

Appendix D

Scoping Comments

Scoping Meeting Court Reporter Transcripts

Scoping Meeting Comment Cards

Scoping Comments

Scoping Meeting Court Reporter Transcripts

VALLEY TRANSPORTATION AUTHORITY

PUBLIC MEETING

VTA'S BART SILICON VALLEY
PHASE II EXTENSION PROJECT

**CERTIFIED
TRANSCRIPT**

REPORTER'S TRANSCRIPT OF PUBLIC COMMENTS

Date: Thursday, February 12, 2015

Time: 6:30 p.m.

Location: SANTA CLARA CITY HALL
COUNCIL CHAMBERS
1500 Warburton Avenue
Santa Clara, CA

Reported By: Noelia Espinola, CSR
License Number #8060

#49135

Advantage *ARCS* Reporting
Services, LLC

1083 Lincoln Avenue, San Jose, California 95125, Telephone (408) 920-0222, Fax (408) 920-0188

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A P P E A R A N C E S

Facilitator: BEN STRUMWASSER, Circlepoint
Community Outreach: MANOLO GONZALEZ-ESTAY
VTA Presenters: CAROLYN GONOT,
Director of Engineering and
Transportation, Infrastructure
Development
TOM FITZWATER,
Manager of Environmental
Programs and Resources
Management
The Reporter: ADVANTAGE REPORTING SERVICES
BY: NOELIA ESPINOLA,
CSR #8060
1083 Lincoln Avenue
San Jose, CA 95125
(408) 920-0222

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1 MR. STRUMWASSER: I'm going to ask the first
2 speaker to come up, Harpaul Nahal.

3 MR. NAHAL: Good evening. My name is Harpaul
4 Nahal.

5 My questions are related to any eminent
6 domain or condemnation issues related to this project.
7 I just want to know whether or not there is any
8 specific areas where the VTA has planned to take
9 property and use that for this project. And I want to
10 know where those places would be, if there's a general
11 area or if you guys don't know yet. So that's one of
12 my questions, if there's any condemnation or eminent
13 domain issues involved.

14 I also want to know if there's going to be
15 added security for these separate BART locations. I
16 know the majority of them will be underground because
17 we have four. But is BART police going to be
18 patrolling these new stations or is that issue going to
19 be raised with the cities or the localities -- the
20 local police department in those areas?

21 My other question relates to just the overall
22 impact. I know you spoke about the vibration report,
23 and that's going to be forthcoming. But I want to know
24 when initial construction begins. You guys are going
25 to have to dig underground, and I want to know where

1 those areas will begin and how much earth or material
2 has to be moved and where it will go and whether
3 there's going to be any testing on that material to see
4 whether or not it's environmentally impacted or they
5 have any issues with the material.

6 And that's it. Thanks.

7 MR. STRUMWASSER: Okay. Thank you very much.
8 The next speaker is Robert Means.

9 MR. MEANS: Robert Means, 1421 Yellowstone in
10 Milpitas.

11 And I've got -- I was kind of confused by the
12 fact that there's only two alternatives being
13 considered, no build and this particular proposal. And
14 I was wondering whether there was any room for an
15 alternative plan using alternative technology, such as
16 advanced transit networks. It appears that the
17 \$4.7 billion that is being proposed for this particular
18 technology is going to yield four stations, unless one
19 or more of those is cut. For less than half that price
20 we could get over a hundred stations using the advanced
21 transit network technology. So in terms of service,
22 return on investment, reduction of CO2 emissions, a
23 whole slew of things that the purposes of this project
24 are supposed to address, all of those could be enhanced
25 dramatically by using an alternative technology. So my

1 basic question is, is there any room in the discussion
2 for an alternate plan?

3 The second point is that global climate
4 disruption is proceeding rapidly. And we need to move
5 much more quickly than the schedule for this BART
6 extension really allows for. So we really need to move
7 much more quickly.

8 Thank you.

9 MR. STRUMWASSER: Thank you very much.

10 Any other comments out there that you want to
11 put into the record?

12 Philip Chan.

13 MR. CHAN: Hi. I understand that San Jose
14 has a fair amount of liquefaction and earth settlement.
15 And my question is, with digging for BART, what is the
16 impact of that and the considerations? And that would
17 be good -- I'd be interested to learn more about how
18 the earth is settling within that area.

19 Thank you.

20 MR. STRUMWASSER: Thank you very much.

21 Other comments?

22 MR. GONZALEZ-ESTAY: Anybody need a card?

23 MR. MANCILLAS: Russ Mancillas, local
24 resident. I just have a concern, if there's been any
25 thought in running a VTA line between the Caltrain

1 station and the airport and if they would be thinking
2 about something like that at this point since building
3 and process is already going on.

4 So that's all.

5 MR. STRUMWASSER: Thank you very much.

6 Other comments?

7 MR. GONZALEZ-ESTAY: Anybody else?

8 MR. FITZWATER: I just want to add that on
9 the VTA web site you can see all of the environmental
10 documents I mentioned. So if you are interested in
11 looking at vibration -- or I know there is a discussion
12 about liquefaction in that document. In those previous
13 documents also. So you can see those. But we will be
14 updating that information because there have been minor
15 changes, and some of that information is several years
16 old. So we will be updating that information, but it
17 is available on the web site.

18 MR. STRUMWASSER: Well, we want to thank you
19 very much for taking the time out. Again, staff will
20 stay here until 7:30. Anybody with a name tag can help
21 you out.

22 I want to also remind you that there are
23 multiple ways to submit your comments. We really do
24 want them in by March 2nd. We had verbal comments
25 tonight. You can fill out the comment card and give it

1 to us; you can take it home and mail it in. It's a
2 self-mailer. You can also e-mail at the address up
3 there.

4 So thank you all very much for coming
5 tonight. We appreciate it. We know you have lots of
6 other things to do, and we appreciate your input and
7 your interest in the project. Thank you.

8 (Public comments were concluded at 7:05 p.m.)
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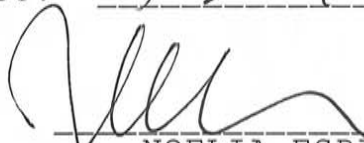
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COUNTY OF SANTA CLARA

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That said public comments were taken down by me in shorthand at the time and place therein named, and thereafter reduced to computerized transcription under my direction.

I further certify that I am not interested in the outcome of this matter.

Date: February 27, 2015



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License No. C-8060

VALLEY TRANSPORTATION AUTHORITY

PUBLIC MEETING

VTA'S BART SILICON VALLEY
PHASE II EXTENSION PROJECT

**CERTIFIED
TRANSCRIPT**

REPORTER'S TRANSCRIPT OF PUBLIC COMMENTS

Date: Tuesday, February 17, 2015
Time: 6:30 p.m.
Location: VTA CUSTOMER SERVICE CENTER
55 W. Santa Clara Street
San Jose, CA 95113
Reported By: Noelia Espinola, CSR
License Number #8060

#49137

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Services, LLC

1083 Lincoln Avenue, San Jose, California 95125, Telephone (408) 920-0222, Fax (408) 920-0188

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A P P E A R A N C E S

Facilitator: AUDREY ZAGAZETA, Circlepoint
Community Outreach: MANOLO GONZALEZ-ESTAY
VTA Presenters: CAROLYN GONOT,
Director of Engineering and
Transportation, Infrastructure
Development
TOM FITZWATER,
Manager of Environmental
Programs and Resources
Management
The Reporter: ADVANTAGE REPORTING SERVICES
BY: NOELIA ESPINOLA,
CSR #8060
1083 Lincoln Avenue
San Jose, CA 95125
(408) 920-0222

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1 MS. ZAGAZETA: Okay. Well, we still have
2 time if you change your mind. You're welcome to go
3 ahead and just write down your name and submit your
4 card and come up and speak.

5 For now we're just going to limit speakers to
6 two minutes. It seems like we have plenty of time.

7 And I just want to remind everybody that all
8 comments will be reported -- recorded.

9 So I am going to go ahead and call the
10 speakers up to the podium.

11 Speaker Number 1, Wolfe Roadman.

12 MR. CEVOROV: Good evening. First of all,
13 let me introduce myself. To you guys familiar with San
14 Jose, I'm actually with the music group Smash Mouth
15 from here.

16 One thing I really took a look at back there
17 was the downtown station between the two, the western
18 and the eastern. One thing I realized was -- and I
19 talked to one of the staff representatives about was
20 the eastern downtown is more right at the outskirts.
21 And there's actually more area for a station right
22 there, that City Hall. They have, like, places that
23 are opened up and not used.

24 As part of the western part, supporting light
25 rail and stuff like that from underground, there's

1 going to be lots of closures on light rail in periodic
2 stages, which -- you know, probably have to bus and
3 stuff like that and more of an impact there.

4 And not to mention also there's one station
5 proposed, called the Fountain Alley station. As you
6 know, right now we're having a huge problem with
7 Fountain Alley. You know what I mean by that. There
8 are some proposed for Fountain Alley.

9 But, however, I think more being on the
10 eastern edge of the downtown one is more of a bigger
11 option because there's less stuff in that area. It's
12 right across from City Hall. It's more wide open. And
13 it's right there at the outskirts of Fourth Street.
14 Everything begins there, Fourth all the way up to
15 Almaden.

16 So thank you for your time.

17 MS. ZAGAZETA: Thank you.

18 Next speaker, we have Tino Gallo. And the
19 speaker after that will be Larry Ames.

20 MR. GALLO: Hello. My name is Tino Gallo.

21 I have a simple question. When the train
22 leaves Didiron station and takes a loop or cuts an
23 elbow, that is going to impact streets in The Alameda.
24 And I just want to know how far that's going to go. Is
25 it going to reach Chipotle or -- you know, how far will

1 that loop go?

2 That's my only question. Thank you.

3 MS. ZAGAZETA: Okay. Thank you.

4 Larry Ames.

5 MR. AMES: I just submitted written comments.

6 I didn't know --

7 MS. ZAGAZETA: No, that's fine. We
8 appreciate the written comment as well. That's great.
9 Okay.

10 Scott Knies.

11 MR. KNIES: It's interesting to be at the
12 beginning of the scoping process. And I'd like to see
13 the scoping have a vision that really kind of goes
14 beyond just what was on that PowerPoint up here. We
15 have the opportunity to really look at the goals and
16 the vision for BART through this process, including the
17 circulation downtown, how it's going to tie into
18 high-speed rail eventually and how the design and
19 planning decisions are going to be made for the
20 project.

21 There's a lot of detail in the project, from
22 where the stations are going to be located to how the
23 stations are designed to where the vents, where the
24 emergency exits are going to be. All of those details
25 are going to need more attention from the community.

1 And we'd like to see a downtown working group
2 established that addresses the planning and design
3 details for both the downtown and the Diridon station.
4 Be able to go in greater detail with both the City of
5 San Jose, BART transportation staff and the VTA and
6 BART staff. How these stations are going to be
7 integrated into the community. How they're going to be
8 integrated with the construction. The mitigation of
9 where the stations are going to be dug and where the
10 tunnels are going to be mined and how they're also
11 going to be integrated with the development opportunity
12 sites that are abundant in the downtown and what type
13 of policies we may want to include in the scoping to,
14 again, further the goals and the vision of the BART.
15 Also to make it worthwhile and to have a lot of
16 hands-on with the community as we're nearing
17 transportation -- potential transportation in 2016.

18 MS. ZAGAZETA: Thank you very much.

19 The next speaker is Adina.

20 MS. LEVIN: My name is Adina Levin.

21 And first of all, I'm glad to see the list of
22 topics for additional community participation. Those
23 were all good topics, and that's going to be really
24 helpful to address those.

25 And also glad to hear the discussion about

1 the EIR, to focus on some things that have changed
2 since some of the earlier variance -- the earlier
3 iterations, when this project was planned.

4 And one of the changes that I did not hear
5 mentioned and would like to comment on is that since
6 those early variance, Caltrain electrification has been
7 funded and moving forward. In the earlier variance of
8 the project, when it started to be planned, Caltrain
9 ridership was about a third of what it is now.
10 Electrification wasn't funded and moving forward. And
11 so it would be useful to study what the ridership of
12 this project would be if there was an excellent
13 five-minute transfer between Caltrain and BART at
14 Diridon. And also what the ridership would be at Santa
15 Clara if this project, for funding reasons, were phased
16 to end at Diridon and if there were service that an
17 electrified Caltrain could provide, with four trains
18 per hour at Santa Clara. So when this project was in
19 an earlier phase, Caltrain wasn't in a state to be able
20 to provide excellent service to Santa Clara and now
21 can, once electrification happens with this project
22 this year.

23 So those are the comments, to update the
24 assumptions with electrified Caltrain going to be
25 happening at the same time as this project happens.

1 Thank you.

2 MS. ZAGAZETA: Great. Thank you.

3 The next speaker we have is Gary Cunningham.

4 MR. CUNNINGHAM: Yeah, I just had a question
5 about connecting the dots, which I think VTA doesn't do
6 very well. I notice you're going to Santa Clara, it
7 looks like -- I don't know what the exact stop is.
8 You're not getting to the San Jose airport. A lot of
9 people are there, you know. You're supposed to take
10 people where they need to go.

11 Also, at the airport we're putting in a new
12 soccer stadium. Another event, and a lot of people are
13 going to go to that. You're not going to go there.

14 I go to Portland; I take their light rail to
15 the airport. I go to D.C.; I take the metro to
16 Washington National and soon to Dulles. But for some
17 reason here we don't want to connect our airport to
18 either light rail or BART. And I want a comment on
19 that.

20 MS. ZAGAZETA: Great. Thank you very much.

21 Are there any other interested individuals in
22 speaking tonight?

23 All right. Well, thank you very much. I
24 just want some closing -- to say, in closing, just a
25 reminder that there is still ample time to submit

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written comments. You have until March 2nd.

We're also having another scoping meeting this Thursday as another chance for you if you want to come and provide some verbal comments. A court reporter will be at that meeting as well, very similar to the structure tonight.

The presentation will be available at VTA's web site. And staff is available to answer any questions you may have, in the back of the room there.

Thank you again for coming.

(Public meeting was concluded at 7:06 p.m.)

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Date: March 2, 2015


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VALLEY TRANSPORTATION AUTHORITY

PUBLIC MEETING

VTA'S BART SILICON VALLEY
PHASE II EXTENSION PROJECT

**CERTIFIED
TRANSCRIPT**

REPORTER'S TRANSCRIPT OF PUBLIC COMMENTS

Date: Thursday, February 19, 2015

Time: 6:30 p.m.

Location: MEXICAN HERITAGE PLAZA
1700 Alum Rock Avenue
San Jose, CA 95116

Reported By: Noelia Espinola, CSR
License Number #8060

#49136

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A P P E A R A N C E S

Facilitator: AUDREY ZAGAZETA, Circlepoint

Community Outreach: MANOLO GONZALEZ-ESTAY

VTA Presenters: LEYLA HEDAYAT,
Project Manager for SVRT

TOM FITZWATER,
Manager of Environmental
Programs and Resources
Management

The Reporter: ADVANTAGE REPORTING SERVICES
BY: NOELIA ESPINOLA,
CSR #8060
1083 Lincoln Avenue
San Jose, CA 95125
(408) 920-0222

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1 MS. ZAGAZETA: All right. Good evening. So
2 it's about that time, that we get started on the formal
3 presentation tonight. This is VTA's Silicon Valley
4 Phase II Extension Project scoping meeting. On behalf
5 of VTA, I'd like to welcome everybody here tonight. We
6 all know it's hard to get out here on a Thursday early
7 evening, so it's great to see pretty much a full house.
8 VTA really appreciates everybody coming out here and
9 attending, and we look forward to hearing from you this
10 evening.

11 So VTA did do some pretty extensive noticing.
12 They mailed about 53,000 mailers to residents, business
13 owners and landlords along the project alignment. So,
14 given this extensive effort, we're very interested in
15 seeing how you heard about the meeting tonight. So I'd
16 like to get a show of hands for those people who did
17 receive a mailer invitation in the mail.

18 Okay. That's quite a bit. Great.

19 Did you receive an e-mail invitation? Who
20 received an e-mail invitation?

21 Okay. Couple dozen.

22 How about -- did you see the invitation on
23 social media?

24 A show of hands. Great.

25 Did you get a newspaper ad in the *San Jose*

1 News or Santa Clara Weekly?

2 One back there. Great.

3 UNIDENTIFIED SPEAKER: San Jose State.

4 MS. ZAGAZETA: San Jose State?

5 UNIDENTIFIED SPEAKER: Yeah.

6 MS. ZAGAZETA: Okay.

7 UNIDENTIFIED SPEAKER: I heard about it in
8 one of our classes.

9 MS. ZAGAZETA: Oh, it was announced in a
10 class at San Jose State?

11 UNIDENTIFIED SPEAKER: Yeah.

12 MS. ZAGAZETA: Great. Excellent.

13 Did you hear from your neighborhood
14 association or elected official or a friend?

15 So we got San Jose State. Okay. A few more
16 here. Excellent. Great. Thank you.

17 So, prior to getting started, we'd like to
18 acknowledge that there are some elected officials who
19 are here tonight. We have Santa Clara Supervisor Dave
20 Cortese back there.

21 San Jose City Council member Ash Kalra. Ash.
22 Thank you.

23 Representative for Representative Zoe
24 Lofgrin, Michael Branson.

25 Representative for Representative Nora

REPORTER'S TRANSCRIPT OF PUBLIC COMMENTS

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1 Campos, Minh Pham. He's back there. Thank you.

2 Representative for Santa Clara Supervisor
3 Cindy Chavez, Hope Cahan.

4 Representative for Senator Jim Beall, Domingo
5 Candelas. Okay.

6 And we have representative for San Jose Mayor
7 Sam Liccardo, Fred Buzo.

8 Excellent. All right. Well, we do have VTA
9 staff here tonight that is going to be presenting this
10 information to you of tonight's meeting.

11 The purpose of tonight's meeting is to
12 provide you with a project overview. It's to provide
13 you with information on the environmental process.
14 And, most importantly, it is to receive comments from
15 you on the project and the scope of the environmental
16 document.

17 Our VTA presenter tonight is Leyla Hedayat.
18 She is VTA's BART Silicon Valley Phase II project
19 manager. We also have staff Tom Fitzwater, the manager
20 of environmental programs, and he will be providing you
21 with an environmental process.

22 There is a lot of other VTA staff here
23 tonight, and they're wearing the red badges. After the
24 presentation tonight, after you've all had a chance to
25 speak, they will still be available in the back of the

1 room to answer any questions you may have.

2 So what is scoping? Scoping is a 30-day
3 process of determining the focus and scope of an
4 environmental document through public outreach. The
5 start of the scoping process starts with the notice of
6 preparation, and that is submitted to the state
7 clearinghouse. And that is a notice to the public and
8 agencies that a draft environmental report is being
9 prepared, and it starts the initiation of collecting
10 comments.

11 As I mentioned, the scoping period for this
12 project began on January 30th, and it will end on
13 March 2nd. Three scoping meetings were scheduled. The
14 first meeting was held last Thursday at the City of
15 Santa Clara council chambers. There was a meeting a
16 couple of nights ago on Tuesday night at VTA's customer
17 service center in downtown San Jose. And this is the
18 third and final meeting for the three scoping meetings.

19 As I mentioned, the intent of the scoping
20 process is to receive comments on the scope of the
21 environmental document. So there are a few ways you
22 can do that. In person, which can be -- which --
23 verbal comments are accepted during the scoping
24 meetings. So tonight is an opportunity for you to
25 provide comments verbally.

1 And you can also do that in writing. If you
2 would like to do it in writing, there are blue speaker
3 cards here that are available. There is a little
4 section there that you can write your comment.

5 If you do not wish to speak tonight and if
6 you just want to write your comment, you can do that.
7 And you can leave it here tonight or you can take it
8 home. There is still ample time to provide comments.
9 You have until March 2nd.

10 If you do use the blue card, there is an
11 address already on the front of it, and no postage is
12 necessary. If you would like to provide a longer
13 written correspondence, you may do so as well. And you
14 can address it to Tom Fitzwater, to the address in the
15 e-mail listed on the slide.

16 So I do want to mention that there is a court
17 reporter here tonight, and the court reporter will be
18 recording all comments.

19 If you wish to speak -- and we really
20 encourage you to do so -- please fill out the blue
21 speaker card and raise your hand, and somebody will
22 walk around and pick that up.

23 All speakers will be called up in order. So
24 please put your name on the card, and I will call you
25 out by name.

1 We have a card over here. I'll grab that for
2 you.

3 Put your name on the card, and we'll call it
4 out by name.

5 We also encourage you, if you are not
6 comfortable speaking, you can also write on the top of
7 your card "Please read," and I'd be happy to read that
8 for you.

9 With that, I'm going to turn the presentation
10 over.

11 MS. HEDAYAT: Hi. Good evening. Thank you
12 for all coming out tonight. Many familiar faces that
13 we've been seeing over the last couple of months.

14 My name is Leyla Hedayat. I'm the Phase II
15 BART project manager for this project. So I'm going to
16 provide you with a little bit of overview, and then I'm
17 going to hand it over to Tom that will begin the formal
18 process.

19 So what is the environmental project that
20 we're talking about? It's actually a program that has
21 been approved under the state environmental process,
22 what we call CEQA.

23 And the first phase right now is the
24 Berryessa extension. Many of you may be familiar with
25 that. It is going to be connecting up at the BART Warm

1 Springs station. BART is currently constructing that
2 station, and it will be open at the tail end of this
3 year.

4 We'll begin at that location. We're
5 constructing right now. And the Berryessa station and
6 the Milpitas stations are two stations along that
7 corridor. It's about ten miles. We're forecasting
8 that to open up in fall of 2017, and we're anticipating
9 about 23,000 riders. So hopefully many of you see the
10 construction activity that is going on right now.

11 So Phase II. And that's what we're here
12 tonight to discuss. I just want to provide you with an
13 overview and refresh everyone tonight about where we're
14 at. Phase II is a six-mile extension. I'll describe
15 it in a little more detail. It is four stations --
16 Alum Rock, downtown, Diridon and Santa Clara -- and has
17 a maintenance facility at the end -- at the end of the
18 line. And it's anticipating a 2035 forecast of about
19 55,000 riders.

20 So the project purpose: Improve transit
21 service. That's clear. And then, really, improve
22 regional connectivity. We want to sort of ring around
23 the Bay and connect up as best we can and provide
24 connectivity to all different transit modes. We want
25 to increase transit ridership, and we want to support

1 the vitality -- the academic vitality of the county,
2 and we think this project will do that. Improve
3 mobility options and enhance transit service, of
4 course. And then improve air quality. We all know
5 that this project will help do that as well. Of
6 course, support local and regional land use plans.

7 So we are studying two alternatives in this
8 environmental document. The no-build alternative is
9 considered to be the Berryessa extension project,
10 because that's currently under construction. And by
11 the time we build our project, that will be in place.

12 The build alternative is a six-mile project
13 that I mentioned that -- the Phase II project. And
14 that's the four-station, six-mile with a maintenance
15 facility. I'll describe that a little more.

16 So six miles. That's why we're here tonight,
17 to talk about the build alternative. Six-mile
18 extension, four stations. We got the Alum Rock
19 station. That's an underground station. We got the
20 downtown station, which we have two alternatives or
21 options we'll be looking at. And I'll describe that
22 more a little bit later. And then we got a Diridon
23 station, which is going to be underground. And then we
24 have Santa Clara, which is an at-grade station. And
25 the maintenance facility would be located at sort of

1 the border of San Jose and Santa Clara, and that's
2 where all the vehicles will be maintained for the --
3 for that extension. And, again, as I mentioned before,
4 we're anticipating 55,000 riders.

5 So I'm just going to describe the alignment a
6 little bit. We get this question asked all the time.
7 Where it is going? Is it going to be underground? You
8 know, what's the alignment?

9 So if you look at the Berryessa station up on
10 the right, after the Berryessa station we will be
11 dipping down into a tunnel and going over the 101
12 freeway. And then we have an Alum Rock station, and at
13 that location it's around 28th Street location. It's
14 going to be in a tunnel configuration from that point
15 through downtown. And then to San Jose Diridon
16 station, which is where the Caltrain station is
17 currently. And then it continues in an underground
18 configuration in a tunnel until you get to 880, and
19 after 880 it goes at grade and comes out. And that's
20 where the vehicles will be maintained. And then the
21 Santa Clara station will be at an at-grade facility.

22 Let me describe the stations in a little more
23 detail. This is the Alum Rock station. Again, to
24 just -- 101 is up at the top of the figure. And then
25 you got 28th Street. And this is where -- again, I

1 mentioned what you'll be doing is you're going to be
2 coming into the station area; you will be entering at
3 street level, and you will be going downstairs to pay
4 and then going down to board the train. So it will be
5 underground. We have multiple entrance locations, and
6 we have a transit traction power substation at this
7 location as well.

8 So we've got two options that we're going to
9 evaluate in the environmental document for downtown.
10 This option is the west option, which we evaluated
11 previously. It's at Market -- falls between Market and
12 approximately Third.

13 If you look at that big X on the right-hand
14 side, that's what we call a crossover back. So that's
15 where the trains can turn around, and that's used for
16 operations. It's operations. So we're going to have
17 that.

18 And, again, this is underground. So what
19 you're going to be doing is when you're at the sidewalk
20 level, street level, you're going to be going
21 downstairs, paying for your ticket and then going down
22 to actually board the trains.

23 And, if you notice, the green symbols are
24 entrance options. And we like to clear and
25 environmentally evaluate multiple options. We may not

1 need all of them, but we like to evaluate them.

2 So this the east option. This is a new
3 option that we're going to be evaluating on this
4 document. And this is closer -- if you look down
5 there, beautiful City Hall is on the bottom. And this
6 is really going to be evaluated because we wanted some
7 connectivity to San Jose State and City Hall. We
8 thought that was really important.

9 And so these stations are very long, but we
10 like to -- again, there are a lot of entrance options,
11 and we think this is a real good station option for
12 connectivity. But we'll be evaluating through the
13 environmental process.

14 The Diridon station. Again, a tunnel
15 configuration at this location. You would be entering
16 at the street level and going down, paying for your
17 ticket and then boarding the train. We have two
18 entrance options at this location and a bus facility
19 that is going to be integrated. We want as much
20 connectivity at this location as possible.

21 In the bottom left-hand side, you'll see the
22 Caltrain station. That's the Diridon, the historic
23 Diridon Caltrain station. So there's going to be great
24 connectivity at that location. And then of course at
25 the top, which is sort of configured out where the SAP

1 Center is, to orient everyone.

2 So the Santa Clara station -- and this,
3 again, is at grade. And so what we're going to be
4 evaluating is -- when I say "at grade," we're going to
5 enter it at street level. And then you're going to go
6 down -- and actually -- sorry -- you're going to be
7 entering at street level and also boarding at the
8 platform level at that level. So it's an at-grade
9 configuration.

10 The blue in the bottom is where our
11 maintenance facility is. It's very large facility, and
12 it's an underlying facility. So that will be at that
13 location.

14 And if you look on the right, going toward
15 sort of that airport Earthquakes stadium that is being
16 built is opening up. That's down at the bottom.

17 And then we have two parking option locations
18 for this station. And you will see this on the figures
19 when you walk around. And it says "Parking Development
20 and Public Facility." And our -- our desire and what
21 we would like to do in evaluating this process is to
22 make sure we're clearing enough parking that is
23 necessary for the ridership and the project. But we
24 also want to make sure that we don't preclude
25 development. So if there is good development, transit

1 development, we want that. So that's why you see two
2 options that will be evaluated in those locations.

3 So this is sort of our schedule. But -- you
4 know, many of you have heard this -- or many of you may
5 know -- we obviously need to be exploring all sorts of
6 funding. So one of the biggest funding mechanisms for
7 us is the federal funding process. And that's what
8 we're going to be doing. We're not only clearing the
9 environmental -- state environmental process. We're
10 also going to be doing the federal environmental
11 process.

