

Application of Criteria for a Project of Air Quality Concern

Project Title: Upper Penitencia Creek Trail Connector Project

Project Summary for Air Quality Conformity Task Force Meeting: (January 22, 2015)

Description

- The Project would construct a trail connection and install a traffic signal at an existing un-signalized intersection.
- The new trail segment will close a critical gap in the regional trail network, and connect the existing Upper Penitencia Creek Trail with the future BART Berryessa Station, San Jose Flea Market, and planned Coyote Creek Trail (by others).

Background

- NEPA process for Categorical Exclusion (CE) almost complete.
- CEQA process for Addendum to the Initial Study/Mitigated Negative Declaration (IS/MND) for the Upper Penitencia Creek Improvement Project is complete.
- Seeking air quality conformity determination on or before January 22, 2015.

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 on King Road.

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

- Diesel vehicles represent 2% 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?— As mentioned above, this Project is located near the future Berryessa BART Station. However, the Project would only construct a missing segment of trail and install a new traffic signal at an existing un-signalized intersection and would not affect the operation of buses at the new BART station. Therefore, the Project would not affect a new bus or rail terminal or transfer points, nor would the Project introduce any new bus or rail terminal or transfer points.

*(iv) Expanded bus and rail terminals and transfer points?—*Not Applicable, see iii above.

(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.
- Nearest PM₁₀ or PM_{2.5} exceedances: The nearest measured exceedance of a PM_{2.5} NAAQS was at the BAAQMD monitoring station in downtown San Jose (Jackson Street), about 1.5 miles southwest of the project site.

RTIP ID# (required) : 240509									
TIP ID# (required) : SCL130020									
Air Quality Conformity Task Force Consideration Date January 22, 2015									
Project Description (clearly describe project) The Upper Penitencia Creek Trail Connector Project (Project) consists of an 1/8th mile segment of shared use trail that would extend the existing 5-mile Penitencia Creek Trail from its current terminus east of King Road to the BART Berryessa Station. The Project would increase access to the existing and planned City of San Jose trail network and provide bicycle and pedestrian access to the BART Berryessa Station and San Jose Flea Market. A new traffic signal and crosswalk would be constructed at the existing, un-signalized T-intersection of King Road and Salamoni Court within City of San Jose right-of-way. Associated improvements include repaving and striping; new curb, curb ramps, gutter, and sidewalks; relocation of a communication power pole; and bicycle/pedestrian activated signal heads. The closest existing traffic signal to the proposed trail connection is located approximately 400 feet to the north of the trail at the intersection of King Road and Commodore Drive. Rather than redirecting trail users 400 feet to the north to safely cross King Road at Commodore Drive, the new traffic signal would provide a convenient and safe crossing of King Road for both bicyclists and pedestrians.									
Type of Project: Bike/pedestrian trail connection, closing a critical gap in the existing trail network.									
County: Santa Clara	Narrative Location/Route & Postmiles The intersection of King Road and Salamoni Court, and the land immediately to the east and west, in the City of San Jose, County of Santa Clara. Caltrans Projects – EA# not applicable								
Lead Agency: Federal Transit Administration									
Contact Person Ann Calnan	Phone# (408) 321-5976	Fax#	Email Ann.calnan@vta.org						
Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)									
<input checked="" type="checkbox"/>	Categorical Exclusion (NEPA)	<input 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: Late January 2015									
NEPA Delegation – Project Type (check appropriate box): NOT APPLICABLE									
<input type="checkbox"/>		Section 6004 – Categorical Exemption		<input type="checkbox"/>			Section 6005 – Non-Categorical Exemption		
Current Programming Dates (as appropriate)									
	PE/Environmental	ENG	ROW	CON					
Start	6/2014	01/2013	06/2014	06/2015					
End	1/2015	12/2014	01/2015	12/2016					

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

The Project would close a critical gap in the existing trail network, connecting the existing Upper Penitencia Creek Trail with the planned Coyote Creek Trail (by others). The Project would also provide bicycle and pedestrian access to the future BART Berryessa Station.

