



Group #2 – Phase II Community Questions and Comments

12/19/2014

Question: Has VTA considered tunneling the remaining plan-of-record system beyond the Berryessa Station and roughing-in the station box for the Alum Rock Station under the former San José Steel site and finishing the station later? Or, perhaps enlisting a developer to finish the station as part of the above-ground Five Wounds Village development?

Answer: Constructing small segments of the tunnel and station box would be challenging and cost prohibitive. During the environmental process, VTA and the city will engage the development community and explore opportunities for collaboration.

Question: Has making Diridon the end of the line ever been seriously considered? The cost savings would be considerable and the funding could be applied to the Alum Rock Station plan-of-record. After all, BART ended at Fremont without maintenance yard and tail tracks.

Answer: A scenario making the Diridon Station the end of line has been analyzed. Redesigning the Diridon Station to allow for trains to crossover with a crossover box at that location for return trips would not result in a cost savings due to end of line operational requirements. Additionally, since the current Diridon Station location does not allow for a crossover box, the station would have to be relocated to Stockton Ave. This relocation impacts the seamless connectivity to other transit modes that would be experienced at the currently planned station location.

Question: Tail Tracks and Maintenance - For what reason is a maintenance facility at Newhall still necessary? All heavy maintenance was moved to the expansion of the Hayward facility. What sort of maintenance will be performed? What analysis was made of terminating the tracks short of Santa Clara and using just cross over tracks? How many trains must be stored at Newhall? How much money would be saved if trains were stored in the tunnel and the tunnel were shortened? What analysis made of constructing an aerial structure along Stockton Avenue for train storage, comparable to the proposed high speed rail aerial structure? What is the per mile cost of tunneling? If trains were stored in the tunnels, what would be the reduction in the length of the tunnel?

Answer: Storage and maintenance at Newhall Yard is anticipated to serve BART's expanded fleet, including vehicles for VTA's BART Silicon Valley Extension. The Newhall Yard will also include facilities for the maintenance and storage of track maintenance equipment and other vehicles used for the operations of the system. VTA has analyzed train storage in a tunnel with a shortened tunnel and this option would result in limited benefit while being cost prohibitive.

Question: Downtown Station - In this revision, how has the position of the Downtown station been changed? Where will the cross-over tracks be located?



Answer: No revision has currently been proposed to the planned Downtown Station location. VTA will evaluate a station location option with access to San Jose City Hall/San Jose State University during the environmental process.

Question: When considering Phase II alternatives, why wasn't the in-plan 28th Street station area rated according to the MAP-21 New Starts Program criteria as-is today? Why was a hypothetical station at 23rd Street rated instead?

Answer: When conducting a preliminary planning evaluation under MAP-21 policy guidance, the 28th St. location, which was previously environmentally cleared, was used for the evaluation.

Question: How would the in-plan 28th Street station area rate according to the MAP-21 New Starts Program criteria after build-out per the Five Wounds Village Plan?

Answer: The 28th Street station area location, with the Five Wounds plan, was used during the MAP-21 preliminary planning evaluation. Under the MAP-21 policy guidance, a project's rating is based on a combination of technical factors (ridership, environmental benefits, land use and economic development effects), referred to as Project Justification criteria, and of financial factors (the sponsoring agency's capacity to fund the project capital and operating costs) referred to as Local Financial Commitment criteria. Build out of the Five Wounds Village Plan would mainly affect the Project Justification criteria. (It is important to note that the MAP-21 definition of land use is limited to existing land uses and does not include future land uses. Thus the evaluation of land use at 28th Street in the MAP-21 rating process was based entirely on what surrounds the proposed station area today. The build-out of the Five Wounds Village Plan would not affect the land use rating. The effects of future development as proposed in the Five Wound Village Plan are evaluated under the economic development criterion. The improvement in economic development effects are not believed to be significant enough to change the overall project rating. Therefore, at this juncture, the overall MAP-21 rating for a BART extension alternative with an Alum Rock station at 28th Street would remain the same.

Question: There were originally two potential alignments for BART at the Alum Rock Station. The one tunneling under Hwy 101 became the preferred alignment. The other had BART crossing Hwy 101 using the former UPRR railroad bridge and then tunneling underground. Using this alignment, the subway Alum Rock Station would be under the former UPRR right-of-way between E. Julian and E. St. John Streets. The tunnel would then sweep two blocks further south under E. San Fernando St. and double back to align under E. Santa Clara Street through downtown. Why is this alignment not being considered today?

Answer: A concept for an alternate alignment crossing over Highway 101 along the former UPRR alignment was developed. This alternative results in a large track curves that limits the



operating speed, increasing travel times and maintenance costs. Further studies will be conducted during the environmental clearance phase to explore the feasibility of this alternative.