12 At the top you see the NEPA. NEPA is the
13 federal process. And that's the orange line. And then
14 the middle is the green, which is the new federal
15 funding process. And that's -- if you -- the Berryessa
16 extension that is currently being built, we received
17 \$900 million from the Feds for that project. So we are
18 going to be going back to the Feds and asking for more
19 money for this space.

20 And the bottom is -- we intend that the next
21 two and a half years, just for the environmental and
22 then continued throughout the project, we're going to
23 be having a lot of community engagement.

24 So the red box indicates first quarter of
25 2016. And this is a critical point. The VTA board is

1 going to be making a decision. Our draft environmental
2 document is going to be released in February, at that
3 time frame. And so this is a decision that the VTA
4 board will have to make about what is the project that
5 is going to move into final environmental analysis.

6 So, as I mentioned, community engagement is
7 extremely important to us and also the process. And
8 it's very important that we reach out and we engage the
9 community. We're going to be doing that throughout the
10 whole environmental process.

11 We're also going to be having a lot of focus
12 outreach sessions. And you may have so many that you
13 might get tired of actually hearing about them.

14 But we are hoping we can cover a lot of topic
15 areas. The environmental process has so many things we
16 have to evaluate, and people want to know what we're
17 talking about. So we're going to have economic and
18 community benefits funding, station planning,
19 transportation connectivity, walking towards -- we're
20 going to talk about construction method, which is
21 extremely important for everyone to know about, with
22 the complexity of this project being in a tunnel. And
23 we're going to be looking and working with our city
24 partners and community members to figure out what other
25 things we can bring to the community to help inform

1 them about the project.

2 So I'm going to hand it over to Tom
3 Fitzwater, and he is going to actually begin the formal
4 report.

5 MS. ZAGAZETA: I just want to make a quick
6 announcement and acknowledge that representative for
7 Council Member Magdalena Carrasco's office is here,
8 Monica Kutchiner from District 5. Monica. There she
9 is. Thank you.

10 MS. KUTCHINER: Council member is on her way
11 as well.

12 MS. ZAGAZETA: Excellent. Thank you.

13 MR. FITZWATER: The environmental process has
14 been going on for a number of years. And I see some
15 familiar faces that were involved in this project
16 dating back to early 2001, when we had similar scoping
17 meetings for the environmental document that was
18 eventually approved by our VTA board of directors in
19 2004. So they did approve an EIR, environmental impact
20 report, at that time that addressed a 16-mile extension
21 and a six-station project.

22 After 2004, design proceeded on that
23 alignment and the station concepts. And so there were
24 some refinements to that early document that were
25 addressed in 2007, where we prepared a supplemental

1 environmental impact report. At that time that also --
2 that document also addressed a 16-mile, six-station
3 project, and that was approved by our board.

4 That, essentially, cleared the state
5 environmental requirements, but we hadn't addressed the
6 Federal Transit Administration requirements for
7 environmental clearance so we could secure federal
8 dollars. So in 2010 the Federal Transit Administration
9 actually issued a record decision on a project which
10 was a ten-mile project that is now under construction
11 today, and that's how we were able to secure \$900
12 million to build that project, because we needed
13 National Environmental Policy Act clearance.

14 After that was done, we needed to go back and
15 revisit the state environmental clearance because we
16 previously approved a 16-mile project. And we had to
17 -- we're actually going to have federal dollars because
18 we're approving a ten-mile extension. So that's when
19 the second supplemental EIR was prepared, and that made
20 the document consistent with what the federal agency
21 approved.

22 So today we're at the point where we're
23 looking at an extension beyond that ten miles, and so
24 we're preparing a joint document which would both
25 satisfy federal -- state and federal environmental

1 clearance requirements.

2 In terms of why we're preparing an additional
3 document, there have been minor changes in the
4 projects -- in the project. Not so much with the
5 alignment. The alignment has been consistent. But the
6 station site concepts have changed a little bit. Some
7 of the substation facilities have been modified. So we
8 need to address those in the document that we're
9 talking about tonight.

10 There certainly has been a lot of changes in
11 land use along the alignment, and certainly the cities
12 have adopted general plans that address higher density
13 of development around some of the stations. So we want
14 to address that issue in the document.

15 There have been changes in laws and
16 regulations -- some state laws, some federal laws --
17 that we need to address in the document to be
18 consistent and to secure clearance.

19 And, finally, the Federal Transit
20 Administration has provided some more flexibility in
21 terms of joint development of some our station sites.
22 So that flexibility allows us some additional options
23 at the station locations.

24 The scoping meeting tonight is mainly to
25 describe the project, as Leyla has done; talk about the

1 environmental process. This certainly is early on in
2 the process of environmental clearance. This is really
3 the very start of it. It's sort of a long, arduous
4 process to secure state or federal clearance. But
5 you're basically at the very beginning tonight. The
6 scoping process does not result in a decision or
7 selection of alternatives. It's just a process of
8 gathering information.

9 The environmental document will focus in on
10 addressing the environmental impacts that will occur if
11 the project was to go forward. And where we have
12 environmental impacts that are significant, that's when
13 we look at mitigation measures. So there are a number
14 of mitigation measures that we're incorporating already
15 in our ten-mile extension. And some of those
16 mitigation measures and additional measures will be
17 included in the environmental document that we're
18 addressing tonight.

19 It also involves public input and comments,
20 and state and federal agencies do get involved in
21 commenting on the environmental document also. And it
22 will provide the decision-makers with one more tool to
23 use in their decision-making process.

24 So, as I said, we're in the very beginning of
25 this process. We're in the early consultation/scoping

1 time period right now. We will be preparing a draft
2 environmental document that is going to take about a
3 year to prepare. That draft environmental document
4 will be going out for public circulation for 45 days.
5 And each of you can look at that document, write
6 comments to us. We'll be using the comments -- and
7 we'll have similar public hearings to what we have
8 tonight, to allow you to verbalize your comments or
9 submit comments in writing. And that information then
10 will be presented to the VTA board of directors to
11 define a project.

12 And once a project is defined, we will then
13 prepare what's called a final environmental impact
14 report and statement. And that final will document all
15 of your comments and our responses to those comments.
16 And that's another piece of information that the VTA
17 board of directors can use to make a decision on the
18 project. At that time we will need to certify the
19 environmental impact report as being adequate.

20 We still need federal environmental
21 clearance. And so the Federal Transit Administration
22 will issue what's called a record of decision, and that
23 will get published in the Federal Register.

24 The environmental document will address a
25 number of comments. It will address a number of

1 topics. And those topics are shown in this PowerPoint
2 slide.

3 Certainly over the years the major concerns
4 that we've heard have addressed noise and vibration and
5 traffic impacts during operations. And so those have
6 been addressed over the years, but we're actually going
7 to update that information.

8 We'll also be providing visual simulations
9 for the stations and some of the entrances downtown so
10 you can get an idea of what these facilities will look
11 like in the future.

12 In terms of construction impacts, we
13 certainly heard from the community and a number of
14 people that they're very concerned about the
15 construction disruption during the building of the
16 stations, certainly the above-ground stations and
17 definitely the underground stations that would be
18 downtown. So that will also be addressed in the
19 environmental document.

20 Leyla went over the schedule, and here is,
21 again, the timeline. And we are at the very beginning
22 of the scoping period right here. And, as I said, the
23 draft environmental document will take about a year to
24 prepare. And then that will be given -- that will be
25 provided to you to review and provide comments.

1 We will define the project. Our board of
2 directors will have an opportunity to define a project
3 that will then be addressed in the final environmental
4 impact report. And we do have to go to the VTA board
5 of directors to secure approval of the project and to
6 certify the environmental document.

7 And, as I said before, the end of the
8 environmental clearance process is a record decision
9 that the Federal Transit Administration issues.

10 So, with that, I'll turn it back to Audrey.
11 MS. ZAGAZETA: Great. Thank you.

12 Okay. Well, that concludes the presentation
13 on the project overview environmental process. So
14 we're now going to open up the floor to receive public
15 comments.

16 I have about eight speaker cards. A couple
17 of them, folks have requested that I read them out
18 loud. And I would be happy to do that.

19 Are there any other cards, people who are
20 interested in submitting? You have plenty of time to
21 submit your cards. You can submit it at any time while
22 people are giving their comments.

23 I just want to remind the commenters that
24 there is a court reporter here that will record all of
25 the comments.

1 We will be limiting speakers to two minutes.
2 So there is a timer up here. When you come up to the
3 podium, you can see the time. And if you're getting
4 close to the time, I'll just let you know that you're
5 getting close so that you can wrap up.

6 I just want to say, again, that the purpose
7 of tonight's meeting is to hear from you. So we're
8 very interested in hearing what you have to say. So
9 this is an opportunity to do so.

10 Also to let you know that the presentation
11 tonight will be posted on VTA's web site and that staff
12 is available afterward to answer any questions that you
13 may have. Thank you.

14 So, with that, I'll call up the first three
15 speakers. Our first speaker is Danny Garza, followed
16 by Rob Means. And then I'm actually going to read the
17 third speaker's card out loud.

18 So go ahead and speak into the mic when
19 you're ready.

20 MR. GARZA: Okay. My name is Danny Garza.
21 I'm director-at-large for the Plata Arroyo Neighborhood
22 Association; chapter chair for MAPA, Mexican American
23 Political Association; board member for the La Raza
24 Roundtable.

25 I have three issues, and you've heard them

1 all before. My first issue, first and foremost, is
2 student safety at every -- student safety at every
3 crosswalk that BART is going to impact on Julian and
4 Santa Clara. We want to make sure -- and I thank BART
5 for saying that they're -- they mentioned it. But they
6 need to come back to the community and let us know what
7 their plans are for our student safety. When someone
8 is late for work and leaves the BART parking lot, we
9 don't want them running a red light and killing one of
10 our kids.

11 The second thing is Five Wounds Church.
12 Again, we want the church insured. We do not care
13 about the work. We want Five Wounds Church insured. I
14 don't care if you do it or if the general contractor
15 does it. Because if that church comes down, it will
16 never be replaced. Construction vibration from trucks
17 and equipment will vibrate that church. If you notice,
18 the towers have already been reinforced from Loma
19 Prieta. I want targets -- I want laser targets on the
20 towers, not the base of that church. Because the base
21 isn't going anywhere. The towers are.

22 And the third thing is security in our
23 neighborhoods. We want -- as long as that station is
24 open, we want personnel in that station. We don't want
25 cameras. Cameras don't stop anybody. We know that.

1 BART is already dangerous. People have gotten killed
2 by their own officers. So we need for BART, the
3 sheriffs and the police to let the community know who,
4 what and how they're going to respond to our issues.

5 Thank you.

6 MS. ZAGAZETA: All right. Thank you. Thank
7 you. Your two minutes is up.

8 Okay. Rob.

9 MR. MEANS: Hi. Excuse me. I'm Rob Means
10 from Milpitas. I got a couple of things to talk about.

11 One is the return on investment that this
12 \$4.7 billion project is supposed to return.

13 And the second thing is that we have an
14 extreme crisis coming up with global warming, global
15 climate crisis happening. So, to me, of all the
16 environmental issues that we should be addressing, we
17 should be looking at reducing our CO2 emissions.

18 Your estimate of 55,000 people being able to
19 use this is a good step in the right direction. But I
20 suspect that if we had, say, 100 stations instead of
21 just four stations, that we would probably be able to
22 double, at least, that number of users, meaning
23 that's -- we could double the number of people not
24 driving and, therefore, halve the number of CO2
25 emissions.

1 Now, in terms of the return on investment,
2 that 4.7 billion that we're estimating this is going to
3 cost -- first off, it seems to be very difficult to get
4 that money together. And I know that there is some
5 speculation about doing another sales tax that, as we
6 know, hurts the poor more than it hurts the wealthier.

7 But I'm suggesting that we use an alternative
8 technology that is much less expensive. And,
9 therefore, instead of just getting four stations, we
10 could get one hundred stations, and we could do it for
11 half the price. So I'm urging you to consider the
12 advanced transit technology -- Pod Cars, as they've
13 been called -- the technology that has been examined
14 for use at the airport to connect between the terminals
15 there and the LRT on First Street and the Caltrain
16 station on the other side of the airport.

17 So please take those into consideration as my
18 top two priorities.

19 MS. ZAGAZETA: Okay. Thank you very much.

20 I'd like to announce that -- could we just
21 hold all the applauding, just -- we really appreciate
22 the enthusiasm tonight. Just out of respect for each
23 other and for the speakers, if we can just keep that to
24 ourselves. I'd like to announce that San Jose Council
25 Member Magdalena Carrasco is here from District 5.

1 Okay. So, for the third card, I'm going to
2 go ahead and read this out loud.

3 "Please keep 28th Street/Alum Rock. What
4 about private funding -- selling name of station?
5 Prefer western option downtown but add an exit to Third
6 Street."

7 That was for the record.

8 Okay. Our next speaker is Rick.

9 MR. UMSTATTD: Hi. My name is Rick Umstattd.
10 And I moved into this area in 1976. And I lived up
11 across from the golf course, basically, on Alum Rock
12 Avenue. And I attended James Lick High School.

13 And I remember, growing up, just how
14 frustrating it was to get anywhere outside of the
15 immediate area where I lived. My friends and I would
16 ride bikes to Eastridge. We would go to the Trade Zone
17 area, even. But we could not get, like, to Oakland and
18 San Francisco easily. I never went there.

19 And I just -- I feel really strongly that the
20 28th Street station is going to have a really big
21 impact on this neighborhood. And especially the people
22 that are growing up, the people that aren't here to
23 speak. I was here when I was that age, and I was
24 frustrated that we couldn't get to BART. My mom would
25 put us all in a station wagon maybe once a year and

1 drive us to the Fremont station. And I thought it
2 was -- I thought it was stupid that we didn't have BART
3 a long time ago.

4 And I want to thank everyone for everything
5 they're doing to make it happen. Thank you.

6 MS. ZAGAZETA: Great. Thank you.

7 I'll go ahead and read the next comment card.

8 "Will you have BART police officers at
9 stations? Chief concern is security." A second
10 concern is litter and trash. "Maintenance problems
11 already" exist. Secur- -- please put "budget aside for
12 security and maintenance."

13 Okay. Our next speaker is Davide Vieira,
14 followed by R.E. Van Cleef.

15 MR. VIEIRA: Good evening. My name is Davide
16 Vieira. I've lived in the area 44 years on the same
17 block, just south of Five Wounds Church. And I share
18 the Five Wounds Village Task Force that created --
19 helped to create the four village plans that are now
20 part of the City of San Jose general plan for our area.

21 The EIR should consider distributing VTA/BART
22 parking across the 13-acre site of the Alum Rock
23 station and 28th Street. The EIR should consider VTA
24 public/private joint development, instruct the Five
25 Wounds Village and incorporate shared parking for

1 VTA/BART patrons and those that live, work and visit
2 the Village.

3 The EIR should consider shared parking as a
4 way to stage VTA/BART parking needs. That is, instead
5 of constructing one parking structure accommodating
6 1200 vehicles, parking should be added and could be
7 added flexibly until the site is built out.

8 Thank you.

9 MS. ZAGAZETA: Thank you.

10 MR. VAN CLEEF: I'm Bob Van Cleef. I live
11 right down the street here on -- off of 33rd Street.
12 I've been involved in this process since 2001.

13 One of the things I'm interested in making
14 sure it gets analyzed is the differential between the
15 tunnel under the freeway and going across the train
16 bridge at surface. It's supposedly not in the plan,
17 but it keeps getting brought up. I want to make sure
18 that when they do that comparison, they look at all the
19 costs involved in that issue, such as adding the second
20 track, such as adding pedestrian crossing to ensure
21 that we still have our trail that is supposed to be
22 going across there, looking at the financial impacts on
23 the adjacent properties and the inability to develop
24 those properties once that train goes through. So I'd
25 like to see a good cost comparison between the train

1 track and the tunnel.

2 MS. ZAGAZETA: Thank you.

3 The next speaker is Akos, followed by David
4 Dickey.

5 And I just also want to remind you that all
6 of your comments are being recorded and will be
7 included in the scoping report and that VTA staff is
8 here to answer any questions you may have after the
9 presentation.

10 MR. SZOBOSZLAY: The efficiency of taking
11 BART. The travel time needs to be minimized. And,
12 therefore, I urge that the -- the route between the
13 various stations and the downtown station be reduced in
14 length, because that -- that would reduce the travel
15 time for most people who would take BART.

16 The second point I would like to make is that
17 I live 1.3 miles from the Santa Clara train station,
18 but I would probably not take BART for these reasons.
19 It would be faster for me just to stay on the 522 bus
20 if I want to go to downtown. If I wanted to go to
21 either Milpitas or Fremont or north of there, I would
22 go north of the airport. I would not want to go to
23 downtown San Jose. It's in the wrong direction.
24 Especially east side San Jose. It's really in the
25 wrong direction. I would go north. So I don't see a

1 reason for the extension to Santa Clara.

2 Thank you.

3 MS. ZAGAZETA: Thank you.

4 David Dickey.

5 MR. DICKEY: My name is David Dickey. I live
6 on 21st Street, about a mile from the proposed BART at
7 28th Street. And I have a few questions related to
8 BART and 28th.

9 Currently the station at 28th is underground.
10 And, essentially, it's a parking lot. There is access
11 to the station underground. And I would like to find
12 out: How does one actually get underground? There are
13 access points. But assuming there are going to be
14 stairs or elevators, escalators, that sort of thing.
15 What's the actual interface to the parking lot?
16 There's going to be a building of some sort -- but to
17 protect those access points from the weather.

18 What constraints and prescriptions on future
19 development will those buildings have, since the --
20 currently we're talking about just a bare parking lot
21 on the site, which we have a village plan, which is
22 much more elaborate. Without having -- without
23 building both concurrently, then you need to build --
24 you need to design things so that you don't limit
25 future construction.

1 And, also, what will VTA be doing to enhance
2 the development of this site during and after the
3 underground construction is complete?

4 MS. ZAGAZETA: Thank you so much.

5 Bill Rankin, followed by Charisse.

6 MR. RANKIN: Hi. I'm Bill Rankin. I'm a
7 trail advocate. And I would like to ask that the EIR
8 consider devoting the abandoned railroad bridge over
9 101, north of the Five Wounds Village, for use for
10 pedestrians and bicycles.

11 Thank you.

12 MS. ZAGAZETA: Thank you.

13 Charisse. And can I have Chris go ahead and
14 come up after her so we get you lined up there.

15 MS. LEBRON: Good evening. My name is
16 Charisse Ma Lebron, director of community development
17 and health policy with Working Partnerships USA. We're
18 a community organization that employs resource and
19 policy advocacy to advance campaigns for echo growth
20 health community and quality jobs. We also convene the
21 Transportation Justice Alliance, which represents the
22 community of transit advocacy and housing folks as well
23 as Neighborhood Association for Equitable Growth.

24 In terms of the BART Phase II EIR process, as
25 it unfolds, we would like to see the following

1 questions and issues addressed.

2 First, as VTA conducts its ridership studies
3 of the four stations, we would like to see the
4 methodology and the assumptions considered and clearly
5 articulated. This will allow residents to understand
6 the analysis and work to ensure both our community is
7 informed.

8 Second, we would like to see an analysis of
9 the associate economic impact to the community of BART
10 if 28th is not built as well as the analysis and
11 mitigation measures that will be considered to prevent
12 displacement of community members once it is built.

13 Lastly, we would like to see performance
14 measures for station alternatives considered;
15 specifically, how each alternative brings VTA closer to
16 meeting its VMT and GHT reduction roles. We would like
17 to continue an ongoing and constructive dialogue of VTA
18 as you move forward to reach an alternative that is
19 preferred by the community. We, of course, share your
20 concerns about the sustainability, increased ridership
21 and reduced environmental impact. But also let's
22 address the goal of transportation equity.

23 MS. ZAGAZETA: Thank you. Your questions
24 have been recorded, and they will appear in the scoping
25 report as well. Thank you very much.

1 Chris. State your name for the record,
2 please.

3 MR. LEPE: Yes, Chris Lepe with TransForm.
4 TransForm is a nonprofit organization here in the Bay
5 Area that works on creating walkable communities and
6 greater transportation options.

7 And so we have a few different questions in
8 regards to the BART extension. One is that -- you
9 know, the cost has doubled for the project, and the
10 sales tax revenues have generated about half of what
11 was projected. So, obviously, that creates some
12 constraints.

13 So in terms of looking at costs and also
14 performance of the project, we would like to see what
15 the -- essentially, the agency is already looking at
16 doing, which are looking at alternatives but spelling
17 out what the performance of those different
18 alternatives will be and what the cost will be, both
19 from a capital cost as well as an operation and
20 maintenance cost as well, looking at ridership data and
21 so forth.

22 Also, in regards to impacts, it was mentioned
23 already that there should be an environmental justice
24 analysis considering what happens if the Alum Rock
25 station were to be eliminated -- which we don't

1 support, but -- and also what happens, if the station
2 were to be constructed for a socioeconomic situation in
3 the community, considering displacement and
4 justification.

5 And, finally, separate but sort of related is
6 the question of funding. And that's really a question
7 of whether sales tax revenue should primarily fund this
8 project, along with the federal funds coming in, or
9 whether other revenue sources might be considered, such
10 as Hotlink revenue such as cap and pay revenue, such as
11 value capture around the station, which is something
12 that the City of San Jose can do at this point.

13 So thank you.

14 MS. ZAGAZETA: Great. Thank you.

15 We have one other speaker, Ernesto Perez.

16 MR. PEREZ: Hi. My name is Ernesto Perez.
17 I'm people active in the community together.

18 And it's -- one of the options in public
19 service for the people to use is provide better
20 service. Because I want to leave my car at my house.
21 I prefer to use the public service. But right now it's
22 not attractive. So hopefully the business become a
23 refuge. We need to refurbish the buses. Because right
24 now it's not attractive at all for left the car at the
25 house. Because I live in East San Jose by Tully Road.

1 And car take me 15 minutes to Montague and San Tomas
2 Expressway. And for the bus take me two hours or two
3 and a half. So no one takes the bus in this distance.
4 So if this become -- be smart to develop the roads
5 attractive to the people leave the car. Because that's
6 what we need, in reality, to transport the people.

7 Thank you.

8 MS. ZAGAZETA: Thank you.

9 Okay. Do we have any other speaker cards?

10 We have one more.

11 Okay. Virginia, please.

12 MS. SOUSA: Thank you. Good evening,
13 everybody. My name is Virginia Sousa, and thank you
14 all for coming.

15 I am Portuguese-American. I come from two
16 cultures. I was born here in Oakland, California. I'm
17 Portuguese and American.

18 But I just want to say that with the
19 elimination of one BART station, if there's talk of the
20 possibility, I want to make sure that we get a BART
21 station for the Five Wounds Church. The reason is
22 because we have a lot of Portuguese in this area. And
23 I believe that someday that BART will be going into
24 possibly Tracy in the Valley, which has a lot of
25 Portuguese over there.

1 And, of course, we have philharmonic
2 orchestras -- I think three of them here in the San
3 Jose area. We have one in Newark, California. We got
4 one in San Leandro, I believe. We got tons of them in
5 the Valley.

6 So, with that, it would make it easy for all
7 of us that are Portuguese-American to appreciate our
8 culture by coming down to the Five Wounds, which is the
9 national Portuguese church for the Portuguese here in
10 the United States. It's a beautiful church.

11 And I myself, I live in Union City. My mom
12 lives here, Virginia M. Sousa. And I live with my
13 sister. And when we get older -- of course, the
14 freeways are dangerous today. I don't want to get onto
15 a freeway later in life, wanting to come down to see
16 the Five Wounds Church, attend mass or go to Little
17 Portugal to have a Portuguese dish or see our culture.
18 I would rather come hop on Union City transit to go to
19 a BART station in Union City and come on down on BART
20 to the Five Wounds and go over to Little Portugal,
21 attend mass at Five Wounds, go to the Holy Spirit
22 Festival during the summer months.

23 So I think that it would help a lot for our
24 culture. I know in San Francisco they've got
25 Chinatown. Also in Oakland. They've got North Point

1 -- North Beach for the Italians. We Portuguese don't
2 have anything around here. So that would help us a
3 lot, to build up Little Portugal.

4 And also we have other people -- besides
5 being Portuguese, we have Brazilians. We have people
6 from the African colonies, Macau, the Orient, India.
7 So they also would appreciate to have a place to come
8 down to, Little Portugal, make it easier for them to
9 come and enjoy some of the Portuguese culture.

10 And that's all I have to say. And thank you
11 very much.

12 MS. ZAGAZETA: Thank you.

13 Do we have any other blue comment cards? Are
14 there any other comment cards that you would like me to
15 read?

16 Thank you. Okay. Joel.

17 MR. CAMPOS: Hi. My name is Joel Campos, and
18 I just have one question. I would like to know how
19 BART coming to Alum Rock would impact low-income
20 people, especially the low-income renters in this area.
21 Because I know when BART comes in, everything is going
22 to get a lot more expensive. And so please take the
23 low-income renters in this area into consideration and
24 figure out how you're going to mitigate them having to
25 move away because of BART.

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Thank you.

MS. ZAGAZETA: Thank you.

Okay. All right. Well, this concludes the presentation portion. Thank you very much for coming. We really appreciate seeing so many people come out here tonight and give your comments. The presentation will be up on VTA's web site, and staff will be available to answer any questions you may have.

Thank you very much. Have a good night.

(Public meeting was concluded at 7:20 p.m.)

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STATE OF CALIFORNIA
COUNTY OF SANTA CLARA

I, NOELIA ESPINOLA, Certified Shorthand Reporter in and for the State of California, do hereby certify:

That said public meeting was taken down by me in shorthand at the time and place therein named, and thereafter reduced to computerized transcription under my direction.

I further certify that I am not interested in the outcome of this matter.

Date: July 9, 2015



NOELIA ESPINOLA
Certified Shorthand Reporter
License No. C-8060

Scoping Meeting Comment Cards

YOUR OPINION COUNTS

1

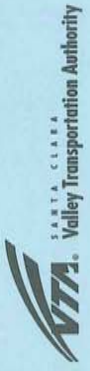
Date: 2/12/2015 Name of Project: BART Phase II
 I have a question/comment about:
environmental domain - costs associated
condemnation
traffic congestion
security concerns due to influx
of persons downtown
expected ridership

I would like more information about:
 Design Features Community Meetings Funding
 Property Acquisition Environmental Effects Schedule
 Construction Impacts Other: _____

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name: Harpaal Nabal
 Address: 149 W. Santa Clara St.
 City: San Jose State: CA Zip: 95113
 Phone: _____ Best time to call: _____
 Fax: _____ E-mail: harpaal.nabal@att.net

0006-6409



YOUR OPINION COUNTS

2

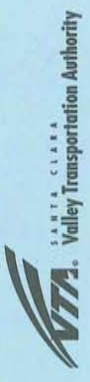
Date: 2/12 Name of Project: BART ext.
 I have a question/comment about:
BART ROI vs advanced Transit (ATN)

I would like more information about:
 Design Features Community Meetings Funding
 Property Acquisition Environmental Effects Schedule
 Construction Impacts Other: alternative Technologies

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name: Robert Means
 Address: 1421 Yellowstone Ave.
 City: Milpitas State: CA Zip: 95035
 Phone: _____ Best time to call: _____
 Fax: _____ E-mail: _____

0006-6409



YOUR OPINION COUNTS

3

Date: 2/12/15 Name of Project: BART
I have a question/comment about:

Liquification
settling of land

- I would like more information about:
- Design Features
 - Property Acquisition
 - Construction Impacts
 - Community Meetings
 - Environmental Effects
 - Other:
 - Funding
 - Schedule

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name: Philip Chan
 Address: _____
 City: _____ State: _____ Zip: _____
 Phone: _____ Best time to call: _____
 Fax: _____ E-mail: _____



YOUR OPINION COUNTS

4

Date: 2/12/15 Name of Project: Santa Clara
I have a question/comment about:

Any thought of a line
between Caltrain station
and the Airport
(VTA Ave)?

