

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

**MTC
Air Quality Conformity
Task Force Meeting**

June 23, 2016

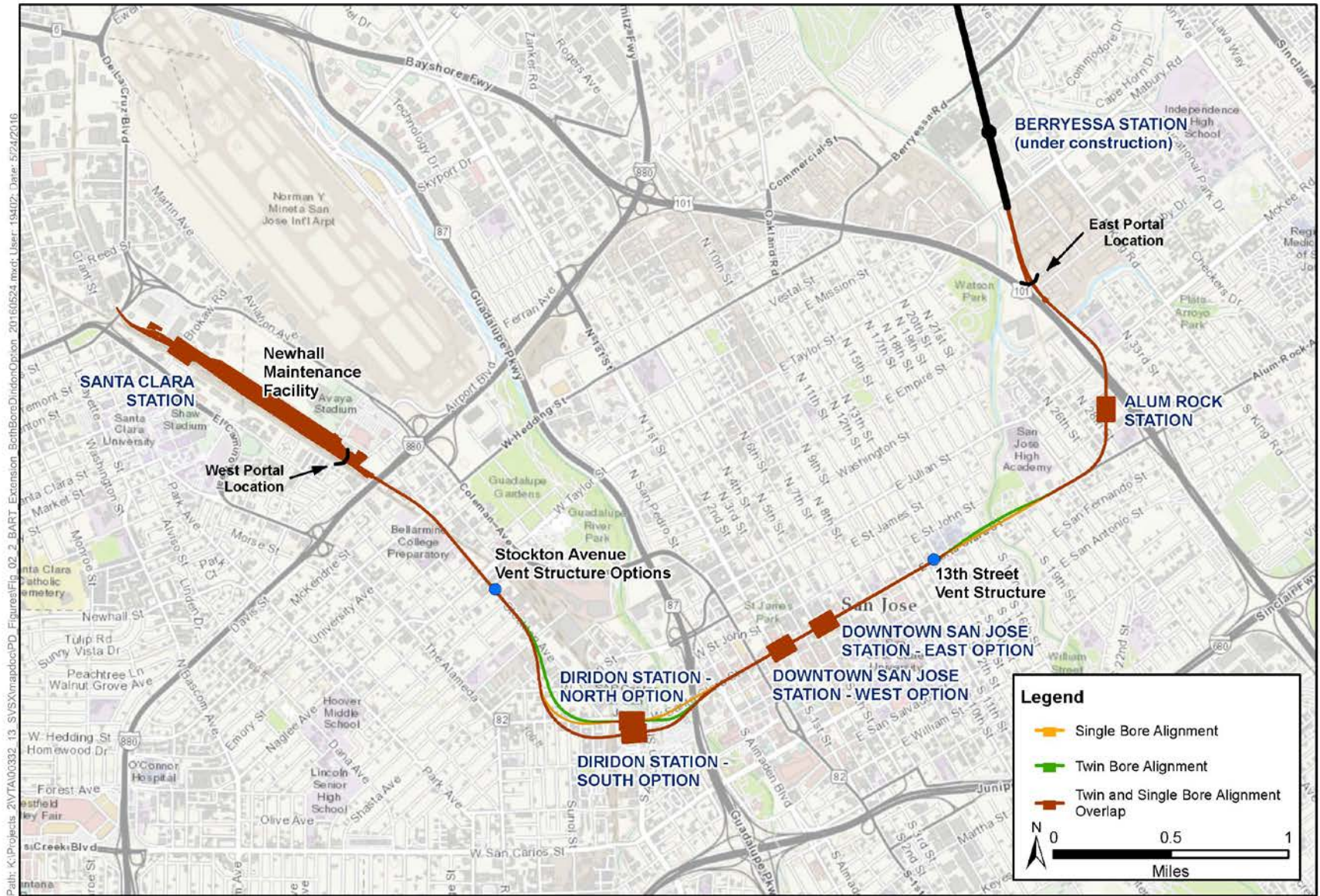


Project Description



- 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