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

The Project would connect the existing Upper Penitencia Creek Trail with the planned Coyote Creek Trail and future BART Berryessa Station to the west of King Road. This trail connector project is mostly surrounded by existing residential neighborhoods. There are also commercial and retail land uses to the north of the Project at the intersection of Berryessa and King Roads and to the south at the intersection of Mabury and King Roads. Park land lies to the east of the trail, and the San Jose Flea Market lies to the west of the Project and to the west of the future Berryessa BART Station. King Road is not a City-designated truck route and, as such, has a low daily volume of vehicles

Brief summary of assumptions and methodology used for conducting analysis

The Project involves the construction of a trail segment and the installation of a new traffic signal. The Project would not increase the use of diesel powered buses or trucks, change travel patterns of existing or projected diesel bus or truck use, or cause new or additional delay of existing or projected diesel buses or trucks. Because the Project's net effect on diesel vehicles is negligible, its effect on 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

Not applicable. This is a trail connector project. The Project would construct a trail connection and install one traffic signal at an existing, un-signalized T-intersection.

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

See above.

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

A transportation technical report was not prepared for this project; however, the traffic engineer supporting the project provided the following information for King Road:

Build/No-Build AADT: 15,770
 Truck %: 2%
 Truck AADT: 315

	2018 (Opening Day)			
	No Project		Project	
	AM	PM	AM	PM
Lundy Avenue/King Road and Berryessa Road	LOS D	LOS D	LOS D	LOS D
King Road and Mabury Road	LOS D	LOS D	LOS D	LOS D

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

A transportation technical report was not prepared for this project; however, the traffic engineer in support of the project provided the following information for King Road.

In 2035, the VTA model includes a future transportation improvement project to widen King Road to a 4-lane road with two lanes in either direction. No funding is currently available for this improvement because it would require a major flood improvement project in order to widen the road over Upper Penitencia Creek. However, as a worst-case scenario, the following analysis assumes that King Road would be widened to 4 lanes by 2035.

Build/No-Build AADT: 30,590
 Truck %: 2%
 Truck AADT: 612

	2035 (Horizon Year)			
	No Project		Project	
	AM	PM	AM	PM
Lundy Avenue/King Road and Berryessa Road	LOS E	LOS E	LOS E	LOS E
King Road and Mabury Road	LOS D	LOS E	LOS D	LOS E

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. This is a trail connector project. The Project would construct a trail connection and a new traffic signal at an existing intersection. The Project would not affect the operation of any bus or rail terminal, nor are any new or expanded bus or rail terminals or transfer points proposed as a part of this Project.

The Project would connect the existing Upper Penitencia Creek Trail, which terminates just east of King Road, to the future Berryessa BART Station (under construction) located west of King Road. The future Berryessa BART Station will open in 2018 and will have an intermodal bus transit facility. The bus transit center will operate bus routes in opening year of 2018. However, the diesel buses to be operated out of the Berryessa BART Station are part of background conditions on opening day and are not the result of this trail connector project.

This Project would not increase diesel bus operation nor create a new hot spot where diesel buses would idle due to the new signalized intersection. The new signalized intersection would be coordinated to operate in unison with the existing signal at the intersection of King Road and Commodore Drive to the north of the Project. Therefore, the new signalized intersection would not cause additional delay beyond existing or opening year conditions.

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

As mentioned above, this is a trail connector project, and therefore, the Project would not affect the operation of any bus or rail terminal, nor are any new or expanded bus or rail terminals or transfer points proposed as a part of this Project in 2035.

The Project would connect to the future Berryessa BART Station located west of the Project. The future Berryessa BART Station will open in 2018 and will have an intermodal bus transit facility. The bus transit center will operate bus routes in 2035. However, the diesel buses to be operated out of the BART Station are part of background conditions in 2035 and are not the result of this trail connector project.

This Project would not increase diesel bus operation nor create a new hot spot where diesel buses would idle due to the new signalized intersection. The new signalized intersection would be coordinated to operate in unison with the existing signal at the intersection of King Road and Commodore Drive to the north of the Project. Therefore, the new signalized intersection would not cause additional delay beyond 2035 conditions.