- I would like more information about:
- Design Features
 - Property Acquisition
 - Construction Impacts
 - Community Meetings
 - Environmental Effects
 - Other:
 - Funding
 - Schedule

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name: Russ Mancill
 Address: _____
 City: _____ State: _____ Zip: _____
 Phone: _____ Best time to call: _____
 Fax: _____ E-mail: R.Mancill@yahoo.com



YOUR OPINION COUNTS

5

Date: 2/12/15 Name of Project: _____
 I have a question/comment about:
where will the CHRT go after
Santa Clara? Will it take over
Cal-train's tracks? Why is
VTA involved (I used VTA)?

- I would like more information about:
- Design Features
 - Community Meetings
 - Funding
 - Property Acquisition
 - Environmental Effects
 - Schedule
 - Construction Impacts
 - Other: where will CHRT go

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name: Donald Baker
 Address: 2403 Homestead Rd. #8
 City: Santa Clara State: CA Zip: 95058
 Phone: (408) 296-7269 Best time to call: late morning or afternoon
 Fax: _____ E-mail: sirtusworth1@aol.com

0806-4409



YOUR OPINION COUNTS

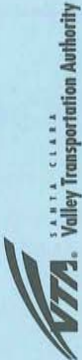
Date: 2-17-15 Name of Project: BART Phase II
 I have a question/comment about:
Why so long did this take to happen? How can I help? Actual Station Set-up on Santa Clara & Alum Rock?

- I would like more information about:
- Design Features
 - Community Meetings
 - Funding
 - Property Acquisition
 - Environmental Effects
 - Schedule
 - Construction Impacts
 - Other: Depth of underground drilling under Santa Clara & Alum Rock streets

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name: Wolfe Roadman Cervera
 Address: 50 S. 6th Street
 City: San Jose State: Ca Zip: 95112
 Phone: 408 912 6171 Best time to call: After 1 pm
 E-mail: smashonthes-roadman@hotmail

0806-6409



YOUR OPINION COUNTS

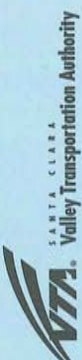
Date: 2-17 Name of Project: BART Extension
 I have a question/comment about:
I would like to know which street off the Alameda will be affected by the "Ellen" from the Buiden station to Stockton Stree

- I would like more information about:
- Design Features
 - Community Meetings
 - Funding
 - Property Acquisition
 - Environmental Effects
 - Schedule
 - Construction Impacts
 - Other:

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name: Tina Gallo
 Address: 173 N. MARISOLA Ave
 City: S.J. State: Ca Zip: 95124
 Phone: 408 410 7533 Best time to call: anytime
 E-mail: TGALLO1555@AOL.COM

0806-6409



YOUR OPINION COUNTS

3

Date: 2/17/15 Name of Project: BART
 I have a question/comment about:
Alvin Reeks Station:
need to keep @ 28th St:
good access to freeway for
regional passengers. Also, the
community has spent yrs working
on 5 new urban village plans.

I would like more information about:
 Design Features Community Meetings Funding
 Property Acquisition Environmental Effects Schedule
 Construction Impacts Other: _____

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name: Larry Ames
 Address: 1218 Willow St
 City: SJ State: CA Zip: 95125
 Phone: _____ Best time to call: _____
 Fax: _____ E-mail: LAMES@AOL.COM

0806-6409



YOUR OPINION COUNTS

4

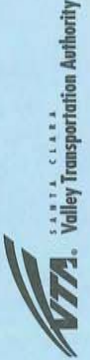
Date: _____ Name of Project: _____
 I have a question/comment about:

I would like more information about:
 Design Features Community Meetings Funding
 Property Acquisition Environmental Effects Schedule
 Construction Impacts Other: _____

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name: Scott Kates
 Address: _____
 City: SSDA State: _____ Zip: _____
 Phone: _____ Best time to call: _____
 Fax: _____ E-mail: _____

0806-6409



YOUR OPINION COUNTS

5

Date: 2/17 Name of Project: SVRST
I have a question/comment about:

- I would like more information about:
- Design Features
 - Community Meetings
 - Funding
 - Property Acquisition
 - Environmental Effects
 - Schedule
 - Construction Impacts
 - Other: _____

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name: Adina Levin
Address: _____
City: _____ State: _____ Zip: _____
Phone: _____ Best time to call: _____
Fax: _____ E-mail: alevin@svrst.com

0806-6409



YOUR OPINION COUNTS

6

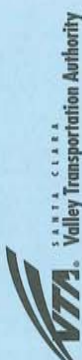
Date: 2/17 Name of Project: BAST-SS
I have a question/comment about:
why NOT connect
to SS AIRPORT?

- I would like more information about:
- Design Features
 - Community Meetings
 - Funding
 - Property Acquisition
 - Environmental Effects
 - Schedule
 - Construction Impacts
 - Other: _____

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name: STARY CURRINGTON
Address: _____
City: _____ State: _____ Zip: _____
Phone: _____ Best time to call: _____
Fax: _____ E-mail: _____

0806-6409



YOUR OPINION COUNTS

Date: 3/17/15 Name of Project: BART
 I have a question/comment about: Santa Clara Station & I understand need to get to SC for maintenance and staging area, but is a station needed? Have SC passengers take CalTrain, save cost of BART station.

I would like more information about:

Design Features Community Meetings Funding
 Property Acquisition Environmental Effects Schedule
 Construction Impacts Other:

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name: Larry Ames
 Address: 1218 Willow St
 City: SJ State: CA Zip: 95125
 Phone: _____ Best time to call: _____
 Fax: _____ E-mail: LAmes@aol.com

0806-4409



YOUR OPINION COUNTS

Date: 3/17/15 Name of Project: BART
 I have a question/comment about: Diridon Station: need quick access to SJC so BART riders can access flights & also rental cars; don't want duplicate rental garage at Diridon

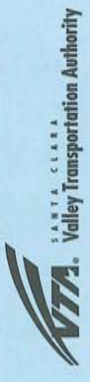
I would like more information about:

Design Features Community Meetings Funding
 Property Acquisition Environmental Effects Schedule
 Construction Impacts Other:

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name: Larry Ames
 Address: 1218 Willow St
 City: SJ State: CA Zip: 95125
 Phone: _____ Best time to call: _____
 Fax: _____ E-mail: LAmes@aol.com

0806-4409



YOUR OPINION COUNTS

Date: 3/17/15 Name of Project: BART
I have a question/comment about: Santa Clara Station:
would there be crossing
under the CalTrain tracks
to provide ped access from
S.C. Univ to BART Station?

- I would like more information about:
- Design Features
- Community Meetings
- Funding
- Property Acquisition
- Environmental Effects
- Schedule
- Construction Impacts
- Other:

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name: Larry Ames
Address: 1218 Willow St
City: SJ State: CA Zip: 95125
Phone: Best time to call:
E-mail: LAmes@aol.com
Fax:



0806-4409

YOUR OPINION COUNTS

Date: 2/17 Name of Project: Phase II
I have a question/comment about: 4th
dinner for Division + Airport
must be direct
Transportation connectivity!

- I would like more information about:
- Design Features
- Community Meetings
- Funding
- Property Acquisition
- Environmental Effects
- Schedule
- Construction Impacts
- Other: connection to airport

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name: Monica Gonzalez
Address: 14503 - #123
City: SJ State: CA Zip: 95127
Phone: Best time to call: direct
E-mail:
Fax:



0806-4409

By 3/2

YOUR OPINION COUNTS

Date: Feb 17, 15 Name of Project: VTA Bart Silicon Valley

I have a question/comment about:

- ① Light Rail from Santa Clara Station to San Jose Airport is needed
- ② Location of Downtown BART Station
- ③ Expansion of existing VTA buses to support BART Extension to Santa Clara

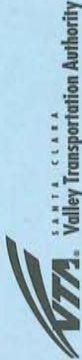
I would like more information about:

- Design Features
- Community Meetings
- Funding
- Property Acquisition
- Environmental Effects
- Construction Impacts
- Other:

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name: Theresa Gavenas
 Address: P.O. Box 7018
 City: San Jose, CA State: CA Zip: 95150-7018
 Phone: _____ Best time to call: _____
 Fax: _____ E-mail: _____

0036-4109



SANTA CLARA Valley Transportation Authority

YOUR OPINION COUNTS

Date: 2-17 Name of Project: BART to San Jose

I have a question/comment about:

Very important that airport link be established. Also Alum Park Station a must.

I would like more information about:

- Design Features
- Community Meetings
- Funding
- Property Acquisition
- Environmental Effects
- Construction Impacts
- Other: Aesthetic appeal

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name: TONY MAY
 Address: 849 S. 3RD ST
 City: SAN JOSE State: CA Zip: 95112
 Phone: 408 295-2646 Best time to call: _____
 Fax: _____ E-mail: tony_may@sbcsgh.com

0036-4109



SANTA CLARA Valley Transportation Authority

YOUR OPINION COUNTS

Read

Date: _____ Name of Project: East Silicon Valley

I have a question/comment about: My preferences

A suburb Alum Rock
Downtown on 5th near
SSS + city hall more
Dividen with additional
parking. Gots the airport.

I would like more information about:

- Design Features
- Property Acquisition
- Construction Impacts
- Community Meetings
- Environmental Effects
- Other: _____
- Funding
- Schedule

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name: ROSE Hernandez
 Address: 1445 Third St #315
 City: San Jose State: CA Zip: 95112
 Phone: 408 425.6656 Best time to call: _____
 Fax: _____ E-mail: busylady@yahoo.com

0086-4109



YOUR OPINION COUNTS

Date: 2-17-2015 Name of Project: Bent Silicon Valley

I have a question/comment about: Environment

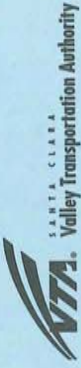
I would like more information about:

- Design Features
- Property Acquisition
- Construction Impacts
- Community Meetings
- Environmental Effects
- Other: _____
- Funding
- Schedule

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name: Sheila McGann-Tiest
 Address: 460 S. 16th St.
 City: San Jose State: CA Zip: 95112
 Phone: _____ Best time to call: _____
 Fax: _____ E-mail: smcganntiest@yahoo.com

0086-4109



YOUR OPINION COUNTS

Date: 2/17/2015 Name of Project: BART Extension Phase I
I have a question/comment about:

The current construction near Mabury and King Roads
has interrupted traffic primarily because the re-routing
makes the traffic light timing the least effective. If the
traffic light timing could be augmented adequately, then
the disruption would be slightly less harsh.

I would like more information about:

- Design Features
- Community Meetings
- Funding
- Property Acquisition
- Environmental Effects
- Schedule
- Construction Impacts
- Other:

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name Angela Uzoma

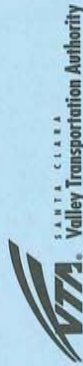
Address 331 ~~44~~ Checkers Dr. #203

City: San Jose State: CA Zip: 95133

Phone: 408.655.7202 Best time to call: ~~MOB~~ EVENING
(CELL)

Fax: _____ E-mail: AAUJZOMA@HOTMAIL.COM

0806-6409



YOUR OPINION COUNTS

Date: 2/17/2015 Name of Project: BART Extension Phase II
I have a question/comment about:

I'm concerned about the name of the Alum Rock Station,
as its no where near the heart of what is considered ~~the~~
to be the region/area of Alum Rock. How about some-
thing more accurate? The proposed station is in the heart
of Portuguese immigrant locale, actually.

I would like more information about:

- Design Features
- Community Meetings
- Funding
- Property Acquisition
- Environmental Effects
- Schedule
- Construction Impacts
- Other:

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name Angela Uzoma

Address 331 Checkers Dr. # 203

City: San Jose State: CA Zip: 95133

Phone: 408.655.7202 Best time to call: EVENING
(CELL)

Fax: _____ E-mail: AAUJZOMA@HOTMAIL.COM

0806-6409



YOUR OPINION COUNTS

Date: 2/17/2015 Name of Project: BART Extension Phase II
I have a question/comment about:

What is the impact to ~~the~~ Highway 101?
Both with respect to construction and
(likely) ~~and~~ operation.

I would like more information about:

- Design Features
- Community Meetings
- Funding
- Property Acquisition
- Environmental Effects
- Schedule
- Construction Impacts
- Other: _____

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name Angela Uzoma

Address 331 Checkers Dr. #203

City: San Jose State: CA Zip: 95133

Phone: 408.655.7202 Best time to call: Evening

Fax: _____ E-mail: AAUZO@HOTMAIL.COM

0806-6409



YOUR OPINION COUNTS

Date: 2/17/2015 Name of Project: BART Extension Phase II
I have a question/comment about:

The proposed Santa Clara station does not appear
to link itself to the near-complete San Jose Earthquakes
Stadium / Avaya Stadium. Through a low popularity
sport in this country, it still seems to be a missed
opportunity.

I would like more information about:

- Design Features
- Community Meetings
- Funding
- Property Acquisition
- Environmental Effects
- Schedule
- Construction Impacts
- Other: _____

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name Angela Uzoma

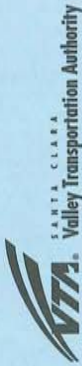
Address 331 Checkers Dr. # 203

City: San Jose State: CA Zip: 95133

Phone: 408.655.7202 Best time to call: EVENING

Fax: _____ E-mail: AAUZO@HOTMAIL.COM

0806-6409



YOUR OPINION COUNTS

Date: 2/17/15 Name of Project: BART Phase II
I have a question/comment about: wifi at stations & in trains
• I like the five wounds bart station
with a ped/bike path on 28th St
• I would like to see bike facilities
in the underground sections, so I don't need
to carry my bike over stairs
• I prefer the east santa clara downtown
Station
I would like more information about:
 Design Features Community Meetings Funding
 Property Acquisition Environmental Effects Schedule
 Construction Impacts Other: _____

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name Kristal Caidoy
Address _____
City: _____ State: _____ Zip: _____
Phone: _____ Best time to call: _____
Fax: _____ E-mail: _____



0806-6489

1

YOUR OPINION COUNTS

Date: 2/19/15 Name of Project: BART
I have a question/comment about: Scoping Mtg

- I would like more information about:
Design Features
Property Acquisition
Construction Impacts
Community Meetings
Environmental Effects
Other

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name: Danny Granza
Address: 50 Beverly Blvd
City: S J State: CA Zip: 95716
Phone: 408-205-3415 Best time to call:
E-mail: ranoorkrdana@yahoo.com



2

YOUR OPINION COUNTS

Date: 2/19 Name of Project: BART EIS
I have a question/comment about:

- I would like more information about:
Design Features
Property Acquisition
Construction Impacts
Community Meetings
Environmental Effects
Other

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name: Rob Means
Address: 1421 Yellowstone Av.
City: Milpitas State: CA Zip: 95035
Phone: Best time to call:
Fax: E-mail:



3
Please Lead
YOUR OPINION COUNTS

Date: FEB 19 Name of Project: BART PIT 2
 I have a question/comment about:
 Please keep 28th St./Alum Rock.
 What about private funding?
 selling name of station?
 Prefer western option downtown
 but add an exit to 3rd St

I would like more information about:
 Design Features Community Meetings Funding
 Property Acquisition Environmental Effects Schedule
 Construction Impacts Other:

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name _____
 Address _____
 City: _____ State: _____ Zip: _____
 Phone: _____ Best time to call: _____
 Fax: _____ E-mail: _____



4
YOUR OPINION COUNTS

Date: 2/19 Name of Project: Bart 2015 ST.
 I have a question/comment about:
 I would like to comment
 on why I believe the
 20th station is important

I would like more information about:
 Design Features Community Meetings Funding
 Property Acquisition Environmental Effects Schedule
 Construction Impacts Other:

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name Rick Unstath
 Address _____
 City: _____ State: _____ Zip: _____
 Phone: _____ Best time to call: _____
 Fax: _____ E-mail: _____



YOUR OPINION COUNTS

5

Date: 2-19-05 Name of Project: BART
 I have a question/comment about:

(1) Will you have BART police officers at stations? Chief concern is security
(2) Litter/trash - maintenance problems already

I would like more information about:

Design Features Community Meetings Funding
 Property Acquisition Environmental Effects Schedule
 Construction Impacts Other:

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name: budget aside for security & maintenance
 Address: Redwood Zip: _____
 City: _____ State: _____
 Phone: _____ Best time to call: _____
 Fax: _____ E-mail: _____



YOUR OPINION COUNTS

6

Date: 2/19/15 Name of Project: VTA BART
 I have a question/comment about:

PARKING SCENARIOS

I would like more information about:

Design Features Community Meetings Funding
 Property Acquisition Environmental Effects Schedule
 Construction Impacts Other:

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name: DAVIDE VIEIRA
 Address: 1439 Shortridge Ave
 City: San Jose State: CA Zip: 95116
 Phone: _____ Best time to call: _____
 Fax: _____ E-mail: _____



0806-6109

0806-6109

YOUR OPINION COUNTS

7

Date: 4/19/15 Name of Project: BART Phase II
I have a question/comment about:
BASELINE COSTS USED FOR
101 BRIDGE CROSSING

- I would like more information about:
- Design Features
 - Community Meetings
 - Funding
 - Property Acquisition
 - Environmental Effects
 - Schedule
 - Construction Impacts
 - Other:

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name: R-E Van CREEK
Address:
City: State: Zip: 95116
Phone: Best time to call:
E-mail: Bob@VanCreek.org
Fax:

0806-6409



YOUR OPINION COUNTS

80

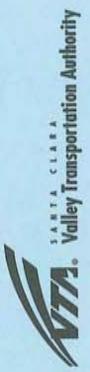
Date: Name of Project:
I have a question/comment about:

- I would like more information about:
- Design Features
 - Community Meetings
 - Funding
 - Property Acquisition
 - Environmental Effects
 - Schedule
 - Construction Impacts
 - Other:

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name: Akos Szoboszlai
Address: 1701 Civic Center Dr
City: Santa Clara State: CA Zip: 95050
Phone: 408 221 0694 Best time to call:
E-mail: org-vta@akos.org
Fax:

0806-6409



10

YOUR OPINION COUNTS

Date: 2/19/15 Name of Project: ALVIN ROSE DART
 I have a question/comment about:
I'D LIKE TO ASK THAT THE BIK
CONSIDER DEVOTING THE ABANDONED
RR BRIDGE OVER 101, NORTH OF
5 WOUNDS VILLAGE, FOR USE FOR
PEDESTRIANS AND BICYCLES

I would like more information about:
 Design Features Community Meetings Funding
 Property Acquisition Environmental Effects Schedule
 Construction Impacts Other: _____

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name: BILL RANKIN
 Address: R 1012 SPENCER AVE
 City: ST State: CA Zip: 95125
 Phone: _____ Best time to call: _____
 Fax: _____ E-mail: BIN@NETWORKS.COM

0806-6409



9

YOUR OPINION COUNTS

Date: 2/19/15 Name of Project: BART to SV
 I have a question/comment about:
280 Street BART station

I would like more information about:
 Design Features Community Meetings Funding
 Property Acquisition Environmental Effects Schedule
 Construction Impacts Other: _____

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name: DAVID DICKS
 Address: 481 S. 21st St.
 City: SAN JOSE State: CA Zip: 95116
 Phone: 408 280 7754 Best time to call: _____
 Fax: _____ E-mail: dave.dicks@vta.com

0806-6409



12

YOUR OPINION COUNTS

Date: _____ Name of Project: BART
 I have a question/comment about: _____

 I would like more information about:
 Design Features Community Meetings Funding
 Property Acquisition Environmental Effects Schedule
 Construction Impacts Other: _____

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name: Chris Cope
 Address: _____
 City: _____ State: _____ Zip: _____
 Phone: _____ Best time to call: _____
 Fax: _____ E-mail: _____



0806-6409

11

YOUR OPINION COUNTS

Date: 2/19/15 Name of Project: BART Phase II
 I have a question/comment about: scoping

 I would like more information about:
 Design Features Community Meetings Funding
 Property Acquisition Environmental Effects Schedule
 Construction Impacts Other: _____

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name: CHARISSE MA LEBLANC
 Address: WORKING PARTNERSHIPS
 City: _____ State: _____ Zip: _____
 Phone: _____ Best time to call: _____
 Fax: _____ E-mail: _____



0806-6409

YOUR OPINION COUNTS

Date: 2-19-15 Name of Project: Bart Phase II
 I have a question/comment about: re-Route bus routes smart

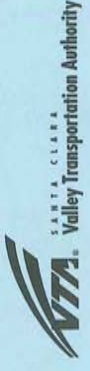
I would like more information about:

Design Features Community Meetings Funding
 Property Acquisition Environmental Effects Schedule
 Construction Impacts Other: _____

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name: Ernesto Perer
 Address: 2054 Jamaica Way
 City: San Jose State: CA Zip: 95122
 Phone: (408) 614 9732 Best time to call: 10:00 to 3:00 pm
 Fax: _____ E-mail: _____

0806-6409



YOUR OPINION COUNTS

Date: 2/19/2015 Name of Project: TRUCKE HOVING
 I have a question/comment about: ART SCHEDULE

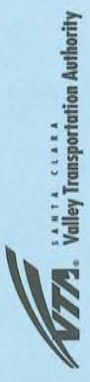
I would like more information about:

Design Features Community Meetings Funding
 Property Acquisition Environmental Effects Schedule
 Construction Impacts Other: _____

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name: VIRGINIA SOUSA
 Address: _____
 City: _____ State: _____ Zip: _____
 Phone: _____ Best time to call: _____
 Fax: _____ E-mail: _____

0806-6409



YOUR OPINION COUNTS

Date: _____ Name of Project: Bart Ext.
I have a question/comment about:
How will the Lynn Rock station
impact low income people and
low income renters. What will VTA
and Bart do to mitigate any
negative impacts to them?

- I would like more information about:
- Design Features
 - Community Meetings
 - Funding
 - Property Acquisition
 - Environmental Effects
 - Schedule
 - Construction Impacts
 - Other: _____

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name: Joel Campos
Address: _____
City: Modesto State: CA Zip: 95350
Phone: _____ Best time to call: _____
Fax: _____ E-mail: joel.campos@sigu.edu



YOUR OPINION COUNTS

Date: 2-26 Name of Project: Bart Phase II
I have a question/comment about:
I hear that Bart why not light rail
Project (Santa Clara/Rock Alton) add. Do
you see light rail & Bart tunnel in SF. also
San Jose should built together Bart/Rail.
If No. That's mean Rail is worst on street.
I guess. My idea is offer Bart Built start.

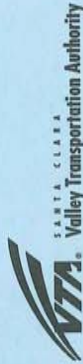
I would like more information about:

- Design Features
- Community Meetings
- Funding
- Property Acquisition
- Environmental Effects
- Schedule
- Construction Impacts
- Other:

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name: Darrell Redeker
Address: 598 Columbia Ave #312
City: SJ State: Ca Zip: 95126
Phone: _____ Best time to call: _____
Fax: _____ E-mail: darrell.redeker@ysmoo.com

0006-6409



YOUR OPINION COUNTS

Date: 2-17-15 Name of Project: BART to SJ
I have a question/comment about:

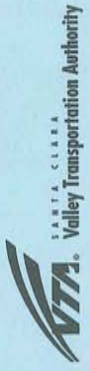
I am interested in how the engineering of the BART plans for extension to the South Bay take into account the expected sea rise & storm surges of the future due to climate change.

- I would like more information about:
- Design Features
- Community Meetings
- Funding
- Property Acquisition
- Environmental Effects
- Schedule
- Construction Impacts
- Other:

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name: Judy Chamberlin
 Address: 1117 Olive Branch Ln.
 City: San Jose State: CA Zip: 95120
 Phone: _____ Best time to call: _____
 Fax: _____ E-mail: judyham@aol.com

0806-409



YOUR OPINION COUNTS

Date: 4/18/15 Name of Project: BART / Phase II
I have a question/comment about:

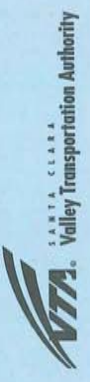
Can reflection I would like to see if the leg from Dublin to Santa Clara became Phase III get Phase II funded and built - then do Phase II. Also we must have

- I would like more information about:
- Design Features
- Community Meetings
- Funding
- Property Acquisition
- Environmental Effects
- Schedule
- Construction Impacts
- Other: When will BART be done

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name: _____
 Address: _____
 City: _____ State: _____ Zip: _____
 Phone: _____ Best time to call: _____
 Fax: _____ E-mail: _____

0806-409



YOUR OPINION COUNTS

Date: 2-20-15 Name of Project: BART EXTENSION
 I have a question/comment about:
A station at Alum Rock & Five Wounds is a must for the Eastside. Failure to do so would be a major disservice to the whole Eastside. People from this area will not go to downtown BART

I would like more information about:
 Design Features Community Meetings Funding
 Property Acquisition Environmental Effects Schedule
 Construction Impacts Other: _____

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name: Carlos Da Silva
 Address: 1425 Shorebridge Ave
 City: San Jose State: Ca Zip: 95116
 Phone: 408-591-4718 Best time to call: 9-5
 Fax: _____ E-mail: emdasilva.csbcg@calnet.net

0806-4109



YOUR OPINION COUNTS

Date: 2-20-14 Name of Project: Alum Rocks BART
 I have a question/comment about:
The area & Demographics around the proposed 38th St. BART station really needs to have this transportation option - Many lower income people can have better opportunities with this station.

I would like more information about:
 Design Features Community Meetings Funding
 Property Acquisition Environmental Effects Schedule
 Construction Impacts Other: _____

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name: Sonya Troncoso
 Address: 15820 e. alta vista way
 City: SJ State: CA Zip: 95127
 Phone: 408 926 6992 Best time to call: _____
 Fax: _____ E-mail: nightlightview@yahoo.com

0806-4109



YOUR OPINION COUNTS

Date: _____ Name of Project: _____
I have a question/comment about:
GOOD!

- I would like more information about:
- Design Features
 - Community Meetings
 - Funding
 - Property Acquisition
 - Environmental Effects
 - Schedule
 - Construction Impacts
 - Other: EVENTS

Thank you for your comments. If you would like us to respond or be included in our mailing list, please fill out the information below. You may also call the Community Outreach Line at (408) 321-7575. Thank you for your interest.

Name: JIVAH JIANA BARBAZA
Address: 10170 STONEHEDGE WAY
City: SAN JOSE State: CA Zip: 95127
Phone: 1-408-923-7470 Best time to call: 2PM/PM
Fax: _____ E-mail: _____



0806-6409

Scoping Comments

Federal Agency Comments



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105

MAR 09 2015

Raymond Sukys
U.S. Department of Transportation
Federal Transit Administration, Region IX
201 Mission Street, Suite 1650
San Francisco, CA 94105

Subject: Scoping Comments for the Proposed 3rd Draft Supplemental Environmental Impact Report/Supplemental Environmental Impact Statement for VTA's BART Silicon Valley – Phase II Extension Project

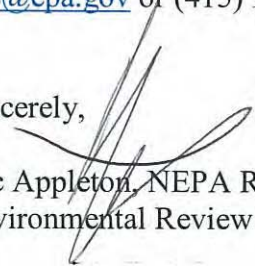
Dear Mr. Sukys:

The United States Environmental Protection Agency (EPA) has reviewed the Notice of Preparation (NOP) published January 30, 2015, requesting comments on the scope and content of a Supplemental Environmental Impact Report (SEIR) to be prepared by the Santa Clara Valley Transportation Authority (VTA) for the proposed Phase II of the BART Silicon Valley extension. We understand that an SEIS will be also prepared pursuant to NEPA in conjunction with the SEIR. Please consider the attached scoping comments when the combined EIR/EIS is being prepared. EPA provides these comments pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act.

EPA appreciates FTA and VTA efforts to address past comments provided by EPA through our past review and comment on previous versions of draft environmental documents, and we appreciate the continued opportunity to provide scoping comments on multimodal aspects of this important Bay Area transit project. We look forward to reviewing the Draft Supplemental EIS and environmental analysis that follows.