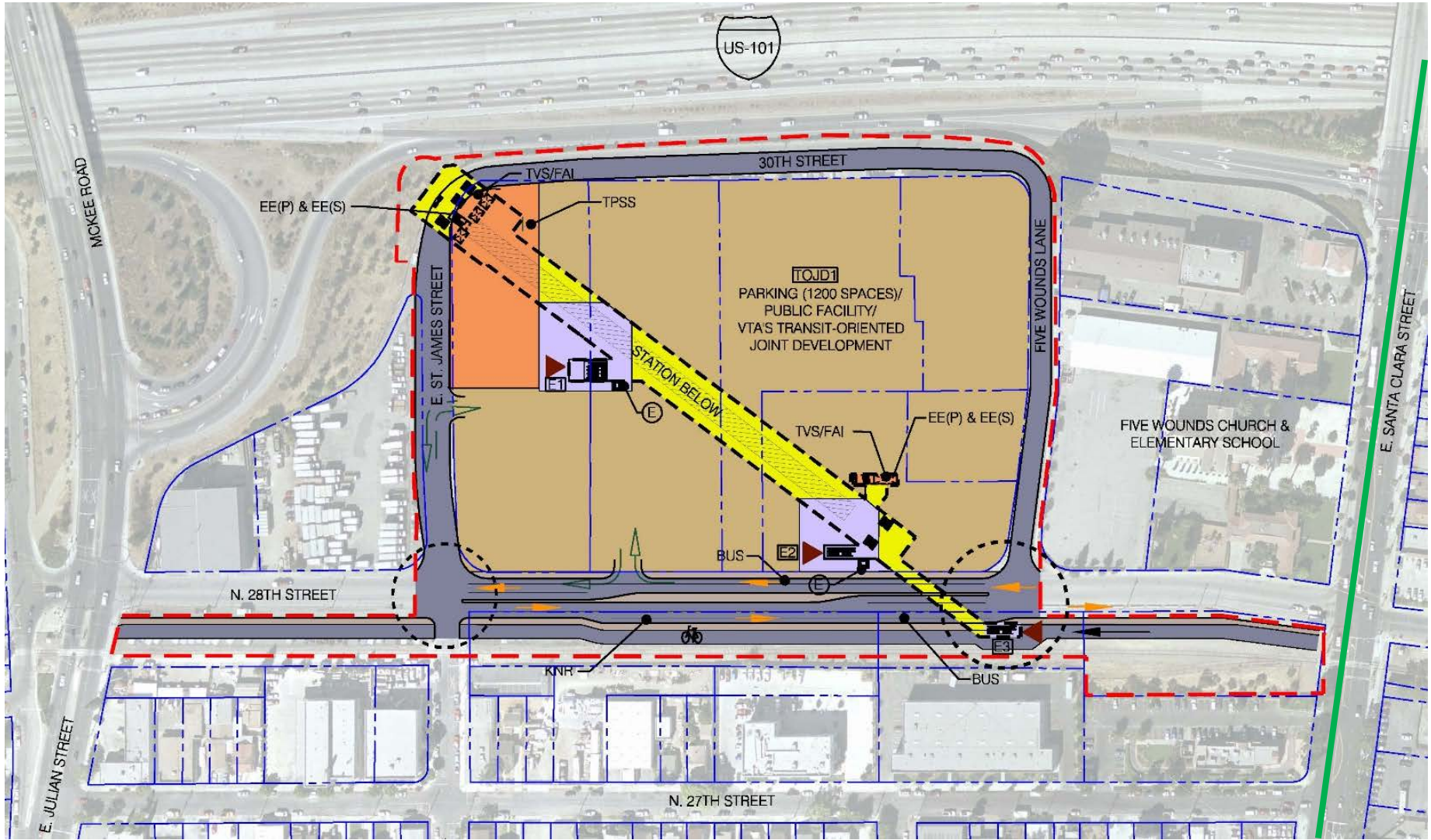
Project Map



Path: K:\Projects_2\VTAA\0332_13_SVSA\mapdoc\PD_Figure\Fig_02_2_BART_Extension_BehBoreDiridonOption_20160524.mxd; User: 19402; Date: 5/24/2016

