

## Application of Criteria for a Project of Air Quality Concern

### Project Title: Mountain View Double Track Improvements – Phase II

### Project Summary for Air Quality Conformity Task Force Meeting: (August 28, 2014)

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BY VTA

#### Description

- The Project will add a second mainline track to the existing single-track segment between the west side of SR 85 and Whisman Light Rail Station in the City of Mountain View, close the Evelyn Light Rail Station, and other miscellaneous improvements including installation of light rail support systems; relocation of telecommunication, cable, and electrical utilities; removal of landscaping, and modification of the municipal storm drain system.

#### Background

- CEQA/NEPA process for Initial Study/Environmental Assessment (IS/EA) is underway.
- Public review for IS/MND ended June 16, 2014.
- CEQA document approval hearing scheduled for August 7, 2014 at VTA Board of Directors.
- The federal Draft CE will be submitted to FTA in August/September 2014.
- No comments were received on air quality during the IS/MND comment period.
- Seeking air quality conformity determination on or before August 28, 2014.

#### 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
- No change in traffic volume or truck percentages between No Build and Build scenarios

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

- Diesel vehicles represent 2.3 - 2.5% of intersection traffic volume
- No project changes to land use that would affect diesel traffic percentage
- 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 to D, E, or F with a significant number of diesel vehicles

##### *(iii) New bus and rail terminals and transfer points?—Not Applicable*

##### *(iv) Expanded bus and rail terminals and transfer points?—Not Applicable*

##### *(v) Affects areas identified in PM<sub>10</sub> or PM<sub>2.5</sub> implementation plan as site of violation?*

- Not identified in 2012 PM<sub>2.5</sub> Implementation Plan as an area of potential violation
- Nearest PM<sub>10</sub> or PM<sub>2.5</sub> exceedances: The nearest measured exceedance of a PM<sub>2.5</sub> NAAQS was at the BAAQMD monitoring station in downtown San Jose (Jackson Street), about 10 miles southeast of the project site. Unlike the project site, downtown San Jose is an area noted for its high traffic density and high concentrations of air pollutants associated with transportation sources.

<b>RTIP ID# (required):</b> 240518				
<b>TIP ID# (required):</b> SCL 150003 (formerly SCL 130046)				
<b>Air Quality Conformity Task Force Consideration Date</b> August 28, 2014				
<b>Project Description (clearly describe project)</b> Mountain View Double Track Phase 2 Improvements – The Project includes the following: 1) Addition of a second light rail track parallel to the existing single-track from the west side of the SR 85 overcrossing to the Whisman Light Rail Station, for an approximate length of 3,000 feet. The track would cross Central Expressway and join the existing double-track segment just south of the Whisman Light Rail Station. 2) Closure and removal of the existing Evelyn Light Rail Station, which has an average weekday daily boardings of 70 of passengers 3) Miscellaneous related improvements including installation of light rail support systems; relocation of telecommunication, cable, and electrical utilities; removal of landscaping; and modification of the municipal storm drain system.				
Environmental documents and project information can be found at <a href="http://www.vta.org/lre-mv">www.vta.org/lre-mv</a> .				
<b>Type of Project:</b> Double-tracking of an existing single-track light rail segment and removal of an existing light rail station				
<b>County</b> Santa Clara	<b>Narrative Location/Route &amp; Postmiles</b> Light rail trackway between SR 85 and Whisman Light Rail Station in the City of Mountain View, County of Santa Clara. <b>Caltrans Projects – EA#</b> not applicable			
<b>Lead Agency:</b> Federal Transit Administration				
<b>Contact Person</b> Samantha Swan	<b>Phone#</b> 408-321-5785	<b>Fax#</b>	<b>Email</b> samantha.swan@vta.org	
<b>Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)</b>				
<input checked="" type="checkbox"/> <b>Categorical Exclusion (NEPA)</b>	<input type="checkbox"/> <b>EA or Draft EIS</b>	<input type="checkbox"/> <b>FONSI or Final EIS</b>	<input type="checkbox"/> <b>PS&amp;E or Construction</b>	<input type="checkbox"/> <b>Other</b>
<b>Scheduled Date of Federal Action:</b> January 2014				
<b>NEPA Delegation – Project Type (check appropriate box):</b> NOT APPLICABLE				
<input type="checkbox"/> <b>Exempt</b>	<input type="checkbox"/> <b>Section 6004 – Categorical Exemption</b>	<input type="checkbox"/> <b>Section 6005 – Non-Categorical Exemption</b>		
<b>Current Programming Dates (as appropriate)</b>				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	01/2014	6/2014	02/2015	03/2015
<b>End</b>	1/2015	12/2014	05/2015	01/2016

