



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Bay Area Metro Center
375 Beale Street, Suite 800
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Air Quality Conformity Task Force

Metropolitan Transportation Commission
Bay Area Metro Center

Mount Diablo Conference Room
375 Beale Street, Suite 800

(Note: Visitors must check in with the receptionist on the 7th floor)
San Francisco, CA

Conference Call Number: 888-273-3658 (Access Code: 9427202)

**Thursday, June 23, 2016
9:30 a.m. –11:00 a.m.**

AGENDA

1. Welcome and Introductions
2. PM_{2.5} Project Conformity Interagency Consultations
 - a. Consultation to Determine Project of Air Quality Concern Status
 - i. BART Silicon Valley - Phase II Extension Project
 - b. Confirm Projects Are Exempt from PM_{2.5} Conformity
 - i. Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern
 - c. Project Consultation - Information Item
 - i. BART Transbay Corridor Core Capacity Project
3. Consent Calendar
 - a. May 26, 2016 Air Quality Conformity Task Force Meeting Summary
4. Other Items

Next Meeting: July 28, 2016

MTC Staff Liaison: Harold Brazil hbrazil@mtc.ca.gov



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Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
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Memorandum

TO: Air Quality Conformity Task Force

DATE: June 10, 2016

FR: Harold Brazil

W. I.

RE: PM_{2.5} Project Conformity Interagency Consultation

Project sponsors representing one projects, seek interagency consultation from the Air Quality Conformity Task Force (AQCTF) at today's meeting and the project is as follows:

No.	Project Sponsor	Project Title
1	Santa Clara Valley Transportation Authority (VTA)	BART - Berryessa to San Jose Extension Project

2ai_BART-Berryessa_to_San_Jose_Extension_Project_Assessment_Form.pdf (for the BART - Berryessa to San Jose Extension project)

MTC requests the review and concurrence from the Task Force on projects that project sponsors have identified as exempt and likely not to be a POAQC. **2b_Exempt List 061016.pdf** lists these exempt projects.

And as an information item, Bay Area Rapid Transit (BART) would like to present their **BART Transbay Corridor Core Capacity Project** to the Task Force and apprise them of the project's upcoming environmental analysis and review to comply with National Environmental Policy Act (NEPA) requirements, which will occur over the next several months.

Application of Criteria for a Project of Air Quality Concern

Project Title: **BART Silicon Valley - Phase II Extension Project**

Project Summary for Air Quality Conformity Task Force Meeting: **(June 23, 2016)**

Description

- Project will extend the BART rail system from the Phase I terminus in the Berryessa neighborhood of San Jose through central San Jose and terminate in the City of Santa Clara.
- The length of the Project alignment is approximately 6 miles.
- The alignment will include an approximately 5-mile tunnel through downtown San Jose.
- Four stations are under consideration: Alum Rock/28th Street, Downtown San Jose, Diridon, and Santa Clara.

Background

- CEQA/NEPA process for Draft SEIS and SEIR (SEIS/SEIR) is underway.
- Public review of Draft SEIS/SEIR is scheduled for September 2016.
- CEQA document approval hearing anticipated in mid-2017 by VTA Board of Directors.
- The federal Administrative Draft SEIS was submitted to FTA in early February 2016.
- Seeking air quality conformity determination on or before June 23, 2016.

Not a Project of Air Quality Concern (40 CFR 93.123(b)(1))

(i) New or expanded highway projects with significant number/increase in diesel vehicles?

Not a new or expanded highway project

- Not applicable. Not a new or expanded highway project.

(ii) Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?

- Not applicable. Not an intersection or interchange project.

(iii) New bus and rail terminals and transfer points?

- BART Extension will be electrically powered and there will be no diesel emissions.
- Bus volumes will either not change or decrease in the station areas after implementation of the BART extension. Of primary importance to the Project of Air Quality Concern determination, VTA and other regional bus service providers are now operating hybrid buses. VTA anticipates phasing out all conventional diesel buses by 2025 and replacing them with hybrid buses by 2025. There will be no diesel buses at the stations in the opening or horizon years. There will be no significant sources of diesel emissions at the stations.

(iv) Expanded bus and rail terminals and transfer points?

- Bus volumes will either not change or decrease in the station areas after implementation of the BART extension.

(v) Affects areas identified in PM₁₀ or PM_{2.5} implementation plan as site of violation?

- Not identified in 2012 PM_{2.5} Implementation Plan as an area of potential violation.

RTIP ID# 240375				
TIP ID# BRT030001				
Air Quality Conformity Task Force Consideration Date June 23, 2016				
Project Description <i>(clearly describe project)</i>				
<p>The Project would extend the BART system from the Phase I terminus in the Berryessa neighborhood of San Jose for approximately 6 miles through central San Jose and terminate in the City of Santa Clara. The alignment would include an approximately 5-mile tunnel, or subway, through downtown San Jose. Four stations are under consideration: Alum Rock/28th Street, Downtown San Jose, Diridon, and Santa Clara. The Alum Rock/28th Street Station would include 1,200 passenger vehicle parking spaces for park-and-ride demand. The Santa Clara Station would include 500 passenger vehicle parking spaces for park-and-ride demand. Depending upon funding availability, initial revenue service on the BART extension is targeted to begin in 2025.</p>				
Type of Project:				
Extension of the BART system six more miles into Santa Clara County with four new passenger stations.				
County	<i>Narrative Location/Route & Postmiles</i>			
Santa Clara	Extension of the BART system from the Berryessa BART Station, which is under construction and scheduled to open in late 2017, in east San Jose through downtown San Jose and into the City of Santa Clara to terminate near the existing Santa Clara Caltrain Station			
Caltrans Projects – EA# not applicable				
Lead Agency: Federal Transit Administration				
<i>Contact Person</i> Samantha Swan	<i>Phone#</i> 408-321-5785	<i>Fax#</i> N/A	<i>Email</i> samantha.swan@vta.org	
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
<i>Categorical Exclusion (NEPA)</i>	X EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	<i>Other</i>
Scheduled Date of Federal Action: Summer 2017				
NEPA Delegation – Project Type <i>(check appropriate box) NOT APPLICABLE</i>				
	Section 326 – Categorical Exclusion	Section 327 – Non-Categorical Exclusion		
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	August 2014	January 2018	February 2018	June 2018
End	Summer 2017	December 2021	May 2021	December 2025

Project Purpose and Need (Summary): *(please be brief)*

Purpose

The purpose of the BART extension is as follows:

- Improve public transit service in this corridor by providing increased transit capacity and faster, convenient access to and from major Santa Clara County employment and activity centers for corridor residents and populations throughout the Bay Area and from communities that can access the BART regional rail network.
- Enhance regional connectivity by expanding and interconnecting BART rapid transit service with VTA light rail, Amtrak, ACE, Caltrain, and VTA bus services in Santa Clara County; improve intermodal transit hubs where rail, bus, auto, bicycle, and pedestrian links meet.
- Increase transit ridership by expanding modal options in a corridor with ever-increasing travel demand.
- Support transportation solutions that will be instrumental in maintaining the economic vitality and continuing development of Silicon Valley.
- Improve mobility options to employment, education, medical, and retail centers for corridor residents, in particular low-income, youth, elderly, disabled, and ethnic minority populations.
- Support local and regional land use plans.
- Improve regional air quality by reducing auto emissions and help to alleviate man-made contributions to climate change by reducing greenhouse gas emissions.

Corridor transportation improvements would support goals identified in MTC's Plan Bay Area, which include improving access and thereby preserving economic vitality by concentrating future development around transit nodes and along transit corridors. Several areas along the BART extension alignment are designated priority development areas in Plan Bay Area and are targeted for higher-density development in corridor cities' general plans.

Need

Sustaining Silicon Valley's economic vitality is key to maintaining the leadership of the U.S. in many key global industries. Besides being the nation's center of computer-related technology services, the region includes major concentrations of biotechnology, bioengineering, and renewable energy firms. It is the venture capital center of the world for private investing in these and other promising industries. The Valley, however, faces several challenges that could constrain its continued expansion. One is the efficient movement of goods and people to, from, and within the Valley.

Various existing deficiencies in the regional transportation network are contributing to the worsening mobility. These include severely congested roadways that slow travel speeds to barely tolerable levels and gaps in public transit systems that discourage individuals from shifting out of their autos to higher-capacity trains and buses. In 2012, at the start of the recent economic boom, many freeways and expressways were experiencing very poor operations during commute periods. Levels of service (LOS), where LOS F represents conditions of high delay and stop and go travel, have progressively deteriorated in the past 4 years. Roadway congestion has degraded traffic operations on urban arterials as well as the major thruways, leading to not just slower auto travel speeds but deteriorating bus transit speeds as well. This further discourages mode shifting to transit because buses fail to achieve travel time benefits relative to automobiles.

The growing transportation needs of businesses and residents have prompted VTA to pursue various transportation improvements, with a strong focus on transit infrastructure given the reality that no new expressway or freeway corridors are included in the regional transportation plan due to environmental and public policy concerns. The current construction of the Phase I Project to East San Jose is a major accomplishment but is only a first step in implementing a broader vision to link high-capacity transit modes within Santa Clara County and expand mobility options for Santa Clara County and Bay Area residents. By continuing BART to downtown San Jose and Santa Clara, the BART Extension Alternative would close the gap in the region's rail systems remaining after the Phase I BART Extension Project is completed in late 2017.

Surrounding Land Use/Traffic Generators (especially effect on diesel traffic)

There are four proposed passenger stations along the new BART alignment: Alum Rock/28th Street, Downtown San Jose, Diridon, and Santa Clara. The 6-mile alignment is surrounded by a mix of residential, industrial, commercial, institutional, and recreational land uses. Santa Clara University, San Jose State University, and the San Jose Convention Center are adjacent to the corridor. Many learning facilities or schools, three medical facilities, 10 churches, and numerous parks are located within 1,000 feet of the alignment. Specific information regarding each station is provided below.

Alum Rock/28th Street Station

Industrial uses are located along the former railroad right-of-way (ROW) and along the west side of U.S. 101. Industrial uses are located within the station area. Other industrial buildings, warehouses, and storage yards are located immediately adjacent to the station site. Low- and medium-density residential uses are located across U.S. 101 to the north and east of the station site, as well as to the west of 28th Street and the former railroad ROW. The Portuguese Band and Social Center is located to the west of the station site, and the Five Wounds National Portuguese Church and associated elementary school are located to the southeast. Commercial uses border the southwestern corner of the station site along Santa Clara Street.