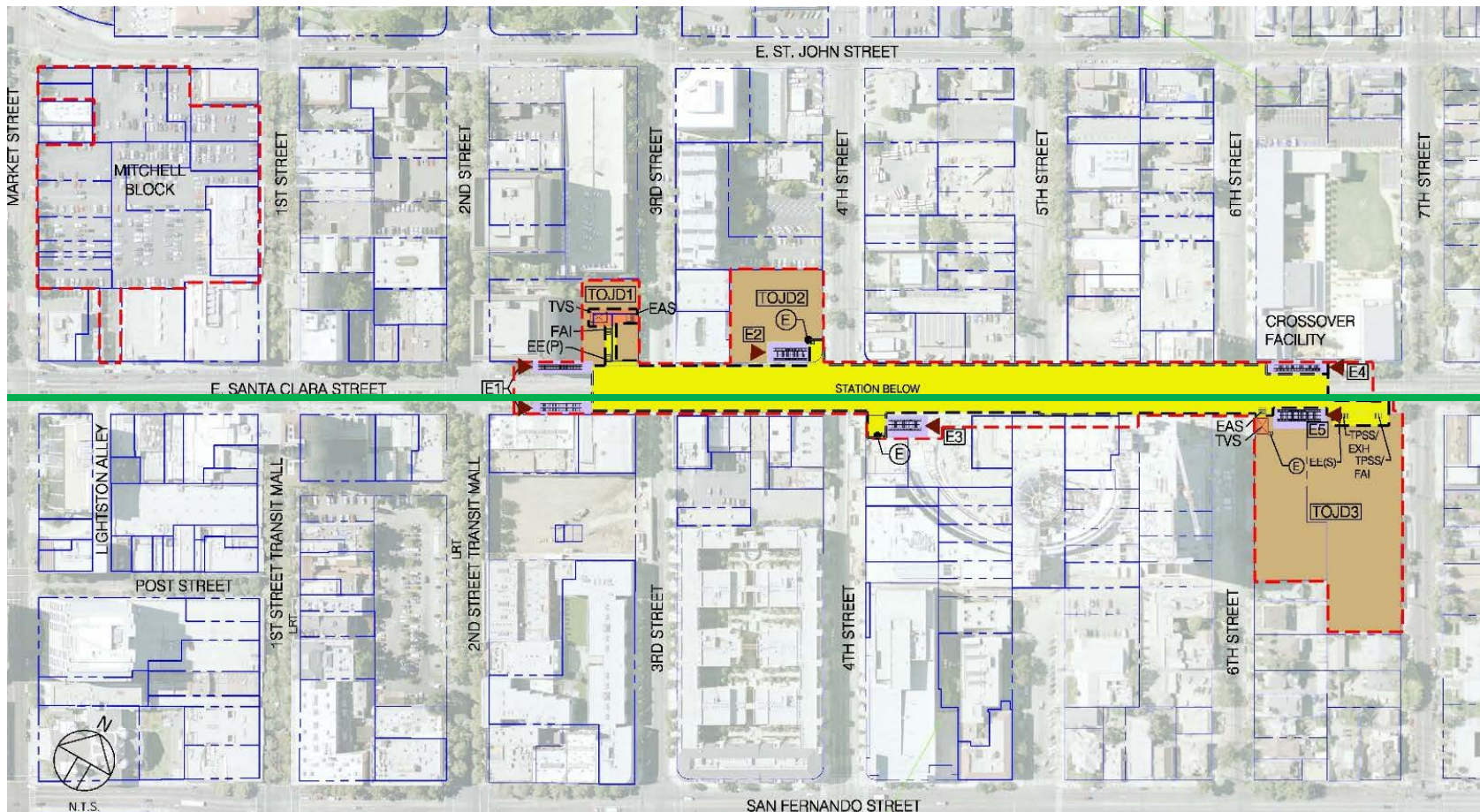
Source: Station and Track - VTA 2014; Roseman, ESRI 2015