If you have any questions, please feel free to contact Zac Appleton, the lead EPA reviewer for this project. Zac can be reached at Appleton.Zac@epa.gov or (415) 972-3321.

Sincerely,


Zac Appleton, NEPA Reviewer
Environmental Review Section

Enclosures: EPA's Scoping Comments
cc: Thomas Fitzwater, VTA
David Valenstein, FRA
Mark McLoughlin, CA HSR

In addition to the Probable Effects relating to air quality, biological resources and wetlands, water resources, community resources, transportation, and other matters, that FTA and VTA are already committing to discuss, EPA offers the following scoping comments for added focus in the supplemental document.

Environmental Justice

EPA provided comments on the first Draft Environmental Impact Statement (DEIS) for this project in a May 21, 2004 letter. EPA then reviewed the revised March 2009 DEIS and provided comments on April 27, 2009. We rated the revised DEIS as Environmental Concerns – Insufficient Information (EC-2). In our comments on the original and revised DEISs, we expressed concerns that low-income and/or minority communities could be impacted by changes in other transit services due to redirection of funding from local bus services to the BART extension. Our review of the Final Environmental Impact Statement (FEIS) in March 2010 found all of our concerns addressed. EPA notes that the new Supplemental document can capture these past commitments.

Recommendation:

EPA recommends that VTA repeat its commitment in this third Supplemental document, to maintain service levels on other transportation modes when this project becomes operational and to improve BART-to-bus connections in the corridor, focusing services in areas where ridership potential is highest, including low-income communities.

Intermodal Connections

The project proposes to extend the loop of the Bay Area Rapid Transit system from a terminus just south of the Berryessa Station, through San Jose, and continuing northward to Santa Clara. The project will include four stations, Alum Rock, Downtown San Jose, Diridon, and Santa Clara. The proposed Santa Clara BART Station would terminate at grade near the existing Santa Clara Caltrain station, including a “kiss-and-ride” facility, and a maintenance yard. The supplemental document would be an opportunity to discuss how the proposed BART extension will interface with both existing transit systems, like VTA’s light rail and Caltrain, as well as future planned transit systems, like the El Camino Real Bus Rapid Transit (BRT) Project which may terminate near the proposed Santa Clara Station, the Santa Clara-Alum Rock BRT Project, and the California High Speed Rail (HSR) which may include a stop at Diridon Station in San Jose.

Recommendations:

EPA recommends that the Supplemental DEIS discuss the intermodal interface of the proposed BART project with the other transit systems in the area, including light rail, bus-rapid transit, commuter rail, and where possible, the California High Speed Rail. The discussion should include features that encourage an improved passenger experience, including intermodal connection distances by foot or wheelchair, wayfinding and timetable signage, and integrated ticketing. The Supplemental DEIS should include additional information on how increased ridership will affect train and station capacity, and how these impacts will be addressed by VTA and BART.

EPA recommends that FTA and VTA highlight the ongoing coordination between FTA, VTA, FRA, and California HSRA to improve the rider experience around these system connections.

Station Prioritization and Design

EPA is encouraged that VTA and FTA are planning to submit a Supplemental DEIS that includes all four stations originally considered. EPA is aware of public concerns regarding how many stations are fiscally constrained, and EPA encourages VTA and FTA to use the Supplemental DEIS as a means of analyzing the beneficial and adverse impacts related to the number of stations proposed. If funding limitations would result in prioritizing some stations first, there may be impacts to ridership, and therefore to ancillary factors like station design, vehicle parking facilities, and other factors that the Supplemental DEIS could present and analyze.

Recommendation:

EPA recommends that FTA and VTA discuss station prioritization among the four considered in the project if funding limitations would result in limiting or prioritizing station construction. Where ridership may be affected, discuss what modifications to station design will be considered.

State Agency Comments



Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

Notice of Preparation

January 30, 2015

To: Reviewing Agencies

Re: BART Silicon Valley-Phase 1 Berryessa Extension (formerly Silicon Valley Rapid Transit Corridor)
SCH# 2002022004

Attached for your review and comment is the Notice of Preparation (NOP) for the BART Silicon Valley-Phase 1 Berryessa Extension (formerly Silicon Valley Rapid Transit Corridor) draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Tom Fitzwater
Santa Clara Valley Transportation Authority
3331 North 1st Street
San Jose, CA 95134

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2002022004
Project Title BART Silicon Valley-Phase 1 Berryessa Extension (formerly Silicon Valley Rapid Transit Corridor)
Lead Agency Santa Clara Valley Transportation Authority

Type NOP Notice of Preparation

Description VTA's Bay Area Rapid Transit (BART) Silicon Valley - Phase II Extension Project (Phase II Project) would be constructed in Santa Clara County. The 6-mile-long Phase II Project would begin at the terminus of the BART Silicon Valley - Phase I Berryessa Extension Project (Phase I Project) (currently under construction and scheduled to be operational in late 2017) south of Mabury Road in the City of San Jose. The Phase II Project would be at grade where it connects to the Phase I Project and then descend into approximately 5-mile-long subway tunnels that continue through downtown San Jose and terminate at grade in the City of Santa Clara near the Santa Clara Caltrain Station (See Figure 1). Four stations are proposed, three in San Jose, the Alum rock, Downtown San Jose, and Diridon Stations, and one in Santa Clara, the 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 ventilation systems as well as communication equipment. A Maintenance yard is proposed near the Santa Clara Station.

Lead Agency Contact

Name Tom Fitzwater
Agency Santa Clara Valley Transportation Authority
Phone 408 321 5705 **Fax**
email
Address 3331 North 1st Street
City San Jose **State** CA **Zip** 95134

Project Location

County Santa Clara, Alameda
City Milpitas, San Jose, Santa Clara, Fremont
Region
Cross Streets Multiple
Lat / Long 37° 20' 15" N / 121° 53' 15" W
Parcel No. multiple
Township 5,6S **Range** 1W **Section** 10-39 **Base** MDM&M

Proximity to:

Highways US 101, SR 87, I-880
Airports Mineta San Jose Int'l Airport
Railways Union Pacific
Waterways multiple
Schools multiple
Land Use Multiple

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Conservation; Department of Parks and Recreation; San Francisco Bay Conservation and Development Commission; Department of Water Resources; Department of Fish and Wildlife, Region 3; Native American Heritage Commission; Public Utilities Commission; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 4; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 2; Caltrans, Division of

Document Details Report
State Clearinghouse Data Base

Transportation Planning

Date Received 01/30/2015 *Start of Review* 01/30/2015 *End of Review* 03/02/2015

<input type="checkbox"/> Resources Agency Nadell Gayou	<input type="checkbox"/> Fish & Wildlife Region 1E Laurie Harnsberger	<input type="checkbox"/> OES (Office of Emergency Services) Dennis Castrillo	<input type="checkbox"/> Caltrans, District 8 Mark Roberts	<input type="checkbox"/> Regional Water Quality Control Board (RWQCB)
<input type="checkbox"/> Dept. of Boating & Waterways Nicole Wong	<input type="checkbox"/> Fish & Wildlife Region 2 Jeff Drongesen	<input type="checkbox"/> Native American Heritage Comm. Debbie Treadway	<input type="checkbox"/> Caltrans, District 9 Gayle Rosander	<input type="checkbox"/> RWQCB 1 Cathleen Hudson North Coast Region (1)
<input type="checkbox"/> California Coastal Commission Elizabeth A. Fuchs	<input type="checkbox"/> Fish & Wildlife Region 3 Charles Armor	<input type="checkbox"/> Public Utilities Commission Leo Wong	<input type="checkbox"/> Caltrans, District 10 Tom Dumas	<input type="checkbox"/> RWQCB 2 Environmental Document Coordinator San Francisco Bay Region (2)
<input type="checkbox"/> Colorado River Board Lisa Johansen	<input type="checkbox"/> Fish & Wildlife Region 4 Julie Vance	<input type="checkbox"/> Santa Monica Bay Restoration Guangyu Wang	<input type="checkbox"/> Caltrans, District 11 Jacob Armstrong	<input type="checkbox"/> RWQCB 3 Central Coast Region (3)
<input type="checkbox"/> Dept. of Conservation Elizabeth Carpenter	<input type="checkbox"/> Fish & Wildlife Region 5 Leslie Newton-Reed Habitat Conservation Program	<input type="checkbox"/> State Lands Commission Jennifer Deleong	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	<input type="checkbox"/> RWQCB 4 Teresa Rodgers Los Angeles Region (4)
<input type="checkbox"/> California Energy Commission Eric Knight	<input type="checkbox"/> Fish & Wildlife Region 6 Tiffany Ellis Habitat Conservation Program	<input type="checkbox"/> Tahoe Regional Planning Agency (TRPA) Cherry Jacques	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	<input type="checkbox"/> RWQCB 5S Central Valley Region (5)
<input type="checkbox"/> Cal Fire Dan Foster	<input type="checkbox"/> Fish & Wildlife Region 6 I/M Heidi Sickler Inyo/Mono, Habitat Conservation Program	<input type="checkbox"/> Cal State Transportation Agency CalSTA	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	<input type="checkbox"/> RWQCB 5F Central Valley Region (5) Fresno Branch Office
<input type="checkbox"/> Central Valley Flood Protection Board James Herota	<input type="checkbox"/> Dept. of Fish & Wildlife M George Isaac Marine Region	<input type="checkbox"/> Caltrans - Division of Aeronautics Philip Crimmins	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	<input type="checkbox"/> RWQCB 5R Central Valley Region (5) Redding Branch Office
<input type="checkbox"/> Office of Historic Preservation Ron Parsons	<input type="checkbox"/> Other Departments	<input type="checkbox"/> Caltrans - Planning HQ LD-IGR Terri Pencovic	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	<input type="checkbox"/> RWQCB 6 Lahontan Region (6)
<input type="checkbox"/> Dept of Parks & Recreation Environmental Stewardship Section	<input type="checkbox"/> Food & Agriculture Sandra Schubert Dept. of Food and Agriculture	<input type="checkbox"/> California Highway Patrol Suzann Ikeuchi Office of Special Projects	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	<input type="checkbox"/> RWQCB 6V Lahontan Region (6) Victorville Branch Office
<input type="checkbox"/> California Department of Resources, Recycling & Recovery Sue O'Leary	<input type="checkbox"/> Dept. of General Services Public School Construction	<input type="checkbox"/> Dept. of Transportation	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	<input type="checkbox"/> RWQCB 7 Colorado River Basin Region (7)
<input type="checkbox"/> S.F. Bay Conservation & Dev't. Comm. Steve McAdam	<input type="checkbox"/> Dept. of General Services Anna Garbeff Environmental Services Section	<input type="checkbox"/> Caltrans, District 1 Rex Jackman	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	<input type="checkbox"/> RWQCB 8 Santa Ana Region (8)
<input type="checkbox"/> Dept. of Water Resources Agency Nadell Gayou	<input type="checkbox"/> Delta Stewardship Council Kevan Samsam	<input type="checkbox"/> Caltrans, District 2 Marcelino Gonzalez	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	<input type="checkbox"/> RWQCB 9 San Diego Region (9)
<input type="checkbox"/> Fish and Game	<input type="checkbox"/> Housing & Comm. Dev. CEQA Coordinator Housing Policy Division	<input type="checkbox"/> Caltrans, District 3 Eric Federicks - South Susan Zanchi - North	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	<input type="checkbox"/> Other
<input type="checkbox"/> Dept. of Fish & Wildlife Scott Flint Environmental Services Division	<input type="checkbox"/> Independent Commissions, Boards	<input type="checkbox"/> Caltrans, District 4 Erik Alm	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	
<input type="checkbox"/> Fish & Wildlife Region 1 Donald Koch	<input type="checkbox"/> Delta Protection Commission Michael Machado	<input type="checkbox"/> Caltrans, District 5 Larry Newland	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	
		<input type="checkbox"/> Caltrans, District 6 Michael Navarro	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	
		<input type="checkbox"/> Caltrans, District 7 Dianna Watson	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	
		<input type="checkbox"/> Dept. of Toxic Substances Control CEQA Tracking Center	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	
		<input type="checkbox"/> Department of Pesticide Regulation CEQA Coordinator	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	
		<input type="checkbox"/> State Water Resources Control Board Regional Programs Unit Division of Financial Assistance	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	
		<input type="checkbox"/> State Water Resources Control Board Jeffery Werth Division of Drinking Water	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	
		<input type="checkbox"/> State Water Resources Control Board Student Intern, 401 Water Quality Certification Unit Division of Water Quality	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	
		<input type="checkbox"/> State Water Resources Control Board Phil Crader Division of Water Rights	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	
		<input type="checkbox"/> Dept. of Toxic Substances Control CEQA Tracking Center	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	
		<input type="checkbox"/> Department of Pesticide Regulation CEQA Coordinator	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	
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		<input type="checkbox"/> State Water Resources Control Board Student Intern, 401 Water Quality Certification Unit Division of Water Quality	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	
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		<input type="checkbox"/> Dept. of Toxic Substances Control CEQA Tracking Center	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	
		<input type="checkbox"/> Department of Pesticide Regulation CEQA Coordinator	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	
		<input type="checkbox"/> State Water Resources Control Board Regional Programs Unit Division of Financial Assistance	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	
		<input type="checkbox"/> State Water Resources Control Board Jeffery Werth Division of Drinking Water	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	
		<input type="checkbox"/> State Water Resources Control Board Student Intern, 401 Water Quality Certification Unit Division of Water Quality	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	
		<input type="checkbox"/> State Water Resources Control Board Phil Crader Division of Water Rights	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	
		<input type="checkbox"/> Dept. of Toxic Substances Control CEQA Tracking Center	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	
		<input type="checkbox"/> Department of Pesticide Regulation CEQA Coordinator	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	



Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

Notice of Preparation

February 3, 2015

To: Reviewing Agencies
Re: VTA's BART Silicon Valley - Phase II Extension Project
SCH# 2015022011

Attached for your review and comment is the Notice of Preparation (NOP) for the VTA's BART Silicon Valley - Phase II Extension Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.


Please direct your comments to:

Thomas W. Fitzwater
Santa Clara Valley Transportation Authority
3331 North First Street
San Jose, CA 95134-1906

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,


Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2015022011
Project Title VTA's BART Silicon Valley - Phase II Extension Project
Lead Agency Santa Clara Valley Transportation Authority

Type NOP Notice of Preparation

Description VTA's BART Silicon Valley - Phase II Extension project would be constructed in Santa Clara County. The 6-mile long Phase II Project would begin at the terminus of the BART Silicon Valley - Phase I Berryessa Extension Project (Phase I Project) south of Mabury Road in the City of San Jose. The Phase II Project would be at grade where it connects to the Phase I Project and then descend into approximately 5-mile long subway tunnels that continue through downtown San Jose and terminate at grade in the City of Santa Clara near the Santa Clara Caltrain Station. Four stations are proposed, three in San Jose, the Alum Rock, Downtown San Jose, and Diridon Stations, and one in Santa Clara, the 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 is proposed near the Santa Clara Station.

Lead Agency Contact

Name Thomas W. Fitzwater
Agency Santa Clara Valley Transportation Authority
Phone 408 321 5705 **Fax**
email
Address 3331 North First Street
City San Jose **State** CA **Zip** 95134-1906

Project Location

County Santa Clara
City San Jose
Region
Cross Streets
Lat / Long
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways
Airports
Railways
Waterways
Schools
Land Use

Project Issues

Reviewing Agencies Resources Agency; Department of Parks and Recreation; San Francisco Bay Conservation and Development Commission; Department of Water Resources; Department of Fish and Wildlife, Region 3; Native American Heritage Commission; Public Utilities Commission; Caltrans, Division of Transportation Planning; California Highway Patrol; Caltrans, District 4; Air Resources Board, Transportation Projects; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 2

Date Received 02/03/2015 **Start of Review** 02/03/2015 **End of Review** 03/04/2015

Resources Agency

Resources Agency
Nadell Gayou

Dept. of Boating & Waterways
Nicole Wong

California Coastal Commission
Elizabeth A. Fuchs

Colorado River Board
Lisa Johansen

Dept. of Conservation
Elizabeth Carpenter

California Energy Commission
Eric Knight

Cal Fire
Dan Foster

Central Valley Flood Protection Board
James Herota

Office of Historic Preservation
Ron Parsons

Dept of Parks & Recreation Environmental Stewardship Section

California Department of Resources, Recycling & Recovery
Sue O'Leary

S.F. Bay Conservation & Dev't. Comm.
Steve McAdam

Dept. of Water Resources
Nadell Gayou

Fish and Game

Dept. of Fish & Wildlife
Scott Flint
Environmental Services Division

Fish & Wildlife Region 1
Donald Koch

Fish & Wildlife Region 1E
Laurie Harnsberger

Fish & Wildlife Region 2
Jeff Drongesen

Fish & Wildlife Region 3
Charles Armor

Fish & Wildlife Region 4
Julie Vance

Fish & Wildlife Region 5
Leslie Newton-Reed
Habitat Conservation Program

Fish & Wildlife Region 6
Tiffany Ellis
Habitat Conservation Program

Fish & Wildlife Region 6 I/M
Heidi Sickler
Inyo/Mono, Habitat Conservation Program

Dept. of Fish & Wildlife M
George Isaac
Marine Region

Other Departments

Food & Agriculture
Sandra Schubert
Dept. of Food and Agriculture

Dept. of General Services
Public School Construction

Dept. of General Services
Anna Garbeff
Environmental Services Section

Delta Stewardship Council
Kevan Samsam

Housing & Comm. Dev.
CEQA Coordinator
Housing Policy Division

Independent

Commissions/Boards

Delta Protection Commission
Michael Machado

OES (Office of Emergency Services)
Dennis Castrillo

Native American Heritage Comm.
Debbie Treadway

Public Utilities Commission
Leo Wong

Santa Monica Bay Restoration
Guangyu Wang

State Lands Commission
Jennifer Deleong

Tahoe Regional Planning Agency (TRPA)
Cherry Jacques

Cal State Transportation Agency CalSTA

Caltrans - Division of Aeronautics
Philip Crimmins

Caltrans - Planning
HQ LD-IGR
Terri Pencovic

California Highway Patrol
Suzann Ikeuchi
Office of Special Projects

Dept. of Transportation

Caltrans, District 1
Rex Jackman

Caltrans, District 2
Marcelino Gonzalez

Caltrans, District 3
Eric Federicks - South
Susan Zanchi - North

Caltrans, District 4
Erik Alm

Caltrans, District 5
Larry Newland

Caltrans, District 6
Michael Navarro

Caltrans, District 7
Dianna Watson

Caltrans, District 8
Mark Roberts

Caltrans, District 9
Gayle Rosander

Caltrans, District 10
Tom Dumas

Caltrans, District 11
Jacob Armstrong

Caltrans, District 12
Maureen El Harake

Cal EPA

Air Resources Board
All Other Projects
Cathi Slaminski

Transportation Projects
Nesamani Kalandiyur

Industrial/Energy Projects
Mike Tollstrup

State Water Resources Control Board
Regional Programs Unit
Division of Financial Assistance

State Water Resources Control Board
Jeffery Werth
Division of Drinking Water

State Water Resources Control Board
Student Intern, 401 Water Quality Certification Unit
Division of Water Quality

State Water Resources Control Board
Phil Crader
Division of Water Rights

Dept. of Toxic Substances Control
CEQA Tracking Center

Department of Pesticide Regulation
CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

RWQCB 1
Cathleen Hudson
North Coast Region (1)

RWQCB 2
Environmental Document Coordinator
San Francisco Bay Region (2)

RWQCB 3
Central Coast Region (3)

RWQCB 4
Teresa Rodgers
Los Angeles Region (4)

RWQCB 5S
Central Valley Region (5)

RWQCB 5F
Central Valley Region (5)
Fresno Branch Office

RWQCB 5R
Central Valley Region (5)
Redding Branch Office

RWQCB 6
Lahontan Region (6)

RWQCB 6V
Lahontan Region (6)
Victorville Branch Office

RWQCB 7
Colorado River Basin Region (7)

RWQCB 8
Santa Ana Region (8)

RWQCB 9
San Diego Region (9)

Other _____

Conservancy

CARL GUARDINO, Chair
LUCETTA DUNN, Vice Chair
BOB ALVARADO
DARIUS ASSEMI
YVONNE B. BURKE
JAMES EARP
DARIO FROMMER
JAMES C. GHIEMMETTI
FRAN INMAN
JAMES MADAFFER
JOSEPH TAVAGLIONE

STATE OF CALIFORNIA

EDMUND G. BROWN Jr., Governor



SENATOR JIM BEALL, Ex Officio
ASSEMBLY MEMBER JIM FRAZIER, Ex Officio

Will Kempton, Executive Director

CALIFORNIA TRANSPORTATION COMMISSION

1120 N STREET, MS-52
SACRAMENTO, CA 95814
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
FAX (916) 653-2134
(916) 654-4245
<http://www.catc.ca.gov>

February 5, 2015

Mr. Thomas W. Fitzwater
Santa Clara Valley Transportation Authority
3331 North First Street
San Jose, CA 95134-1927

RE: Notice of Preparation - Third Supplemental Environmental Impact Report for the Bay Area Rapid Transit (BART) Silicon Valley Phase II Extension

Dear Mr. Fitzwater,

The California Transportation Commission (Commission), as a Responsible Agency, received the Notice of Preparation that a Third Draft Supplemental Environmental Impact Report will be prepared by the Santa Clara Valley Transportation Authority for the BART Silicon Valley Phase II Extension (project) in Santa Clara County. The commission has no comments with respect to the project's purpose and need, the alternatives to be studied, the impacts to be evaluated, and the evaluation methods used. As the project is programmed in the State Transportation Improvement Program (STIP) and actions under the purview of the Commission are anticipated, notification should be provided to the Commission as a Responsible Agency. Consideration of the environmental impacts of a project are required prior to the commission's allocation of funds for design, right of way or construction activities as well as for new public road connections and route adoptions.

If you have any questions, please contact Teresa Favila at (916) 653-2064.

Sincerely,

A handwritten signature in blue ink that reads "Will Kempton".

WILL KEMPTON
Executive Director

c: Katrina Pierce, Chief, Caltrans Division of Environmental analysis

From: [Ko, Felix](#)
To: [bartphase2eis-eir](#)
Cc: [State Clearinghouse \(State.clearinghouse@opr.ca.gov\)](#); [Chiang, Yen K.](#); [Gilbert, Daren S.](#); [Espinal, Steven](#); [Shitole, Rupa](#); [Sullivan, Colleen](#); [Artus, Stephen](#); [Wong, Leo](#); [Garabetian, Antranig G.](#); [Robertson, Michael](#); [Hansen, Robert](#)
Subject: SCH 2015022011 - VTA's BART Silicon Valley - Phase II NOP Response
Date: Monday, March 02, 2015 2:53:31 PM
Attachments: [2015-03-02 SCH 2015022011 VTA SVRT Extension Phase 2.pdf](#)

Mr. Fitzwater,

Please see our attached comment letter to VTA's BART Silicon Valley – Phase II extension. Thank you.

Felix Ko, P.E.
Acting Senior Utilities Engineer
Safety and Enforcement Division
Rail Crossings Safety Section
505 Van Ness Ave
San Francisco, CA 94102
(415) 703-3722

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVE
SAN FRANCISCO, CA 94102



March 2, 2015

Tom Fitzwater
VTA, Environmental Programs and Resource Management
3331 North First Street, Building B-2
San Jose, CA 95134
BARTPhase2EIS-EIR@vta.org

Re: SCH 2015022011 VTA's BART Silicon Valley – Phase II Extension Project

Dear Mr. Fitzwater:

The California Public Utilities Commission (Commission) has jurisdiction over the safety of rail transit systems in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings. The Commission's Rail Transit Safety Branch and Rail Crossings and Engineering Branch are in receipt of the Notice of Preparation (*NOP*) for the proposed BART Silicon Valley – Phase II Extension Project. The Santa Clara Valley Transportation Authority (VTA) is the lead agency.

According to the *NOP*, VTA proposes to extend BART Silicon Valley from Mabury Road in the City of San Jose to the Santa Clara Caltrain Station in the City of Santa Clara. Phase I consisted of extending the Bay Area Rapid Transit (BART) tracks from the existing Fremont station to a terminus near Mabury Road. Phase II is a further extension to the Santa Clara Caltrain station.

All construction located near the rail track within the project site must comply with the Commission's General Orders (GOs). Details on the Commission's General Orders are located here <http://www.cpuc.ca.gov/crossings>. These General Orders consist of:

- GO 26-D: Clearances on railroads and street railroads as to side and overhead structures, parallel tracks and crossings
- GO 72-B: Construction & Maintenance - Standard types of pavement construction at railroad grade crossings
- GO 88-B: Alterations of railroad crossings
- GO 95: Rules for Overhead Electric Line Construction
- GO 118: Construction, reconstruction and maintenance of walkways and control, of vegetation adjacent to railroad tracks
- GO 143-B: Design, construction and operation of light rail transit systems
- GO 164-D: Regulations governing state safety oversight of rail fixed guideway systems

The following crossings may be impacted by the project:

- Santa Clara Station Pedestrian Underpass, CPUC No. 105E-44.50-BD, Federal DOT No. 922715T
- State Route 880 Overpass, CPUC No. 105E-45.30-A, Federal DOT No. 755080G
- Hedding Street Overpass, CPUC No. 105E-45.60-A, Federal DOT No. 755081N

- West Taylor Street Underpass, CPUC No. 105E-45.90-B, Federal DOT No. 755083C

Commission authorization is required prior to modifying an existing highway-rail crossing. The Santa Clara Caltrain Station Pedestrian Underpass extension will require Commission authorization via the GO 88-B process. VTA has already initiated the process and the stakeholders attended a diagnostic meeting on June 24, 2014. Additionally, the State Route 880 Overpass, Hedding Street Overpass, and the West Taylor Street Overpass highway-rail crossings potentially require Commission Authorization for modification of the existing highway-rail crossings depending on the design and location of the proposed BART tracks.

There appears to be two locations where the proposed BART tracks cross existing freight railroad tracks. The two locations are within the Diridon station and immediately north of West Taylor Street in the City of San Jose. Any new crossings consisting of BART tracks over/under railroad tracks may require Commission authorization via the Commission's formal application process. The designs of these crossings will determine whether or not Commission authorization is required to construct the new crossings. For example, BART tracks in sealed tunnels beneath the existing railroad tracks do not require Commission authorization to construct. However, BART tracks on aerial structures over existing railroad tracks will require Commission authorization.

Finally, a System Safety Certification Plan is required by the Commission's Rail Transit Safety Branch.

If you have any questions, please contact myself at 415-703-3722 or by email at felix.ko@cpuc.ca.gov.

Sincerely,



Felix Ko, P.E.
Acting Senior Utilities Engineer
Rail Crossings and Engineering Branch
Safety & Enforcement Division

CC: State Clearinghouse, State.clearinghouse@opr.ca.gov

From: [Lew, Wingate@DOT](mailto:Lew.Wingate@DOT)
To: bartphase2eis-eir
Cc: [Maurice, Patricia@DOT](mailto:Maurice.Patricia@DOT)
Subject: Caltrans Comment Letter for NOP
Date: Wednesday, March 04, 2015 11:06:27 AM
Attachments: [image001.png](#)
[030415 Caltrans Comment Letter for NOP.pdf](#)

Mr. Fitzwater:

Attached is our comment letter for VTA's BART Silicon Valley – Phase II Extension NOP. The original letter will be sent via US mail.

Please contact me if you have any questions. Thanks.

Wingate



the environmental document including Park-and-Ride (PNR) and Kiss-and-Ride (KNR) trips by station for all proposed new BART stations.

