

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

Participants:

Amir Fanai – BAAQMD	Ho Nguyen – City of San José
Rodney Tavitas – Caltrans	Lee Lim-Tsao – City of San José
Kevin Nguyendo – Caltrans	Ted Mately – FTA
Dan Hennessey – Fehr & Peers	Stew Sonnenberg – FHWA
Lynn McIntyre – AECOM	Dick Fahey – Caltrans
David Williams – AECOM	Nick Aguilera – UC Berkeley (Student)
David Montague – City of Santa Rosa	Adam Crenshaw – MTC
Rob Sprinkle – City of Santa Rosa	Harold Brazil – MTC
Tina Smith – City of San José	

1. Welcome and Self Introductions: Harold Brazil (MTC) called the meeting to order at 9:34 am.

2. PM_{2.5} Project Conformity Interagency Consultations

a. Consultation to Determine Project of Air Quality Concern Status

i. San Jose Smart Intersections Program Project

Tina Smith and Ho Nguyen (both from the City of San José) began their description of the San Jose Smart Intersections Program project by stating that the project will install an adaptive traffic signal control (ATSC) system at 35 signalized intersections along two corridors, Tully Road and Saratoga Avenue, in San Jose. Ms. Smith and Mr. Nguyen also indicated that the project will utilize real-time vehicle detection information which will adjust signal timings on a cycle-by-cycle basis in accordance with fluctuations in traffic demand. In addition, the existing signal controller will remain in place and the project will leverage the existing traffic signal communications network.

Ms. Smith and Mr. Nguyen stated that these two project corridors are home to a concentration of businesses, commercial and shopping districts and that the two areas' mix of intersection geometries, proximity to freeway ramps and interchanges, high density and mixed-use land development create dynamic traffic conditions that cannot be effectively addressed by conventional pre-programmed, time-of-day, signal timing schedules.

Ms. Smith and Mr. Nguyen also stated that the ATSC will be deployed to improve travel time reliability, reduce congestion and improve air quality through a more efficient roadway operation all hours of the day and that the project will achieve these targets by specifically reducing the travel times, delays and the number of stops at signalized intersections.

Ginger Vagenas (EPA) was not available for the October 22nd meeting, but provided comments on the San Jose Smart Intersections Program project via email below.

From Ms. Vagenas:

San Jose – Smart Intersections project: My preliminary view is that this is not a POAQC, but I would want to hear other points of view, if there are any, before final sign off. Note that there is not a horizon year forecast. Given the type of project, I am not sure this is a “must have,” but am curious to hear what others think.

From Harold Brazil (MTC):

San Jose – Smart Intersections project: Dick agreed with you about “must having” a horizon year forecast need [for this type of project], he did not think the missing data was a deal breaker and he did not think the project was of aq concern. Rodney and Ted also did not feel that the project was of aq concern and Joseph deferred to Caltrans because the project is a section 6004 categorical exemption [NEPA delegation].

Amir asked for some clarification on slide 7 in their presentation and the project sponsor indicated that the map was a global view of the 2 corridors showing the San Jose priority areas with their associated transit lines and stops and the connected freeway network. Please provide you final sign off that this project is not of aq concern.

From Ms. Vagenas:

Thanks for the recap. I concur that these are not POAQCs.

Final Determination: With input from FTA, EPA (via email), Caltrans and FHWA, the Task Force concluded that the San Jose Smart Intersections Program project was not of air quality concern.

ii. US 101 Hearn Ave Interchange Project

Lynn McIntyre (AECOM) began here description of the US 101 Hearn Ave Interchange project by stating that the project would:

- Replace the existing 2-lane Hearn Avenue overcrossing with a new 4-lane structure
- Widen the existing 1-lane southbound US 101 off-ramp to 2 lanes
- Provide class 2 bike lanes and sidewalks on new Hearn Avenue overcrossing

Ms. McIntyre noted that there would be no change to US 101 mainline or northbound ramps.