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

Existing single-track segments limit the flexibility of operations and connections between VTA and other services, such as Caltrain. A second light rail track in the City of Mountain View between SR 85 and Whisman Light Rail Station would enable simultaneous northbound and southbound train operations between the Downtown Mountain View and Whisman Light Rail Stations. The need for the proposed project is documented in the 2010 *Light Rail System Analysis*, which identified several constraints of the current system including the presence of single-track segments. Alleviating these constraints would allow VTA to improve overall system performance and reliability, and better accommodate special events at Levi's Stadium.

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

The Project is located within an existing transportation corridor and railroad right-of-way. The existing land uses within the Project study area consist of automotive repair facilities and offices south of East Evelyn Avenue, and multi-family and single-family residential land uses north of Central Expressway. There are three existing light rail stations in the project area and one park-and-ride lot.

**Brief summary of assumptions and methodology used for conducting analysis**

The Project involves the double-tracking of a single-tracked section of an existing VTA light rail line in Mountain View and the closure of the Evelyn Light Rail Station. The light rail trains using this section are electrically powered and emit no air pollutants locally. According to the traffic analysis, there would be negligible project-related increases in future traffic volumes at local intersections, nor are there plans for increased post-project bus service to the light rail stations or park-and-ride lots in the project area. Because the project's net effect on motor vehicle use is negligible, its effect on net motor vehicle air pollutant emissions is also negligible.

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

OPENING YEAR - 2016				
Intersection	LOS	AADT	% Trucks	# Trucks
Central Expressway/ Whisman Station Drive	No Build: LOS B Build: LOS B	No Build: 21509 Build: 21509	No Build: 2.3% Build: 2.3%	No Build: 495 Build: 495
Central Expressway/ Ferguson Drive	No Build: LOS B Build: LOS B	No Build: 17232 Build: 17232	No Build: 2.4% Build: 2.4%	No Build: 416 Build: 416

Source data: VTA's Travel Demand Model and Synchro Software

**Opening Year (2016) LOS Analysis**

According to the project traffic analysis, the intersections of Central Expressway/Whisman Station Drive and Central Expressway/Ferguson Drive would operate at LOS B during the PM peak hour under both 2016 No Build and Build conditions. These intersections would still meet the CMP thresholds for acceptable operation and the additional PM<sub>2.5</sub> emission from idling vehicles would not substantially increase local PM<sub>2.5</sub> levels at those intersections.

**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**

HORIZON YEAR - 2040				
Intersection	LOS	AADT	% Trucks	# Trucks
Central Expressway/ Whisman Station Drive	No Build: LOS D Build: LOS D	No Build: 34187 Build: 34183	No Build: 2.4% Build: 2.4%	No Build: 831 Build: 831
Central Expressway/ Ferguson Drive	No Build: LOS D Build: LOS D	No Build: 28087 Build: 28078	No Build: 2.5% Build: 2.5%	No Build: 706 Build: 707

Source data: VTA's Travel Demand Model and Synchro Software

**Horizon Year (2040) LOS Analysis**

According to the project traffic analysis, the intersections of Central Expressway/Whisman Station Drive and Central Expressway/Ferguson Drive would operate at LOS D during the PM peak hour under 2040 No Build and Build conditions. These intersections would still meet the CMP thresholds for acceptable operation and the additional PM<sub>2.5</sub> emission from idling vehicles would not substantially increase local PM<sub>2.5</sub> levels at those intersections.