Downtown San Jose Station

Downtown San Jose contains high-rise office buildings lining Santa Clara Street. These buildings have first floor retail uses that mainly serve downtown employees, residents, and visitors. Downtown is characterized by a strip of retail uses along the street frontage, with older residential uses just beyond the retail corridor. The San Jose State University campus is located one block south of Santa Clara Street between 4th and 10th Streets. The San Jose Civic Plaza, including San Jose City Hall, is located south of Santa Clara Street, between 4th and 6th Streets. The Museum of Art, Plaza de Cesar Chavez, St. Joseph's Cathedral, San Pedro Square, and several theaters and major hotels are near the new station locations. Santa Clara Street is a busy retail, commercial, and business thoroughfare leading into downtown San Jose. Commercial businesses include many restaurants, bars, retailers, a grocery store, and a gas station. Low- and medium-density residential uses are located to the north of Santa Clara Street, just outside of downtown San Jose.

Diridon Station

Transportation-related infrastructure dominates the landscape within the footprint of the Diridon Station, including existing light rail, a bus transit center, Caltrain and UPRR alignments west of the station, and many parking lots. Primary land uses within the Diridon Station area consist of industrial and office/commercial uses. Industrial uses are located to the south and west. The SAP Center is located directly north of the station and currently draws substantial numbers of riders during events. There are low- and medium-density residential, commercial, and industrial uses to the south. Residential uses are located to the southwest of the station area. Between the station and Stockton Avenue to the northwest, the land uses are predominately low- to medium-density residential with some park/open space, as well as commercial and industrial uses along The Alameda. Cahill Park is located one block south of the station on West San Fernando Street. Guadalupe River Park and Gardens is located to the northeast of the station, and the Guadalupe River Trail runs north to south east of the station.

Santa Clara Station

West of the station, the area is dominated by existing rail operations including Caltrain, ACE, Capitol Corridor, Amtrak, and UPRR. The existing Santa Clara Caltrain Station is located west of the station site. Light industrial and commercial uses are located immediately to the north and east. Land uses along the southern and western boundaries of the station site include railroad facilities and the Santa Clara Police Station, with office and commercial land uses located along the western boundary of the station site. Santa Clara University occupies a substantial portion of land to the southwest of the station area. There are also medium- and low-density residential developments to the southwest of the Santa Clara Station site. Retail uses are located immediately adjacent to the northwest. Industrial buildings and Mineta San Jose International Airport are located to the north and northeast.

Brief summary of assumptions and methodology used for conducting analysis

No Build and Build Alternative bus volumes were estimated for 2025 and 2035 by Connetics Transportation Group and VTA. Public schedules were used to calculate the buses/peak hour based on service frequency for each individual route serving a given station. Also, total trips were counted as currently scheduled to generate daily volumes.

Opening Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

NOT APPLICABLE (facility is not a highway or street)

RTP Horizon Year / Design Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

NOT APPLICABLE (facility is not a highway or street)

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

NOT APPLICABLE (facility is not an interchange or intersection)

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

NOT APPLICABLE (facility is not an interchange or intersection)

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Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

The BART extension will be electrically powered. There would be no diesel emissions associated with the BART extension.

Bus volumes at each station are presented below for Opening Year 2025. At each station, there would either be no change or a decrease in bus volumes from the No Build to Build Alternative. Bus volumes would decrease at some stations because the Phase I bus fleet is larger to account for additional bus service shuttling passengers between the Berryessa BART Station and downtown destinations. This service would be eliminated once Phase II is completed.

VTA and other regional bus service providers are now operating hybrid buses. VTA anticipates phasing out all conventional diesel buses by 2025 and replacing them with hybrid buses. There will be no diesel buses at the stations in the opening year. There will be no significant sources of diesel emissions at the stations.

Alum Rock/28th Street Station

Time Scale	No Build (trips)	Build (trips)	Net Trips	% Diesel	# Diesel
Peak Hour – Peak Direction	18	18	0	0	0
Peak Hour – Reverse Direction	18	18	0	0	0
Daily – Both Directions	578	578	0	0	0

Downtown San Jose Station

Time Scale	No Build (trips)	Build (trips)	Net Trips	% Diesel	# Diesel
Peak Hour – Peak Direction	59	59	0	0	0
Peak Hour – Reverse Direction	53	53	0	0	0
Daily – Both Directions	1,550	1,550	0	0	0

Diridon Station

Time Scale	No Build (trips)	Build (trips)	Net Trips	% Diesel	# Diesel
Peak Hour – Peak Direction	45	39	0	0	0
Peak Hour – Reverse Direction	41	35	0	0	0
Daily – Both Directions	1,148	1,052	-96	0	0

Santa Clara Station

Time Scale	No Build (trips)	Build (trips)	Net Trips	% Diesel	# Diesel
Peak Hour – Peak Direction	28	22	6	0	0
Peak Hour – Reverse Direction	28	22	6	0	0
Daily – Both Directions	729	633	-96	0	0

RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

The BART extension will be electrically powered. There will be no diesel emissions associated with the BART extension.

Bus volumes at each station are presented below for Horizon Year 2035. At each station, there would either be no change or a decrease in bus volumes from the No Build to Build Alternative. Bus volumes would decrease at some stations because the Phase I bus fleet is larger to account for additional bus service shuttling passengers between the Berryessa BART Station and downtown destination. This service would be eliminated once Phase II is completed.

VTA and other regional bus service providers are now operating hybrid buses. VTA anticipates phasing out all conventional diesel buses by 2025 and replacing them with hybrid buses by 2025. There will be no diesel buses at the stations in the horizon year. There will be no significant sources of diesel emissions at the stations.

Alum Rock/28th Street Station

Time Scale	No Build (trips)	Build (trips)	Net Trips	% Diesel	# Diesel
Peak Hour – Peak Direction	18	18	0	0	0
Peak Hour – Reverse Direction	18	18	0	0	0
Daily – Both Directions	578	578	0	0	0

Downtown San Jose Station

Time Scale	No Build (trips)	Build (trips)	Net Trips	% Diesel	# Diesel
Peak Hour – Peak Direction	59	59	0	0	0
Peak Hour – Reverse Direction	53	53	0	0	0
Daily – Both Directions	1,582	1,550	-32	0	0

Diridon Station

Time Scale	No Build (trips)	Build (trips)	Net Trips	% Diesel	# Diesel
Peak Hour – Peak Direction	49	49	0	0	0
Peak Hour – Reverse Direction	45	45	0	0	0
Daily – Both Directions	1,244	1,052	-192	0	0

Santa Clara Station

Time Scale	No Build (trips)	Build (trips)	Net Trips	% Diesel	# Diesel
Peak Hour – Peak Direction	32	32	0	0	0
Peak Hour – Reverse Direction	32	32	0	0	0
Daily – Both Directions	793	633	-160	0	0

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

The Project would extend the BART system 6 miles farther into Santa Clara County from the Berryessa BART Station in east San Jose, which is under construction and scheduled to open in late 2017, through downtown San Jose and into Santa Clara to terminate near the existing Santa Clara Caltrain Station. Four stations are proposed along the new 6-mile alignment: Alum Rock/28th Street, Downtown San Jose, Diridon, and Santa Clara. Although the Project and the park-and-ride facilities would cause the redistribution of traffic to the new stations, the Transportation Impact Analysis (TIA, done on the new station areas) concluded that no new long-term significant vehicular traffic impacts would result from implementation of the Project.

The BART extension would result in a net decrease in traffic volumes on the freeway network, since the number of vehicles shifted from the roadway network to transit modes would be greater than the number of vehicles traveling to access the station. While a portion of traffic accessing the station areas would use the freeway network to do so, generally those trips are already on the freeway network and do not represent an increase in traffic for Year 2025 and 2035 No Project/Phase II conditions. However, a number of others trips accessing the stations would do so via transit or local streets, and therefore would result in a net increase in traffic volumes in areas close to the stations, and a net decrease in freeway volumes. While overall the project decreases traffic volumes on the freeway, there are some freeway segments that show a slight increase in traffic volumes under project build conditions, however, the added traffic volumes would be less than one percent of the segment's capacity to any of the study freeway segments projected to operate at LOS F. The increase in traffic can be considered minor in magnitude for those segments. The project would have a net effect of congestion relief within the region.

Comments/Explanation/Details (please be brief)

For the following reasons, the project would not be considered a “project of air quality concern” (according to 40 CRF 93.123(b)(1)) and would not trigger the need for a PM_{2.5} hot-spot modeling analysis:

1. New or expanded highway projects that have a significant number of or significant increase in diesel vehicles (significant number is defined as greater than 125,000 (annual average daily traffic (AADT) and 8 percent or more of such AADT is diesel truck traffic, or in practice 10,000 truck AADT or more regardless of total AADT; significant increase is defined in practice as a 10 percent increase in heavy duty truck traffic);

NOT APPLICABLE (facility is not a highway or street).

2. Projects affecting intersections that are at a Level of Service D, E, or F, with a significant number of diesel vehicles, or that that will change to Level of Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;

NOT APPLICABLE (facility is not an interchange or intersection)

3. New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;

New transfer points would be located at the Alum Rock/28th Street and Santa Clara Stations. At the Alum Rock/28th Street Station, a bus zone would be provided within the station campus or along North 28th Street. Therefore, buses that currently provide service on East Santa Clara Street several hundred yards to the south would turn north to serve the station. The existing transit center at Diridon Station would be reconfigured to accommodate existing demand. At the Santa Clara Station, a new bus zone would be provided along Brokaw Road. The bus zones would operate similarly to bus stops on a local roadway and would not be considered significant terminals or transfer points. In addition, VTA is transitioning to diesel-hybrid buses instead of regular diesel buses that generate significantly less diesel emissions compared to the standard diesel buses. Bus idling at the bus stops would increase localized emissions, although, idling time is typically limited to less than one minute per vehicle per stop, and the idling emissions would be negligible.

Of primary importance to the Project of Air Quality Concern determination, VTA and other regional bus service providers are now operating hybrid buses. VTA anticipates phasing out all conventional diesel buses by 2025 and replacing them with hybrid buses by 2025. There will be no diesel buses at the stations in the opening or horizon years. There will be no significant sources of diesel emissions at the stations. The BART extension will be electrically powered, and there will be no diesel emissions associated with the rail facility.

4. Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; or

The existing bus transit facility at the Diridon BART Station would be reconfigured to accommodate existing demand. As shown in the above tables, it is not anticipated that the facilities/stations would accommodate increased bus frequency. In addition, VTA is transitioning to diesel-hybrid buses that generate significantly less diesel emissions than standard diesel buses.