In addition, Ms. McIntyre stated that the purpose of the US 101 Hearn Ave Interchange project was to improve:

- Local traffic circulation and regional traffic operations
- Multimodal access, connectivity, and operations
- Overall safety of the facility

Ms. McIntyre indicated that the project is needed to address:

- The inability of the existing interchange to accommodate existing and future traffic (which currently is resulting in congestion on Hearn Avenue and southbound off-ramp)

- The lack of adequate pedestrian and bicycle access across US 101 at Hearn Avenue (sidewalk only on south side of overcrossing and are no striped bike lanes – bikes must share the traffic lanes with vehicles)

Ginger Vagenas (EPA) was not available for the October 22nd meeting, but provided comments on the San Jose Smart Intersections Program project via email below.

From Ms. Vagenas:

US 101/Hearn Ave Interchange: My preliminary view is that this is not a POAQC, but I would want to hear other points of view, if there are any, before final sign off. I thought the project sponsor did a good job on the form. One small comment is about the following language in the form:

“The percent and number of trucks in the project area is considered to be below the concern threshold based on EPA guidance.”

We need to remind the applicant that there are not any “concern thresholds” and that we evaluate each project on a case-by-case basis.

From Harold Brazil (MTC):

US 101/Hearn Ave Interchange: This project is a section 6005 non-categorical exemption and Joseph indicated [via email] that he did not think the project was a POAQC - as did Ted, Dick and Rodney. I reminded the project sponsor about your, “not any concern thresholds” and “evaluation of each project on a case-by-case basis” comments.

Amir asked how long the construction period of the project was and also asked if the construction of the project would cause any additional congestion. The project sponsor indicated that the project would take 2 years to construct and the new bridge over Hearn Ave. would be constructed before the existing bridge is removed, therefore traffic would be moved to the new before and while the existing bridge is being removed and there would be no additional congestion caused.

Please provide you final sign off that this project is not of aq concern.

From Ms. Vagenas:

Thanks for the recap. I concur that these are not POAQCs.

Final Determination: With input from FTA, EPA (via email), Caltrans and FHWA, the Task Force concluded that the US 101 Hearn Ave Interchange project was not of air quality concern.

b. Confirm Projects Are Exempt from PM_{2.5} Conformity

Harold Brazil (MTC) had the following comment from the Task Force on the **2b_Exempt List 100915.pdf** list of projects:

From Ginger Vagenas (EPA):

On the exemption list, project MRN070002 appears to have a typo – 2006 instead of 2016.

From Harold Brazil (MTC):

Correction was noted and made

Final Determination: With input from FHWA , FTA, EPA (via email), Caltrans and MTC, the Task Force agreed that the project on the exempt list (**2b_Exempt List 100915.pdf**) is exempt from PM_{2.5} project level analysis.

3. Projects with Regional Air Quality Conformity Concerns

a. Review of the Regional Conformity Status for New and Revised Projects

New Project Staff is Proposing to Include in the 2015 TIP

Mr. Crenshaw indicated that Staff has received requests from sponsors to add one new individually listed project and two new grouped listed projects to the 2015 TIP and to revise the description of one existing, individually listed project. Mr. Crenshaw provided a listing of this project along with the regional air quality category that staff believes best describes the projects.

Ginger Vagenas (EPA) was not available for the October 22nd meeting, but provided comments on the San Jose Smart Intersections Program project via email below.

From Ms. Vagenas:

[Note that the description for ALA130014 \(Attachment to Adam's memo\) is cut off.](#)

From Harold Brazil (MTC):

[Correction was noted and made.](#)

Mr. Crenshaw received no other questions or comments on the above mentioned agenda item.

4. Support to Project Sponsors During Consultation Process

Adam Crenshaw notified the Task Force that MTC has hired a consultant to perform web development which will include the air quality module (in FMS) changes and updates.

5. Consent Calendar

a. September 24, 2015 Air Quality Conformity Task Force Meeting Summary

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

6. Other Items

Harold Brazil (MTC) spoke about transitioning Task Force meetings to the GoToMeeting is a web-hosted service to allow for desktop sharing conferencing software which will enable meeting participants to meet with other computer users and colleagues via the Internet in real time. Mr. Brazil mentioned that the specific time table to move to GoToMeeting will be delayed by MTC's move to its new offices in San Francisco.