Highway Operations

A traffic study should be conducted for ingress and egress routes for PNR and KNR trips to identify traffic impacts and mitigations. PNR trips are expected to be higher for the Alum Rock Station and the Santa Clara Station where parking structures are proposed. Since US-101/Alum Rock and US-101/McKee interchanges are expected to serve as major access routes to the Alum Rock Station; and similarly I-880/Coleman, I-880/The Alameda, and US-101/De La Cruz interchanges will serve as key access routes to the Santa Clara Station; these facilities should be included in traffic study scope. For the State Highway System, the traffic analysis should include freeway mainlines, on and off-ramps, ramp termini intersections with local streets, and signalized intersections for El Camino Real.

Signal Operations

The environmental document should have a complete signal analysis at all signalized intersections affecting State Highway System. Signal analysis should include existing, existing plus project, and existing plus project plus cumulative conditions, queue lengths for all movements, and turning movements.

Project Construction Activities

The BART Extension Phase II alignment crosses the State Highway System (SHS) at three locations. Construction activities requiring any partial/full freeway closures, or shoulder closures, regardless of time of the day, should be identified and analyzed for construction traffic impacts. Such impacts should be identified in the Supplemental Draft EIR/EIS and mitigated in the Traffic Management Plan (TMP) with detour plans, permitted lane closure hours, enhanced enforcement, public outreach, etc. Construction truck traffic should also be analyzed in the SDEIR if any part of SHS is used as major hauling route for BART construction truck traffic.


Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State ROW requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to the following address: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See the website linked below for more information: <http://www.dot.ca.gov/hq/traffops/developserv/permits>.

Mr. Fitzwater, Santa Clara Valley Transportation Authority
March 4, 2015
Page 3

Should you have any questions regarding this letter, please contact Wingate Lew at 510-622-5432 or wingate.lew@dot.ca.gov.

Sincerely,

A handwritten signature in black ink that reads "Pat U'". The letters are cursive and somewhat stylized.

PATRICIA MAURICE
Acting District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

Regional Agency Comments

From: [Anna Lloyd](#)
To: [bartphase2eis-eir](#)
Cc: [Toni Lyons](#); [Robert Gonzales](#); [Michelle Myers](#); [Ed Stevenson](#)
Subject: Notice of Preparation- 3rd Draft Supplemental Environmental Impact Report for VTA BART Silicon Valley-Phase II Extension Project
Date: Thursday, February 05, 2015 2:12:16 PM
Attachments: [NOP VTA BART Phase II Extension.pdf](#)

Dear Mr. Fitzwater,

The Alameda County Water District (ACWD) has no comments to offer at this time in regards to the description of the subject project included in the attached notice of preparation. However, it is requested that ACWD be kept on the Project mailing list so we may continue to receive additional information about the project. Please direct all future project correspondence to

Ms. Toni Lyons, Project Engineering Supervisor
PO Box 5110
43885 South Grimmer Blvd.
Fremont, CA 94537-5110

Toni may be reached at (510) 668-4480 or email: Toni.Lyons@acwd.com. Thank you.

Sincerely,

Anna Lloyd
ACWD Project Engineering Manager
Phone: (510) 668 – 4479
Email: anna.lloyd@acwd.com



CHIEF EXECUTIVE OFFICE

*Stan Risen
Chief Executive Officer*

*Patricia Hill Thomas
Chief Operations Officer/
Assistant Executive Officer*

*Keith D. Boggs
Assistant Executive Officer*

*Jody Hayes
Assistant Executive Officer*

1010 10th Street, Suite 6800, Modesto, CA 95354
Post Office Box 3404, Modesto, CA 95353-3404

Phone: 209.525.6333 Fax 209.544.6226

STANISLAUS COUNTY ENVIRONMENTAL REVIEW COMMITTEE

February 25, 2015

UTA ENVIRONMENTAL

2015MAR04 AM09:12

Thomas W. Fitzwater, Manager
Environmental Programs and Resources Management
Santa Clara Valley Transportation Authority
3331 North First Street
San Jose, CA 95134-1927

**SUBJECT: ENVIRONMENTAL REFERRAL – SANTA CLARA VALLEY
TRANSPORTATION AUTHORITY (VTA) BART SILICON VALLEY – PHASE II
EXTENSION PROJECT – NOTICE OF PREPARATION OF A 3RD DRAFT
SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (SEIR)**

Mr. Fitzwater:

Thank you for the opportunity to review the above-referenced project.

The Stanislaus County Environmental Review Committee (ERC) has reviewed the subject project and has no comments at this time.

The ERC appreciates the opportunity to comment on this project.

Sincerely,

Delilah Vasquez
Management Consultant
Environmental Review Committee

DV:ss

cc: ERC Members

From: [Yeung, Ivana](#)
To: [bartphase2eis-eir](#)
Cc: [Cameron, Dawn](#)
Subject: Notice of Preparation of 3rd Draft Supplemental Environmental Impact Report for VTA's BART Silicon Valley - Phase II Extension Project
Date: Wednesday, February 25, 2015 5:54:50 PM

Dear Mr. Fitzwater,

The County of Santa Clara Roads and Airports appreciates the opportunity to comment on the Notice of Preparation. Although we are not submitting comments at this time, please send us a copy of the Draft EIR and traffic analysis appendices when the report is ready.

Sincerely,

Ivana Yeung
Transportation Planner

Planning, Land Development & Survey Unit
County of Santa Clara Roads & Airports Department
101 Skyport Drive, San Jose, CA 95110
ivana.yeung@rda.sccgov.org
P: 408-573-2464



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
 300 Lakeside Drive, P.O. Box 12688
 Oakland, CA 94604-2688
 (510) 464-6000

VTA ENVIRONMENTAL

2015FEB27 PM03:29

2015

Thomas M. Blalock, P.E.
 PRESIDENT

Tom Radulovich
 VICE PRESIDENT

Grace Crunican
 GENERAL MANAGER

February 26, 2015

Thomas W. Fitzwater
 Santa Clara Valley Transportation Authority
 Environmental Programs and Resources
 3331 North First Street, Building B-2
 San Jose, CA 95134

DIRECTORS

Gail Murray
 1ST DISTRICT

Joel Keller
 2ND DISTRICT

Rebecca Saltzman
 3RD DISTRICT

Robert Raburn, Ph.D.
 4TH DISTRICT

John McPartland
 5TH DISTRICT

Thomas M. Blalock, P.E.
 6TH DISTRICT

Zakhary Mallett, MCP
 7TH DISTRICT

Nicholas Josefowitz
 8TH DISTRICT

Tom Radulovich
 9TH DISTRICT

Re: BART District Scoping Comments on the Notice of Preparation of a 3rd Supplemental Environmental Impact Report for VTA's BART Silicon Valley – Phase II Extension Project

Dear Mr. Fitzwater:

The San Francisco Bay Area Rapid Transit District (BART) has reviewed the Notice of Preparation for a 3rd Supplemental Environmental Impact Report (3SEIR) for VTA's BART Silicon Valley – Phase II Extension Project. We are submitting the following comments for your consideration in proceeding with preparation of this document.

Overall Comments - Process

- BART should be identified in the 3rd SEIR and consulted as a Responsible Agency under CEQA.
- In order for VTA to proceed to Phase II project implementation, the BART Board of Directors must accept VTA's project, consider the environmental effects of the project as shown in your EIR and adopt findings on each significant effect as provided in CEQA Guidelines section 15096. In order to support this, VTA must collaborate closely with BART and share as much information as required as early in the process as possible.

Specific Comments

Project Description

- Although VTA will construct the Phase II Extension Project, BART will operate and maintain it. The project description must describe a functional project that BART can operate and maintain safely, efficiently and cost-effectively.
- A critical component of a functional project is a maintenance and storage facility. Inclusion of a full maintenance and storage facility is an absolute requirement for BART to participate in the implementation of this project. Currently, the proposed site is in Santa Clara, on the site of the former Southern Pacific Newhall Yard. If the Supplemental EIR considers any alternatives to that site, BART would require that they have equivalent functionality, that they be environmentally-cleared with the project, and that any impacts to BART or its operation be fully mitigated.

Transportation

- Impacts to BART's core system which may arise from the proposed extension must be documented and any impacts mitigated as part of VTA's project. If VTA's ridership analysis relies on project riders boarding at BART stations within the core system, VTA must ensure that sufficient access is provided to accommodate the increase from BART's projected core system ridership without the project. See additional comments on Core System Impacts.
- To accurately incorporate core system access for VTA project riders, VTA's modeling work performed in connection with the EIR must be updated to reflect a baseline calibrated to BART's current ridership level and level of crowding, and also must reflect BART's fleet planning activities, including the delivery of BART's new fleet over the coming years.

Energy and Power

- FTA's Final Environmental Impact Statement for the Silicon Valley Rapid Transit Corridor (2010) for the extension of BART to San Jose identified potential peak period power distribution reliability problems in the San Jose area. The 3SEIR should update this analysis and fully mitigate any shortfalls.

Cumulative Impacts

- The 3SEIR should include a number of projects in Cumulative Impacts as reasonably foreseeable future projects. These should include Caltrain electrification and the Caltrain extension to Transbay Terminal, with the accompanying frequency increases planned for that system. The 3SEIR should also include the California High Speed Rail service from San Francisco to San Jose, and then on to Los Angeles and Southern California.

Core System Impacts

- VTA completed its Core System Impact Study in 2003 and its BART SVRT Core Stations Modification Study in 2011. In calendar 2003, BART's actual average weekday ridership was only 299,112, while in calendar 2011, it was 355,039. Since that time, BART's average weekday ridership continued to grow significantly. For calendar 2014, the comparable figure was 411,471. In addition, BART's ridership has become more concentrated in peak commute hours, and the largest ridership gains have occurred at our busiest stations, including Embarcadero and Montgomery. VTA's analysis of core system impacts needs to be updated to calibrate to current and projected conditions, and any new or increased impacts that were not identified in the previous study need to be documented and fully mitigated.

Thank you for the opportunity to comment on this Notice of Preparation. Please call Duncan Watry in BART Planning at (510) 287-4840 if you have any questions.

Sincerely,



Val Menotti
Chief Planning & Development Officer

cc: Robert Mitroff, Chief, BART Planning & Development
Bernadette Lambert, BART Planning & Development
Nancy Lowenthal, BART Legal
Ellen Smith, BART Planning & Development
Duncan Watry, BART Planning & Development

From: [Cocke, Stacy](#)
To: [bartphase2eis-eir](#)
Subject: Caltrain scoping letter on SV PhII SEIR/S
Date: Monday, March 02, 2015 1:24:38 PM
Attachments: [Caltrain ScopingLetter SVPhII_Mar2015.pdf](#)

Hi Tom,

Attached is the scoping comment letter from Caltrain for the Silicon Valley Phase II Extension Project. SEIR I will send the signed original letter to you as well.

Thanks, Stacy

Stacy Cocke
Senior Planner, Caltrain Modernization Program

Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue
San Carlos, CA 94070-1306

Phone: **650.508.6207**
Cell: **650.730.7262**

 please consider the environment before printing this e-mail



March 2, 2015

Mr. Thomas W. Fitzwater
Manager, Environmental Programs and Resources Management
Santa Clara Valley Transportation Authority
3331 North First Street
San Jose, CA 95134

Subject: Notice of Preparation (NOP) of a 3rd Draft Supplemental Environmental Impact Report (SEIR) for VTA's BART Silicon Valley - Phase II Extension Project

Dear Mr. Fitzwater:

Thank you for the opportunity to comment on the NOP of the 3rd Draft SEIR for VTA's BART Silicon Valley – Phase II Extension Project (BART Phase II Project). It is our understanding the BART Phase II Project is a 6-mile heavy rail extension project with four stations. Construction is planned to begin in 2019 and continue for six years.

As you know, the JPB has many active projects along the corridor as well as in the south terminal area that will support the BART extension project. Close coordination during environmental analysis, design and construction will be necessary to ensure the successful advancement of important projects in the south terminal area.

As such, we request your attention on evaluating in the BART Phase II SEIR permanent and temporary impacts to our existing infrastructure and service as well as the following active Caltrain projects:

- CBOSS PTC project, an advanced signal system currently being constructed and targeted for revenue service in 2015.
- Peninsula Corridor Electrification Project (PCEP), an electrified system from the 4th and King to Tamien Station and electric vehicles, targeted for construction starting 2016 and revenue service in 2020-2021.
- South Terminal Phase II project, an additional track between the Caltrain maintenance facility (CEMOF) and San Jose Diridon Station currently in the planning phase with an estimated construction completion date by 2023.
- South Terminal Phase III / Los Gatos Creek Bridge Replacement Project, an additional track between San Jose Diridon station and I-280 and replacement of the Los Gatos Creek Bridge currently being environmentally cleared with an estimated construction completion date by 2023.

PENINSULA CORRIDOR JOINT POWERS BOARD

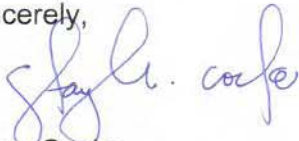
1250 San Carlos Ave.- P.O. Box 3006
San Carlos, CA 94070-1306 650.508.6269

- Caltrain / High Speed Rail (HSR) blended system, a high-speed rail project providing additive capital investments in the corridor, currently conceptually defined and not yet been environmentally cleared.

The projects above are described in the FEIR which can be found on our website: http://www.caltrain.com/projectsplans/CaltrainModernization/Modernization/PeninsulaCorridorElectrificationProject/PCEP_FEIR_2014.html. Please let us know if you'd like to meet for additional information and discussion.

We appreciate your consideration of our comments and we look forward to working with you in advancing your program. I can be reached at cockes@samtrans.com or (650) 508-6207.

Sincerely,



Stacy Cocke
Senior Planner, Caltrain Modernization Program

Copy: Marian Lee, JPB
Hilda Lafebre, SamTrans

File: 26326
Various
X-Fac: Guadalupe River
Los Gatos Creek
Coyote Creek
Lower Silver Creek
Central Pipeline

VTA ENVIRONMENTAL

March 2, 2015

2015MAR09 AM09:15

Mr. Thomas Fitzwater
Environmental Programs and Resources Management
Santa Clara Valley Transportation Authority
3331 North First Street
San Jose, CA 95134

Subject: Notice of Preparation of 3rd Draft Supplemental Environmental Impact Report for BART
Silicon Valley - Phase II Extension Project

Dear Mr. Fitzwater:

The Santa Clara Valley Water District (District) has reviewed the Notice of Preparation (NOP) of 3rd Draft Supplemental Environmental Impact Report (SEIR) for BART Silicon Valley - Phase II Extension Project received by the District on February 3, 2015.

The proposed project includes crossings of the District's Central Pipeline (Emory Street and Stockton Avenue); Los Gatos Creek; the Guadalupe River; and Lower Silver Creek. In addition, there is a crossing of Coyote Creek that is part of the District's upcoming Mid-Coyote flood protection project, which is currently in final stages of planning with design scheduled for next year and construction in 2019. Crossings of these of District's facilities will require a District permit as per the District's Water Resources Protection Ordinance. Additionally, the VTA will need to obtain necessary land rights for crossings of District fee title property, which require the District's Board of Directors approval, prior to the start of construction and issuance of permits. As such the District is to be considered a responsible agency under CEQA.

The Draft SEIR should include updates as needed regarding impacts to flooding based on FEMA's current flood insurance rate maps.

Please forward a copy of the Draft SEIR, as well as other project documents, as they become available for our review and comments. Reference District File No. 26326 on further correspondence regarding this project. If you have any questions or need further information, you can reach me at (408) 630-2322.

Sincerely,


for Colleen Haggerty, P.E.
Associate Civil Engineer
Community Projects Review Unit

cc: S. Tippetts, C. Haggerty, S. Yung, File

26326_57416ch03-02

Local Agency Comments

March 2, 2015

Mr. Tom Fitzwater
Environmental Programs and Resources Management, Bldg B-2
Valley Transportation Authority
3331 North First Street
San Jose, CA 95134

SUBJECT: ENVIRONMENTAL SCOPING COMMENTS FOR THE BART-SILICON VALLEY PHASE II EXTENSION PROJECT

Dear Mr. Fitzwater:

The City of San José appreciates the opportunity to provide the following comments related to the development of the environmental impact report/environmental impact statement (EIR/EIS) for the BART-Silicon Valley Phase II Extension project.

Project Description

The project description of the EIR/EIS should include the following information:

- Changes from previously approved environmental document(s) - Describe the changes to the project description (as it relates to the Phase II project) from the previously approved 2007 Final Environmental Impact Report (16-mile project) and any analysis or reasoning that support the changes, e.g., elimination of the Western Dental portal location, changes to the Alum Rock Station area, etc.
- Construction
 - The project description should describe any measures to reduce construction impacts on businesses impacted by construction activities. While VTA policies do not currently support financial contributions to businesses impacted by the construction of the project, more aggressive and targeted measures should be considered to maintain the accessibility and viability of businesses through the construction process. Further, streamlining claims processes and including multi-lingual claims forms should be considered in the construction impact mitigation plan.
 - Describe the temporary construction impacts to traffic and circulation, parking, and transit services associated with the construction of the stations and crossover box to include the anticipated duration of the impacts.
 - The project description should describe the conceptual construction management plan along the route, including proposed truck routes, staging areas, and worker parking. Truck routes will require approval by the City's Department of Transportation.

- Changes to roadway vehicle capacity resulting from the projects – The project description in the EIR/EIS should describe any changes to the roadway network due to the project. Potential changes that should be disclosed in the document include the removal or addition of travel lanes to accommodate the project, new turn lanes, and any new signals required to accommodate traffic flow into the station area “kiss and ride” and parking garages.
- Changes to on-street parking – Discuss if on-street parking spaces will be removed in the vicinity of the new BART stations or BART supporting facilities.

Cultural Resources

Analyze potential construction vibration impacts from tunnel and station construction on historically significant structures along the route, particularly the Five Wounds Church and historic buildings along Santa Clara Street in downtown San José.

Consistency with City Land Use Plans and Policies

The Land Use section of the EIR/EIS should discuss how the project is consistent with the City’s adopted plans and policies. Adopted plans to which the project should be analyzed include the Five Wounds, Little Portugal, 24th and William Street Urban Village Plans, the Diridon Station Area Plan and the Downtown Strategy 2000. This discussion should indicate how the project will further support or impede the implementation of the plan’s goals and objectives on land use, urban design, circulation, parking, and parks and open space.

The EIR/EIS should discuss conformance with policies in the Envision San José 2040 General Plan, especially policies that establish thresholds for determining environmental impacts and policies related to transportation. A list of applicable General Plan Policies is included as an attachment to this letter.

Transportation

- The EIR should use the City’s Transportation Level of Service Policy (City Council Policy 5-3) for determining thresholds of significance when evaluating vehicular traffic impacts of the project.
- The 2010 FEIS noted adverse impacts to various segments of the US 101 freeway associated with the BART project that could not be mitigated. However, since the approval of the FEIS, VTA has developed an expresslanes project along the US 101 corridor. The public comment period for the Draft Environmental Impact Study for the expresslanes project was closed as of February 26, 2015. The EIR/EIS should discuss how implementation of the expresslanes project will affect the analysis of freeway the BART Phase II project.
- The analysis should review the need for the U.S. 101/Mabury Road interchange.
- According to the previous FEIR, the project will commit a “fair share contribution” toward the improvement of several affected roadways (e.g., widening of Montague

Expressway (Trade Zone Blvd/Montague Expressway). The current EIR/EIS should state that this contribution will remain. Note that designating intersections associated with highway interchanges as “protected” is not within the jurisdiction of the City of San José.

Utilities

- The EIR/EIS should discuss the management of utilities, particularly those that need to be relocated as part of the tunnel, station construction and other supportive infrastructure. Recent experience along Santa Clara Street indicates inaccuracies with utility mapping along the Santa Clara Street corridor. A strategic, advanced approach to working with utility companies to verify both active and abandoned facilities is critical to avoiding and/or minimizing unanticipated service disruptions to the community.
- Please discuss any anticipated service disruptions, estimated duration, and potential impact on the surrounding areas and any mitigation strategies.

In addition to the above described environmental review topics, it is requested VTA also evaluate the following issues in the EIR/EIS:

Access

The project description, land use and/or transportation section of the EIR/EIS should discuss station access, including connectivity with other transit/modes, usability, placemaking, safety, security and maintenance.

- In evaluating station portals, 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.
- In further defining the project, evaluate strategies for improving access to and from stations by transit/shuttle, foot and bike, including coordination with other transit/rail agencies, land use strategies, and enhanced bike and pedestrian facilities.
- Evaluate the impact of alternative parking scenarios (including phased, shared and/or reduced parking) on GHG emissions, ridership, access, and project cost. Factor in the City’s adopted Diridon Station Area Plan and the associated parking analyses in evaluating alternative parking scenarios.
- Evaluate strategies for maximizing access by disadvantaged persons and/or communities.
- Because all BART users are pedestrians as they enter the system, various station configurations and portal locations should be assessed for pedestrian comfort, enjoyment, safety and security and, in turn, the functionality of the pedestrian environment both internal and external to the system.
- Assess the impact of various station configurations on security and maintenance needs (for example, elevators, length of passageways, stairway/escalators, sightlines, and materials).

Station Configurations

- Alum Rock Station

Analyze designs, configurations, and operational improvements to maximize connectivity between BART and other transit and multimodal services. These services including VTA Bus, Bus Rapid Transit (including the potential to move the BRT Station currently under construction at 24th Street to 28th Street and Santa Clara), secure bike lockers/racks, and bike/pedestrian facilities, particularly surrounding streets, the Five Wounds Rail to Trail project and Coyote Creek Trail. Include an operational analysis of how the proposed circulation pattern for station and parking garage access will address pedestrian and bicyclist safety in the vicinity. Several schools exist in the vicinity of the station with children walking and biking through the station area. Also, discuss how the revised station footprint, "kiss and ride" drop off area, and parking garage will be consistent with the Five Wounds Urban Village Plan. This EIR/EIS should evaluate the parking garage location analyzed in previous environmental documents and included in the Five Wounds Urban Village Plan.

- Downtown San Jose Station

- Analyze station portal locations included in previous environmental studies, including options for the adaptive reuse of the Western Dental building and assess other portal options given their proximity to existing and potential major destinations/origins. This alternative location can be studied as one of the project alternatives analyzed in the EIR/EIS.
- With respect to the Western Dental building, please discuss potential impacts to the historic character of the structure, as this structure is a candidate city landmark and is a contributing structure to the Downtown San José Commercial District, a National Registered Historic District (see the City of San José Historic Resources Inventory).
- Analyze designs, configurations, and operational improvements to maximize connectivity between BART and other transit and multimodal services, including Light Rail (LR), VTA Buses, BRT, Regional Buses, DASH, BikeShare, secure bike lockers/racks and downtown bike facilities.

- Diridon Station

- Analyze designs, configurations, and operational improvements to maximize connectivity between BART and other transit and multimodal services at Diridon Station. This includes current transit options (VTA Light Rail, VTA Buses, Regional Buses, DASH, Bay Area BikeShare, secure bike lockers/racks, bike facilities, Caltrain, ACE, Capitol Corridor, Amtrak) and planned ones (an electrified Caltrain, improved ACE & Capitol Corridor services, High Speed Rail, Automated People Mover (APM) or Transit Network (ATN) Airport Connection). Specifically, the document should analyze options for a platform-to-platform transfer between BART, Caltrain, light rail (and other rail) and assess the potential ridership on a connector between the airport and Diridon.
- Factor in the City's adopted Diridon Station Area Plan and the associated parking analyses in evaluating alternative parking scenarios.

Mr. Thomas Fitzwater

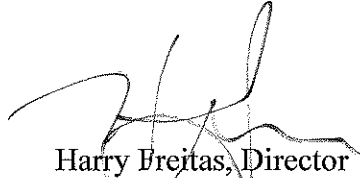
SUBJECT: BART-SILICON VALLEY PHASE II EXTENSION PROJECT

March 2, 2015

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The City of San José appreciates the opportunity to review and comment on the project, however, we reserve the right to provide further comments based on changes to the currently described project. If you have questions concerning our comments, please contact John Davidson of the Department of Planning, Building and Code Enforcement at (408) 535-7895.

Sincerely,

A handwritten signature in black ink, appearing to read "H. Freitas", written over a faint, illegible printed name.

Harry Freitas, Director
Planning, Building and Code Enforcement

Attachment: List of Envision San José 2040 General Plan Policies that apply to the BART Phase II project.

ATTACHMENT 1

Envision San José 2040 General Plan Policies that apply to the BART Silicon Valley – Phase II Extension Project

1. Aesthetics:

Policy CD-1.1: Require the highest standards of architectural and site design, and apply strong design controls for all development projects, both public and private, for the enhancement and development of community character and for the proper transition between areas with different types of land uses.

Policy CD-1.8: Create an attractive street presence with pedestrian-scaled building and landscaping elements that provide an engaging, safe, and diverse walking environment. Encourage compact, urban design, including use of smaller building footprints, to promote pedestrian activity throughout the City.

Policy CD-1.13: Use design review to encourage creative, high-quality, innovative, and distinctive architecture that helps to create unique, vibrant places that are both desirable urban places to live, work, and play and that lead to competitive advantages over other regions.

2. Air Quality:

Policy MS-10.1: Assess projected air emissions from new development in conformance with the Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines and relative to state and federal standards. Identify and implement feasible air emission reduction measures.

Policy MS-10.2: Consider the cumulative air quality impacts from proposed developments for proposed land use designation changes and new development, consistent with the region's Clean Air Plan and State law.

Policy MS-11.1: Require completion of air quality modeling for sensitive land uses such as new residential developments that are located near sources of pollution such as freeways and industrial uses. Require new residential development projects and projects categorized as sensitive receptors to incorporate effective mitigation into project designs or be located an adequate distance from sources of toxic air contaminants (TACs) to avoid significant risks to health and safety.

Policy MS-11.5: Encourage the use of pollution absorbing trees and vegetation in buffer areas between substantial sources of TACs and sensitive land uses.

Policy MS-13.1: Include dust, particulate matter, and construction equipment exhaust control measures as conditions of approval for subdivision maps, site development and planned development permits, grading permits, and demolition permits. At minimum, conditions shall

conform to construction mitigation measures recommended in the current BAAQMD CEQA Guidelines for the relevant project size and type.

3. Biological Resources:

Policy MS-21.4: Encourage the maintenance of mature trees, especially natives, on public and private property as an integral part of the community forest. Prior to allowing the removal of any mature tree, pursue all reasonable measures to preserve it.

Policy MS-21.5: As part of the development review process, preserve protected trees (as defined by the Municipal Code), and other significant trees. Avoid any adverse affect on the health and longevity of protected or other significant trees through appropriate design measures and construction practices. Special priority should be given to the preservation of native oaks and native sycamores. When tree preservation is not feasible, include appropriate tree replacement, both in number and spread of canopy.

Policy ER-4.1: Preserve and restore, to the greatest extent feasible, habitat areas that support special-status species. Avoid development in such habitats unless no feasible alternatives exist and mitigation is provided of equivalent value.

Policy ER-5.1: Avoid implementing activities that result in the loss of active native birds' nests, including both direct loss and indirect loss through abandonment, of native birds. Avoidance of activities that could result in impacts to nests during the breeding season or maintenance of buffers between such activities and active nests would avoid such impacts.

4. Cultural Resources:

Policy ER-10.1: For proposed development sites that have been identified as archaeologically or paleontologically sensitive, require investigation during the planning process in order to determine whether potentially significant archeological or paleontological information may be affected by the project and then require, if needed, that appropriate mitigation measures be incorporated into the project design.

Policy ER-10.2: Recognizing that Native American human remains may be encountered at unexpected locations, impose a requirement on all development permits and tentative subdivision maps that upon their discovery during construction, development activity will cease until professional archaeological examination confirms whether the burial is human. If the remains are determined to be Native American, applicable state laws shall be enforced.

Policy ER-10.3: Ensure that City, State, and Federal historic preservation laws, regulations, and codes are enforced, including laws related to archaeological and paleontological resources, to ensure the adequate protection of historic and pre-historic resources.

Policy LU-14.5: Continue and strengthen enforcement programs, such as those addressing vacant buildings, to promote the maintenance and survival of all classes of the city's historic and cultural resources.