Alum Rock/28th Street Station



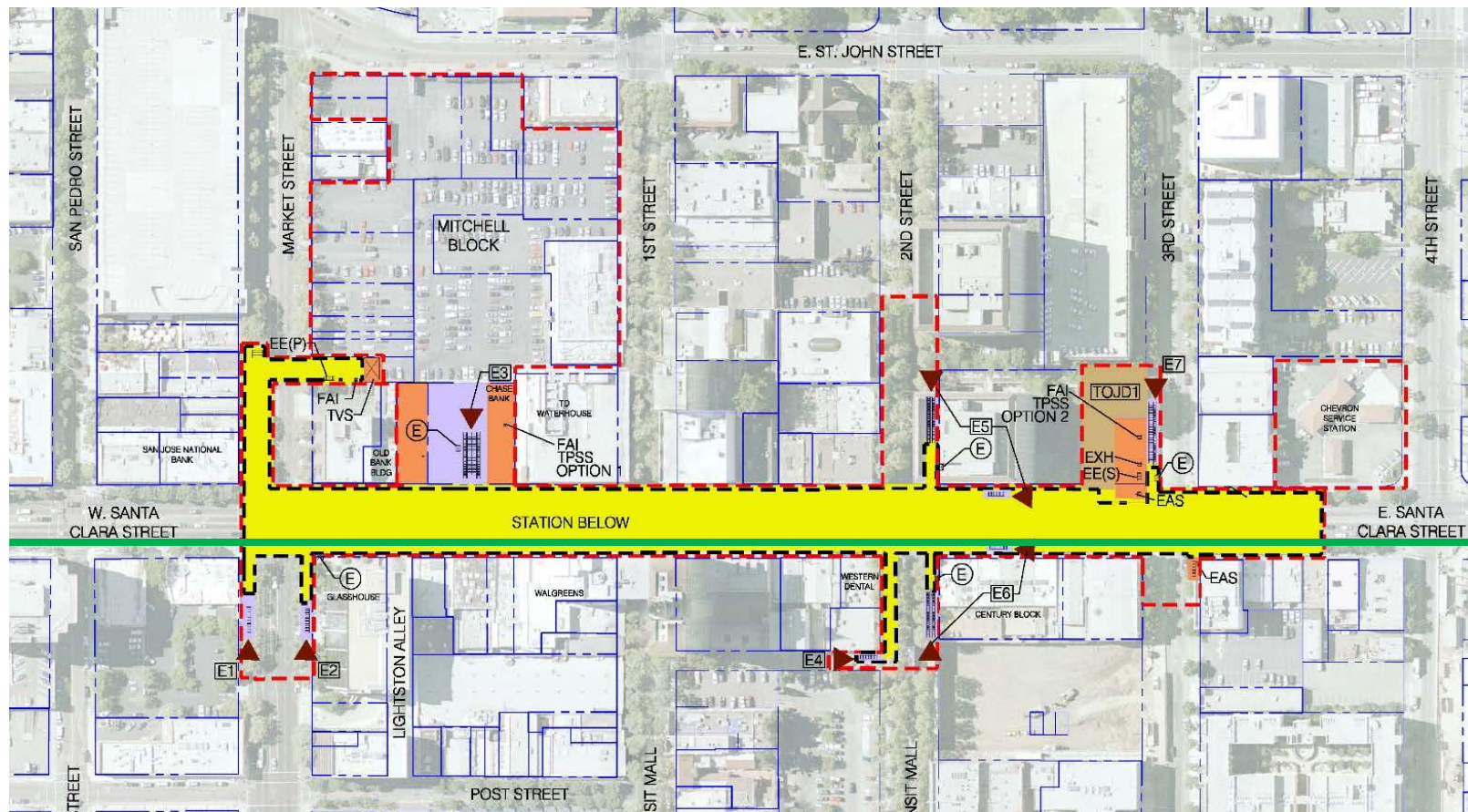
— Frequent Bus Service Route

Downtown San Jose