5. Projects in or affecting locations, areas, or categories of sites which are identified in the PM_{2.5} or PM₁₀ Implementation Plan or Implementation Plan submission, as appropriate, as sites of possible violation;

The Project corridor is not located in nor would it affect an area or location identified in the 2012 PM_{2.5} implementation plan. Moreover, the Project would not introduce significant amounts of diesel truck traffic within the Project area that would result in PM hot-spots.

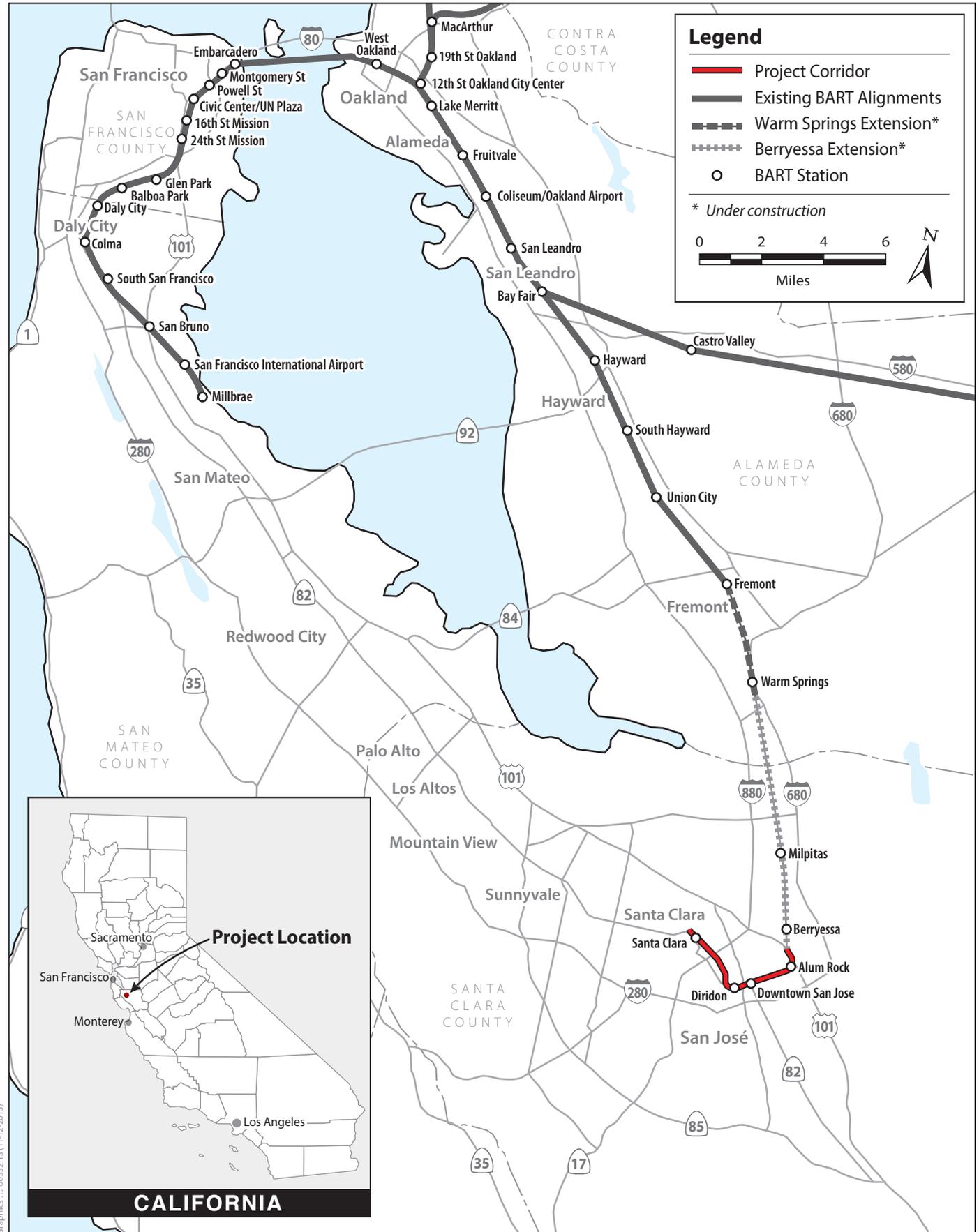
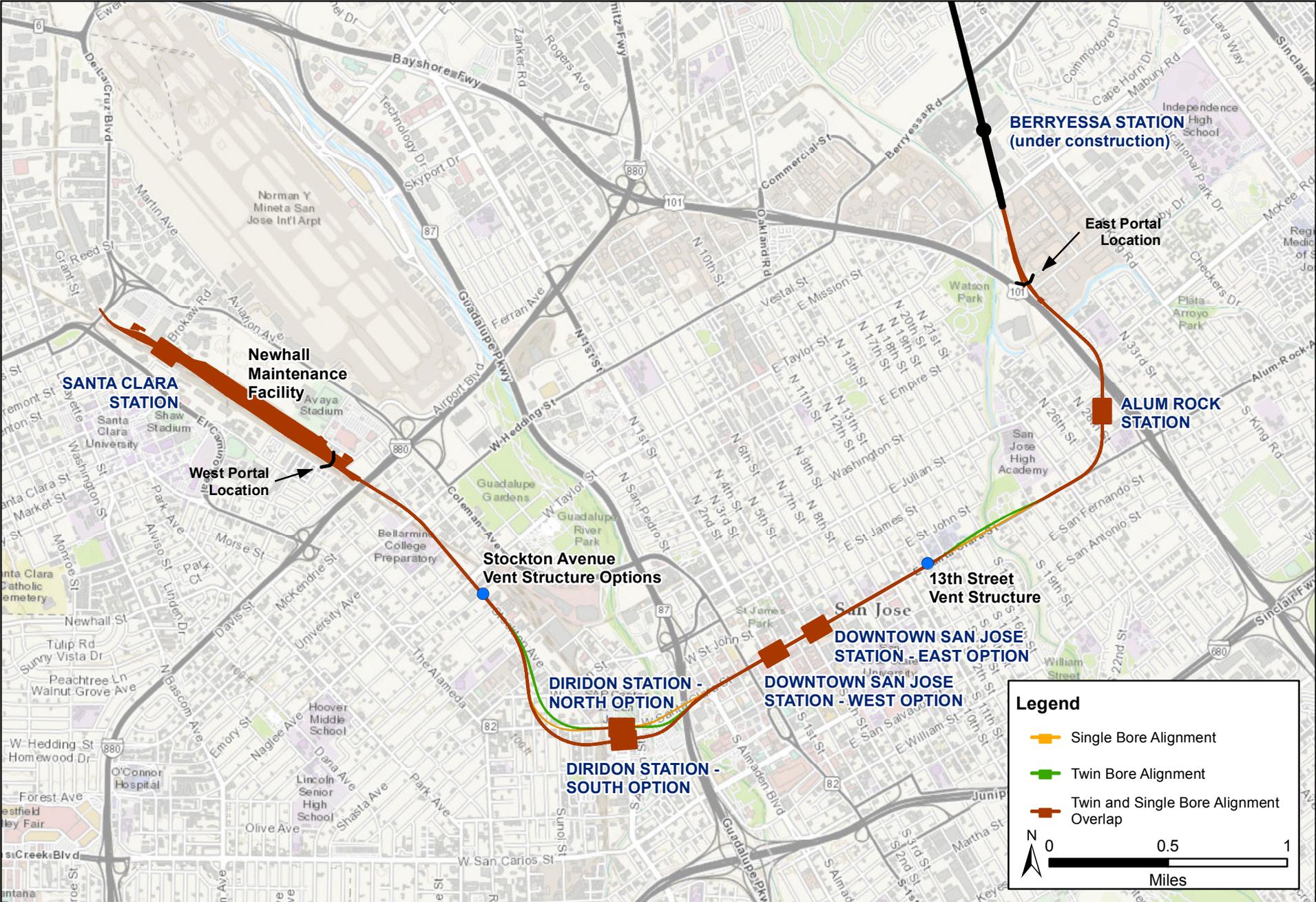


Figure 2-1
Regional Location
 VTA's BART Silicon Valley-Phase II Extension Project

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Source: Station and Track, VTA 2014; Basemap, ESRI 2015

Figure 2-2
BART Extension (with Options)
VTA's BART Silicon Valley – Phase II Extension Project

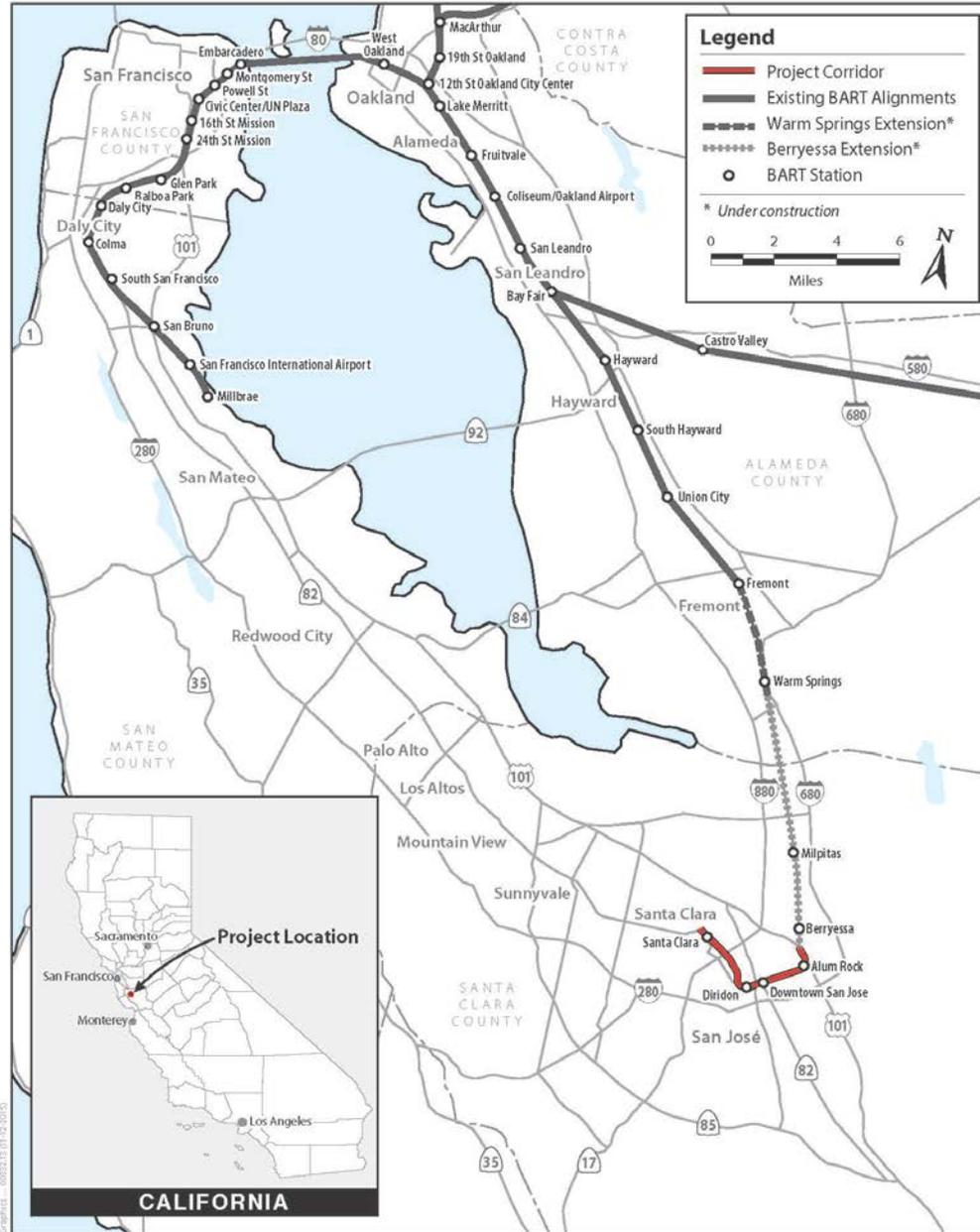
**VTA's BART Silicon Valley
Phase II Extension Project
(Phase II Project)**

