

RTIP ID# (*required*) 98119

TIP ID# (*required*) SCL090040

Air Quality Conformity Task Force Consideration Date
January 2012

Project Description (*clearly describe project*)
The Vasona Corridor Light Rail Transit (LRT) Extension Project would complete the originally planned and partially constructed Vasona Corridor by completing the final 1.6-mile extension of the Vasona Line to the Vasona Junction Station/park-and-ride lot. The extension would begin at the existing Winchester Station in the City of Campbell, County of Santa Clara and continue within the existing Santa Clara Valley Transportation Authority railroad right-of-way to the Town of Los Gatos, County of Santa Clara. The project would include constructing a double set of LRT tracks from the Winchester Station to the new Vasona Junction Station, increasing parking capacity and adding pedestrian access at the Winchester Station, constructing a new Hacienda Station with an optional park and ride lot, constructing a new Vasona Junction Station/park and ride lot and end-of-the-line facilities (tail tracks, operator's facility), and lengthening six existing station platforms along the existing Vasona Corridor alignment.

The Vasona Corridor LRT Extension Project would be implemented in two phases based on funding and projected ridership. Phase 1 would include all project features listed above except the Hacienda Station and optional Hacienda park and ride lot. The Hacienda Station (with or without the park and ride lot) would be constructed in Phase 2, contingent on sufficient funding and ridership.

Type of Project: Light rail facility/expansion.

| | |
|------------------------------|---|
| County Santa Clara | Narrative Location/Route & Postmiles Winchester Station in the City of Campbell to the new Vasona Junction Station in Town of Los Gatos, a distance of 1.6 miles Caltrans Projects – EA# Not Applicable |
|------------------------------|---|

Lead Agency: Santa Clara Valley Transportation Authority

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|-------------------------------------|-------------------------------|-----------------------------|------------------------------------|
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Federal Action for which Project-Level PM Conformity is Needed (*check appropriate box*)

| | | | | |
|-------------------------------------|--|--|--|---------------------------------------|
| Categorical Exclusion (NEPA) | <input checked="" type="checkbox"/> EA or Draft EIS | <input type="checkbox"/> FONSI or Final EIS | <input type="checkbox"/> PS&E or Construction | <input type="checkbox"/> Other |
|-------------------------------------|--|--|--|---------------------------------------|

Scheduled Date of Federal Action: April 2012

NEPA Delegation – Project Type (*check appropriate box*)

| | | |
|--|--|---|
| <input type="checkbox"/> Exempt | <input type="checkbox"/> Section 6004 – Categorical Exemption | <input checked="" type="checkbox"/> Section 6005 – Non-Categorical Exemption |
|--|--|---|

Current Programming Dates (*as appropriate*)

| | PE/Environmental | ENG | ROW | CON |
|--------------|-------------------------|------------|------------|------------|
| Start | December 2009 | Mid 2011 | Late 2012 | Mid 2014 |
| End | Mid 2012 | Late 2012 | Early 2014 | Late 2015 |

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

The proposed Vasona Corridor LRT Extension Project would complete the originally planned Vasona Corridor with a 1.6-mile extension of the Vasona Line. The proposed project would expand the regional rail network and relieve traffic congestion. The basic objectives include:

- improve public transit service along the Vasona corridor
- provide a quality and accessible public transportation system in the Vasona/State Route 17 corridor area within the Cities of San Jose, Campbell, and Los Gatos to meet projected growth and associated development in the Vasona corridor and to meet the transit needs in the corridor
- improve transit service along Vasona Corridor by providing increased capacity and faster, convenient access to downtown San Jose and major employment and activity centers
- improve mobility options to employment, education, medical, and retail centers for all corridor residents in particular, low-income, transit dependent, youth, elderly, disabled, and ethnic minority populations
- support local economic and land development goals
- reduce automobile trips, improve air quality by reducing automobile emissions, and provide opportunities for reduction in energy use

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

The extension project is generally surrounding by typical urban land uses, including residences and commercial buildings. An industrial area is located along the southeastern portion of the alignment. Existing sources of diesel emissions along the alignment include trucks, buses, and freight rail.

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

The proposed project is not a highway or street improvement project; this data request is not applicable.

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

The proposed project is not a highway or street improvement project; this data request is not applicable.

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

The proposed project is not an interchange or street improvement project; this data request is not applicable.

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

The proposed project is not an interchange or street improvement project; this data request is not applicable.

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

Opening Year is 2015. Note: Opening year is Phase 1 of the project and does not include the Hacienda Station or optional Hacienda park-and-ride lot.

| Location | # of bus arrivals for <u>No Build</u> / % of diesel buses | # of bus arrivals for <u>Build</u> / % of diesel buses |
|---|--|---|
| Winchester Station | 52 standard/16% hybrid 93 community/ 100% hybrid | 52 standard/16% hybrid 93 community/ 100% hybrid |
| Vasona Junction Station | N/A | 0 standard/ 44 community/ 100% hybrid |
| Bus stops near Winchester Station | NA/ | 0 buses planned |
| Bus stops near Vasona Junction Station | NA / | 0 buses planned |

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

Horizon Year is 2035. Note: Horizon year is Phase 2 of the project and includes the Hacienda Station with an optional park-and-ride lot. The park-and-ride lot does not include a bus transit center.

| Location | # of bus arrivals for <u>No Build</u> / % of diesel buses | # of bus arrivals for <u>Build</u> / % of diesel buses |
|---|---|---|
| Winchester Station | 195 combination of standard and community/ 100% hybrid | 195 combination of standard and community/ 100% hybrid |
| Hacienda Station with PNR | N/A | N/A |
| Vasona Junction Station | N/A | 0 standard/ 59 community/ 100% hybrid |
| Bus Stops near Winchester Station | N/A | 0 buses planned |
| Bus Stops near Hacienda Station | N/A | N/A |
| Bus Stops near Vasona Junction Station | N/A | 0 buses planned |

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

The proposed project would reduce 2015 peak hour vehicle miles traveled by 2,064 and 2035 peak hour vehicle miles traveled by 4,339. This would reduce regional traffic congestion and increase the capacity of the existing roadway network. Regional transportation facilities would benefit from this project.

Comments/Explanation/Details *(please be brief)*

The proposed project is not a project of air quality concern as defined in 40 CRF 93.123(b)(1). The light rail system would be electrically powered and would not generate diesel particulate matter emissions. The expanded bus transit center at the Winchester Station would accommodate three additional standard VTA buses and four additional VTA community buses compared to existing conditions. *(Currently, the Winchester Station accommodates four standard buses and six community buses.)*

VTA purchased 70 low-emission diesel electric hybrid buses in 2011, with 20 more buses arriving by February 2012 for a total of 90 new hybrid buses. In addition, per State law, buses are prohibited from idling for more than 5 minutes before being shut down. VTA has implemented this same policy for idling buses for several years.

By year 2035, every bus in VTA's fleet will have been replaced, including the 90 new hybrids. Unless there are new, feasible technological advances or regulations, VTA's plan is to continue buying hybrids buses.

No component of the proposed Vasona Corridor LRT Extension Project is considered a substantial source of new diesel particulate matter emissions. Given this, plus the new bus fleet, VTA's air quality technical consultant has determined that a project-level PM2.5 hot-spot analysis is not required.