Also see Policy EC-2.3 regarding construction vibration and historic buildings.

5. Geology and Soils:

Policy EC-3.1: Design all new or remodeled habitable structures in accordance with the most recent California Building Code and California Fire Code as amended locally and adopted by the City of San José, including provisions regarding lateral forces.

Policy EC-3.2: Within seismic hazard zones identified under the Alquist-Priolo Fault Zoning Act, California Seismic Hazards Mapping Act and/or by the City of San José, complete geotechnical and geological investigations and approve development proposals only when the severity of seismic hazards have been evaluated and appropriate mitigation measures are provided as reviewed and approved by the City of San José Geologist. State guidelines for evaluating and mitigating seismic hazards and the City-adopted California Building Code will be followed.

Policy EC-4.1: Design and build all new or remodeled habitable structures in accordance with the most recent California Building Code and municipal code requirements as amended and adopted by the City of San José, including provisions for expansive soil, and grading and storm water controls.

Policy EC-4.2: Approve development in areas subject to soils and geologic hazards, including unengineered fill and weak soils and landslide-prone areas, only when the severity of hazards have been evaluated and if shown to be required, appropriate mitigation measures are provided. New development proposed within areas of geologic hazards shall not be endangered by, nor contribute to, the hazardous conditions on the site or on adjoining properties. The City of San José Geologist will review and approve geotechnical and geological investigation reports for projects within these areas as part of the project approval process.

Policy EC-4.4: Require all new development to conform to the City of San José's Geologic Hazard Ordinance.

Policy EC-4.5: Ensure that any development activity that requires grading does not impact adjacent properties, local creeks and storm drainage systems by designing and building the site to drain properly and minimize erosion. An Erosion Control Plan is required for all private development projects that have a soil disturbance of one acre or more, are adjacent to a creek/river, and/or are located in hillside areas. Erosion Control Plans are also required for any grading occurring between October 15 and April 15.

Policy EC-4.7: Consistent with the San José Geologic Hazard Ordinance, prepare geotechnical and geological investigation reports for projects in areas of known concern to address the implications of irrigated landscaping to slope stability and to determine if hazards can be adequately mitigated.

6. Greenhouse Gas Emissions:

Greenhouse Gas Reduction Strategy: Refer to Appendix 8 of the *Envision San Jose 2040 General Plan*, the City's Greenhouse Gas Reduction Strategy.

7. Hazards and Hazardous Materials:

Policy MS-13.2: Construction and/or demolition projects that have the potential to disturb asbestos (from soil or building material) shall comply with all the requirements of the California Air Resources Board's air toxics control measures (ATCMs) for Construction, Grading, Quarrying, and Surface Mining Operations.

Policy EC-6.6: Address through environmental review for all proposals for new residential, park and recreation, school, day care, hospital, church or other uses that would place a sensitive population in close proximity to sites on which hazardous materials are or are likely to be located, the likelihood of an accidental release, the risks posed to human health and for sensitive populations, and mitigation measures, if needed, to protect human health.

Policy EC-7.1: For development and redevelopment projects, require evaluation of the proposed site's historical and present uses to determine if any potential environmental conditions exist that could adversely impact the community or environment.

Policy EC-7.2: Identify existing soil, soil vapor, groundwater and indoor air contamination and mitigation for identified human health and environmental hazards to future users and provide as part of the environmental review process for all development and redevelopment projects. Mitigation measures for soil, soil vapor and groundwater contamination shall be designed to avoid adverse human health or environmental risk, in conformance with regional, state and federal laws, regulations, guidelines and standards.

Policy EC-7.4: On redevelopment sites, determine the presence of hazardous building materials during the environmental review process or prior to project approval. Mitigation and remediation of hazardous building materials, such as lead-paint and asbestos-containing materials, shall be implemented in accordance with state and federal laws and regulations.

Policy EC-7.5: On development and redevelopment sites, require all sources of imported fill to have adequate documentation that it is clean and free of contamination and/ or acceptable for the proposed land use considering appropriate environmental screening levels for contaminants. Disposal of groundwater from excavations on construction sites shall comply with local, regional, and state requirements.

Action EC-7.10: Require review and approval of grading, erosion control and dust control plans prior to issuance of a grading permit by the Director of Public Works on sites with known soil contamination. Construction operations shall be conducted to limit the creation and dispersion of dust and sediment runoff.

Action EC-7.11: Require sampling for residual agricultural chemicals, based on the history of land use, on sites to be used for any new development or redevelopment to account for worker

and community safety during construction. Mitigation to meet appropriate end use such as residential or commercial/industrial shall be provided.

8. Hydrology and Water Quality:

Policy ER-8.1: Manage stormwater runoff in compliance with the City's Post-Construction Urban Runoff (6-29) and Hydromodification Management (8-14) Policies.

Policy ER-8.3: Ensure that private development in San José includes adequate measures to treat stormwater runoff.

Policy ER-8.4: Assess the potential for surface water and groundwater contamination and require appropriate preventative measures when new development is proposed in areas where storm runoff will be directed into creeks upstream from groundwater recharge facilities.

Policy ER-8.5: Ensure that all development projects in San José maximize opportunities to filter, infiltrate, store and reuse or evaporate stormwater runoff onsite.

Policy ER-9.2: In consultation with the SCVWD restrict or carefully regulate public and private development in upland areas to prevent uncontrolled runoff that could impact the health and stability of streams.

Policy EC-4.1: Design and build all new or remodeled habitable structures in accordance with the most recent California Building Code and municipal code requirements as amended and adopted by the City of San José, including provisions for expansive soil, and grading and storm water controls.

Policy EC-5.7: Allow new urban development only when mitigation measures are incorporated into the project design to ensure that new urban runoff does not increase flood risks elsewhere.

Action EC-5.16: Implement the Post-Construction Urban Runoff Management requirements of the City's Municipal NPDES Permit to reduce urban runoff from project sites.

Policy IN-3.9: Require developers to prepare drainage plans that define needed drainage improvements for proposed developments per City standards.

9. Land Use and Planning:

Policy LU-1.1: Encourage Walking. Create safe, attractive, and accessible pedestrian connections between developments and to adjacent public streets to minimize vehicular miles traveled.

Policy LU-1.2: Create safe, attractive, and accessible pedestrian connections between developments and to adjacent public streets to minimize vehicular miles traveled.

Policy LU-6.1: Prohibit conversion of lands designated for light and heavy industrial uses to non-industrial uses. Prohibit lands designated for industrial uses and mixed industrial-commercial uses to be converted to non-employment uses. Lands that have been acquired by the

City for public parks, public trails, or public open space may be re-designated from industrial or mixed-industrial lands to non-employment uses. Within the Five Wounds BART Station and 24th Street Neighborhood Urban Village areas, phased land use changes, tied to the completion of the planned BART station, may include the conversion of lands designated for Light Industrial, Heavy Industrial or other employment uses to non-employment use provided that the Urban Village areas maintain capacity for the overall total number of existing and planned jobs.

Policy LU-6.2: Prohibit encroachment of incompatible uses into industrial lands, and prohibit non-industrial uses which would result in the imposition of additional operational restrictions and/or mitigation requirements on industrial users due to land use incompatibility issues.

Policy LU-6.3: When new uses are proposed in proximity to existing industrial uses, incorporate measures within the new use to minimize its negative impacts on existing nearby land uses and to promote the health and safety of individuals at the new development site.

Policy LU-6.4: Encourage the development of new industrial areas and the redevelopment of existing older or marginal industrial areas with new industrial uses, particularly in locations which facilitate efficient commute patterns. Use available public financing to provide necessary infrastructure improvements as one means of encouraging this economic development and revitalization.

Policy LU-6.7: Encourage supportive and compatible commercial and office uses in industrial areas designated for those uses. In areas reserved for light and heavy industrial uses, only limited auxiliary and incidental commercial uses, such as small eating establishments, may be permitted when such uses are of a scale and design providing support only to the needs of businesses and their employees in the immediate industrial area.

Policy LU-6.8: Reserve industrial areas for industrial and compatible support uses, while recognizing that industrial uses come in a variety of types and forms. Allow non-industrial uses which are only incidental to and totally compatible with primary industrial uses in exclusively industrial areas. Consider allowing supportive, non-industrial activities, such as retail sales of materials manufactured or stored on site.

Policy LU-9.1: Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas. Consistent with Transportation Policy TR-2.11, prohibit the development of new cul-de-sacs, unless it is the only feasible means of providing access to a property or properties, or gated communities, that do not provide through- and publicly-accessible bicycle and pedestrian connections.

Policy LU-9.5: Require that new residential development be designed to protect residents from potential conflicts with adjacent land uses.

Policy LU-9.7: Ensure that new residential development does not impact the viability of adjacent employment uses that are consistent with the *Envision General Plan* Land Use / Transportation Diagram.

Policy LU-9.17: Limit residential development in established neighborhoods that are not identified growth areas to projects that conform to the site’s Land Use / Transportation Diagram designation and meet Urban Design policies in this Plan.

10. Noise:

Policy EC-1.1: Locate new development in areas where noise levels are appropriate for the proposed uses. Consider federal, state and City noise standards and guidelines as a part of new development review. Applicable standards and guidelines for land uses in San José include:

Interior Noise Levels

- The City’s standard for interior noise levels in residences, hotels, motels, residential care facilities, and hospitals is 45 dBA DNL. Include appropriate site and building design, building construction and noise attenuation techniques in new development to meet this standard. For sites with exterior noise levels of 60 dBA DNL or more, an acoustical analysis following protocols in the City-adopted California Building Code is required to demonstrate that development projects can meet this standard. The acoustical analysis shall base required noise attenuation techniques on expected *Envision General Plan* traffic volumes to ensure land use compatibility and General Plan consistency over the life of this plan.

Exterior Noise Levels

- The City’s acceptable exterior noise level objective is 60 dBA DNL or less for residential and most institutional land uses (Table EC-1). The acceptable exterior noise level objective is established for the City, except in the environs of the San José International Airport and the Downtown, as described below:
 - For single family residential uses, use a standard of 60 dBA DNL for exterior noise in private usable outdoor activity areas, such as backyards.

Table EC-1 Land Use Compatibility Guidelines for Community Noise in San José						
Land Use Category	Exterior DNL Value in Decibels					
	55	60	65	70	75	80
1. Residential, Hotels and Motels, Hospitals and Residential Care ¹						
2. Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds						
3. Schools, Libraries, Museums, Meeting Halls, and Churches						
4. Office Buildings, Business Commercial, and Professional Offices						
5. Sports Arena, Outdoor Spectator Sports						
6. Public and Quasi-Public						

Table EC-1						
Land Use Compatibility Guidelines for Community Noise in San José						
Land Use Category	Exterior DNL Value in Decibels					
	55	60	65	70	75	80
Auditoriums, Concert Halls, and Amphitheaters						
<p>¹Noise mitigation to reduce interior noise levels pursuant to Policy EC-1.1 is required.</p> <p>Normally Acceptable: <input type="checkbox"/> Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.</p> <p>Conditionally Acceptable: <input type="checkbox"/> Specified land use may be permitted only after detailed analysis of the noise reduction requirements and noise mitigation features included in the design.</p> <p>Unacceptable: <input type="checkbox"/> New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies. Development will only be considered when technically feasible mitigation is identified that is also compatible with relevant design guidelines.</p>						

Policy EC-1.2: Minimize the noise impacts of new development on land uses sensitive to increased noise levels (Categories 1, 2, 3 and 6) by limiting noise generation and by requiring use of noise attenuation measures such as acoustical enclosures and sound barriers, where feasible. The City considers significant noise impacts to occur if a project would:

- Cause the DNL at noise sensitive receptors to increase by five dBA DNL or more where the noise levels would remain “Normally Acceptable”; or
- Cause the DNL at noise sensitive receptors to increase by three dBA DNL or more where noise levels would equal or exceed the “Normally Acceptable” level.

Policy EC-1.3: Mitigate noise generation of new non-residential land uses to 55 dBA DNL at the property line when located adjacent to existing or planned noise sensitive residential and public/quasi-public land uses.

Policy EC-1.7: Require construction operations within San José to use best available noise suppression devices and techniques and limit construction hours near residential uses per the City’s Municipal Code. The City considers significant construction noise impacts to occur if a project located within 500 feet of residential uses or 200 feet of commercial or office uses would:

- Involve substantial noise generating activities (such as building demolition, grading, excavation, pile driving, use of impact equipment, or building framing) continuing for more than 12 months.

For such large or complex projects, a construction noise logistics plan that specifies hours of construction, noise and vibration minimization measures, posting or notification of construction schedules, and designation of a noise disturbance coordinator who would respond to neighborhood complaints will be required to be in place prior to the start of construction and

implemented during construction to reduce noise impacts on neighboring residents and other uses.

Policy EC-2.3: Require new development to minimize vibration impacts to adjacent uses during demolition and construction. For sensitive historic structures, a vibration limit of 0.08 in/sec PPV will be used to minimize the potential for cosmetic damage to a building. A vibration limit of 0.20 in/sec PPV will be used to minimize the potential for cosmetic damage at buildings of normal conventional construction.

11. Public Services:

Policy FS-5.6: When reviewing major land use or policy changes, consider the availability of police and fire protection, parks and recreation and library services to the affected area as well as the potential impacts of the project on existing service levels.

Policy FS-5.7: Encourage school districts and residential developers to engage in early discussions regarding the nature and scope of proposed projects and possible fiscal impacts and mitigation measures early in the project planning stage, preferably immediately preceding or following land acquisition.

Policy PR-1.1: Provide 3.5 acres per 1,000 population of neighborhood/community serving parkland through a combination of 1.5 acres of public park and 2.0 acres of recreational school grounds open to the public per 1,000 San José residents.

Policy PR-1.2: Provide 7.5 acres per 1,000 population of citywide/regional park and open space lands through a combination of facilities provided by the City of San José and other public land agencies.

Policy PR-1.3: Provide 500 square feet per 1,000 population of community center space.

Policy ES-3.8: Use the Land Use / Transportation Diagram to promote a mix of land uses that increase visibility, activity and access throughout the day and to separate land uses that foster unsafe conditions.

Policy ES-3.11: Ensure that adequate water supplies are available for fire-suppression throughout the City. Require development to construct and include all fire suppression infrastructure and equipment needed for their projects.

12. Recreation:

Policy PR-1.1: Provide 3.5 acres per 1,000 population of neighborhood/community serving parkland through a combination of 1.5 acres of public park and 2.0 acres of recreational school grounds open to the public per 1,000 San José residents.

Policy PR-1.2: Provide 7.5 acres per 1,000 population of citywide/regional park and open space lands through a combination of facilities provided by the City of San José and other public land agencies.

Policy PR-1.3: Provide 500 square feet per 1,000 population of community center space.

Policy PR-2.5: Spend, as appropriate, PDO/PIO fees for community serving elements (such as soccer fields, dog parks, sport fields, community gardens, community centers, etc.) within a 3-mile radius of the residential development that generates the PDO/PIO funds.

13. Transportation/Traffic:

Policy CD-2.10: Recognize that finite land area exists for development and that density supports retail vitality and transit ridership. Use land use regulations to require compact, low-impact development that efficiently uses land planned for growth, especially for residential development which tends to have a long life-span. Strongly discourage small-lot and single-family detached residential product types in Growth Areas.

Policy CD-3.3: Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between building entrances, other site features, and adjacent public streets.

Policy CD-3.6: Encourage a street grid with lengths of 600 feet or less to facilitate walking and biking. Use design techniques such as multiple building entrances and pedestrian paseos to improve pedestrian and bicycle connections.

Policy TR-5.3: The minimum overall roadway performance during peak travel periods should be level of service “D” except for designated areas. How this policy is applied and exceptions to this policy are listed in the following bullets:

- **Vehicular Traffic Mitigation Measures.** Review development proposals for their impacts on the level of service and require appropriate mitigation measures if development of the project has the potential to reduce the level of service to “E” or worse. These mitigation measures typically involve street improvements. Mitigation measures for vehicular traffic should not compromise or minimize community livability by removing mature street trees, significantly reducing front or side yards, or creating other adverse neighborhood impacts.
- **Area Development Policy.** An “area development policy” may be adopted by the City Council to establish special traffic level of service standards for a specific geographic area which identifies development impacts and mitigation measures. These policies may take other names or forms to accomplish the same purpose. Area development policies may be first considered only during the General Plan Annual Review and Amendment Process; however, the hearing on an area development policy may be continued after the Annual Review has been completed and the area development policy may thereafter be adopted or amended at a public meeting at any time during the year.
- **Small Projects.** Small projects may be defined and exempted from traffic analysis per the City’s transportation policies.

- Special Strategy Areas. In recognition of the unique characteristics and particular goals of Special Strategy Areas, intersections identified as Protected Intersections within these areas, may be exempt from traffic mitigation requirements. Special Strategy Areas are identified in the City's adopted General Plan and include Urban Villages, Transit Station Areas, and Specific Plan Areas.

Policy TR-9.1: Enhance, expand and maintain facilities for walking and bicycling, particularly to connect with and ensure access to transit and to provide a safe and complete alternative transportation network that facilitates non-automobile trips.

14. Utilities and Service Systems:

Policy MS-3.2: Promote use of green building technology or techniques that can help reduce the depletion of the City's potable water supply, as building codes permit. For example, promote the use of captured rainwater, graywater, or recycled water as the preferred source for non-potable water needs such as irrigation and building cooling, consistent with Building Codes or other regulations.

Policy MS-3.3: Promote the use of drought tolerant plants and landscaping materials for non-residential and residential uses.

Action EC-5.16: Implement the Post-Construction Urban Runoff Management requirements of the City's Municipal NPDES Permit to reduce urban runoff from project sites.

Public Comments

From: [Cilia, Msgr. Francis V.](#)
To: [bartphase2eis-eir](#)
Subject: Phase 2
Date: Sunday, February 01, 2015 8:42:36 AM

I write in favor of the proposed extension, including the Five Wounds Station and hopefully a future station at Mineta San Jose International Airport.
I would also hope that there would be a Phase 3, taking BART as far as Palo Alto, so that it could eventually meet up with BART from the north, should San Mateo County ever come to its senses. At least we can pray.

Thank you.

Msgr. Francis V. Cilia
San Jose

From: [Barbara Gundy](#)
To: [bartphase2eis-eir](#)
Subject: Attn Tim Fitzwater - Bart Phase 2 - hope it happens
Date: Monday, February 02, 2015 2:11:41 PM

Attn: Tim Fitzwater

I approve and hope this Bart Phase 2 extension will happen. It is worth the cost. I would love to go to SF via Bart from Diridon.

Thank you, Barbara Gundy
809 Auzerais Ave, Unit 127
San Jose, CA 95126

From: [Lee Phillips](#)
To: [bartphase2eis-eir](#)
Subject: environmental impacts near Caltrain/Cahill neighborhood
Date: Tuesday, February 03, 2015 1:07:24 PM

Hello,

My main concern with this Phase 2 Bart project near the Caltrain station are the following:

1. Increased air pollution from the rail. I was hoping for electrification however I am unsure if this is the case.
2. Containment of the noise and disruption to residents limited to only business hours.

Thank you,
Lee Phillips

From: [Kris Kooi](#)
To: [bartphase2eis-eir](#)
Subject: BART Silicon Valley Phase II Extension
Date: Wednesday, February 04, 2015 7:08:53 PM

Dear Mr. Fitzwater,

I am writing today to voice my absolute support for VTA's BART Silicon Valley Phase II Extension. I have lived near the Santa Clara Caltrain Station for two years now, and I find it remarkable how difficult it is to go to the East Bay on public transportation. I do not drive, so public transportation is often my only means of travel. I would welcome the option of taking BART, and I hope this project is able to proceed quickly.

Best wishes,
Kristopher Kooi

From: [Bonnie](#)
To: [bartphase2eis-eir](#)
Subject: Bart
Date: Friday, February 13, 2015 10:57:55 AM

I have lived in Sans Jose a long time and it seems again we are being short changed, we are receiving the BART to no where! Why, why is this not going into San Jose Airport. Please lets not be influenced by politics and money finally lets do something for San Jose residents. I love Bart and ride subway systems all over the world but they have to go somewhere to be used. Right now this leg will take me no where I go. This is kind of like the train between the Bay Area and Los Angeles which is useless as you have to ride a bus for part of the trip.

By the time the people in the upper Bay Area buy and use political insiders I could be a hundred years old by then before Bart actually gets me to SFO.

Bonnie J. Smith

From: [Frederick Van Den Abbeel](#)
To: [bartphase2eis-eir](#)
Subject: VTA's BART Silicon Valley Phase II
Date: Friday, February 13, 2015 4:38:50 PM

Dear Valley Transportation Authority,

I am a resident of Sunnyvale and work in Downtown San Jose. I 100% support this initiative. The only thing I would request for this project -- is there a way we can "fast track" the approvals and implementation of such a critical and needed project? I am fearful that while the Extension is vital; it will be held up in meetings and reviews to take what some might call an eternity.

--

With Highest Regards,

Frederick A. Van Den Abbeel
San Francisco Bay Area
United States of America

From: [Steve Ly](#)
To: [bartphase2eis-eir](#)
Subject: BART Silicon Valley Extension Phase 2 SEIS/SEIR3 comments
Date: Sunday, February 15, 2015 9:32:05 AM

Good day:

This email is in response to VTA's call-for-comments regarding the BART Silicon Valley Extension Phase 2 SEIS/SEIR3 scoping process, as discussed in three public meetings during February. Please add these comments to the formal record.

I oppose the "Build Alternative" as presented by VTA. There is no attempt to eliminate waste and "gold plating" of the BART extension by reducing the scope to eliminate duplicate facilities. Specifically, a revised "build alternative" needs to be added to the study that eliminates the duplicative and wasteful section between the San Jose and Santa Clara Caltrain stations. The BART segment from the San Jose to Santa Clara Caltrain stations would duplicate the existing Caltrain line, to a station that has only 900 riders. This is extremely wasteful and sends the wrong message to voters who will be asked to approve yet another sales tax increase in 2016. This is extremely insulting considering recent voter approval of two BART tax increases, a vehicle registration fee, high speed rail, and statewide infrastructure bonds. Regarding the endless tax/fee increases, when is enough enough?

Construction is disruptive and damaging to the environment. Therefore it needs to be minimized when there is existing transportation capacity in the route in question. Between the Santa Clara and San Jose Caltrain stations, the following services currently operate: Caltrain, ACE, Capitol trains, VTA 22 and 522 bus routes, the latter soon to be upgraded to Bus Rapid Transit. Therefore, building another expensive transit system between those two points would waste valuable public funds and cause damage to the environment from the emissions of the construction equipment and the additional emissions of vehicles forced into inconvenient detours around the construction sites, plus the emissions from the generation of electric power for the BART trains. Why add emissions to the existing bus and rail service? Demand for transit service between San Jose and Santa Clara can be met with the existing and proposed transit services between those two points, without a costly BART extension.

BART to Santa Clara is not needed. VTA needs to eliminate waste and bloat from its existing transportation projects before returning to the voters in 2016 with yet another tax increase.

Sincerely,

Steve Ly

From: [Fadi Saba](#)
To: [bartphase2eis-eir](#)
Subject: Diridon BART statio
Date: Tuesday, February 17, 2015 4:25:23 PM

Hello,

Please consider this to be official input on the proposed BART station near the Diridon Transit Center.

I'm excited by the prospect of BART coming to Downtown San Jose. It should have happened decades ago. I would like to discuss three of the 4 proposed stations: all in San Jose.

Five Wounds: this station is important for the community east of Downtown. It will be an important link for East San Jose to other parts of the Bay Area. It will help, along with Berryessa, in facilitating people's commutes to and fro work.

Downtown station: both options, east and west, are fine in general. But only the 'east' option actually has station entrances on Santa Clara Street. It is vitally important to have the main station entrances on the main street. The 'west' option is a bit better in its location (though not station entrance) because it's still close to SJSU and City Hall on one side and close to downtown's center on the other.

And finally, Diridon: I notice that the line veers to the south of Santa Clara Street in order to be close to Diridon station. That is a nice intent. However, I would venture to say that the station line should be directly under Santa Clara Street here as well. Entrances could be right on the main street. For a 'seamless' experience when transferring from Caltrain to BART, then have a tunnel connecting the Caltrain station to the BART station. I worry that BART will make a lot of rumbling sounds reducing the quality of life for those who live in the immediate area; whereas if left along the main roadway, such rumblings will be left to a minimum.

Should you have any questions or comments, please do not hesitate to contact me at this email address.

Thank you,

Fadi Saba
61 Wilson Avenue
San Jose, CA. 95126

From: [Lyn C](#)
To: [bartphase2eis-eir](#)
Subject: ATTN: Tom Fitzwater
Date: Tuesday, February 17, 2015 4:01:02 PM

Hello

I'm unable to attend the local meeting on Lunar New Year as it's a important holiday, though I have been disturbed by the talk that the BART phase II extension would be cancelled.

I believe it's being titled "The Future No-Build" option. I believe just this mailer received is confusing as is but I assume it is addressing the idea that some propose that the Santa Clara Bart Extension gets cut down to one station serving the entire population of 1.7 million people.

This is an insulting proposal to the largest county of the Bay Area, and the 5th most populous county in the entire state of California. According to the BART Wikipedia page, "Nineteen stations are in Alameda County, eleven are in Contra Costa, [...]eight are in San Francisco [and] six stations are in San Mateo County."

Yet Santa Clara Valley may only get one? It's ridiculous as is that we are at best getting five stations when compared to the other counties served, when you consider our land and population size is so great. We deserve quality public transit. We are a prosperous county full of packed highways that are need of relief.

A single station would flood the Berryessa area with extra traffic, forcing west and south valley residents to commute a long distance just to get to a BART train. I can't even imagine how there will be enough parking to accommodate the vehicles that may fill that station's lot. This would be a nightmare for most residents that would need this BART extension to be completed as initially promised to us.

We didn't vote on one station, we voted for a solid solution to connect our current public transit options to the fully proposed BART extension. This is a huge problem with our current VTA options, that they just don't work for most residents.

To promise the tax payers and voters this extension and then half ass it is immoral. There shouldn't even be a question as to whether it will happen. If other Bay Area counties can have BART stations, we should be treated no different.

I also find it ridiculous that if I can't attend my local meeting, that I will not be informed of the reasons to not build, whether they be budget or other. This sort of information should be truly public with as many ways to access information as possible. If there are other options to be fully informed, it should be noted in the newsletter I received.

I will be truly disturbed and disappointed in any public official that is responsible for allowing this extension to be cancelled. This is not tolerable. We deserve public projects that make residents lives better.

Sincerely,
Jocelyn Chiu

From: [Kay Gutknecht](#)
To: [bartphase2eis-eir](#)
Subject: Environmental Impact comments
Date: Tuesday, February 17, 2015 6:45:47 PM

I would like to ensure the environmental impact report covers the following two areas that continue to be of primary concern to the Alameda Park neighborhood, and that we are kept apprised of progress as firm construction dates are set and work begins to undermine our living space:

1. Construction impact and ongoing noise and vibration impact of the underground tunnel from the Diridon Station that will run under our neighborhood.
2. The noise from the ventilation equipment circulating air into the underground tunnel running through our neighborhood.

As we already suffer from airport and Caltrain noise, any additional impact seems an undue burden for one single neighborhood to bear, and I would like to understand how we will be protected and compensated.

If you have questions, please do not hesitate to contact me at 408-483-8474.

Regards,

Kay Gutknecht
798 Schiele Avenue
San Jose, CA 95126

From: [Bert Weaver](#)
To: [bartphase2eis-eir](#)
Subject: BART Phase 2 Comments
Date: Wednesday, February 18, 2015 12:50:00 PM

Dear Mr Fitzwater:

We attended the public comment meeting on the BART Phase 2 project Tuesday night in Downtown San Jose, and we would like to add a comment. We are strongly in favor of BART going all of the way to Mineta San Jose International Airport (SJC). Linking the airport to the regional transit system via BART would be a major benefit for the local community and the region, and the opportunity to plan for this link should not be missed. We understand that there is a VTA bus link between Santa Clara Caltrain and SJC that will serve this purpose, but a bus link is not the ideal choice. The popularity of the recently opened BART link to Oakland International Airport is evidence of how well such a link to SJC would be received.