**MTC
Air Quality Conformity
Task Force Meeting**

June 23, 2016

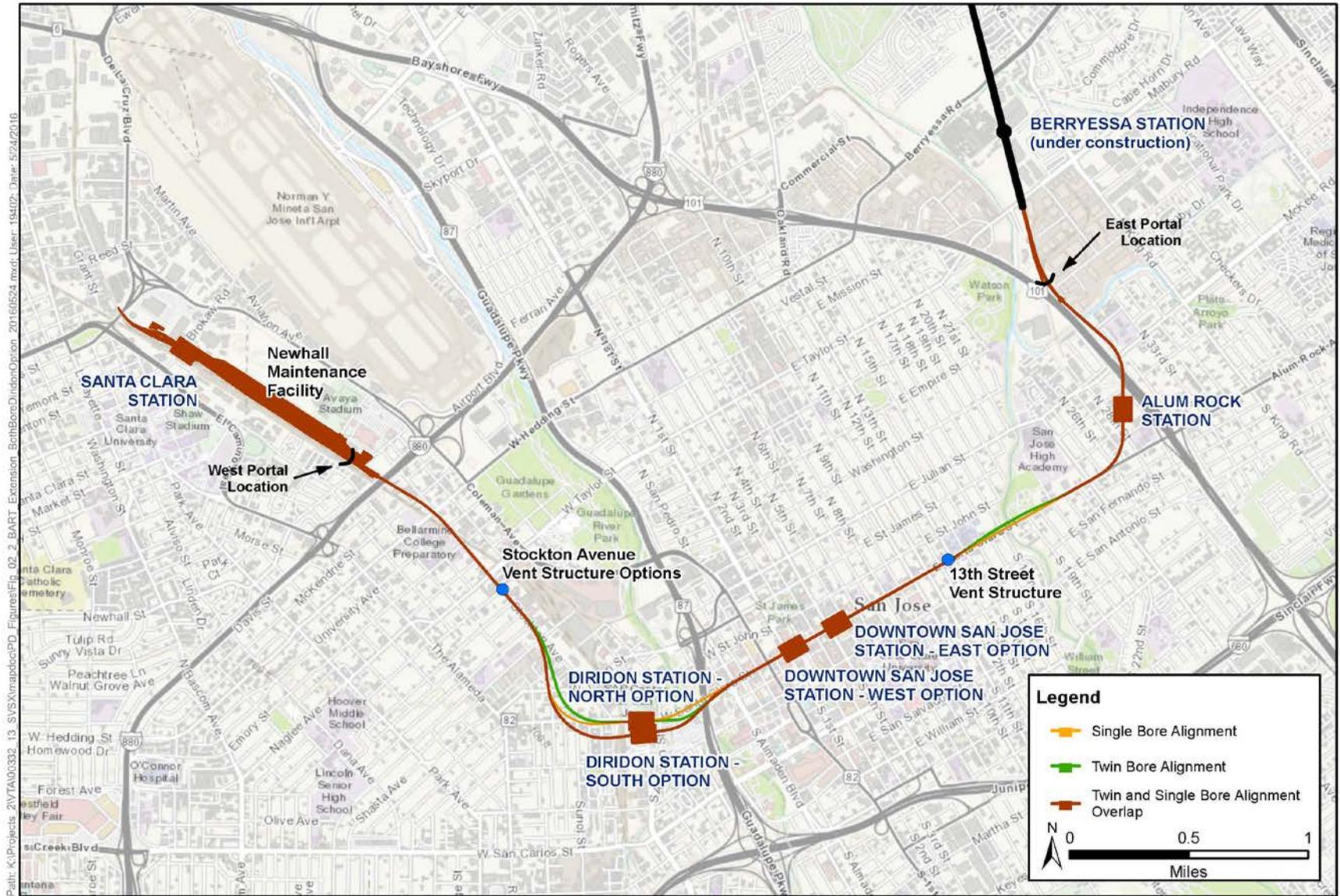


Area Map



- 6-mile extension of the BART system through downtown San Jose
- Four stations proposed:
 - Alum Rock/28th Street
 - Downtown San Jose
 - East Option
 - West Option
 - Diridon
 - South Option
 - North Option
 - Santa Clara
- Phase I is under construction and scheduled to open in late 2017
- Service for Phase II would start in 2026