Station – East Option



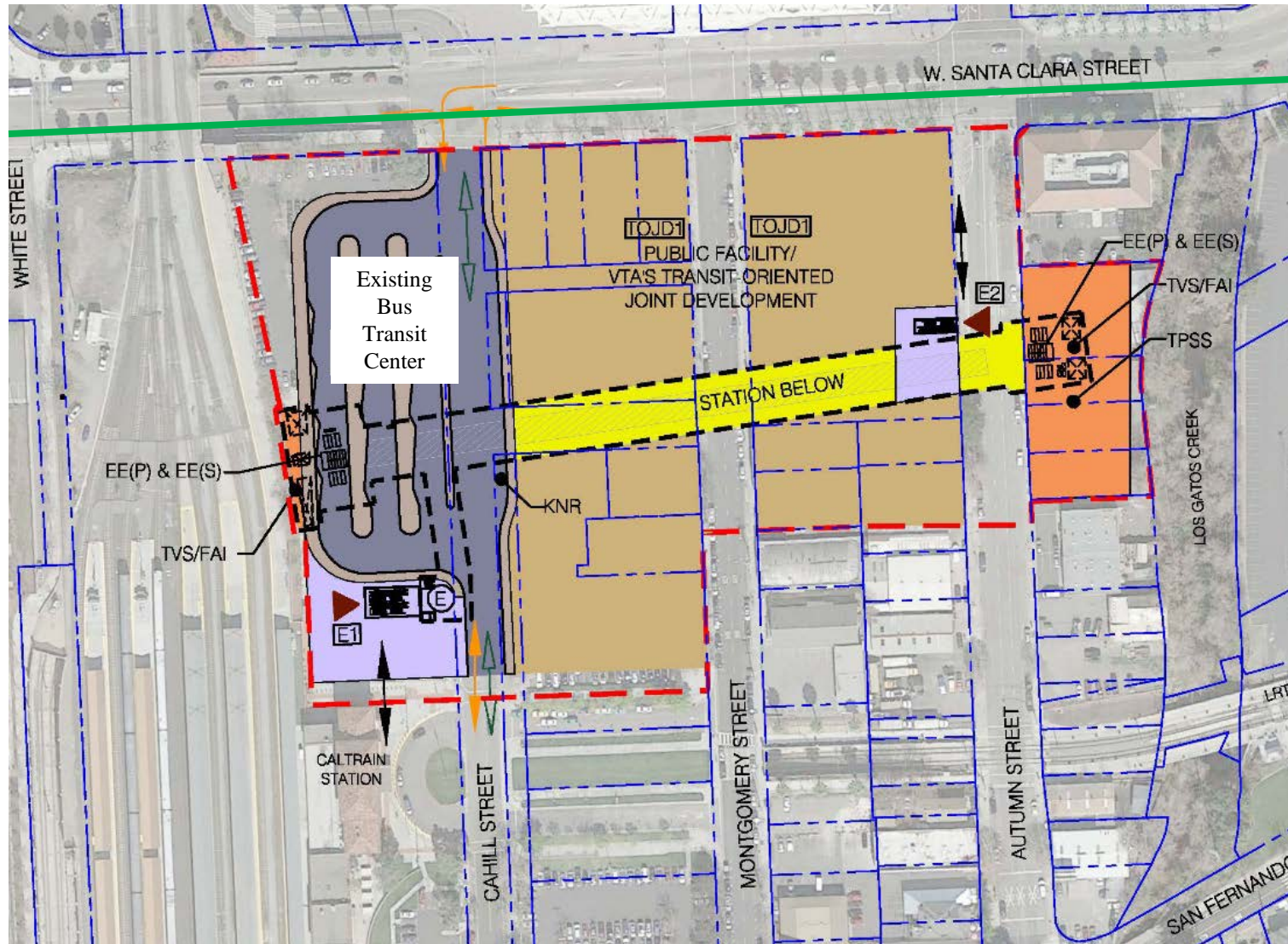
— Frequent Bus Service Route

Downtown San Jose Station – West Option