We understand that getting approval for the proposed four-station route will be a major undertaking and that adding a fifth station would be extremely difficult at this time. But at the very least, we ask that design and engineering of the Santa Clara end-of-the-line be done to accommodate a "Phase 3" extension to a new end-of-the-line station at SJC in the future.

Bert Weaver and Sarah Springer
411 Park Ave Unit 135
San Jose, CA 95110
bert.weaver@outlook.com

From: [Bert Weaver](#)
To: [bartphase2eis-eir](#)
Subject: BART Phase 2 Comments
Date: Wednesday, February 18, 2015 2:08:14 PM

Dear Mr Fitzwater:

I attended the public comment meeting on the BART Phase 2 project Tuesday night in Downtown San Jose, and I would like to add two comments.

- I suggest that the proposed BART station at Diridon be designed and built to allow an underground transit plaza where both BART and VTA Light Rail stations can be. This would, of course, involve moving the existing Diridon LR station to the underground portion of its tracks. It would be very advantageous to have the BART and LR stations in very close proximity, creating a transit plaza much like the Embarcadero Transit Center in San Francisco, where BART and MUNI Light Rail share a plaza.
- I prefer the West Alternative location for the proposed Downtown BART station, simply because it creates a much shorter transfer distance between BART and Light Rail. The East Alternative location could result in a three-block walk between the two.

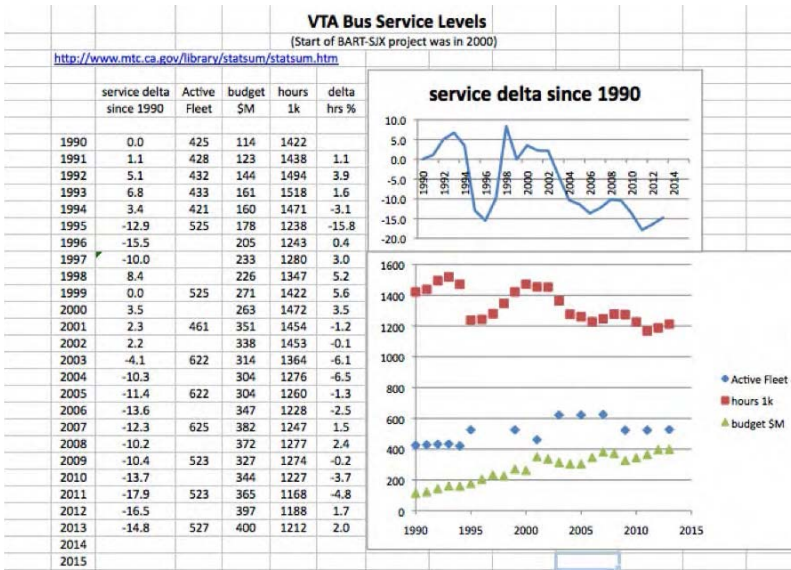
Bert Weaver
411 Park Ave Unit 135
San Jose, CA 95110
bert.weaver@outlook.com

From: [Jim Stallman](#)
 To: [bartphase2eis-eir](#)
 Subject: Comment submittal BARTphase2EIS-EIR
 Date: Wednesday, February 18, 2015 8:46:27 AM
 Attachments: [Bus Service Level.png](#)

Given the track record of BART-SJX Phase 1 (bus service levels down close to 20% since the start of Phase 1 in 2000),

📉📉📉 how will Phase 2 affect bus service levels in Santa Clara County?

1. Bus service levels were not to drop as a result of BART-SJX per MTC dictates.
2. Bus service levels were to increase as called for in the tax measure which also is funding BART.
3. Bus service levels need to increase as the population and tax revenues do.
4. BART will bring more transit ridership to Santa Clara County but will there be less public transit?



OFFICIAL BALLOT
 COUNTY OF SANTA CLARA
 DISTRICT
 SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

A 1/2 CENT TRANSIT SALES TAX

To:

- Connect BART to Milpitas, San Jose, Santa Clara.
- Build rail connection from San Jose Airport to BART, Caltrain, light rail.
- Provide vehicles for disabled access, senior safety, clean air buses.
- Provide light rail throughout Santa Clara County.
- Standard density Corridor.
- Increase rail bus service.

Shall Santa Clara Valley Transportation Authority enact a 1/2 cent sales tax for 30 years beginning 4/1/08 when current tax expires, with annual audits published in local newspapers and an independent citizens watchdog committee?

B CLEAR SAFE CREEKS AND NATURAL FLOOD PROTECTION: Shall the Santa Clara Valley Water District replace an interim program assessment with a final parcel fee, as provided in District Resolution No. 2002-04, to protect homes, schools, businesses and roads from flooding and erosion; protect, enhance and restore healthy creeks and bay ecosystems; provide additional open space trails and parks along creeks; and provide clean, safe water in our creeks and bays?

CITY
 CITY OF SAN JOSE

K GENERAL PLAN - GREENHOUSE GAS GROWTH BOUNDARY

Shall the Greenhouse Gas Growth Boundary portion of the San Jose 2030 General Plan, which protect the City's Greenbelt, hillsides and baylands from urban development, be adopted and amended with a requirement that they may only be repealed or amended by the voters of the City of San Jose?

Continue Voting on Next Page

COMPLETE TEXT OF MEASURE A - Continued

- Fund Operating and Maintenance Costs for Increased Bus, Rail and Paratransit Service

Provide revenue by means funding, to at least 2014 and possibly longer, of the following: the new Fremont East, Clayton and Watson Light Rail lines, the extension of BART, expanded paratransit services, expanded bus lines of the county, the Downtown-East Valley Light Rail line operations, which are held at 75% of 2008, and the BART extension to San Jose which can commence operations by 2015.

all subject to the following mandatory requirements:

- The Tax Must Exceed 30 Times Other Institutions
- If approved by the voters, the ballot item tax must apply 30 years after implementation. The tax will be imposed for the period commencing April 1, 2008 when current tax expires and terminate on March 31, 2038. The length of the tax period is limited without a vote, and the amount, of the voters of Santa Clara County.
- An Independent Citizens' Watchdog Committee Must Review all Expenditures
- The Independent Citizens' Watchdog Committee will consist of private citizens, not voting officials, who comprise the VTA's Citizens Advisory Committee, Representative of the Citizens' Watchdog Committee are:
- Public Hearings and Reports: The Committee will hold public hearings and file reports at least on annual basis to inform Santa Clara County residents with the Board of Supervisors. The hearings will be held in full compliance with the Public Access, Content and Meeting Law with information surrounding the hearings web-published and posted in advance.
- Annual Independent Audit: An annual audit conducted by an independent accounting firm to ensure the fiscal year to ensure the dollars are being spent in accordance with the intent of this measure.
- Published Results of Audits and Annual Reports: The Committee must publish the results of the independent audits and the Annual Report in local newspapers, in addition, copies of these documents shall be made available to the public at large.

Such authorization being pursuant to the provisions of Sections 100000 et seq. of the Public Utilities Code and Sections 1291 et seq. of the Revenue and Taxation Code.

From: [Paul Boehm](#)
To: [bartphase2eis-eir](#)
Subject: meetings
Date: Wednesday, February 18, 2015 9:46:53 AM

Dear Mr. Fitzwater,

I am a citizen who is interested in the scoping meetings that have been happening this week.

Would you provide me with any information that you can email me, as I am not able to attend any of the meetings due to health issues?

I do support the extension of BART to Santa Clara, and my interest is that this construction begin as soon as possible, as many people would be helped as would the environment.

Yours truly,

Paul Boehm
467 Pamilar Ave.
San Jose, CA 95128

From: [Robert Van Cleef](#)
To: [Gonzalez-Estay, Manolo R](#)
Cc: [Davide Vieira](#); [David Dickey](#); [Terry Christensen](#); [Roland Lebrun](#); [Joan Rivas Cosby](#); [bartphase2eis-eir](#)
Subject: 2004 EIR Documents
Date: Thursday, February 19, 2015 10:04:21 AM

Manolo;

Please have someone review the online 2004 EIR Documents.

See: <http://www.vta.org/bart/finaleir2004>

Volume II: item's 3.0

- [3.0 - Comments Received on Draft EIS/EIR \(Public Comments 1-30\)](#) - pdf
- [3.0 - Comments Received on Draft EIS/EIR \(Public Comments 31-61\)](#) - pdf

The document files apparently are missing;

The page you have requested:

http://www.vta.org/images/Environmental/final_eir/vl_2_ch_3_0c_public_comments_&_responses_p1_p30.pdf

The page you have requested:

http://www.vta.org/images/Environmental/final_eir/vl_2_ch_3_0d_public_comments_&_responses_p31_p61.pdf

Bob

--

Proverbs 29:18: Where there is no vision, the people perish.

From: [Rob Means](#)
To: [bartphase2eis-eir](#)
Cc: [Dave Cortese](#); [district2@sanjoseca.gov](#); [Rocky Fernandez](#); [Hope.Cahan@bos.sccgov.org](#); [Lawrence Fabian](#); [Peter Muller](#); [Chris Lepe](#); [Teresa O'Neill](#); [Williams, Tom](#); [smachida@ci.milpitas.ca.gov](#)
Subject: public comments on the scope of the environmental analysis for the BART extension
Date: Friday, February 20, 2015 1:10:03 PM
Attachments: [BART-PRT-comments.pdf](#)

Hi Folks,

Here is an excerpt from the attached comments:

Rapidly accelerating global climate disruption requires major changes quickly. Waiting a decade or more to use 50-year old technology to serve a small fraction of our population is like responding to an oncoming train by freezing in its path. Reversing global warming requires new thinking and bold action. As one of the wealthiest, most technologically-advanced areas in the world, Silicon Valley can lead the effort to create transit that works for our spread-out suburban cities, and promotes transportation equity.

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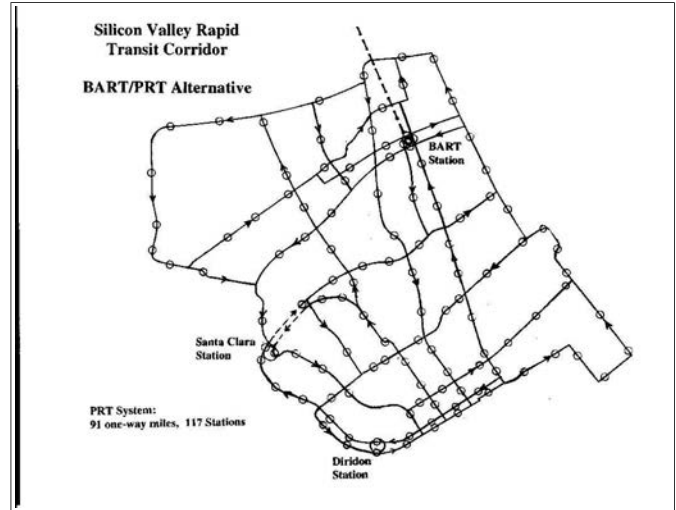
Rob Means, Secretary
Sunnyhills Neighborhood Association
P. O. Box 360581, Milpitas, CA 95036-0581
408-262-0420, SNA@electric-bikes.com
www.SunnyhillsNeighborhood.org

\$4B for 4 BART stations OR \$2B for 100 ATN stations?

The \$4000M (million) price tag of burrowing a tunnel under San Jose for BART is too costly financially, and draws resources away from other transit options. The projected 55,000 passengers/day service level in 2045 is too small relative to the need for transit. And the construction schedule ensures that global climate disruption will overwhelm us before it's built. So, if given only two choices – build it or not – I would vote for “not” because the return on investment (ROI) is too low.

I urge you to consider another possibility for connecting the BART Berryessa station with the Caltrain station. Rather than spend roughly \$4700M for a 4-station BART extension and service yard, only spend about \$1500M for an Automated Transit Network (ATN). At \$15M/mile (which includes elevated guideway, off-line stations, cabs, and computer control), we could build a 100-station ATN that serves the public far better and provides quick, non-stop service between stations.

In 2001, during the public comment period on the BART extension, an ATN alternative to the BART Burrow was proposed. Shown at <http://www.electric-bikes.com/prt/bart-prt.html>, it outlined 91 miles of ATN guideway with 117 stations. That proposed network covers the Golden Triangle and downtown San Jose. Now, we can plan a network that matches our current needs.



Based on the chart below, over 100 networked stations operating 24/7 with quiet, non-stop travel would benefit our sprawling area more than a 4-station BART corridor extension. Using VTA's own Project Purpose list, the two options are compared. This scoping process would be served by VTA staff creating their own comparison chart and sharing it with the VTA Board.

Purpose	BART	ATN
Improve public transit service	Low/Medium	High
Enhance regional connectivity	Medium	High
Increase transit ridership	Low/Medium	High
Support transportation solutions that will maintain the economic vitality and continuing development of Silicon Valley	Low	High
Improve mobility options	Medium	High
Enhance level and quality of transit service to areas of existing and planned affordable housing	Medium	High
Improve regional air quality	Low	High
Support local and regional land use plans	Medium	High

Omitted from this VTA-generated list of purposes is any reference to ROI or comparison with other transit technologies. Also missing is any reference to the present and growing danger of our global climate crisis, and the need to act quickly and boldly to avoid huge and costly problems. If Zero-Based Budgeting were applied to this BART extension, would it survive?

In 2001, BART promoters rejected the concept of bridging the gap between an eastside BART station and Caltrain using ATN. They responded that the need for a transfer “would result in longer travel times and inconveniences to the rider that would not be consistent with the project's purpose to 'maximize transit usage and ridership' nor would it facilitate regional connectivity.” I assert that 100 stations will, in fact, be consistent with VTA's purposes. And transfers are not a problem for transit users in San Francisco who enjoy frequently scheduled transit. In suburban areas, however, transferring users generally must wait for the next vehicle.

However, unlike traditional transit options, ATN cabs are waiting for you 90% of the time, and available within 5 minutes the other 10%. This service level is accomplished with computer control, and by adding enough cabs and stations to satisfy demand. If congestion occurs, add more infrastructure. ATN hardware costs less than 10% of BART hardware and is much easier to route and build as needed.



That scalability and flexibility of ATN dramatically reduces the risk of using the technology. In just 5 years we could be operating a \$200M starter network that connects BART to Caltrain. If we like that system, then we could grow the network as appropriate.

Rapidly accelerating global climate disruption requires major responses quickly. Waiting a decade or more to use 50-year old technology to serve a small fraction of our population is like responding to an oncoming train by freezing in its path. Reversing global warming requires new thinking and bold action. As one of the wealthiest, most technologically-advanced areas in the world, Silicon Valley can lead the effort to create transit that works for our spread-out suburban cities, and promotes transportation equity. Doing so will dramatically improve our mobility options and reduce our extremely high per-capita carbon emissions.

As I see it, the BART extension is not desirable because the ROI of ridership to capital investment is too low, the financial and climate crisis risks are too high, and the opportunity costs of saving \$2B and creating an effective transit system are too high.

Vote “no” on the BART extension and “yes” on an ATN connection.

You can help jump-start advanced transit by supporting a pilot project in Milpitas (see <http://sunnyhillsneighborhood.org/crossing.html>). Many of the questions and concerns of elected officials and VTA staff will be answered once this \$8M project is operational.

Contact: Rob Means, 408-262-0420, info@SunnyhillsNeighborhood.org



LEAGUE of WOMEN VOTERS SAN JOSE/SANTA CLARA
P.O. Box 5374 San Jose, CA 95150
(408) 271-7163
www.lwvsjsc.org
info@lwvsjsc.org

February 24, 2015

Mr. Tom Fitzwater
Environmental Programs and Resources Management, Bldg B-2
Valley Transportation Authority
3331 North First Street
San Jose, CA 95134

UTA ENVIRONMENTAL
2015MAR04 AM09:13

Dear Mr. Fitzwater:

The San Jose/Santa Clara League of Women Voters appreciates the opportunity to comment on the scoping of the Environmental Impact Report for the VTA BART Silicon Valley Phase II Extension Project. Our comments focus on the 28th Street Station and its relationship to the development of the San Jose Downtown urban core and address the environmental topics of Air Quality and Greenhouse Emissions, Transportation, and Socioeconomics that should be included in the scoping.

Air Quality and Greenhouse Gas Emissions

The Bay Area Air Quality Management District has set a high priority on reduction of Greenhouse Gas Emissions, the major component of deterioration of air quality in the Bay Area. A key component of this strategy is the development of Urban Villages, high density, mixed-use development oriented to available transit facilities to reduce the dependence on automobile travel. Thus, the Five Wounds Urban Village/28th Street BART Station in the adopted San Jose Envision 2040 General Plan carries significance at the regional level and the site-specific implementation strategies in the General Plan.

Support for San Jose Downtown Core

A downtown San Jose BART station east of Diridon that provides a seamless connection to VTA Light Rail appears to be a crucial factor for ridership, especially from the east, and for economic development of the urban core.

Socioeconomics

There is evidence from completed Transit-Oriented Development projects throughout the Bay Area region that access to a BART station carries not only measurable benefits such as increased access to job opportunities and public services but also immeasurable benefits of

walkability and community engagement. Thus, a socioeconomic evaluation of the affected BART station areas would be an essential element.

Thank you for your consideration of our comments, and we look forward to participating with you throughout the evaluation.

Sincerely,

A handwritten signature in blue ink that reads "Cecilie Schulze". The signature is written in a cursive style with a large initial 'C'.

Cecilie Schulze, President
League of Women Voters San Jose/Santa Clara

From: [Richard Tretten](#)
To: [Fitzwater, Tom](#)
Subject: BART Silicon Valley Phase 2
Date: Tuesday, February 24, 2015 10:45:56 AM

Dear Mr. Fitzwater,

I attended the BART to SV Phase 2 meeting last week. I am very enthused about the project, voted for it in 2000 and again in 2008, but wanted to express some concerns/ideas regarding the extension:

1. BART Diridon Station: This has never been in any proposal I have seen, but I would like to encourage VTA to consider building an underground passage way from the present underground passageway at the Diridon Station to the future BART Diridon Station. At the present time, when Caltrain arrives at the station about 20% of the passengers take the underground pedestrian passageway to reach the Winchester light rail line and 80% make their way into the station to reach the parking lots, the bus bays, and/or the front of the station for a ride/taxi.

A dedicated underground passageway from the present Diridon pedestrian passageway to future BART Diridon would direct passengers making a transfer to BART easier, in less time, and also alleviate the crowding that already exists when trains arrive and most of passengers funnel into the Diridon Terminal. Hopefully, the present VTA light rail tunnel under Diridon is deep enough so a pedestrian passageway is a possibility.

2. Parking Structures: I don't recall a parking structure being part of the BART Diridon Station plan. This is something that will need to be built for this location to serve all transit agencies as well as events in downtown San Jose. Can it be a joint effort of VTA, The JPB, ACE, Capitol Corridor, Amtrak, and the City of San Jose? AND I would hope construction of any parking structure at Diridon as well as all parking structures in BART SV Phase 1 and BART SV Phase 2 will be built in such a way that additional parking floors can be easily added in the future without having to rebuild/reinforce the original structure; these parking structures will fill quickly and additional parking will be necessary a few years later. . . for example, look at the size of the parking structure at BART's Dublin/Pleasanton Station.

3. BART Downtown SJ: Regardless of building option 1 or option 2 for the BART Downtown Station, neither option shows a BART entrance adjacent to the light rail/bus stop on First Street and Santa Clara. The nearest entrance to BART will be on Fountain Alley which more easily serves the light rail/bus stop on Second Street and Santa Clara. This is NOT "a biggie" . . . I just thought it odd that the BART entrance favored the Second Street light rail station in both cases regardless of where the BART Downtown Station will be built.

If BART Downtown is built so it begins at Second Street and extends to Fourth Street, my understanding is light rail tracks will not have to be supported or have

service interrupted vs. if the BART station is built under the First and Second Street light rail tracks. If money could be saved by not having to deal with light rail tracks on First and Second Streets, could this money be used to build the underground pedestrian passageway from the Diridon Station to the BART Diridon Station as mentioned above in item 1?

OK . . that's it. Thanks for reading.

Richard Tretten
San Jose, CA 95125

From: [Alex Casbara](#)
To: [bartphase2eis-eir](#)
Subject: Scoping Topic for BART expansion
Date: Thursday, February 26, 2015 8:49:21 AM

Hello,

I am a San Jose resident and have a comment on the upcoming BART stations in the South Bay. These stations are intended to operate as regional transit nodes, so I hope to see strong bike infrastructure in the immediate vicinity of each station. In addition, on-site bike lockers and expanded bike lanes along cycling arteries leading to the BART stations will boost the ease and safety of multi-modal transit in the South Bay.

Thanks for your consideration.

Alex Casbara

From: [Paul Boehm](#)
To: [Gonzalez-Estay, Manolo R](#)
Cc: [bartphase2eis-eir](#)
Subject: Re: meetings
Date: Thursday, February 26, 2015 8:26:01 AM

Manolo,
Thank you for your email and the materials attached. It is much appreciated.
Again, you have my support for expedited planning and execution of the SEIR3.

Paul Boehm

On Thu, Feb 26, 2015 at 7:42 AM, Gonzalez-Estay, Manolo R <Manolo.Gonzalez-Estay@vta.org> wrote:

Hello Mr. Paul Boehm,

Thank you for your request. All of the meeting information including handouts the presentation and display boards can be found on our [VTA BART Phase II web page](http://www.vta.org/bart/stationsphasell). (<http://www.vta.org/bart/stationsphasell>). I am also attaching the materials. Thanks you for your comment.

Thanks, Manolo

From: Paul Boehm [<mailto:paulboehm25@gmail.com>]
Sent: Wednesday, February 18, 2015 9:47 AM
To: bartphase2eis-eir
Subject: meetings

Dear Mr. Fitzwater,

I am a citizen who is interested in the scoping meetings that have been happening this week.

Would you provide me with any information that you can email me, as I am not able to attend any of the meetings due to health issues?

I do support the extension of BART to Santa Clara, and my interest is that this construction begin as soon as possible, as many people would be helped as would

the environment.

Yours truly,

Paul Boehm

467 Pamilar Ave.

San Jose, CA 95128

From: [Robert Van Cleef](#)
To: [bartphase2eis-eir](#)
Subject: Scoping Questions
Date: Thursday, February 26, 2015 11:12:24 AM
Attachments: [BART-scoping.pdf](#)

Attached is an electronic copy of my letter.

We will drop a hard copy version off at the VTA office on Santa Clara later today, to ensure receipt prior to the deadline.

Bob

--

Proverbs 29:18: Where there is no vision, the people perish.



Robert E. Van Cleef
eQuoria
88 S 3rd Street #231
San Jose, CA 95113
(408) 391-6406
Robert@VanCleef.org

Attn: Tom Fitzwater
VTA Environmental Programs & Resources
Management, Building B2
3331 North First Street
San Jose, CA 95134

Subject: BART Phase II Environmental Scoping

1. General

- 1.1. Consider design interfaces to all other transit options with a focus on reducing duplication; BART, Caltrain, Light Rail, bus routes and future high speed rail.
- 1.2. Consider the value of the maintenance facility vs the cost to build and a review of alternative locations.
- 1.3. Consider the traffic impact of the opening of the Berryessa BART station, prior to the building of the Maybury Road interchange at 101.
 - 1.3.1. Impact on interchange at 101 & McKee
 - 1.3.2. Impact on McKee between 101 & 680
 - 1.3.3. Impact on N. King Road at Silver Creek
 - 1.3.4. Impact on Berryessa between BART station and 680

2. 28th Street / Alum Rock Station

- 2.1. Reconsider the baseline costs for utilizing the rail crossing at 101, ensuring that it includes;
 - 2.1.1. Expanding bridge width for double tracking
 - 2.1.2. Expanding bridge width for pedestrian and bicycle utilization
- 2.2. Consider the impact on development/value capture opportunities related to using the rail bridge route vs the tunnel option at 101.
- 2.3. Consider the impact of using the rail bridge crossing route on the East/West Court neighborhood
- 2.4. Consider the neighborhood traffic impact related vehicle access to Southeast Santa Clara County for Berryessa station riders if;
 - 2.4.1. 28th street is not built (no build option)
 - 2.4.2. 28th street station built with direct 101 access off the existing southbound frontage road
- 2.5. Consider the impact of vibration and noise on the historic Five Wounds church
- 2.6. Consider the impact of vibration and noise on the school adjacent to Five Wounds church
- 2.7. Consider traffic impact on the regional pedestrian trail network.
- 2.8. Consider separate traffic impact studies for Julian and Santa Clara.
- 2.9. Consider other potential site uses when assessing the need for on site parking.
- 2.10. The Final EIR (2004), Section 4.9, clearly shows that Environmental Justice must be considered. Consider the Environmental Justice implications of not including the 28th street station.
- 2.11. **Phase II Responses to Community Questions and Comments Set 1**¹
Question: The 28th Street Station was expected to attract riders from South County and other areas south and east of Interstate 280/680. Where are those riders expected to go? How will their cars be accommodated? To what extent will ridership of the entire system be lowered by the elimination of a station with easy freeway access and parking structure? How will the lowered overall rider-

1 See: [Phase II Responses to Community Questions and Comments Set 1](#)

ship affect the scoring with the FTA program?

Answer: The concept for the 28th Street station includes limited parking supply due to neighborhood traffic concerns. The remaining potential demand would mostly be accommodated at the Berryessa Station. Berryessa Station is able to provide sufficient parking. Detailed assessment of parking options and ridership will be part of the environmental analysis.

Consider enlarging the parking at the 28th street station to handle all the traffic from the South and to prevent parking overflow into the adjacent neighborhood areas. Given the current morning overload of the 101 offramp to McKee Road and the fact that the proposed Maybury interchange project has not yet passed an environmental review and has no funding, please review previous decisions.

3. Downtown Station

- 3.1. Consider the impact on light rail service of choosing the western option for the downtown station and determine how to mitigate operational impact to the light rail system.
- 3.2. Consider an extended, non-cut & cover station for the downtown, to include entrances at both the city hall / university area and the convention center / entertainment district.
 - 3.2.1. Eliminate disruption that would be caused by digging up light rail tracks and/or one of the main streets
 - 3.2.2. Being easily accessible for a wider number of riders
 - 3.2.3. Opening of access to BART for the two largest population areas of downtown.
- 3.3. Consider the depth of the existing timber pile foundations that are supporting the Coyote Creek bridge under Santa Clara Street near 19th street and VTA's 2007 decision to deviate to the north of the bridge at that location.¹
- 3.4. Consider and clarify impact on bus services in this area during construction.

4. Santa Clara Station

- 4.1. Consider building this as a phase three option.
- 4.2. Consider the impact on ridership demand at the Santa Clara station after the Caltrain to BART connection is achieved at the Diridon station. Compare that ridership demand to the cost of providing BART terminal in Santa Clara.
- 4.3. Consider the impact on ridership demand after Caltrain has been electrified. Compare that ridership demand to the cost of providing BART terminal in Santa Clara.
- 4.4. Consider the cost of the Diridon to Newhall connection for a train storage facility and compare it to cost of upgrading existing BART facilities in Hayward to handle these expanded requirements.
 - 4.4.1. At a recent BART Board workshop, they seemed to give the impression that the Hayward maintenance facility was has the potential to be able to handle all the maintenance requirements, if the Newhall facility is not built.²
- 4.5. Consider the noise & vibration impacts related to the tunnel exit approaching to the Santa Clara station, given all the new and proposed housing in that area.

Thank you for your time and consideration.

