

# ENVIRONMENTAL SCOPING REPORT

## VTA'S BART SILICON VALLEY – PHASE II EXTENSION PROJECT

PREPARED FOR:



May 2015



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# Acronyms and Abbreviations

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BART	Bay Area Rapid Transit
CEQA	California Environmental Quality Act
Draft EIS/EIR	2004 BART Extension to Milpitas, San Jose, and Santa Clara Draft Environmental Impact Statement/Environmental Impact Report
EIS	Environmental Impact Statement
FEIR	2004 BART Extension to Milpitas, San Jose, and Santa Clara Final Environmental Impact Report
FTA	Federal Transit Administration
I-680	Interstate 680
NEPA	National Environmental Policy Act
NOP	Notice of Preparation
Phase I Project	VTA's BART Silicon Valley Berryessa Extension Project
Phase II Project	VTA's BART Silicon Valley Phase II Extension Project
SCVWD	Santa Clara Valley Water District
SEIR1	2007 BART Extension to Milpitas, San Jose, and Santa Clara Draft and Final Supplemental Environmental Impact Report
SEIR2	2010 BART Silicon Valley Phase I Berryessa Extension Project Draft and Final 2nd Supplemental Environmental Impact Report
SEIR3	3rd Supplemental Environmental Impact Report
SEIS	Supplemental Environmental Impact Statement
SJIA	Mineta San Jose International Airport
SVRTC Project	Silicon Valley Rapid Transit Corridor Project
U.S. 101	U.S. Highway 101
UPRR	Union Pacific Railroad
VTA	Santa Clara Valley Transportation Authority



### 1.1 Purpose of Scoping Report

The Santa Clara Valley Transportation Authority (VTA) is serving as the Lead Agency under the California Environmental Quality Act (CEQA) for VTA's Bay Area Rapid Transit (BART) Silicon Valley—Phase II Extension Project (Phase II Project). As the CEQA Lead Agency, VTA issued a Notice of Preparation (NOP) for the 3rd Supplemental Environmental Impact Report (SEIR3) and initiated an environmental scoping period from January 30 to March 2, 2015. The SEIR3 will update information presented in the previous environmental documents for VTA's BART Silicon Valley Program (formerly known as the BART Extension to Milpitas, San Jose, and Santa Clara), specifically the 2004 *BART Extension to Milpitas, San Jose, and Santa Clara Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)*, 2004 *BART Extension to Milpitas, San Jose, and Santa Clara Final Environmental Impact Report (FEIR)*, the 2007 *BART Extension to Milpitas, San Jose, and Santa Clara Draft and Final Supplemental Environmental Impact Report (SEIR1)*, and the 2010 *BART Silicon Valley Phase I – Berryessa Extension Draft and Final 2nd Supplemental Environmental Impact Report (SEIR2)*.

The SEIR3 will be prepared as a joint document with a Supplemental Environmental Impact Statement (SEIS) that will be prepared in accordance with the National Environmental Policy Act (NEPA). The Federal Transit Administration (FTA) will serve as the federal Lead Agency for the SEIS. The purpose of the scoping report is to document and consolidate the comments received on the scope of the project, the alternatives to be considered, and the environmental issues to be addressed in the SEIS/SEIR3.

### 1.2 Project Background

VTA's BART Silicon Valley Program is the extension of the BART system from Fremont through Milpitas and San Jose to Santa Clara. The 16-mile-long extension of the BART system would begin at the Warm Springs Station in Fremont, continue south along the Union Pacific Railroad (UPRR) to Santa Clara Street in San Jose, continue west in a subway through downtown San Jose, and terminate at grade near the Caltrain Station in Santa Clara. This project, previously named the Silicon Valley Rapid Transit Corridor Project (SVRTC Project), was analyzed in the Draft EIS/EIR, FEIR, and SEIR1. The FEIR and FSEIR1 were certified by the VTA Board of Directors in December 2004 and June 2007, respectively.