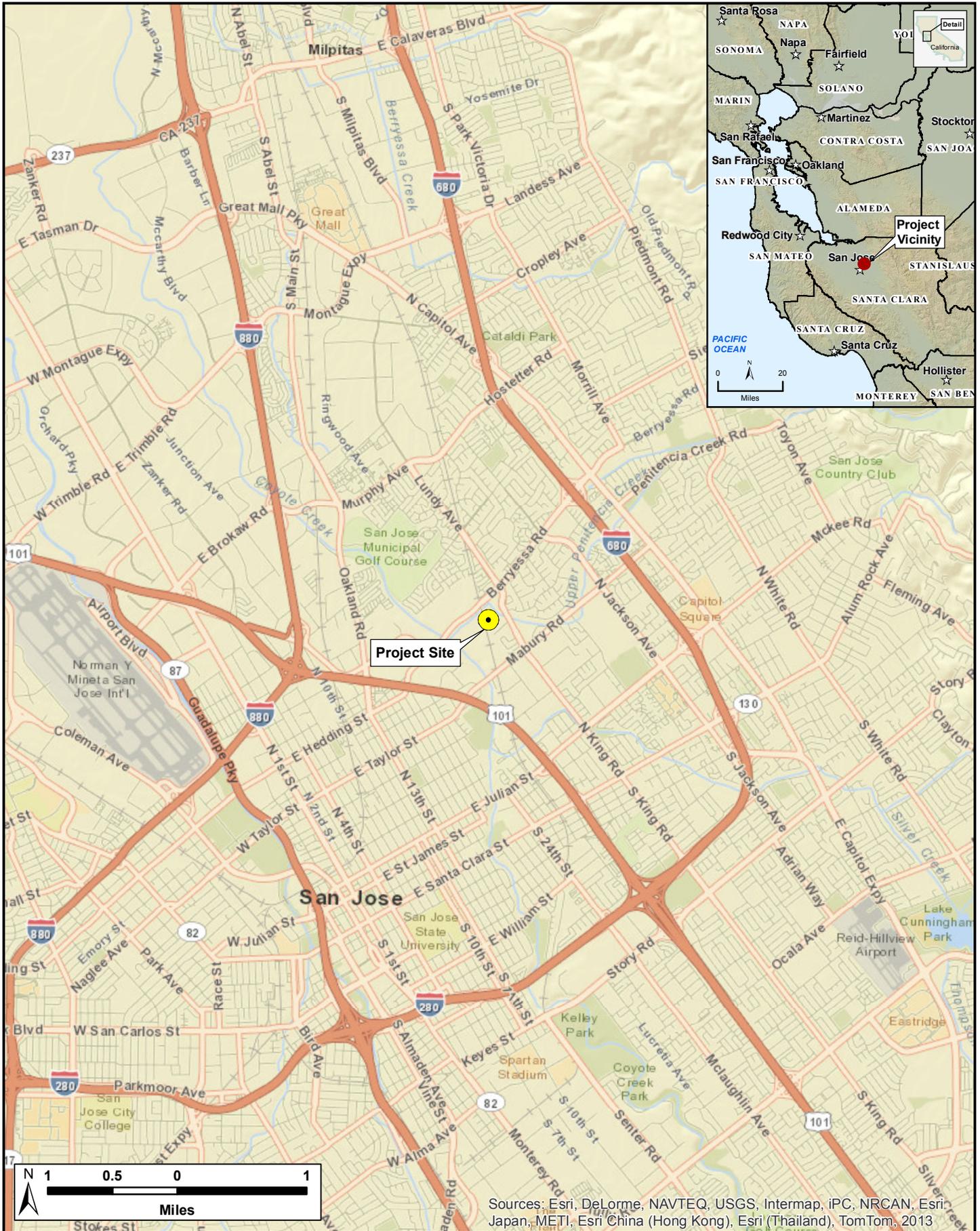
Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)

There would not be any traffic redistribution anticipated with the proposed project. The project would not substantially affect travel time on any affected roadways and would not substantially affect the number of vehicles on the roadway. Therefore, no redistribution of traffic or change in traffic volume on any cross-streets or other neighborhood streets is anticipated with the proposed project. Auto traffic from the future Berryessa BART Station would not increase due to the installation of the signalized intersection.