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

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**

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**

NOT APPLICABLE: No new or expanded bus and rail terminals and transfer points are proposed as a part of this Project. There are three existing light rail stations within the Project area: Whisman, Evelyn, and Downtown Mountain View Light Rail Stations. Whisman Light Rail Station is located within an existing residential neighborhood and is not served by bus transit, nor is any bus service proposed as a part of this Project. No bus transfers are currently provided, nor will any be provided in the future as part of this Project. The Project is proposing to close the Evelyn Light Rail Station. No bus service is currently provided at Evelyn Station nor would any be provided after closure of the station. Existing bus service is provided at the Downtown Mountain View Light Rail Station; however, the Project would not change the daily bus service at this location.

**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**

NOT APPLICABLE: See above.

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

The Project would enable simultaneous northbound and southbound train operations between Mountain View and Whisman Light Rail Stations which would allow VTA to improve overall system performance and reliability, and accommodate approximately 20 special events at Levi's Stadium per year, with most events scheduled during weekends and up to five events during weekdays. Although the Project would improve performance and reliability within the existing light rail system, the Project is not anticipated to cause any redistribution of congestion within the Project area.

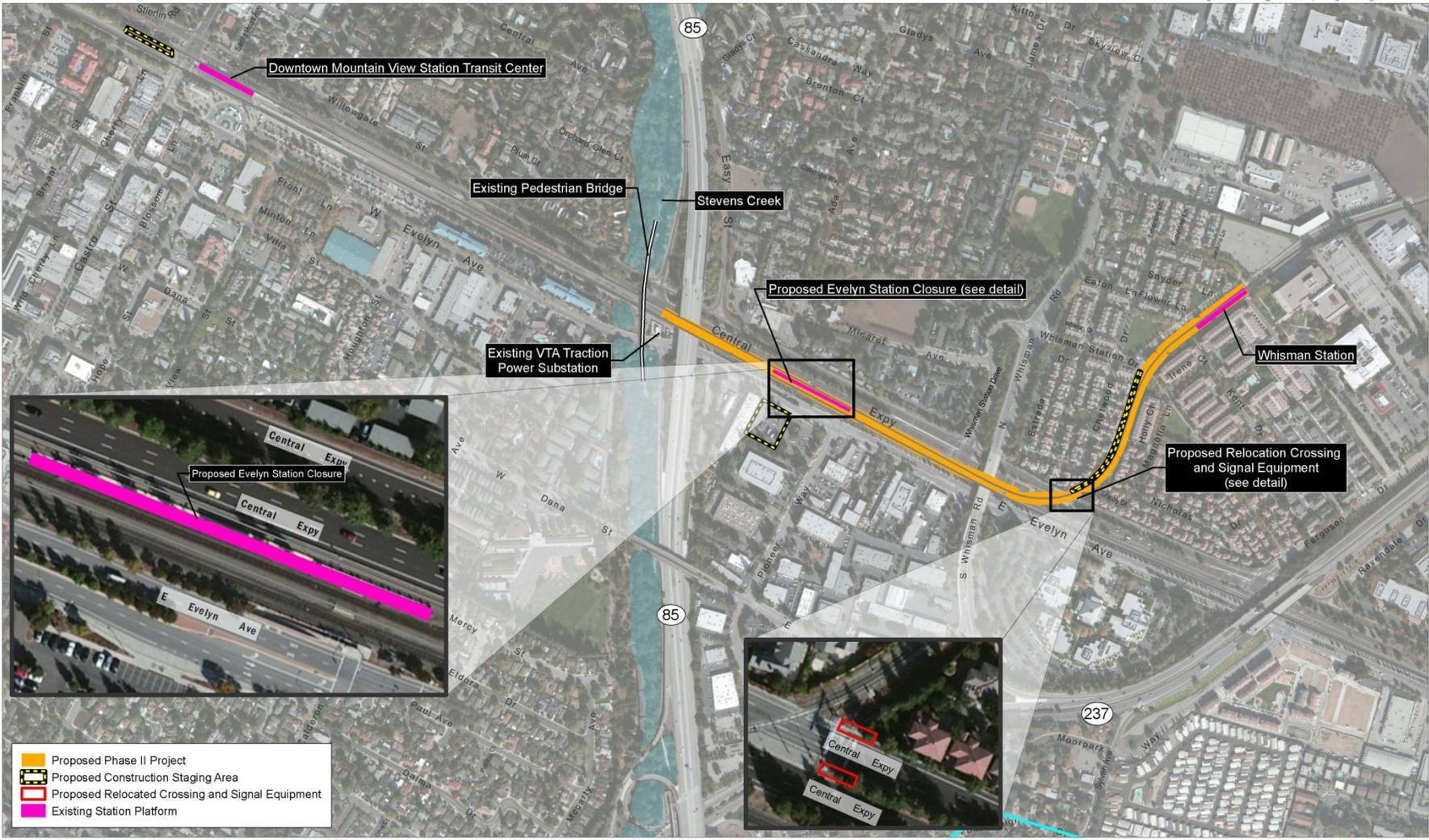
**Comments/Explanation/Details (please be brief)**