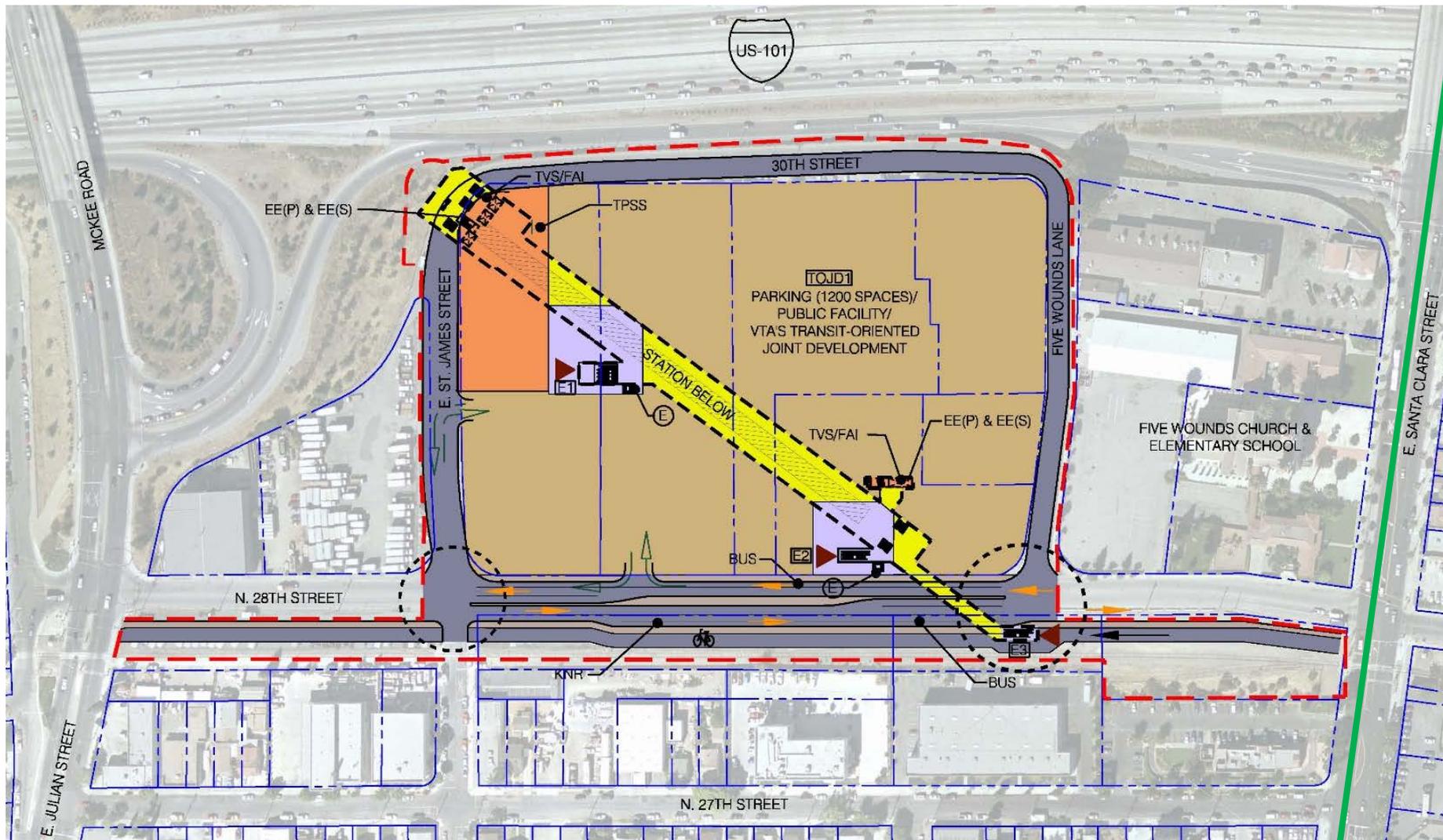
Project Map



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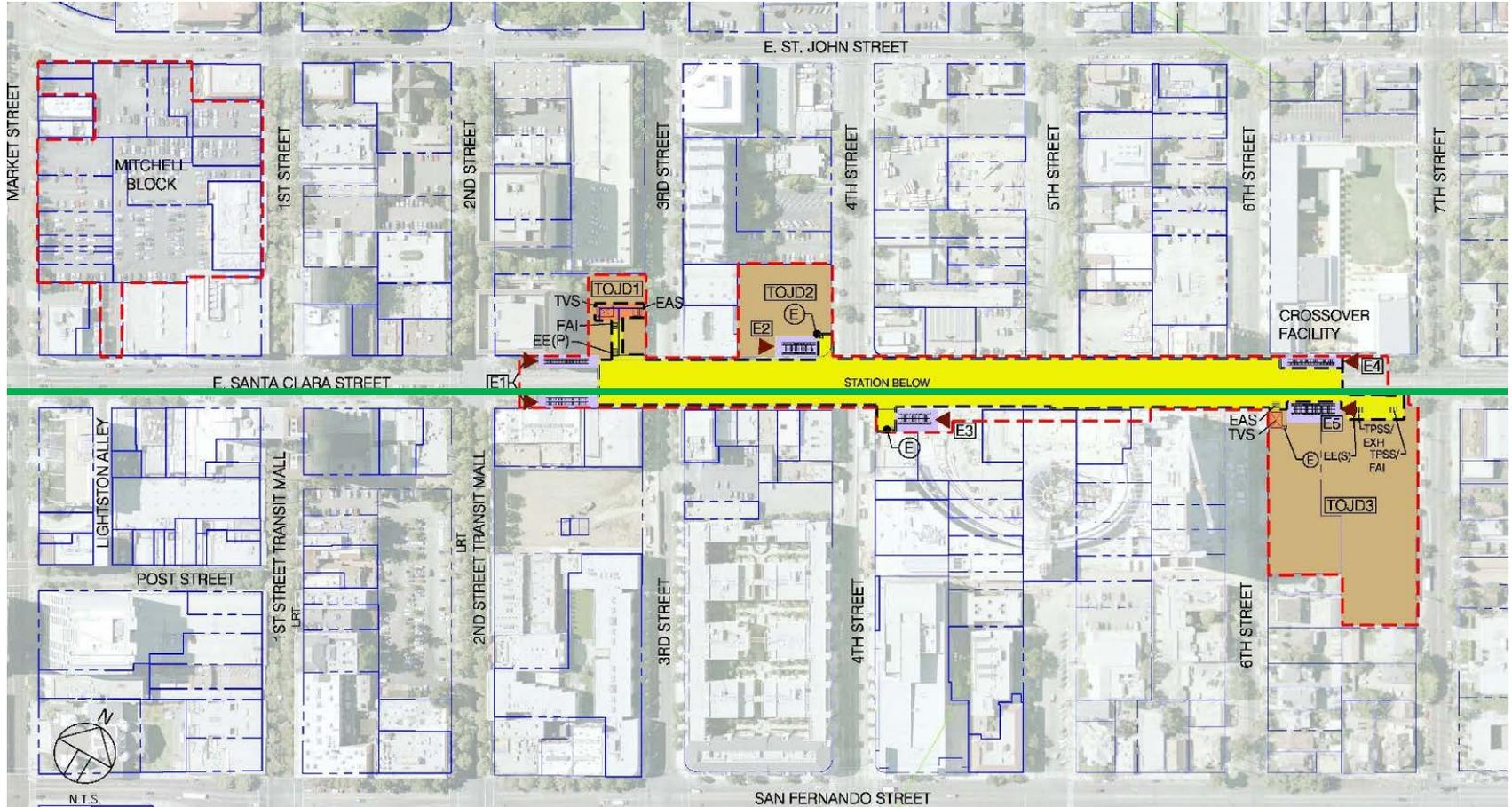
Source: Station and Track VTA 2014; Roseman ESRI 2015