Although VTA was committed to building the full 16-mile extension, the state of the economy in 2010 required that the BART Silicon Valley Program be built using a phased-construction approach. The BART Silicon Valley Program was split into two phases. VTA's BART Silicon Valley Berryessa Extension (Phase I) Project consists of the first 10 miles of the extension, beginning from the planned terminus at the approved Warm Springs Station in Fremont through Milpitas to the Berryessa neighborhood in San Jose. Phase I includes the Milpitas and Berryessa Stations. The SEIR2 addressed design changes since certification of the FSEIR1 and evaluated the associated environmental impacts applicable to the Phase 1 Project only. The FSEIR2 was certified by the VTA

Board of Directors in March 2011. Phase I is currently under construction and is scheduled to begin operation in late 2017.

The Phase II Project is the remaining 6 miles of the BART Silicon Valley Program and would begin at the terminus of the Phase I Project and end near the Santa Clara Caltrain Station. The potential environmental impacts of the Phase II Project are now being considered. A description of the Phase II Project is provided in Section 1.3, *Project Description and Location*.

## 1.3 Project Description and Location

The Phase II Project would be constructed in the cities of San Jose and Santa Clara in Santa Clara County. The 6-mile-long Phase II Project would begin at the terminus of the Phase I Project east of U.S. Highway 101 (U.S. 101) and south of Mabury Road in San Jose. The Phase II Project would be at grade where it connects to the Phase I Project and then descend into an approximately 5-mile-long subway tunnel that continues through downtown San Jose and terminates at grade in Santa Clara near the Santa Clara Caltrain Station (see **Figure 1**). Four stations are proposed as part of this Phase II Project: three in San Jose (Alum Rock, Downtown San Jose, and Diridon Stations), and one in Santa Clara, (Santa Clara Station). Parking structures are proposed at the Alum Rock and Santa Clara Stations; "kiss-and-ride" (passenger drop-off) facilities are proposed at Alum Rock, Diridon, and Santa Clara Stations. The station facilities would include electrical and ventilation systems as well as communication equipment. A maintenance yard (Newhall Yard maintenance facility) is proposed near the Santa Clara Station. Passenger service for the Phase II Project would start in 2025 assuming funding is available.





Figure 1  
Project Location Map



## Chapter 2

# Overview of the Environmental Process

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### 2.1 Environmental Process Background

The scoping process for the SVRTC Project originally began in January 2002 when VTA distributed an NOP to advise agencies, interested parties, and the public that an EIR would be prepared for the project. In February 2002, VTA conducted scoping meetings for SVRTC Project. In March 2004, the Draft EIS/EIR was released for public review in accordance with federal and state law. Following circulation of the Draft EIS/EIR, it was determined that the opportunity for securing federal funds at that time was limited. The VTA Board of Directors certified the Final EIR on December 9, 2004.

Following certification of the FEIR, project design continued and necessitated the preparation of the SEIR1 to evaluate the environmental impacts associated with the design changes. Additional environmental scoping was conducted for the SEIR1. VTA distributed an NOP for SEIR1 in July 2006, and four public scoping meetings were conducted in August 2006. The Draft SEIR1 was released for public review in January 2007, and the VTA Board of Directors certified the Final SEIR1 on June 7, 2007.

After certification of the SEIR1, design continued through the Preliminary Engineering phase (35% design level) and progressed to an approximately 65% design level. The federal environmental document, the Environmental Impact Statement (EIS), was processed separately. The Draft EIS was released on March 13, 2009 and included two build alternatives: the 10-mile Berryessa Extension Project (BEP) Alternative and the 16-mile Silicon Valley Rapid Transit Project (SVRTP) Alternative. FTA signed the Record of Decision for the 10-mile BEP Alternative (now called the Phase I Project) on June 24, 2010. VTA then initiated the preparation of the SEIR2 to describe the design changes to the Phase I Project and to disclose the substantive new information that had become available since certification of the SEIR1 in 2007. Additional environmental scoping was conducted for the SEIR2. VTA distributed an NOP for the SEIR2 in August 2010 and conducted one public scoping meeting in September 2010. The Draft SEIR2 was released for public review in November 2010, and the VTA Board of Directors certified the Final SEIR2 on March 3, 2011. As discussed above, the Phase I Project is under construction, and revenue service is forecasted to begin in late 2017.