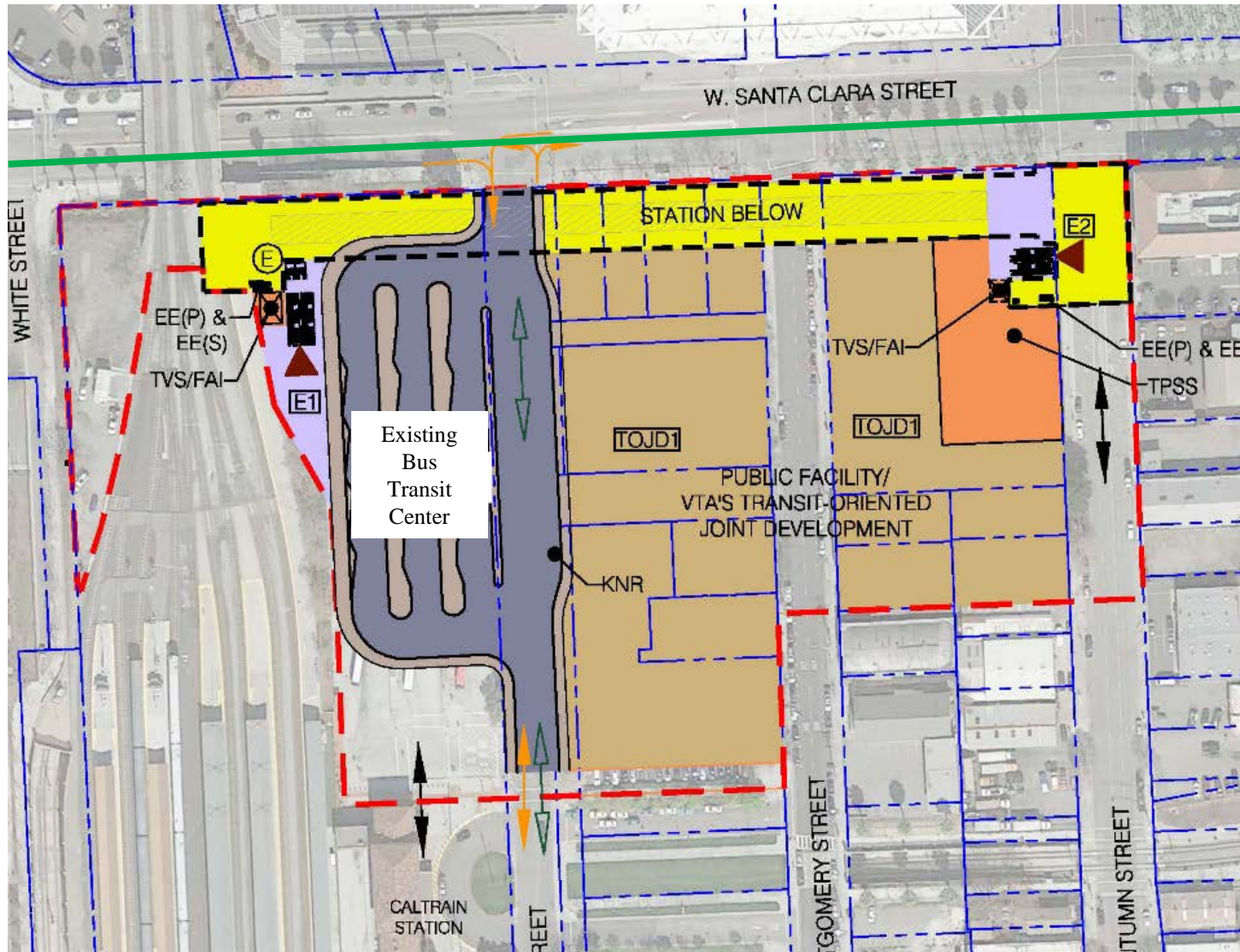
— Frequent Bus Service Route

Diridon Station – South Option