Alum Rock/28th Street Station



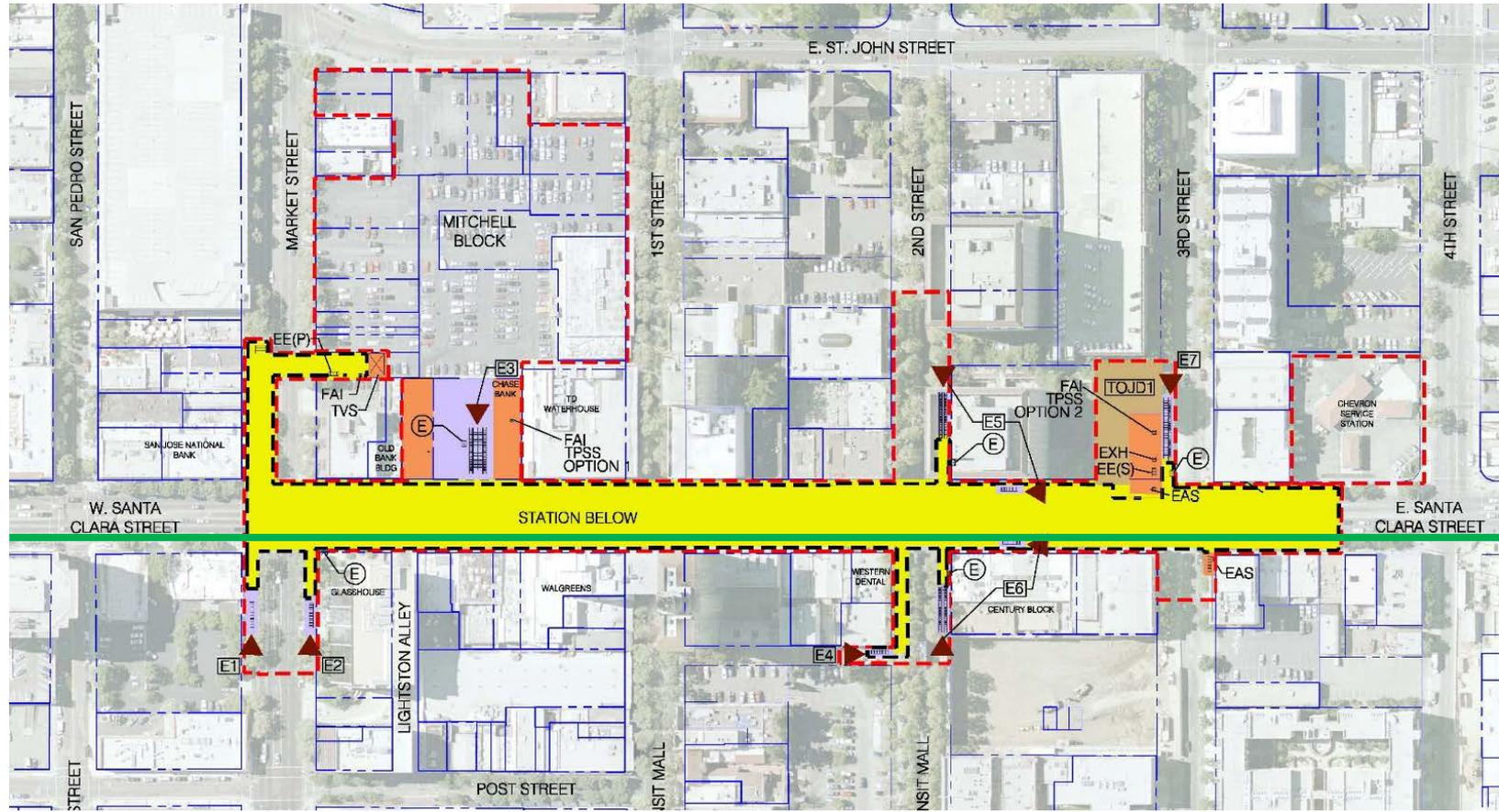
— Frequent Bus Service Route

Downtown San Jose Station – East Option



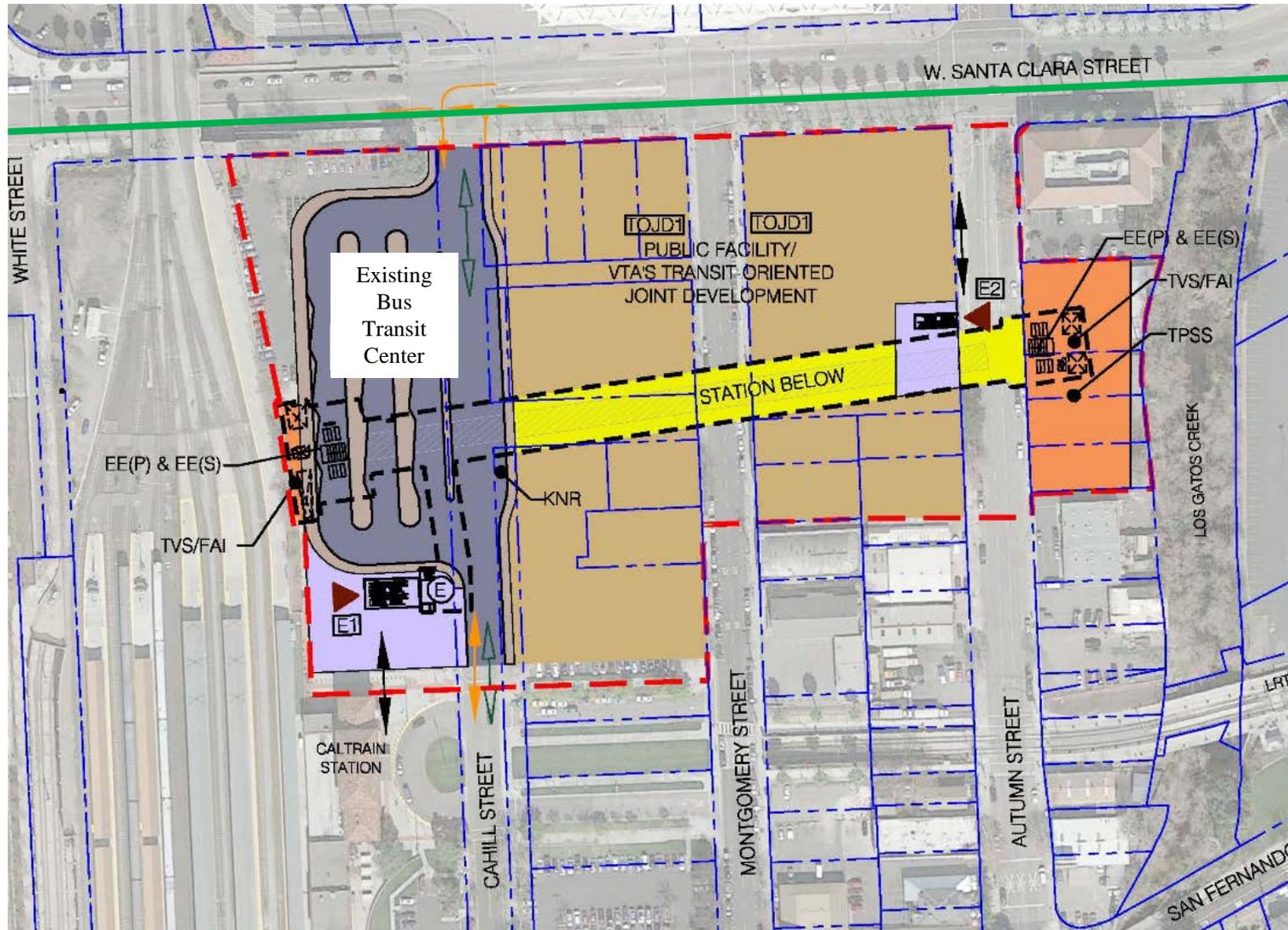
— Frequent Bus Service Route

Downtown San Jose Station – West Option



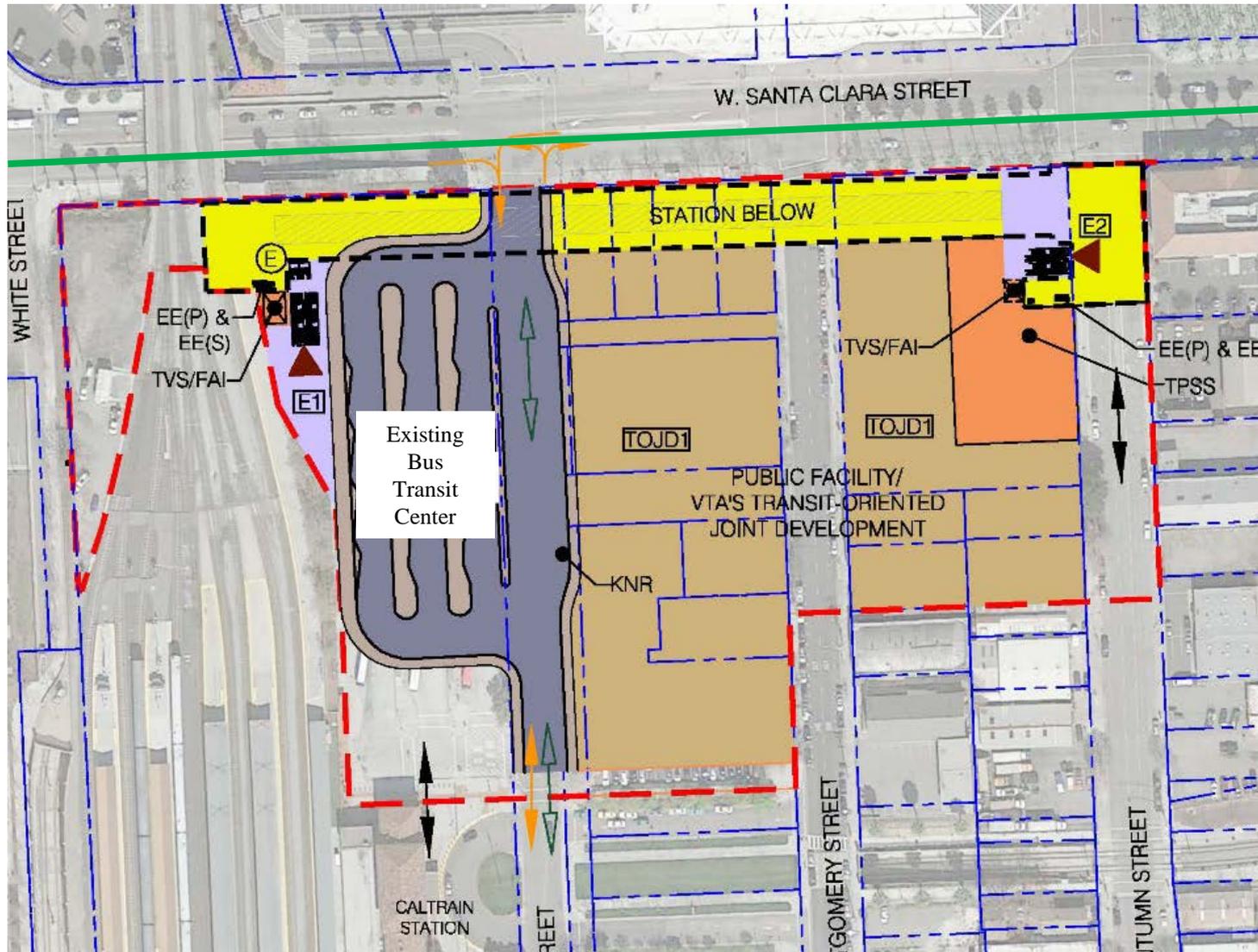
— Frequent Bus Service Route

Diridon Station – South Option



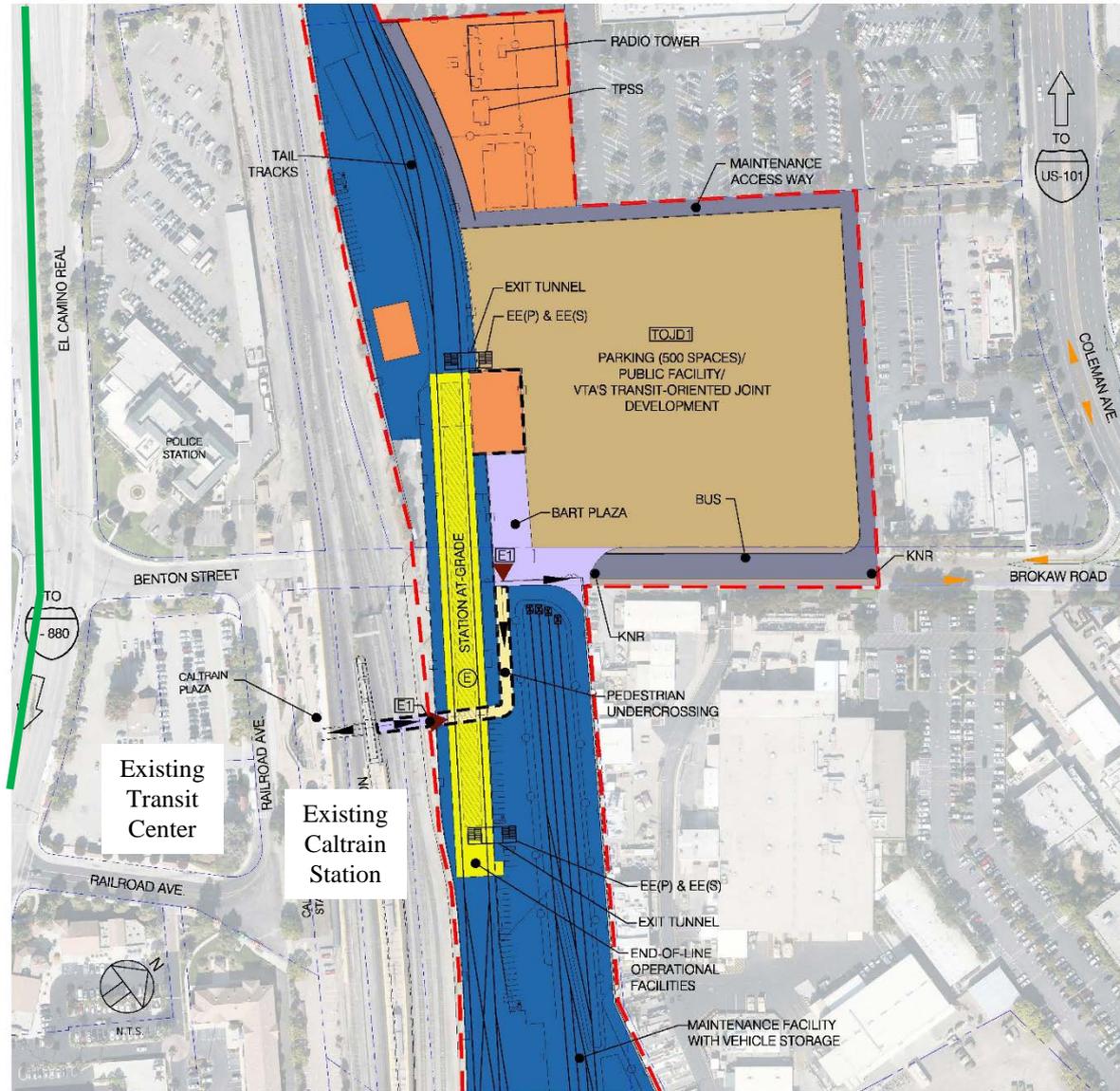
— Frequent Bus Service Route

Diridon Station – North Option



— Frequent Bus Service Route

Santa Clara Station



— Frequent Bus Service Route

Opening Year (2025) LOS Analysis



OPENING YEAR (2025) LOS INTERSECTION				
Station	Number of Study Intersections	Unacceptable LOS Intersections		Intersections with Impacts
		No Build	BART Extension	
Alum Rock	17	2	2	0
Diridon	29	2	2	0
Santa Clara	17	1	1	0
Total	63	5	5	0

OPENING YEAR (2025) LOS FREEWAY						
Station	Number of Freeway Segments	Unacceptable LOS Freeway Segments		Unacceptable LOS HOV Segments		Freeway Segments with Impacts
		No Build	BART Extension	No Build	BART Extension	
Alum Rock	20	12	12	4	4	0
Diridon	18	17	17	1	1	0
Santa Clara	26	24	24	7	6	0
Total	64	53	53	12	11	0

The Downtown San Jose Station is not shown in the LOS analysis above because passengers would access this station primarily through other transit modes, or as bicyclists or pedestrians. The Downtown San Jose Station would not include any Park-and-Ride or Kiss-and-Ride facilities, and therefore would not generate a significant amount of vehicular traffic on the surrounding roadway network.

Horizon Year (2035) LOS Analysis



HORIZON YEAR (2035) LOS INTERSECTION				
Station	Number of Study Intersections	Unacceptable LOS Intersections		Intersections with Impacts
		No Build	BART Extension	
Alum Rock	17	1	1	0
Diridon	29	4	3	0
Santa Clara	17	3	3	0
Total	63	8	7	0

HORIZON YEAR (2035) LOS FREEWAY						
Station	Number of Freeway Segments	Unacceptable LOS Freeway Segments		Unacceptable LOS HOV Segments		Freeway Segments with Impacts
		No Build	BART Extension	No Build	BART Extension	
Alum Rock	20	12	12	4	4	0
Diridon	18	17	17	3	3	0
Santa Clara	26	24	24	8	8	0
Total	64	53	53	15	15	0

The Downtown San Jose Station is not shown in the LOS analysis above because passengers would access this station primarily through other transit modes, or as bicyclists or pedestrians. The Downtown San Jose Station would not include any Park-and-Ride or Kiss-and-Ride facilities, and therefore would not generate a significant amount of vehicular traffic on the surrounding roadway network.