### 2.2 3rd Supplemental Environmental Impact Report

The SEIS/SEIR3 will evaluate the impacts of the proposed Phase II Project in light of changes to project design and the regulatory and environmental settings that have occurred since the certification of the FEIR and FSEIR1. Generally, these changes consist of: 1) vertical and horizontal alignment changes, 2) revised station designs and configurations, 3) refinements to the design and location of system facilities, 4) changes in the existing conditions and regulatory setting, and 5) project schedule changes.

The purpose of the SEIS/SEIR3 is to fully disclose the environmental consequences of the proposed changes listed above for the Phase II Project. The SEIS/SEIR3 will determine the extent to which the

design changes associated with the Phase II Project would result in environmental impacts and will discuss actions to reduce or eliminate such impacts.

Probable environmental effects related to the following resource areas will be examined in the SEIS/SEIR3.

- Air quality
- Biological resources and wetlands
- Community services and facilities
- Cultural resources
- Electromagnetic fields
- Energy
- Geology, soils, and seismicity
- Greenhouse gas emissions
- Hazards and hazardous materials
- Land use
- Noise and vibration
- Security and system safety
- Socioeconomics
- Transportation, including transit, parking, pedestrians, bicycles, and traffic
- Utilities
- Visual quality and aesthetics
- Water resources, water quality, and floodplains
- Environmental justice

Impacts resulting from the changes in design and environmental setting since certification of the FEIR and FSEIR1 will be identified for the construction period and long-term operation of the Phase II Project.

## 2.3 Purpose of the Scoping Process

Federal and state laws require a formal review of projects that may affect the environment. Since certification of the FEIR and SEIR1, the project design has changed, including 1) vertical and horizontal alignment changes, 2) revised station designs and configurations, 3) refinements to the design and location of system facilities, 4) changes in the existing conditions and regulatory setting, and 5) project schedule changes. The SEIS/SEIR3 will evaluate the impacts of these changes. Overall, the SEIS/SEIR3 will update the existing regulatory and environmental setting, analyze the potential impacts from construction and operation of Phase II, and identify mitigation measures to reduce or eliminate potential environmental impacts.

The scoping process for the Phase II Project invited agencies and interested parties to provide input on the Phase II Project, the proposed topics of evaluation and potential impacts, and mitigation measures to be considered. As part of the SEIS/SEIR3 scoping process, VTA conducted three public scoping meetings (on February 12, 17, and 19, 2015) to notice agencies, interested parties, and the public that a Draft SEIS/SEIR3 is being prepared and to initiate public involvement in the environmental review process.

## 2.4 Scoping Notification

The scoping process for the Phase II Project began with formal agency notification. On January 30, 2015, VTA distributed an NOP to advise interested agencies and the public that VTA intends to prepare an SEIS/SEIR3 for the Phase II Project. VTA distributed the NOP to approximately 225 agencies, elected officials, and interested parties and organizations in the study area.

VTA also notified potentially interested individuals and organizations regarding the scoping process and public scoping meetings for the Phase II Project. VTA used multiple methods to announce the scoping process and public meetings:

- Display advertisements in local newspapers
- Mailings to addresses located in the vicinity of the Phase II Project
- Emails sent to recipients on the VTA emailing list
- News releases posted on the VTA website
- Social media postings on VTA's Facebook page and Twitter account.

The display advertisements ran in the following periodicals: *San Jose Mercury News* (published in the daily newspaper of January 30, 2015), *Santa Clara Weekly* (published in the weekly newspaper of February 4, 2015), *El Observador* (published in the weekly newspaper of February 6, 2015), *VIETNAM* (published in the weekly newspaper of February 6, 2015), *The Korea Times* (published in the weekly newspaper of February 6, 2015), *Philippines Today* (published in the weekly newspaper of February 4, 2015), and *Sing Tao Daily* (published in the daily newspaper of February 6, 2015). VTA distributed approximately 58,000 mailers to addresses located within 0.25-mile of the proposed Phase II Project alignment and within 1-mile of proposed Phase II Project station areas. The mailers were translated into five languages (Spanish, Vietnamese, Korean, Chinese, and Portuguese) and provided an overview of the Phase II Project, information regarding the scoping meetings, and instructions on how to submit comments. Emails were also sent to approximately 1,052 recipients on the VTA emailing list to inform recipients of the scoping meetings.