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:

- I. The project is not a “highway project”; it will construct a trail and one traffic signal. King Road, where the signal will be installed, is not a City-designated truck route, and has a low daily volume of vehicles.
- 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 future BART Berryessa Station is within close proximity to the project; however, the project would not affect the number of buses and trains that service this station.
- IV. The project would not increase the number of diesel buses serving the existing stations in the project area. As stated above in Item III, the Project would not affect the number of riders using the BART Berryessa Station.
- V. The nearest exceedance of a PM_{2.5} NAAQS was at the BAAQMD monitoring station in downtown San Jose (Jackson Street), about 1.5 miles southwest of the project site. 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.

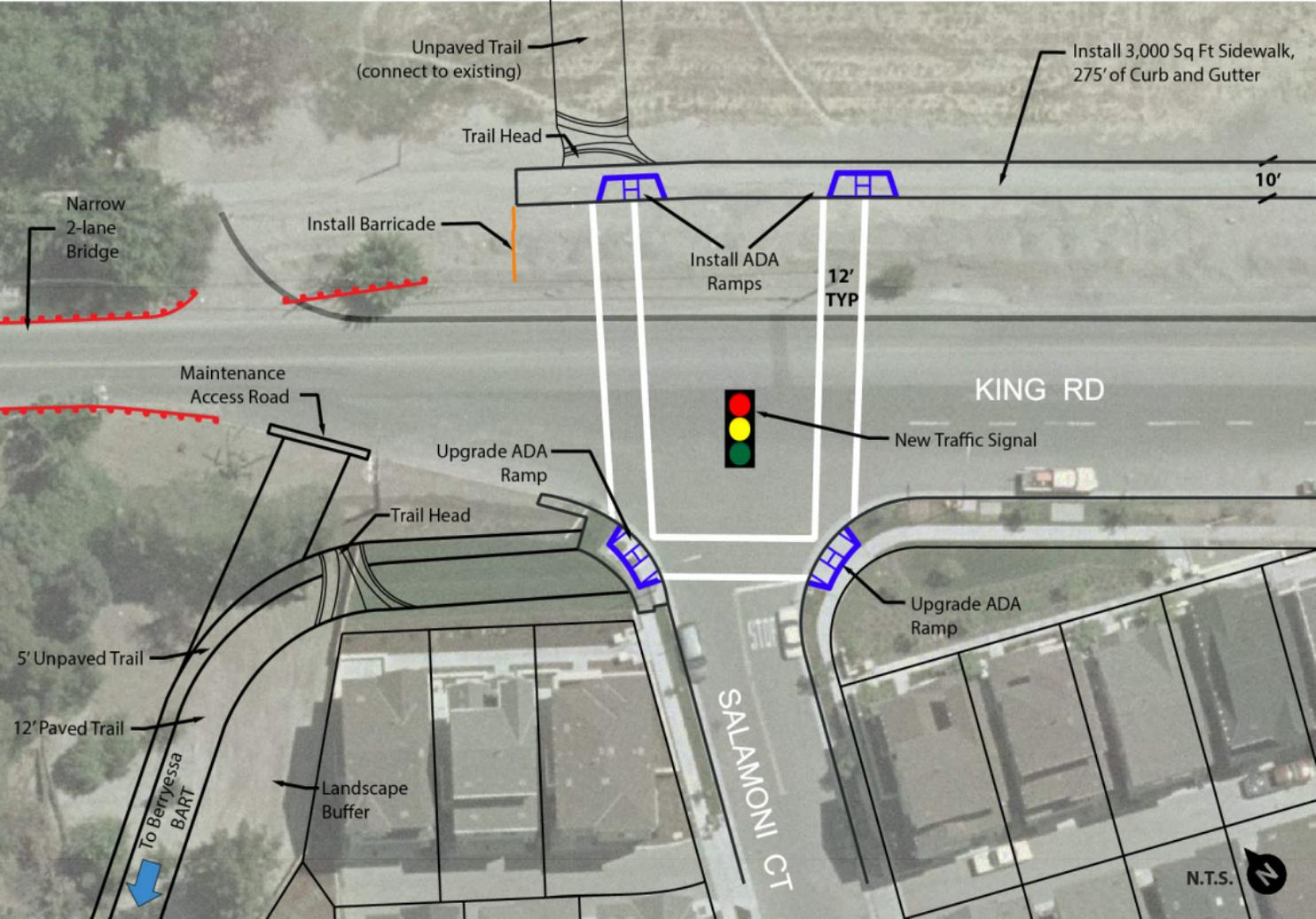


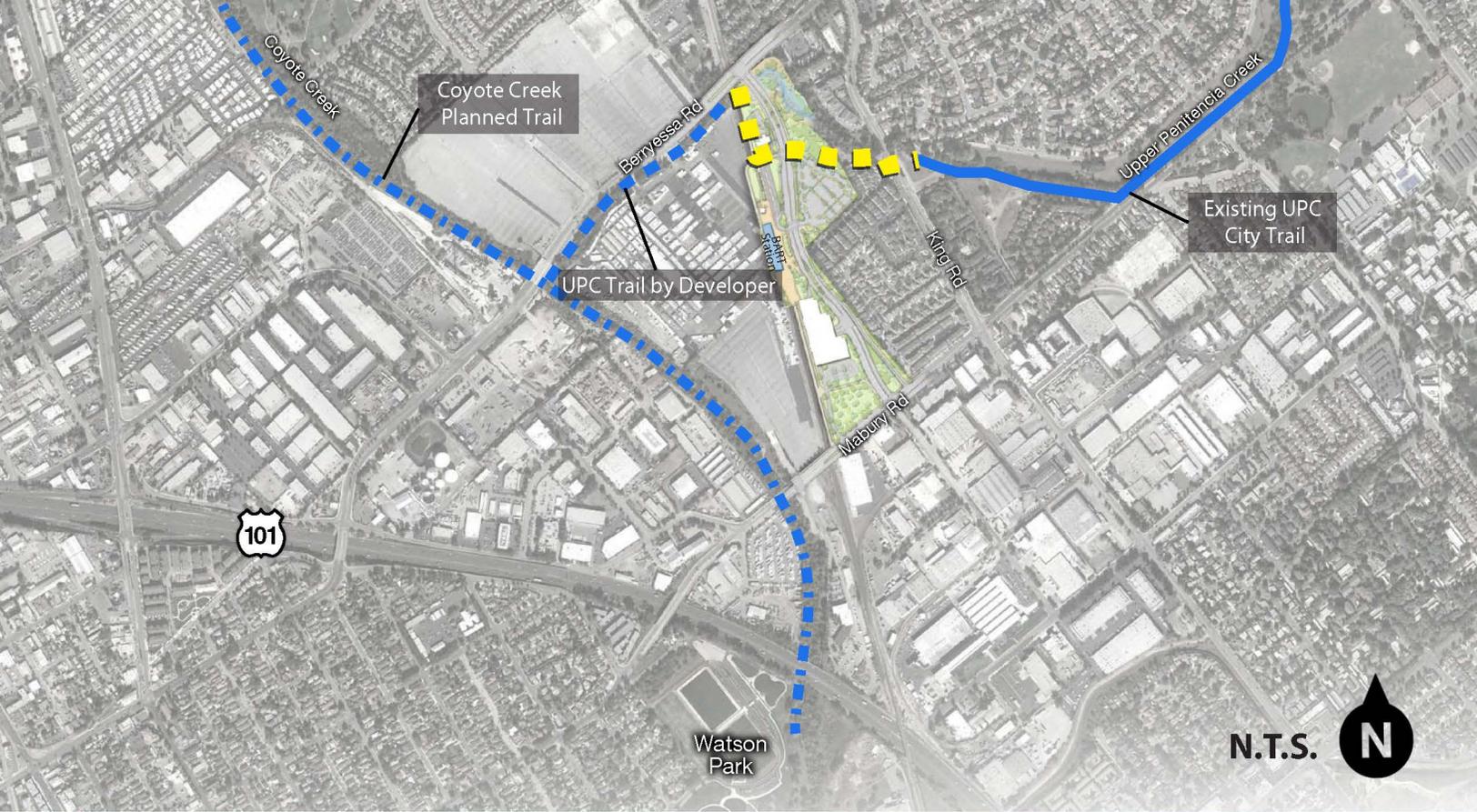
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Figure 1: Vicinity Map