Conclusion



For the following reasons, the project would not be considered a “project of air quality concern” (according to 40 CRF 93.123(b)(1)) and would not trigger the need for a PM_{2.5} hot-spot modeling analysis:

- The Project is not a “highway project;” it will construct a six-mile extension of the BART system and four passenger stations.
- The Project would not affect intersections that are at LOS D, E, or F with a significant number of diesel vehicles, nor would the project change any intersections to LOS D, E, or F with a significant number of diesel vehicles.
- Heavy rail operations related to the Project would be electrically powered and would not produce diesel emissions. The Project would not introduce new stations or park-and-ride lots where diesel buses could congregate, and bus service to the planned stations would not increase from current levels. Furthermore, VTA anticipates phasing out all conventional diesel buses by 2025 and replacing them with hybrid buses.
- The Project would not increase the number of diesel buses serving the existing stations in the project area.
- The Project is not located in, nor would it affect an area or location identified in, the 2012 PM_{2.5} implementation plan. Moreover, the Project is not expected to introduce significant amounts of diesel truck traffic within the Project area that would result in PM hot-spots.

40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Expanded Description	Project Type under 40 CFR 93.126
ALA	ALA110138	Pleasanton	Bridge No. PM00119 [HBP 5101(029)]	Bridge Preventative Maintenance for five local street bridges: 33C0454, 33C0099, 33C0453, 33C0461, 33C0462.	Laurel Creek Drive at Laurel Creek (33C0454) replace expansion dams and methacrylate deck; Santa Rita Road at Arroyo Mocho (33C0099) install soffit access opening and repair spalls; Case Avenue Bridge at Mission Creek (33C0453) repair spalls and replace expansion joints; West Las Positas Blvd at G-3 Canal (33C0461) spall and crack repairs; Owens Drive and Chabot Canal (33C0462) Spall and crack repairs.	Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
CC	CC-110112	Moraga	Canyon Rd Bridge over San Leandro Creek (28C0137)	Bridge No. 28C0137, Canyon Rd over West Branch of San Leandro Creek, 24 miles north of Alameda County Line: Replace 2 lane bridge with new 2 lane bridge	Bridge No. 28C0137, Canyon Rd over West Branch of San Leandro Creek, 24 miles north of Alameda County Line: Replace 2 lane bridge with new 2 lane bridge	Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
MRN	MRN170002	Novato	Vineyard Road Improvements	Novato: Vineyard Road from Wilson Avenue to Sutro Avenue: Perform pavement maintenance, install bicycle lanes, and property owner-funded frontage improvements.	Novato: Vineyard Road from Wilson Avenue to Sutro Avenue: Perform pavement maintenance, install bicycle lanes, and property owner-funded frontage improvements. ADA improvements, including accessible curb ramps will be included within the project limits. STP funds are from the Priority Conservation Area (PCA) program that were intended for land acquisition projects; land acquisition projects will receive local funds and this project will receive the federal STP funds.	Safety - Pavement resurfacing or rehabilitation
REG	REG170002	MTC	Transportation Management Systems	Regionwide: Implement a collective approach to freeway operations and management, including field devices that monitor travel conditions and disseminate information; response to freeway incidents; and central traffic management systems and software	The Transportation Management System (TMS) encompasses (1) highway operations equipment; (2) critical freeway and incident management functions; and (3) transportation management center staff and resources needed to actively operate and maintain both equipment and all these critical freeway and incident management functions. This program is the foundation for emerging programs, such as Express Lanes, which focus on proactive, real-time operations, and active management of multimodal networks across jurisdictional boundaries.	Safety - Traffic control devices and operating assistance other than signal projects



Transbay Core Capacity Project

Presentation to MTC Air Quality Conformity Task Force

June 23, 2016



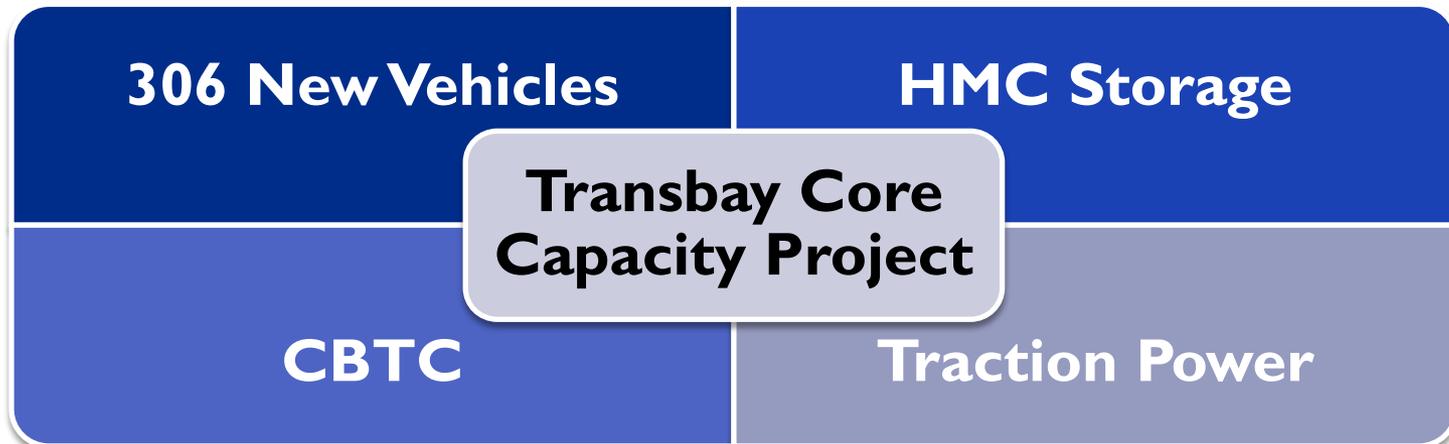
BART System Needs Additional Throughput Capacity



- ▶ Peak direction trains between East Bay and San Francisco are full
 - BART operates 23 trains (213 cars) per hour in each direction through the Tube
 - BART's current fleet, train control and power capabilities are at their limits.
 - Ridership is growing.
- ▶ Transbay Core Capacity Project will increase capacity between East Bay and San Francisco by 31% by giving BART the ability to schedule and operate 28 trains per hour (280 cars per hour).

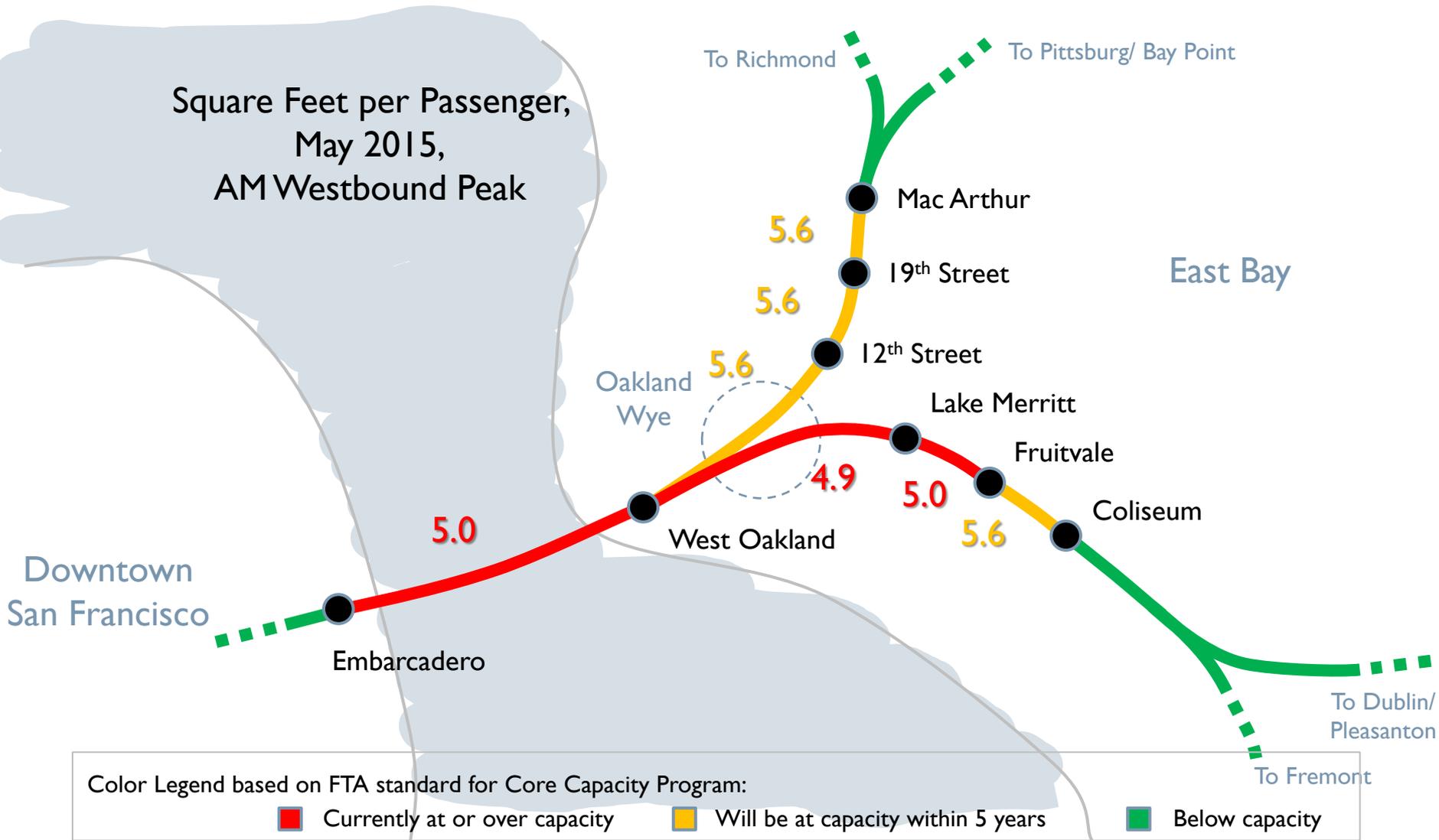
BART Core Capacity Project: Overview

- ▶ Objective
 - Increase Transbay capacity to 28 trains (280 cars) per hour in each direction
- ▶ Project elements
 - Expansion of rail fleet by 306 new vehicles
 - Vehicle storage capacity expansion at Hayward Maintenance Complex (HMC)
 - Communication-Based Train Control (CBTC) to allow closer headways
 - Added traction power capacity