Information on the Phase II Project, scoping meetings, and instructions on how to provide comments were also posted on the VTA News Release website and on the VTA's BART Project website. Social media postings on VTA's Facebook page and Twitter account also notified the public.

**Appendix A** includes copies of the NOP, display advertisements, general mailer, and the news release posted on the VTA website.



## Chapter 3

# Report on Scoping Meetings

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VTA conducted three formal environmental scoping meetings to gather input and comments prior to the development of the SEIS/SEIR3.

- Environmental Scoping Meeting #1  
Thursday, February 12, 2015, 5:30 – 7:30 p.m.  
Santa Clara Council Chambers  
1500 Warburton Avenue, Santa Clara, CA 95050
- Environmental Scoping Meeting #2  
Tuesday, February 17, 2015, 5:30 – 7:30 p.m.  
VTA Customer Service Center  
55 West Santa Clara Street, San Jose, CA 95113
- Environmental Scoping Meeting #3  
Thursday, February 19, 2015, 5:30 – 7:30 p.m.  
Mexican Heritage Plaza  
1700 Alum Rock Avenue, San Jose, CA 95116

Each public scoping meeting included a sign-in/open house portion of the meeting, where the public could view Phase II Project informational display boards of the alignment and concept exhibits for the proposed stations, and a presentation portion of the meeting during which VTA staff provided an overview of the project and environmental process in PowerPoint format. The display boards and PowerPoint presentation from the scoping meetings are provided in **Appendix B**. Materials provided at the scoping meeting, including handouts, sample comment cards, and sign-in sheets are provided in **Appendix C**.

Following the presentation, formal public comments on the changes to the Phase II Project design since certification of the FSEIR1 and the potential environmental impacts were documented. Oral comments provided at the meetings were transcribed by a court reporter. Written comments were accepted at the meetings and via mail or email to VTA until the comment deadline. **Table 1** presents the number of attendees and comment cards collected at each meeting. Copies of the meeting transcript and written comments received at the scoping meetings are provided in **Appendix D**.

**Table 1. Number of Attendees and Comments Collected at Scoping Meetings**

	Environmental Scoping Meeting #1	Environmental Scoping Meeting #2	Environmental Scoping Meeting #3
General Public Attendees	39	70	108
Oral Comments	4	5	15
Written Comment Cards Collected	5	18	15





## Chapter 4

# Summary of Key Issues

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The following is a summary of the key issues raised orally and in writing at the three scoping meetings, as well as comments received by VTA through mail and email. Copies of these comments, including the court reporter transcript and comment cards from the scoping meetings, are provided in **Appendix D**. The key issues raised during the scoping period fall into one of the following three categories.

- Topics and concepts previously analyzed; these will not be re-evaluated in the SEIS/SEIR3.
- Topics and concepts not feasible or outside of the scope of the environmental process; these will not be evaluated in the SEIS/SEIR3.
- New topics and concepts that are feasible and within the scope of the environmental process; these will be evaluated in the SEIS/SEIR3.

## 4.1 Project Description and Design

### General

- Request for Wi-Fi at stations and in trains.
- Consider design interfaces to all other transit options (BART, Caltrain, light rail, bus routes, and future high-speed rail) with a focus on reducing duplication.
- Consider private funding options by selling the naming rights of the proposed stations.
- Discuss station prioritization among the four considered in case of funding limitations.
- Discuss the intermodal interface of BART connections to other existing transit systems in the area, such as VTA's light rail and Caltrain, as well as future planned transit systems such as high-speed rail and bus rapid transit projects.
- Consider design features that would improve the intermodal passenger experience, such as wayfinding and timetable signage, integrated ticketing, and short connection distances by foot or wheelchair.
- Discuss changes to the Phase II Project elements since the 2007 FEIR.
- Discuss changes to on-street parking and whether street parking spaces will be removed in the vicinity of the new BART stations or BART supporting facilities.
- Discuss station access, including connectivity with other transit/modes, usability, placemaking, safety, security, and maintenance.
- Request to have subway under San Fernando Street instead of Santa Clara Street.
- Request for route between various stations and the Downtown San Jose Station to be reduced in length so that travel time is minimized.
- Consider an alignment located under Santa Clara Street near Diridon Station for seamless transfer to and from Caltrain and BART.