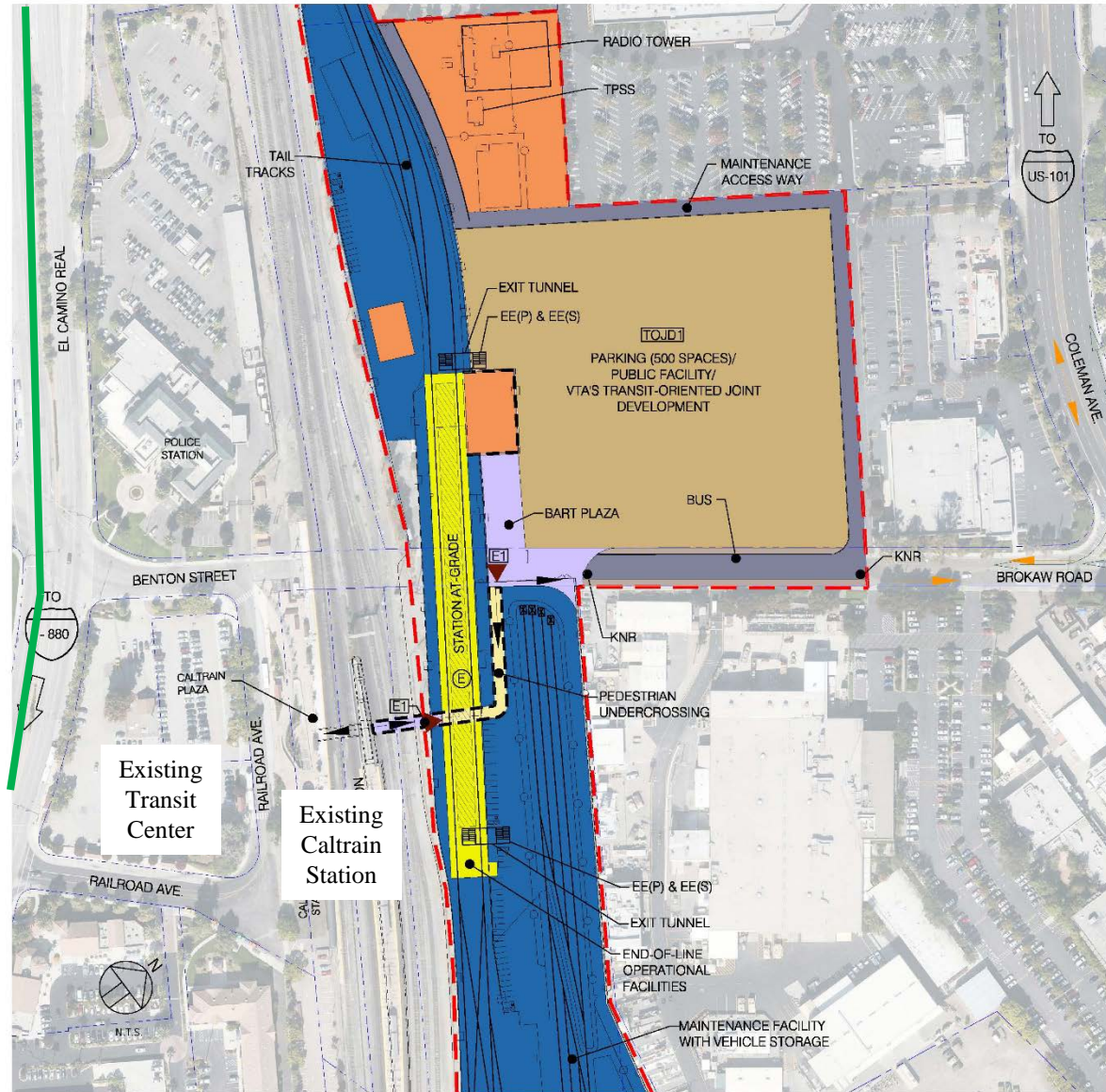
— Frequent Bus Service Route

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.