Current Square Feet per Passenger Demonstrates Need for Additional Core Capacity

Square Feet per Passenger,
May 2015,
AM Westbound Peak



306 Additional Cars are Needed to Operate 28 Ten-Car Trains per Hour through Tube

Contract	Tranche	No. of Cars	Running Total
Bombardier (funded)	Replace Current Fleet	669	669
	Capacity – train length	13	682
	WSX (opens 2016)	33	715
	SVBX (opens 2017)	60	775
Funded but not part of Bombardier contract	Capacity – train length	75	850
	Capacity – more frequent service	231*	1081

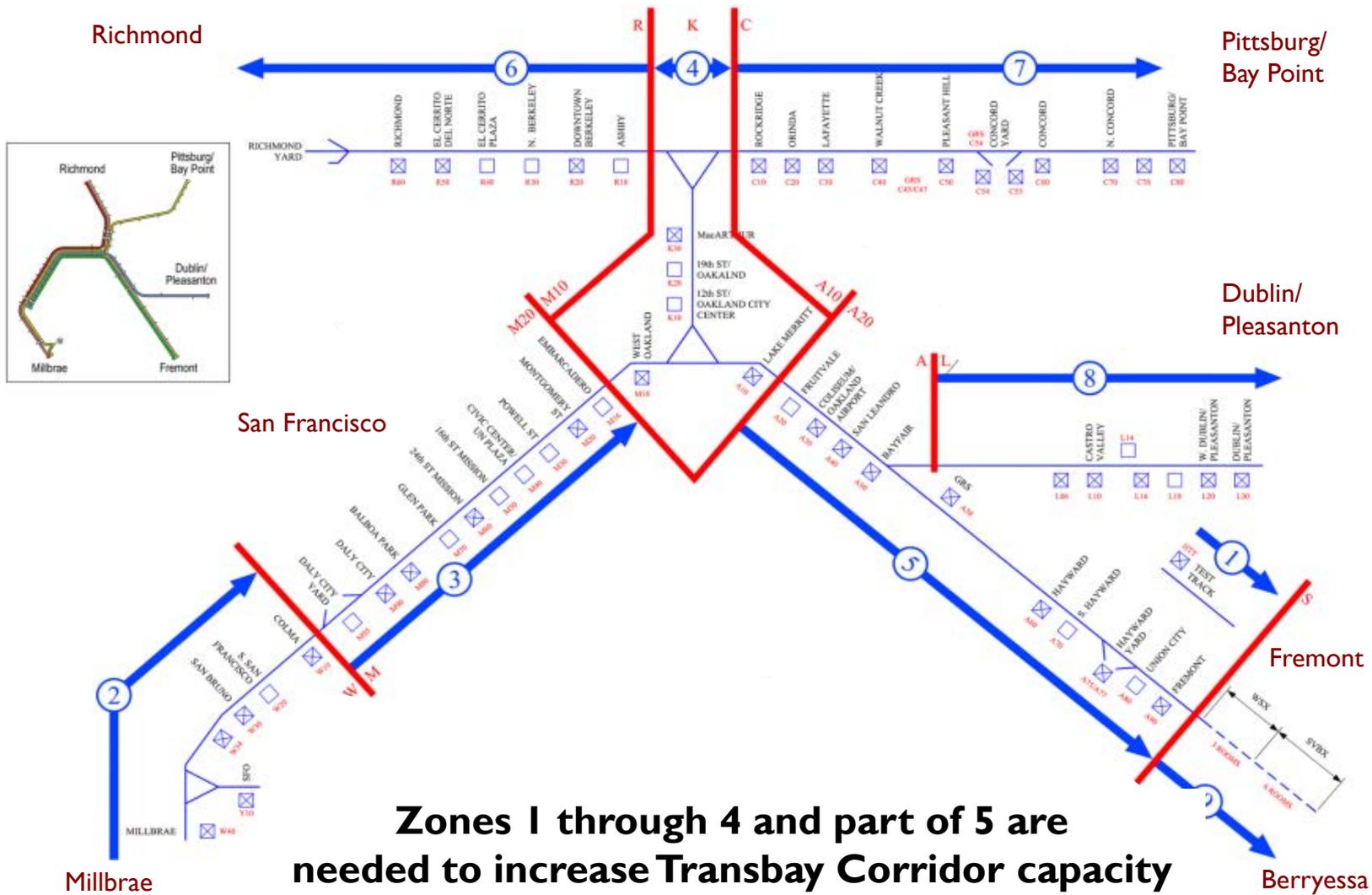
306

*Includes additional cars for Orange Line

Hayward Maintenance Complex Phase 2 will Provide Storage for New Cars



Communication-Based Train Control (CBTC) is Being Advanced for 8 Zones



Five Additional Traction Power Substations are Needed to Increase Transbay Corridor Capacity



Environmental Process Status

- ▶ Project is statutorily exempt from CEQA
- ▶ NEPA status:
 - HMC Phase 2 is covered by existing IS/MND
 - BART is developing documented CE for added vehicles, CBTC, and new traction power substations
- ▶ Air quality conformity status:
 - Acquisition of 306 additional vehicles is not considered to be “minor” under 40 CFR 93.126, and thus is subject to conformity assessment
 - HMC Phase 2, CBTC and Traction Power substations are exempt from conformity under 40 CFR 93.126

**Air Quality Conformity Task Force
Summary Meeting Notes
May 26, 2016**

Participants:

Kevin Nguyendo – Caltrans
Rodney Tavitas – Caltrans
Daisy Laurino – Caltrans
Tomo Mori – Caltrans
Ginger Vagenas – EPA
Chris Gioia – City of San Pablo

Dominique Paukowits – FTA
Shiang Yang – Caltrans
Johnny Ferdinand A. Villasica – Caltrans
Dick Fahey – Caltrans
Harold Brazil – MTC

1. Welcome and Self Introductions: Harold Brazil (MTC) called the meeting to order at 9:38 am.

2. PM_{2.5} Project Conformity Interagency Consultations

a. Consultation to Determine Project of Air Quality Concern Status

i. SR12-SR113 Intersection Improvements Project

Tomo Mori (Caltrans) began his description of the SR12-SR113 Intersection Improvements project by stating that:

- There are two proposed improvements at the intersection of SR 12 with SR 113 and Birds Landing Road in Solano County, namely; 1) Roundabout, and 2) Signalized Intersection.
- This is a Safety Improvement Project in the Collision Reduction Category under the State Highway Operation and Protection Program (SHOPP).
- The area surrounding the project is either open space or agricultural land. The intersection is approximately 1 mile from the nearest receptor and 4.5 miles from the residential community in Rio Vista.
- There will be no change to traffic lanes of SR 12, SR 113 and Birds Landing Road.
- The roundabout will improve traffic safety by eliminating crossing conflicts in SR 12, SR 113 and Birds Landing Road.

Mr. Mori went on to say that the area surrounding the project is either open space or agricultural land; SMUD's wind farm is at approximately 0.25 mile south; and nearest community is Rio Vista at approximately 4.5 mile east of the intersection. Mr. Mori also mentioned that the purpose of this project is to improve safety at the intersection of Route 12 and Route 113 in Solano County where broadside collisions have occurred in the past.

Dominique Paukowits (FTA) asked how many collisions occurred at the intersection location and Mr. Mori indicated that there were 48 from the year 2000 to the year 2010. Dick Fahey (Caltrans) followed up by asking what impact the number of collisions would do to the designed speeds on the road and Mr. Mori responded by saying that the number of collisions would reduce the design speed of the roundabout to 25 mph. Mr. Mori added that signals (possibly a mile before reaching the roundabout/intersection area) will be constructed to alert drivers of the oncoming

roundabout. Harold Brazil (MTC) asked if lack of lighting at night was a factor in the number of accidents occurring at the SR12-SR113 Intersection and Mr. Mori responded by saying he was not sure if lighting had a part to play, but with the construction of the roundabout – additional lighting would also occur.

Final Determination: With input from FTA, EPA, Caltrans and FHWA (deferring their determination to Caltrans), the Task Force concluded that the SR12-SR113 Intersection Improvements project was not of air quality concern.

ii. Rumrill Blvd Complete Streets Improvements Project

Chris Gioia (City of San Pablo) began his description of the Rumrill Blvd Complete Streets Improvements project by stating following:

- The project site is Rumrill Boulevard in San Pablo, between San Pablo Avenue and the City limits to the south
- The length of the project is approximately 2 miles
- The project involves modification of Rumrill Boulevard to “Complete Streets” standards (Class II bike lanes)
- The project employs “road diet” concepts
- The project also includes new ADA compliant curb ramps, flashing beacon systems, transit shelters, bicycle racks, benches, lighting, signal modification and landscaping

Mr. Gioia identified the need of this project by saying that Rumrill Boulevard is a link to the following: Residential areas in the City of San Pablo, Contra Costa College, Bay Area Rapid Transit (BART) station in the City of Richmond, Wildcat Creek Trail, Rumrill Sports Park (in San Pablo), Davis Park and Costa Avenue bicycle boulevard in the City of Richmond (immediately south of the project site).

Mr. Gioia indicated that the purpose of the project is to improve safety for bicyclists, pedestrians and transit users by:

- Providing directional cycle-tracks, sidewalk and crosswalk improvements along the length of the corridor
- Reducing the number of traffic lanes from two northbound and two southbound, to a single vehicle lane in each direction
- Maintaining roadway capacity with left turn pockets
- Installing new bike lanes with landscaped or striped buffers between bike and vehicle lanes
- Revising automobile parking and fill sidewalk gaps to reinforce the separation between pedestrians, bicyclists and vehicles
- Improving sight distance and visibility through the addition of new mid-block crossing and lighting improvements
- Adding designated parking along the side of each lane to eliminate parking adjacent to sidewalks.

Dick Fahey (Caltrans) asked if there was any diversion of traffic impacts (to parallel streets) related to the road diet/reduction of capacity on Rumrill Blvd, even though there are no differences in road volumes between the build and no-build alternatives and Mr. Gioia stated that

he did not think this issue was looked at in the traffic study for the project. But, Mr. Gioia followed by mentioning that he felt the proposed project could handle current and future traffic levels. Ginger Vagenas (EPA) did not have any questions, but complimented Mr. Gioia for the clarity and thoroughness of his Rumrill Blvd presentation.

Final Determination: With input from FTA, EPA, Caltrans and FHWA (deferring their determination to Caltrans), the Task Force concluded that the Rumrill Blvd Complete Streets Improvements project was not of air quality concern.

3. Consent Calendar

a. April 28, 2016 Air Quality Conformity Task Force Meeting Summary

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