- Consider ending service at Diridon Station to avoid duplication of service with Caltrain.

## Purpose and Need – Ridership Projections

- Describe discrepancies between projected ridership and actual ridership.
- Ridership projections should reflect whether riders transfer from BART to Caltrain at the Diridon Station or at the Santa Clara Station.
- Discuss impact on ridership demand at the Santa Clara Station after Caltrain-to-BART connection is completed at the Diridon station.
- Discuss impact on ridership demand after Caltrain has been electrified.
- Update ridership projections to be consistent with BART's current ridership levels and fleet planning activities.

## Alum Rock Station

- Consider keeping 28<sup>th</sup> Street/Alum Rock Station if there is a funding shortfall.
- Request for a pedestrian and bike path on 28<sup>th</sup> Street at the Alum Rock Station.
- Request to name this station Alum Rock at 28<sup>th</sup> Street Station.
- Request to name this station Five Wounds.
- Consider additional areas surrounding the proposed station for BART-related development (use of areas from Julian Street to Five Wounds Lane and from U.S. 101 west through the UPRR right-of-way).
- Consider joint development of the ground level (and above) of proposed station for a transit-oriented community.
- Consider multiple parking facilities versus a single parking lot and multi-level parking versus single-level parking.
- Consider distributing parking across the 13-acre site of the Alum Rock Station and 28<sup>th</sup> Street.
- Consider a public/private joint venture development with the Five Wounds Village to incorporate shared parking for the Phase II Project and the Village.
- Discuss the underground tunnel at the Alum Rock Station and whether it entails tunneling under U.S. 101 and Julian Street.
- Consider traversing U.S. 101 north of the Julian Street/U.S. 101 interchange instead of tunneling under U.S. 101.
- Discuss whether the Project will impact the Western Pacific Train Trestle crossing Silver Creek.
- Consider locating the station under 28<sup>th</sup> Street instead of at the current proposed location.
- Consider expanding bridge width of rail crossing at U.S. 101 to allow for double tracking and for pedestrian and bicycle utilization.
- Describe development and value capture opportunities related to using the rail bridge route versus the tunnel option at U.S. 101.

- Consider expanding the parking structure to handle traffic and prevent parking overflow onto adjacent neighborhoods.
- Consider 28<sup>th</sup> Street Station built with direct U.S. 101 access off the existing southbound frontage road.
- Discuss the interface of the proposed parking structure with the proposed station.
- Discuss what VTA will do to enhance the development of this site during and after underground construction is complete.
- Consider providing parking with good access from the U.S. 101/McKee Road and U.S. 101/Alum Rock Avenue interchanges.
- Discuss pedestrian access to the Alum Rock Station, especially from across U.S. 101 on Julian Street/McKee Road and Santa Clara Street/Alum Rock Avenue.
- Consider use of the VTA-owned parcels in the vicinity of the Alum Rock Station for a maintenance and storage facility.
- Consider the addition of other transit services, such as a bus rapid transit stop, to the Alum Rock Station to allow for connections to BART.

## Downtown San Jose Station

- Consider adding exits to First and Third Streets for the West Option.
- Consider providing station entrances on Santa Clara Street for both Downtown San Jose Station Options.
- Consider providing access to City Hall from the Downtown San Jose Station East Option.
- Consider an extended, non-cut-and-cover station for the downtown to include entrances at both the city hall/university area and the convention center/entertainment district.
- Discuss the depth of the existing timber pile foundations supporting the Coyote Creek Bridge under Santa Clara Street near 19<sup>th</sup> Street.