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<sub>2.5</sub> hot-spot modeling analysis:

- I. The project is not a “highway project;” it is primarily to improve light rail performance and reliability, and therefore, would not generate additional motor vehicle traffic with consequent additional air pollutant emissions;
- II. 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;
- III. The project would not introduce new stations or park-and-ride lots where diesel buses could congregate. The existing Whisman Light Rail Station is within close proximity to the project; however, this station is located within an existing residential neighborhood, is not served by any existing bus routes, nor would this project allow for the operation of any buses to service this station. The Downtown Mountain View Station is also within close proximity to the project; however, the project would not increase daily bus service at this station. The Project would close the existing Evelyn Light Rail Station and no additional bus service would be provided. Daily weekday ridership at the Evelyn Light Rail Station is 66 passengers. With closure of this station, according to VTA’s Travel Demand Model, 20 of these daily riders are anticipated to use the Downtown Mountain View or Whisman Light Rail Stations, both of which are located less than a mile from the Evelyn Light Rail Station. The remaining 46 daily riders would use a non-transit mode.
- IV. The project would not increase the number of diesel buses serving the existing stations and park-and-ride lots in the project area. As stated above in Item III, the existing Whisman Light Rail Station does not currently have any bus service because it is within a residential community. Also, no bus service is proposed to service this station as part of this project. The Downtown Mountain View Station is also within close proximity to the project; however, the project would not increase daily bus service at this station. The Project would close the existing Evelyn Light Rail Station and no additional bus service would be provided. As stated above, daily weekday ridership at the Evelyn Light Rail Station is 66 passengers. With closure of this station, according to VTA’s Travel Demand Model, 20 of these daily riders are anticipated to use the Downtown Mountain View or Whisman Light Rail Stations, both of which are located less than a mile from the Evelyn Light Rail Station. The remaining 46 daily riders would use a non-transit mode.
- V. The nearest exceedance of a PM<sub>2.5</sub> NAAQS was at the BAAQMD monitoring station in downtown San Jose (Jackson Street), about 10 miles southeast of the project site. Unlike the project site, downtown San Jose is an area noted for its high traffic density and high concentrations of air pollutants associated with transportation sources. The Project corridor is not located in nor would it affect an area or location identified in the 2012 PM<sub>2.5</sub> 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.



PROJECT LOCATION MAP



### PROPOSED MOUNTAIN VIEW DOUBLE TRACK PHASE II PROJECT