Figure 2: Upper Penitencia Creek Trail – Project Features

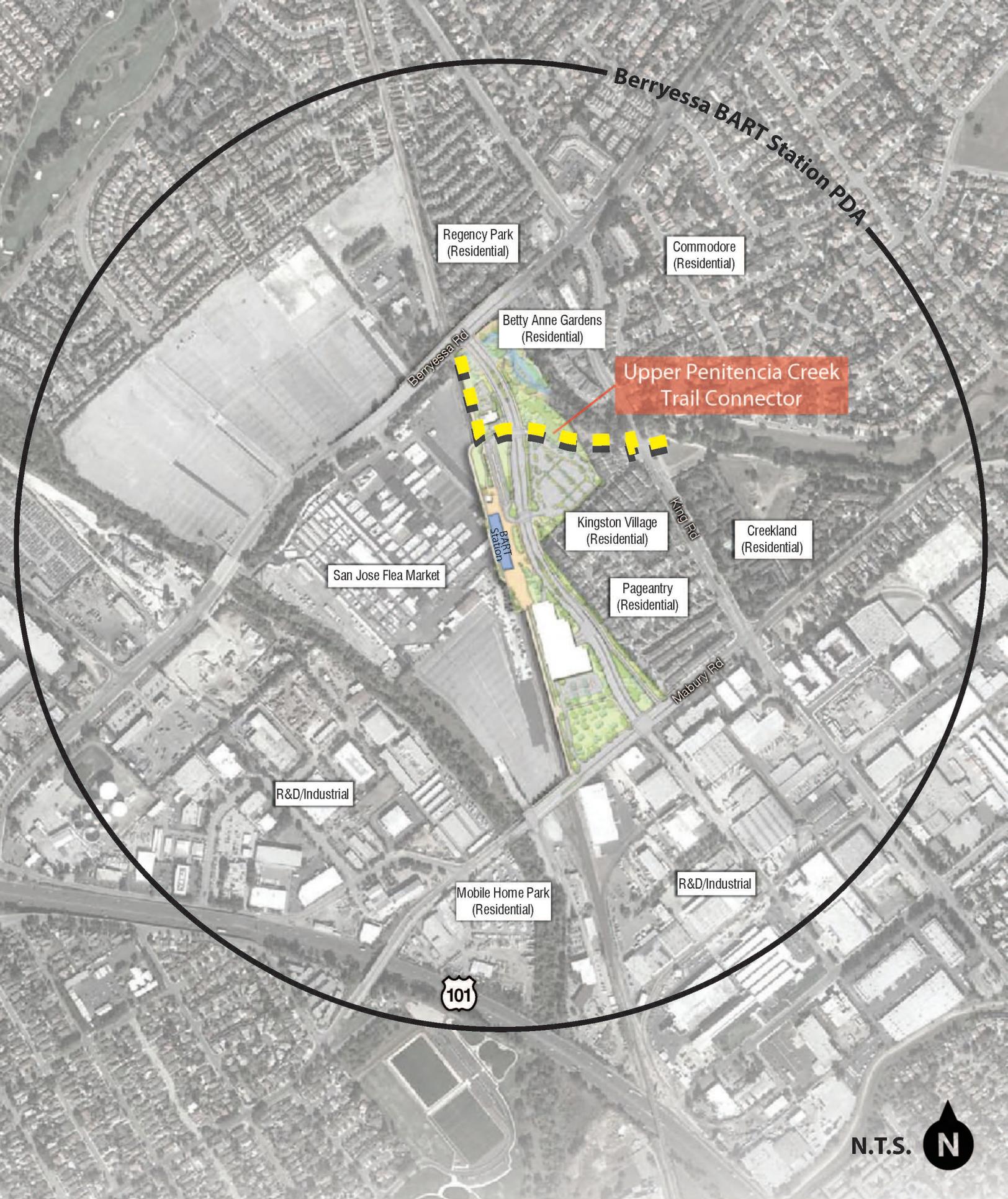




Upper Penitencia Creek Trail Connector

Figure 4: Gap Closure/Connectivity





Berryessa BART Station PDA

Regency Park
(Residential)

Commodore
(Residential)

Betty Anne Gardens
(Residential)

Upper Penitencia Creek
Trail Connector

Kingston Village
(Residential)

Creeklund
(Residential)

San Jose Flea Market

Pageantry
(Residential)

R&D/Industrial

R&D/Industrial

Mobile Home Park
(Residential)

101

N.T.S. **N**

Upper Penitencia Creek Trail Connector

Figure 1: Vicinity Map