## Diridon Station

- Discuss traffic, parking, and potential loss of business to SAP Center during construction and operations.
- Discuss if any streets off The Alameda will be impacted by train operations when trains leave the Diridon Station to Stockton Avenue.
- Consider building an underground transit plaza and passageway from the existing passageway at the Caltrain Diridon Station to the future BART Diridon Station.
- Consider parking structures at Diridon Station.
- Consider coordinating parking areas for high-speed rail and Caltrain in an integrated structure.
- Consider providing more than two entry/exit points at the station due to future development south of the proposed station.

- Consider providing platforms at the Diridon Station that are compatible with Caltrain and high-speed rail.
- Do not provide parking at Diridon Station.

## **Santa Clara Station**

- Consider not providing parking structure at the Santa Clara Station.
- Preference for the East Parking Option located on Coleman Avenue at the Santa Clara Station.
- Consider a crossing under the Caltrain tracks to provide pedestrian access from Santa Clara University to the Santa Clara Station.
- Discuss the need for Santa Clara Station.
- Station entry/exit points are lacking on the east and west sides.
- Discuss how the Santa Clara Station will affect the old train station.

## **Parking, Pedestrian, and Bicycles Facilities**

- Consider potential for any of the proposed parking structures to be built underground instead of using valuable developable land aboveground.
- Request for parking structures to be situated so that the frontages of the parking structures facing city streets can still be utilized for retail, office, or residential uses.
- Request for the abandoned railroad bridge over U.S. 101, north of Five Wounds Village, to be used for pedestrian and bicycle use.
- Request for the Project to include strong bike and pedestrian infrastructure in the immediate vicinity of each proposed station.
- Request for the Project to integrate design suitable for seniors and people with disabilities at each proposed station.
- Request for the Project to include on-site bike lockers and expanded bike lanes along cycling arteries leading to the proposed stations.
- Request to include bike facilities in the underground stations so bicyclists do not have to carry their bikes over stairs.
- Request that parking structures be built in such a way that additional parking floor can be easily added in the future without having to rebuild or reinforce the original structure.
- Consider the requirements for the size of the portal escalators, stairways and elevators, and supportive infrastructure such as the width of sidewalks, lighting, and accessible routes.

## **Construction Activities**

- Discuss when initial construction will begin.
- Discuss which areas will require digging underground, when construction will begin in those areas, how much earth or material will be moved, where it will go, and if there will be any testing on the materials to see whether it is hazardous.

- Discuss impacts from road closures due to construction activities.
- Discuss construction impacts on The Anne Darling School, Five Wounds Church, and Cristo Rey San José Jesuit High School.
- Consider the possibility of not using cut-and-cover for the development of the underground stations.
- Discuss the truck haul routes to be used during Project construction.
- Describe measures to reduce construction impacts on businesses impacted by construction activities.
- Discuss the conceptual construction management plan along the route including proposed truck routes, staging areas, and worker parking.
- Consider mining downtown stations to reduce construction impacts.

## Operation and Maintenance

- Discuss the operational activities and train movements that could be expected from the scale of facility proposed for the Newhall Yard.
- Consider constructing a maintenance and storage facility for implementation of the Phase II Project.
- Consider impacts on BART's core system.
- Consider a common ticketing system that is compatible with all other transit systems serving the Project area.
- Discuss operational impacts on The Anne Darling School, Five Wounds Church, and Cristo Rey San José Jesuit High School.
- Consider maintaining service levels on other transportation modes when Phase II Project is operational, focusing on areas where ridership is the highest, including low-income communities.

## 4.2 Environmental Analysis

### Air Quality and Greenhouse Gases Emissions

- Discuss impacts on air quality and greenhouse gas emissions in the Bay Area and on sensitive receptors in the vicinity of the Phase II Project.
- Discuss expected sea rise and storm surges impacts of the future due to climate change.
- Describe opportunities for reduction of vehicle miles traveled and greenhouse gas emissions from the Project.
- Discuss how much dust would be generated from Project construction and how will it be mitigated.
- Describe dust impacts on adjacent residential uses.

## Biological Resources

- Discuss impact on Silver Creek and on wildlife that uses this waterway as a feeding and resting place, especially during migratory seasons.
- Discuss loss of trees due to project construction, specifically along Stockton Avenue.

