creek Multi-Use Trail Project

Samantha Swan (VTA) started her presentation on the Upper Penitencia Creek Multi-Use Trail project by indicating that the project will construct a 1/8th-mile shared-use trail connection on the south side of Upper Penitencia Creek from just east of King Road, where the existing City of San Jose Penitencia Creek Trail terminates, to the Berryessa BART Station west of King Road. Ms. Swan also stated the project will construct a new traffic signal at the existing, un-signalized T-intersection of King Road and Salamoni Court and provide bicycle and pedestrian access to the Berryessa BART Station and San Jose Flea Market.

Ms. Swan pointed out that the opening year (2018) LOS at the intersections of King/Lundy/Berryessa Roads and Mabury/King Roads would operate at LOS D during both peak hours under both 2018 No-Build and Build conditions and that the additional PM_{2.5} emissions from idling vehicles would not substantially increase local PM_{2.5} levels at those intersections. Ms. Swan also mentioned that estimated truck volumes of 315 per day would not change between no-build and build conditions.

For the horizon year (2040) LOS, Ms. Swan stated that the King/Lundy/Berryessa Road intersection would operate at LOS E in the AM and PM peak hours under both the no-build and build conditions and the Mabury/King Road intersection would operate at LOS D during the AM peak hour and LOS E in the PM peak hour under both 2040 no-build and build conditions. The additional PM_{2.5} emission from idling vehicles would not substantially increase local PM_{2.5} levels at those intersections. Ms. Swan went on to say that the estimated truck volumes of 612 per day would not change between no-build and build conditions.

Ginger Vagenas (EPA) did not feel that this project was a POAQC and noted that there is not a 2012 PM_{2.5} implementation plan (as indicated on Ms. Swan's last slide in her presentation).

Final Determination: With input from FTA, EPA, Caltrans and FHWA (via email correspondence after the meeting), the Task Force concluded that the Upper Penitencia Creek Multi-Use Trail project was not of air quality concern.

v. Second Street Improvements Project

Cristina Olea (City of San Francisco, Public Works) and Ellen Robinson (SFMTA) started their presentation on the Second Street Improvements project by indicating that during the development of this project several public outreach meetings were conducted to gather input and direction. Ms. Olea also stated that the project is a complete streets project where left turns will be restricted in the project area, a raised cycle track will be constructed and it is estimated that less than one hundred of the trucks in the area are buses.

Ms. Olea indicated that the project will improve pedestrian safety at Second and Harrison streets and the southeast corner would be reconfigured to eliminate the two existing, uncontrolled northbound right-turn lanes and most left-turns from Second Street would be restricted to lessen delays to transit.

Dick Fahey (Caltrans) asked if there was more information available about the redistribution of traffic impacts (possibly causing degradation on other streets nearby) as a result of the project and Ms. Robinson indicated that the eastern SOMA is no longer a heavy industrial area and the project increases capacity for walking and biking.

Ginger Vagenas (EPA) indicated that she liked the project but was interested in "connecting the dots" by obtaining data about the number of trucks redistributed to the parallel streets. (Specifically, where did the 120 redistributed trucks go?)

Final Determination: With input from FTA, EPA, Caltrans and FHWA, the Task Force did not feel that the Second Street Improvements project was of air quality concern but will defer final project-level conformity determination until receipt of the redistributed traffic impacts to the parallel streets. Subsequent to the meeting, SFMTA has indicated that this data will be forthcoming.

b. Confirmation of the list of exempt projects from PM_{2.5} conformity (2b_Exempt List 10815.pdf)

SON150010 the Santa Rosa Car Share project was removed from the 2b_Exempt List 10815.pdf list of exempt projects due to not fitting into a proper exemption code (under 40 CFR §93.126) Ginger Vagenas (EPA) suggested that while she did not feel the Santa Rosa Car Share project was of air quality concern, she still did not feel the project belonged on the 40 CFR §93.126 exempt list of projects. Ms. Vagenas also stated that car share project should not be required to go through the full project consultation process either and recommended that the Task Force establish a process that documents a “not a project of air quality concern” determination via memo which would be agreed upon by the entire Task Force. The Task Force agreed with this approach going forward.

Final Determination: With input from FHWA, FTA, EPA, Caltrans and MTC, the Task Force agreed, with the exclusion of projects SON150010, that the rest of the projects on the exempt list (**2b_Exempt List 10815.pdf**) were exempt from PM_{2.5} project level analysis.

3. Projects with Regional Air Quality Conformity Concerns

Adam Crenshaw (MTC) stated that the 2015 TIP and the Transportation Air Quality Conformity Analysis on Plan Bay Area and the 2015 TIP (conformity analysis) were approved by the Commission on September 24, 2014 as part of the 2015 TIP update process and final federal approval of these documents was received on December 15, 2014.

Mr. Crenshaw went on to indicate that MTC staff has received a request to add one new project (the Mountain View Double Track Improvements – Phase I project) to the 2015 Federal Transportation Improvement Program (TIP) with TIP amendment 15-06 which was not exempt from regional conformity analysis. The TIP amendment was scheduled to be approved by the Commission in February, 2015, and final federal approval is expected in April, 2015. On behalf of MTC, Mr. Crenshaw requested the Task Force’s concurrence that the addition of this project to the 2015 TIP will not require an update to the conformity analysis.

Final Determination: For the Mountain View Double Track Improvements – Phase I project, Caltrans, EPA, FTA and FHWA all indicated that they agreed with MTC staff that including these projects in the 2015 Federal Transportation Improvement Program (TIP) with TIP amendment 15-06 will not require an update to the regional conformity analysis.

4. EMFAC 2014 Update

Harold Brazil (MTC) discussed the updated activity data submission to CARB for the latest version of the EMFAC model (EMFAC 2014). Mr. Brazil indicated that MTC submitted transportation modeling activity data from *Transportation Air Quality Conformity Analysis for 2015 Transportation Improvement Program and Plan Bay Area* to CARB in December 2014 and also conducted preliminary emission inventory runs and analyses with EMFAC 2014. Mr. Brazil stated that the initial results from EMFAC 2014 showed significant emission and fuel consumption reductions (compared to the previous version of the model, EMFAC 2011) and these reductions were primarily due to CARB’s Advance Clean Car regulations. Amir Fanai (BAAQMD) confirmed these results and agreed to collaborate with MTC in additional analyses with EMFAC 2014.

5. Consent Calendar

a. December 4, 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