## Community Services and Facilities

- Discuss impacts on Theodore Lenzen Park.

## Cultural Resources

- Consider ways to preserve and maintain historic trestle railroad bridge over Silver Creek.
- Analyze potential impacts on historically significant structures along the route, particularly the Five Wounds Church and historic buildings along Santa Clara Street in downtown San José.
- Discuss impacts on the historic character of the Western Dental Building because this structure is a candidate city landmark and a contributing structure to the Downtown San Jose Commercial District, which is a historic district listed on the National Register of Historic Places.

## Energy

- Update discussion about potential peak power distribution reliability problems in the San Jose area.

## Geology, Soils, and Seismicity

- Discuss impact from liquefaction and earth settlement.

## Hazards and Hazardous Materials

- Discuss impacts from buried hazardous materials given the previous uses of the proposed sites.

## Land Use

- Disclose eminent domain or condemnation issues involved with the Phase II Project.
- Discuss potential for disruptions and displacement of residents and businesses along the Phase II Project alignment.
- Consider current and future housing and commercial costs along the Phase II Project alignment and include in displacement analysis for residents and businesses.
- Analyze Phase II Project consistency and potential conflicts with relevant land use plans and policies.

## Noise and Vibration

- Discuss noise and vibration impacts related to the tunnel exit approaching the Santa Clara Station given all the new and proposed housing in that area.

- Discuss operational noise and vibration impacts on established communities along the Phase II Project alignment.
- Discuss impact of vibration and noise on nearby schools and Five Wounds Church.
- Discuss cumulative noise impacts on neighborhoods adjacent to Diridon Station considering existing Caltrain operation noise.
- Disclose the maximum and average noise levels from project construction and whether there will there be noise barriers.

## **Socioeconomics**

- Discuss how the Alum Rock Station will impact low-income residents in the vicinity of the station location, and how negative impacts will be mitigated.
- Discuss how many jobs will be accessible to low-income residents in the Alum Rock area as a result of the Project.
- Discuss economic and socio-economic impacts of cut-and-cover Downtown San Jose Station under East Santa Clara Street.
- Discuss environmental justice implications on low-income and minority communities as a result of the redirecting of funds from local bus services and other transit services to the Phase II Project.
- Consider impacts due to gentrification.
- Assess impacts on the local community if the Alum Rock Station is not built.

## **Security and System Safety**

- Discuss if there will be added security at the proposed stations and if patrolling at these new stations will be assigned to BART police or the local police department in those areas.

## **Transportation**

- Consider commitment of a “fair share contribution” toward the improvement of the affected roadways.
- Use the City of San Jose’s Transportation Level of Service Policy for determining thresholds of significance when evaluating vehicular traffic impacts of the Project.
- Provide bicycle- and pedestrian-friendly facilities and connections.
- Discuss temporary construction impacts on traffic, circulation, and parking.
- Discuss traffic impact of the opening of the Berryessa BART Station prior to the building of the Mabury Road interchange at U.S. 101.
- Discuss traffic impacts on: U.S. 101/McKee Road interchange, McKee Road between U.S. 101 and Interstate 680 (I-680), North King Road/Silver Creek intersection, Berryessa Road between BART station and I-680.
- Discuss changes to roadway vehicle capacity resulting from the Project.

- Discuss impact on bus service and light rail service in the vicinity of the Downtown San Jose Station during construction and operations.
- Discuss how the Phase II Project will affect bus service levels in Santa Clara County.
- Consider traffic impact on the existing and planned regional pedestrian trail network.
- Evaluate impacts on the state highway system.
- Provide an updated traffic forecast for the environmental document, including park-and-ride and kiss-and-ride trips by station for all proposed new BART stations.
- Discuss pedestrian safety at crosswalks that will be impacted by the Project.
- Discuss traffic and parking operational impacts on SAP Center under cumulative conditions, peak hours, and during Project construction and operation.

## Utilities

- Discuss management of utilities, particularly those that need to be relocated as part of the tunnel, station construction, and other supportive infrastructure.
- Discuss anticipated service disruptions, estimated duration, and potential impact on the surrounding areas and any mitigation strategies.

## Water Resources, Water Quality, and Floodplains

- Update discussion on impacts to flooding based on the Federal Emergency Management Agency's current flood insurance rate maps.
- Discuss impacts on water table from tunneling under the Guadalupe River and Los Gatos Creek.

## Cumulative Impacts

- Evaluate the Phase II Project's permanent and temporary impacts on existing Caltrain infrastructure, service, and active Caltrain projects.
- Evaluate the Downtown Extension to Transbay as part of cumulative impacts.
- Evaluate the U.S. 101 Express Lanes project as part of cumulative impacts.

## 4.3 Project Alternatives

- Consider a connection to the Mineta San Jose Airport.
- Consider a bridge alignment over U.S. 101 to save money.
- Consider devoting the railroad bridge over U.S. 101 to pedestrian and bicycle use.
- Eliminate extension to Santa Clara beyond the Diridon Station.
- Consider the extension to Santa Clara beyond the Diridon Station as a separate and later phase.
- Consider additional station locations: Fountain Alley Station, Mineta San Jose International Airport (SJIA) Station, San Jose State University Station



- Study an alternative based on the BayRail Alliance’s Caltrain Metro East alignment proposal, either with a BART spur or standard gauge (LRT or Caltrain/High Speed Rail) connecting San Jose Diridon, San Jose Mineta, North 1st Street, and Milpitas.
- Study an alternative of the BayRail Alliance’s Caltrain Metro East alignment proposal with a station (alternative to Diridon) located adjacent to State Route 87.
- Study alternative tunnel opening locations as the trains leave downtown San Jose toward Santa Clara and approach the Newhall Yard, specifically a tunnel located south and east of I-880.
- Study an alternative with light rail on Santa Clara Street/Alum Rock Avenue with a spur to Berryessa BART Station.
- Study an alternative with dedicated bus ramps from U.S. 101 and Santa Clara Street along the rail right-of-way to Berryessa BART Station to provide enhanced bus rapid transit service.
- Study alternative locations for train storage, maintenance activities, and train reversal if the Santa Clara extension is not built in this phase.
- Study alternative locations for stations that do not duplicate existing Caltrain service.
- Consider continuing alignment to City College, Valley Medical Center, Valley Fair, and Santana Row beyond the Diridon Station.
- Consider using the Great Mall rail yard as maintenance facility.
- Consider a link to Avaya Stadium.
- Consider using alternative technology.
- Consider extending the alignment along El Camino Real to Palo Alto.
- Consider upgrading existing BART facilities in Hayward to handle the Project’s train storage requirements instead of using the Newhall Yard.
- Consider using diesel multiple units for the segment from Diridon Station to Santa Clara Station.
- Consider the option of elevating BART through San Jose rather than tunneling.
- Consider additional station in Santa Clara along San Carlos Street and Stevens Creek near Valley Fair and Santana Row.
- Consider the most direct line between Great Mall and Downtown San Jose Station with an intermediate station placed about half way.

## 4.4 Coordination with Agencies and Public Outreach

### Coordination with Other Agencies

- Identify BART and Santa Clara Valley Water District (SCVWD) in the SEIS/SEIR3 and consult with them as responsible agencies under CEQA.
- Request for VTA to collaborate closely with BART and share information early in the environmental review process.

- Construction of Phase II Project railroad tracks should comply with the California Public Utilities Commission's regulations.
- Obtain SCVWD permit pursuant to SCVWD's Water Resources Protection Ordinance for crossings of SCVWD facilities.
- Obtain necessary land rights for crossings of SCVWD property.
- Obtain an encroachment permit from Caltrans for work or traffic control that encroaches onto the state right-of-way.

## **Public Information/Involvement**

- Request to post information on the Project website regarding Project design features, community meetings, and funding information.
- The scoping period was restrictive and should have been a 45-day, not 30-day, period.
- Consider establishing a Downtown working group to address the planning and design details for Downtown San Jose and Diridon Stations.

## **4.5 Funding/Costs**

- Discuss the cost of the Phase II Project.
- Discuss the likelihood of receiving funding for the Project.