R. E. Van Cleef
Director
eQuoria

1 See San Jose City memos:
http://www3.sanjoseca.gov/clerk/Agenda/101607/101607_06.04.pdf,
http://www3.sanjoseca.gov/clerk/Agenda/121107/121107_06.02.pdf,

2 Listen to the comments at the January 30, 2015 BART Board Workshop at 03:08:45.
http://bart.granicus.com/MediaPlayer.php?view_id=2&clip_id=891&meta_id=11056

From: [Davide Vieira](#)
To: [bartphase2eis-eir](#)
Subject: [spam] VTA BART Phase II SEIS/SEIR scoping questions
Date: Friday, February 27, 2015 5:24:45 PM

Below please find my scoping questions and comments for the VTA BART Silicon Valley Phase II Extension Project SEIS/SEIR:

1. The EIR should consider distributing VTA BART parking across the 13-acre site of the Alum Rock Station @ 28th Street. The EIR should consider VTA public-private joint development to construct the Five Wounds Village and incorporate shared parking for VTA BART patrons and those who live, work, and visit the village. The EIR should consider shared parking as a way to stage VTA BART parking needs; that is, instead of constructing one parking structure accommodating 1,200 vehicles, parking could be added flexibly until the site is built-out.
2. The EIR should consider locating the subway entrances and exits of the Alum Rock Station @ 28th Street symbiotically with the Five Wounds Village, and especially with the town square feature of the village that is planned over the station box. Entrances and exits are envisioned to be built in a way such that VTA BART patrons traverse the town square on their way to or from other modes of transportation; i.e. mass transit, kiss-and-ride area, bicycle lockers, Five Wounds Trail, or parking garage(s).
3. The EIR should consider how VTA might use the triangular property that it owns bounded by the former UPRR right-of-way, Lower Silver Creek, and Hwy 101, across the right-of-way from the Kellogg Factory. The EIR should consider at a minimum these scenarios:
 - Develop the land using a high-rise, high-density mixed-use model that could incorporate office, commercial, and residential uses.
 - Develop the land as a BART maintenance and storage facility instead of building a facility for those purposes in Santa Clara.
4. The EIR should consider the impact and necessity of constructing a BRT station at 28th Street to interface with the Alum Rock Station @ 28th Street.
5. The EIR should consider the impacts of vehicular traffic generated by BART patrons through the established neighborhoods around the Alum Rock Station @ 28th Street. The EIR should propose traffic mitigation scenarios that would minimize impacts to the neighborhoods.
6. The EIR should consider how to best move BART commuters from Hwy 101 to parking garages at the Alum Rock Station @ 28th Street. Scenarios that could be considered should include:
 - Routing commuters to and from Hwy 101 using East Julian Street.
 - Routing commuters to and from Hwy 101 using dedicated ramps that would directly connect to the parking garage(s).

7. The EIR should consider how to mitigate the impacts of constructing the Alum Rock Station @ 28th Street in terms of noise, vibration, dust, hazardous materials, and all other negative construction impacts on Five Wounds Church and Cristo Rey San José Jesuit High School. Special care must be taken so that the structural integrity of Five Wounds Church is not jeopardized by construction. The EIR should consider specific construction methods that will minimize the negative impacts of construction on Five Wounds Church.

 8. The EIR should consider the future of the historic railroad trestle over Lower Silver Creek. The EIR should consider how the trestle and the railroad bridge over Hwy 101 will be incorporated into the future Five Wounds Trail that will connect existing trails south of Hwy 280 to the future Lower Silver Creek Trail and other trails north and east of the Alum Rock Station @ 28th Street.
-

Regards,
Davide Vieira
1439 Shortridge Ave.
San José, CA 95116

All you leave behind are memories -- make them good ones

PLEASE NOTE: This message, including any attachments, may include privileged, confidential and/or inside information. Any distribution or use of this communication by anyone other than the intended recipient(s) is strictly prohibited and may be unlawful. If you are not the intended recipient, please notify the sender by replying to this message and then delete it from your system. Thank you.



February 27, 2015

Via: Email & U.S. Mail VTA ENVIRONMENTAL
2015MAR04 AM09:13

Mr. Tom Fitzwater
VTA Environmental Programs and Resources Management
Santa Clara Valley Transportation Authority
3331 N. First Street, Building B-2
San Jose, CA 95134

RE: Comments Regarding Scoping for BART Silicon Valley Phase II Extension Project

Dear Mr. Fitzwater:

PURPOSE

On behalf of San Jose Arena Management, the purpose of this letter is to identify issues that we believe need to be addressed in the SEIS/SEIR3 for the BART Silicon Valley Phase II Extension Project. Our organization has had keen interest in this project for at least 13 years, and we have submitted the following prior comment letters:

- a) Letter dated March 28, 2002, from Ken Swezey to Lisa Ives with comments on the scoping process for the original environmental analyses.
- b) Letter dated May 14, 2004, from Jim Goddard to Tom Fitzwater with comments on the Draft Environmental Impact Report for the Silicon Valley Rapid Transit Corridor Project.
- c) Letter dated May 8, 2009, from Jim Goddard to Tom Fitzwater with comments on the Draft Environmental Impact Statement for the Silicon Valley Rapid Transit Corridor Project.

Though many changes have occurred since those letters were submitted, our basic interests remain much the same. We are excited about potential benefits the BART Extension Project can provide for customers attending events at the SAP Center. The planned Diridon Station, together with the broad geographic coverage of the BART system, will significantly improve access for the SAP Center. At the same time, we are concerned about potential negative environmental impacts the project could cause regarding traffic and parking operations for the SAP Center, both upon completion of the project and during construction. If such significant negative impacts occur without mitigation, attendance at our events may sharply decline, which in turn would threaten the fundamental viability of our business. Just as importantly, NEPA analysis focuses on harm in the

525 West Santa Clara Street
San Jose California 95113
408.287.7070 sapcenter.com

fundamental viability of our business. Just as importantly, NEPA analysis focuses on harm in the urban environment and the impact the Project can have on the quality of life in the urban environment. Toward that end, NEPA requires analysis of the impacts of congestion, noise, safety and the impacts on air quality caused by traffic on the quality of life in the urban environment.

We have identified the following six specific issues that we believe the SEIS/SEIR3 needs to address in order to adequately perform its function of determining the potential significant environmental issues that need to be analyzed, identifying areas of controversy, and providing the decision makers with the information they need to make an informed decision:

- Issue A – Potential traffic and parking impacts in the Diridon Station area under cumulative conditions
- Issue B– Potential for traffic congestion during the hour of 6:00 to 7:00 p.m.
- Issue C– Potential loss of parking spaces for SAP Center customers due to parking by BART customers
- Issue D– Potential loss of parking spaces for SAP Center customers during construction and plans for replacement parking
- Issue E– Potential negative impacts during construction on access to parking facilities used by SAP Center customers
- Issue F– Potential conflicts during construction between BART Project and new development in the Diridon area

For each of the above six issues, an explanation is provided regarding why this issue is significant, has not been covered by a prior environmental review and impacts the quality of urban life, and therefore needs to be analyzed in the SEIS/SEIR3.

ISSUE A – POTENTIAL TRAFFIC AND PARKING IMPACTS IN THE DIRIDON STATION AREA UNDER CUMULATIVE CONDITIONS

The Diridon Station area is undergoing dynamic and substantial change. Further, major changes have occurred to the pertinent plans and projects since the prior environmental clearances were obtained. For example, environmental clearances recently have been obtained for three major projects affecting the Diridon area:

- Major league baseball stadium
- Diridon Station Area Plan
- Caltrain Modernization Project

Further, work is continuing to develop the Caltrain/HSR Blended System, with this project planned for implementation in 2029.

We believe potential traffic and parking impacts in the Diridon Station area need to be carefully analyzed under cumulative conditions, because the potential for significant negative impacts is much greater when these projects are considered together, than when they are addressed separately. The possible cumulative environmental effects on the urban environment include significant congestion, adverse air impacts, noise, and safety.

ISSUE B – POTENTIAL FOR TRAFFIC CONGESTION DURING THE HOUR OF 6:00 TO 7:00 P.M.

The hour of 6:00 to 7:00 p.m. is the typical peak hour for motorists arriving for weekday evening events at SAP Center. Recognizing the importance of effective traffic operations for SAP Center customers driving to events, the City has analyzed traffic operations during this hour for multiple projects in the Diridon area, including the Diridon Station Area Plan. It is important to determine whether vehicular trips generated by the BART Diridon Station during this hour will cause traffic congestion on any nearby roadways or intersections. The potential overload of traffic during this hour would result in congestion, decreased air quality and safety problems. Accordingly, the issue requires specific study in the SEIR/SEIR3. These issues have not been adequately studied elsewhere.

ISSUE C – POTENTIAL LOSS OF PARKING SPACES FOR SAP CENTER CUSTOMERS DUE TO PARKING BY BART CUSTOMERS

The SAP Center is heavily reliant on off-site parking spaces to fully meet the parking needs of its customers. To that end, an Agreement has been established with the City of San Jose, whereby the City has assured that at least 3,175 off-site spaces will be available for SAP Center customers within 1/3 mile of the SAP Center and 6,350 spaces will be available within 1/2 mile. This Agreement constitutes a de-facto land use plan developed by the City of San Jose that any BART activity should be consistent with. Any significant parking by BART customers in off-site parking facilities now available for SAP Center could cause a parking shortage for SAP Center customers and a breach of the City's parking commitments for the SAP Center. Such a parking shortage, if it occurs, likely would cause significant safety, noise, and air quality problems due to motorists circulating among unfamiliar streets looking for parking spaces and due to pedestrians rushing from more remote parking spaces to SAP Center.

Fundamental questions that need to be answered for this issue include:

- What is the expected parking demand for the BART Diridon Station, including peak weekday daytime demand and demand at 6:00 p.m. on weekdays?
- How will this BART parking demand be accommodated?

- To what extent will parking for BART customers impact parking spaces available for SAP Center customers?

ISSUE D – POTENTIAL LOSS OF PARKING SPACES FOR SAP CENTER CUSTOMERS DURING CONSTRUCTION AND PLANS FOR REPLACEMENT PARKING

Staging areas needed for construction of the Diridon Station likely will displace up to 635 parking spaces south of West Santa Clara Street between Autumn Street and the railroad tracks. Such a loss of parking spaces would have severe negative impacts as described under preceding Issue C, and thus this issue needs to be addressed in the SEIS/SEIR3. To avoid a significant loss of parking spaces for SAP Center customers during construction and the associated negative impacts, we believe that during each stage of construction for the Diridon Station, the number of parking spaces lost needs to be determined, and that a mitigation plan needs to be developed to provide the same number of suitably convenient replacement spaces.

ISSUE E – POTENTIAL NEGATIVE IMPACTS DURING CONSTRUCTION ON ACCESS TO PARKING FACILITIES USED BY SAP CENTER CUSTOMERS

A system of streets and driveways now is available to provide effective ingress and egress for parking facilities that serve SAP Center customers. At any point during construction of the BART Diridon Station, will any streets or driveways be closed that would hinder ingress or egress for SAP Center customers? If so, what alternatives or mitigation measures will be implemented to avoid significant negative impacts?

ISSUE F – POTENTIAL CONFLICTS DURING CONSTRUCTION BETWEEN BART PROJECT AND NEW DEVELOPMENT IN THE DIRIDON AREA

The Diridon Station Area Plan anticipates extensive new development in the area south of Santa Clara Street in the next 10 years. A critical premise for these projections is that the BART Diridon Station box will be constructed early enough within this 10 year period for new development to occur above the station box. How will BART construction plans be coordinated with Diridon development plans to avoid conflicts between these projects?

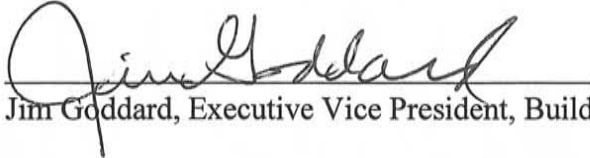
CONCLUSIONS

Based on the above comments, we respectfully request that all six issues addressed in this letter be thoroughly analyzed during the process to prepare the SEIS/SEIR3 for the BART Silicon Valley

Phase II Extension Project. We appreciate your consideration of this request and look forward to further participation in the process to prepare this SEIS/SEIR3.

Sincerely,

SAN JOSE ARENA MANAGEMENT, LLC

A handwritten signature in black ink, appearing to read "Jim Goddard", written over a horizontal line.

Jim Goddard, Executive Vice President, Building & Business Operations

cc: Chris Morrissey, San Jose Arena Authority
Jeffrey S. Lawson, Silicon Valley Law Group
Jim Benshoof
Jim Ortbal, City of San Jose
Nanci Klein, City of San Jose

From: [Terry Christensen](#)
To: [bartphase2eis-eir](#)
Subject: Scoping Comments
Date: Sunday, March 01, 2015 1:36:50 PM

Mr. Fitzwater:

I am submitting these scoping comments on behalf of the Friends of BART Alum Rock @ 28th Street.

The EIR should consider how many more jobs will be accessible to low-income residents of the Alum Rock and East-of-Downtown areas within a 45-minute transit commute by the construction of a station at Alum Rock and 28th Street.

The EIR should consider the cost per rider of a station at Alum Rock/28th Street versus the cost per rider of a station in Santa Clara (plus the cost of extension to Santa Clara).

The EIR should consider that the ridership estimate for a Santa Clara station maybe be inflated, given access to CalTrain.

The EIR should consider alternatives to a billion dollar maintenance facility.

The EIR should consider value capture as a potential funding source.

The EIR should consider potential ridership coming to Little Portugal and the Church of Five Wounds as a destination.

The EIR should consider ridership from people who walk or bike to the Alum Rock/28th Street station when the Three Creeks and Five Wounds Trails are completed (both are in the current general plan for the City of San Jose).

Thank you for your consideration.

--

Terry Christensen
CommUniverCity
and
Professor Emeritus
San Jose State University
One Washington Square
San Jose, California 95192-0119

From: [Caldwell, Craig](#)
To: [bartphase2eis-eir](#)
Subject: Notice of Preparation 3rd Draft SEIR for Silicon Valley Phase II extension
Date: Monday, March 02, 2015 12:32:03 PM

Amtrak has received the Notice of Preparation dated January 30, 2015. At this time Amtrak has no comments on the scoping for the 3rd Draft SEIR.

Amtrak would like to confirm that the owners of the San Jose Station – CalTrans, and the tracks we use Union Pacific are included on the review process.

Please also note that written correspondence should be addressed to

Craig Caldwell
Amtrak
30th Street Station, Box 13
30th and Market Streets
Philadelphia PA 19104.

Feel free to contact me if you have any questions

From: [Akos Szoboszlai](#)
To: [bartphase2eis-eir](#)
Subject: Public comment re BART extension
Date: Monday, March 02, 2015 2:59:43 PM

Attn.: Tom Fitzwater
VTA Environmental Programs & Resources Management, Building B-2
3331 North First Street
San Jose, CA 95134

Dear Sir:

I suggest and request that the original proposal, which is BART to Santa Clara, be modified as follows:

1) **The most direct line between Great Mall and downtown San Jose should be used, with an intermediate station placed about half way,** for these reasons:

- The most efficient rail system is where the train lines are straight. Detours always add to travel time — the main criteria whether a person will use transit — and they add to operational costs and capital costs. The tragedy of publicly-owned public transit is that new rail lines are zig-zagged and detours are placed for political reasons. Politicians want a station put in their neighborhood. High Speed Rail got detoured to the Mojave desert because land was bought cheaply for a future new city around a station. But the rail system becomes inefficient for the majority of users, including those going from San Jose to LA, or San Jose to East Bay.
- People living in the East Side would not want to transfer from a bus for a short BART ride to downtown.
- People in East Side wanting to go to Milpitas or work in industry already have the light rail line which will be extended further south along Capital Ave.

2) **Eliminate the extension beyond Diridon Station.** I live 1.3 miles from the Santa Clara train station. If I go to downtown San Jose, it would not make sense for me to get off the #522 bus and transfer to BART for the short ride into downtown. If I go to Milpitas or further north, I would go north of the airport. I would not want to make a detour to downtown San Jose or East Side, San Jose. It's in the wrong direction. The reason that BART was originally proposed for Santa Clara (and also Millbrae) was entirely political — to have BART replace Caltrain by building a parallel starter line quickly. **Consider that BART has now abandoned their brand new rail line that once ran between Milbrae and SFO, due to lack of patrons.** This may also happen at Santa Clara station. BART to Santa Clara would only make sense if (1) the line is extended along El Camino to Palo Alto and (2) the technology of BART — invented in the 1950s and 60s — would still be worth using in the future for a completely new rail line.

3) **The Great Mall rail yard should be used for BART.** I heard repeatedly that the rail yard at Santa Clara is needed for the BART extension, but I never heard VTA give any mention of the rail yard that extends between Great Mall and Calaveras Blvd. It is bigger than the one at Santa Clara, and is mostly unused due to closure of the automobile plant that became Great Mall. (The Tesla automobile plant in

Fremont has its own rail yard that is even bigger, and is also very under-utilized.)
The track count for the Santa Clara rail yard is 8 and for Great Mall is 24 tracks in parallel.

Sincerely,

Akos Szoboszlay
408-221-0694 (cell)
1701 Civic Center Dr.; Santa Clara CA 95050

From: [ANN BUCHER](#)
To: [bartphase2eis-eir](#)
Subject: West Parking Option on the Alameda - BAD LOCATION
Date: Monday, March 02, 2015 3:25:25 PM

To whom this concerns:

I just heard about this parking structure last week and can't believe that whoever planned this thought it was a good location compared to the EAST Parking Option on Coleman Avenue. Coleman Avenue allows greater access from the Freeway either directly off of Highway 880 or Highway 101 coming from De La Cruz as well as greater access to the San Jose Airport. To get to the WEST Parking Option from Highway 880 you have to take the Alameda and travel at least a mile or more, along a rather narrow and curvy road (compared to Coleman Ave), near **single-family neighborhoods** to the west. The neighborhood to the west would be **severely impacted** by cars cutting through the neighborhoods to gain access to The Alameda and the parking structure from Lafayette/Scott and Steven Creek Blvd. The EAST Parking Option on Coleman is a much better suited to handle the steady flow of traffic that would be using the parking for BART. Please do not build the WEST Parking Structure, when the EAST Parking Structure makes better sense!

Ann Bucher
Resident of Santa Clara

From: [Andy Chow](#)
To: [bartphase2eis-eir](#)
Cc: [Board](#)
Subject: Scoping comment
Date: Monday, March 02, 2015 3:08:52 PM

Hello:

For more than 15 years, BayRail Alliance has expressed concerns and opposition to this project. We believe that VTA's obsession to extend BART not only has delayed and forgo other transit projects contained in the 2000 Measure A (Caltrain electrification, East San Jose light rail), but threatened basic bus service in Santa Clara County. For many years, VTA has not been truthful in presenting a realistic plan to fund BART.

We also believe the proposed technology and alignment are not appropriate for the corridor. Unlike standard gauge tracks, legacy BART technology does not allow the tracks to be used by other trains that are already operating in Santa Clara County. The alignment also skips the San Jose Airport and the North First Street area slated for higher density developments. Our alternative, Caltrain Metro East (http://www.bayrailalliance.org/caltrain_metro_east) addresses the problem. Even if the legacy BART technology is chosen for the CME alignment, we believe that would cost less and perform better.

The cost of tunneling has risen dramatically during the last 15 years. We believe that any alternative should reduce or have no tunneling to lower cost. The recent experience in Downtown San Francisco with the Central Subway construction also indicate that there will be significant traffic and business impact associated with construction. Businesses and residents are negatively impacted in the Warm Springs/Milpitas area because of long term road closures caused by BART construction. Communities suffer when they choose not to carefully review the projects because they are considered politically popular.

We would like VTA to study the following:

- Variant of the Caltrain Metro East alignment, either with a BART spur or standard gauge (LRT or Caltrain/HSR) connecting San Jose Diridon, SJC, North 1st Street, and Milpitas.
- Variant of the CME alignment with a station (alternative to San Jose Diridon) located adjacent to Highway 87.
- Light Rail on Santa Clara Street/Alum Rock Ave with spur to Berryessa BART.
- Dedicated bus ramps from 101 and Santa Clara Street along the rail ROW to Berryessa BART to provide enhanced BRT service.

Many rail systems in the United States and around the world operate rail lines that physically cannot inter-operate, but from the customers' perspective is a single system due to seamless transfer and common ticketing. BART is also expanding beyond its legacy system with e-BART and recently opened OAC with alternative technologies, but continues to offer seamless transfer and common ticketing. Light Rail and Caltrain/HSR technology in one sense is not BART because it is not a legacy BART, but if it were to provide seamless transfer and common ticketing, it can be BART. The definition for what is considered BART should be widened. Not only this would result in a better project, but a necessity to improve transit connectivity and usage on a broader scale since Caltrain and VTA Light Rail already covers a significant portion of the county.

We believe that planning and approval for any BART extension beyond Berryessa should be done after the opening of the Berryessa extension. Recent history shows there are discrepancies between projected ridership and actual ridership. By waiting until the Berryessa Station opens, we can better gauge actual reactions from commuters and plan according to actual data.

Andy Chow
President
BayRail Alliance

David Dickey
481 S. 21st Street
San Jose, CA 95116

February 28, 2015

Mr. Tom Fitzwater
Environmental Programs and Resources Management, Bldg B-2
Valley Transportation Authority
3331 North First Street
San Jose, CA 95134

UTA ENVIRONMENTAL

2015MAR02 PM04:24

Dear Mr. Fitzwater:

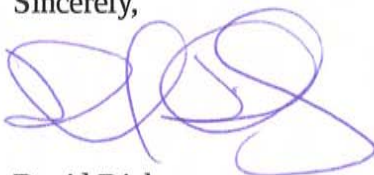
I am writing to provide comments for the scoping of the Environmental Impact Report of the VTA BART Silicon Valley Phase II Extension Project. My comments focus on the area surrounding the proposed 28th street station.

- The EIR should consider renaming this station to Five Wounds so that all users better understand the location of this station, as it will not be on Alum Rock Avenue, nor 28th street or even Santa Clara Street.
- The EIR should consider use of all the area south from Julian to Five Wounds Lane, and from the 101 west through the UPRR right of way as the development site, whether for parking or for other BART related development (see the Five Wounds village plan.)
- The EIR should consider joint development of the ground level (and above) so that the station access does not restrict the development of the site for use other than parking.
- The EIR should consider future development of the 28th street station ground (and above) for a transit oriented community such as the Five Wounds village plan adopted by the city of San Jose and incorporated into their General Plan
- The EIR should consider the impact of multiple parking facilities (perhaps developed over time) versus a single parking lot at this location. Additionally, should consider multilevel parking versus single level parking at this location.
- The EIR should consider BART related use of the VTA owned parcel across the UPRR ROW from the Eggo plant. One possible use is as a maintenance facility, rather than the Newhall site in Santa Clara. Together with the land across the 101, between Mabury Road and the eastern underground portal, perhaps overnight storage of BART trains is possible here rather than at Newhall.
- The EIR should consider methods to mitigate the impact of traffic exiting from 101 to access BART at both 28th street and Berryessa stations on the neighborhoods around 28th street station.
- The EIR should consider methods of enhancing the use of alternative transportation to reach the station at 28th street (i.e. walking, biking, etc.)

- The EIR should consider how to improve the pedestrian access to the 28th street station, especially from across 101 on Julian/McKee and Santa Clara/Alum Rock.
- The EIR should consider the option of an elevating BART through San Jose rather than tunneling.
- The EIR should consider stopping the BART at the Diridon station rather than continuing on to a Santa Clara Newhall facility.
- The EIR should consider the use of DMUs for the segment from the Diridon station to a Santa Clara station (and beyond in both directions, perhaps Blossom Hill to Alviso via Levi's Stadium.)
- The EIR should consider the impact of adding a BRT stop at 28th & Santa Clara, enabling closer connection with BART via this transportation mode.
- The EIR should consider the development possibilities of the UPRR ROW north of Julian, through to Berryessa. This should include the Five Wounds trail development along this route as well as additional development.
- The EIR should consider the possibility of not using cut-and-cover for the development of the the under ground stations. This may reduce the disruption of neighboring activities for the duration of station construction.
- The EIR should address the environmental impact of construction and operation of BART on Silver Creek as it is in the path of the trains. This should include the impact on the wildlife which uses this waterway as a feeding and resting place, especially during migratory seasons.
- The EIR should consider ways to preserve and maintain the historic trestle railroad bridge over Silver Creek, north of Julian
- The EIR should consider mitigation of impacts on the Anne Darling school, especially during construction, but during operation as well. This is just one block from the proposed eastern underground portal.

Thank you for considering my comments during this process. I look forward to continued involvement in the process of bringing BART to San Jose.

Sincerely,



David Dickey

From: [Davide Vieira](#)
To: [bartphase2eis-eir](#)
Cc: [Terry Christensen](#)
Subject: Phase II EIS-EIR questions and comments
Date: Monday, March 02, 2015 1:23:00 PM

1. The EIR should consider that any above-ground development in which VTA is a party at the Alum Rock Station @ 28th Street must follow the City of San José approved Five Wounds Village Plan.
2. The EIR should consider incorporating City of San José right-of-way in and around the Alum Rock Station @ 28th Street into plans for the BART station area. The current street and sidewalk configuration may not lend itself to optimal design and construction of the BART station area and Five Wounds Village. This comment specifically addresses the right-of-way of Five Wounds Lane, N. 30th Street, and E. St. James Street east of N. 28th Street.

Davide Vieira
1439 Shortridge Ave.
San José, CA 95116

All you leave behind are memories -- make them good ones

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From: [Douglas Kunz](#)
To: [bartphase2eis-eir](#)
Subject: BART Silicon Valley Phase II EIR/EIS Scoping comment
Date: Monday, March 02, 2015 3:16:30 PM

I'd like to be sure that the EIR/EIS considers changes in the segment between the proposed Santa Clara and Diridon BART stations that have taken place since the proposed BART route and station sites were initially studied many years ago. Specifically, with upcoming Caltrain electrification and Caltrain's corresponding planned service increase to Santa Clara station, does it still make sense to make the investment to run BART all the way to Santa Clara, or would it be more cost-effective to end the line earlier with Diridon being the last station? What are the tradeoffs involved?

Thank you for your consideration.

Doug Kunz
Sunnyvale

From: aldeivnian@gmail.com on behalf of [Adina Levin](#)
To: [bartphase2eis-eir](#)
Cc: [Board.Secretary](#); [Buzo, Fred](#); [Pereira, Paul](#); ru.weerakoon@sanjoseca.gov
Subject: BART Phase 2 EIS-EIR comments
Date: Monday, March 02, 2015 4:50:03 PM

Attn: Tom Fitzwater
VTA Environmental Programs & Resources Management, Building B-2
3331 North First Street
San Jose, CA 95134

Dear Mr. Fitzwater, VTA staff and board,

The many decades long vision of a ring of rail around San Francisco Bay is on its way to being fulfilled with the next phase of BART to Silicon Valley.

The project was originally funded in a ballot measure in 2000. Many things have changed in the last 15 years since the project was first conceived, and even in the last few years since the environmental documents were last refreshed. The environmental review process needs to study project options that are relevant in today's world, and analyze the benefits and impacts based on current conditions and expected trends.

Here are comments on changes that have occurred in the project context, and set of questions to address in the environmental review process.

San Jose General Plan - Urban Villages

Since the plan was first conceived, San Jose conducted a major update of its General Plan, Envision 2040 that was adopted in 2011. The General Plan included ambitious goals to evolve the sprawling city, focusing jobs and housing growth in "Urban Villages", and greatly reducing the share of driving.

- San Jose has recently completed a plan for the Diridon Station Area, which depends on service by BART and Caltrain to achieve its transportation goals.
- The Alum Rock area was the focus of the city's first Urban Village plans, created in a process that was strongly supported by local residents.

The Alum Rock station would serve a lower-income neighborhood. GIS analysis indicates that a station at Alum Rock would provide access to more than double the jobs within a 45 or 60 minute commute for East San Jose residents near the station, greatly increasing economic opportunity for residents.

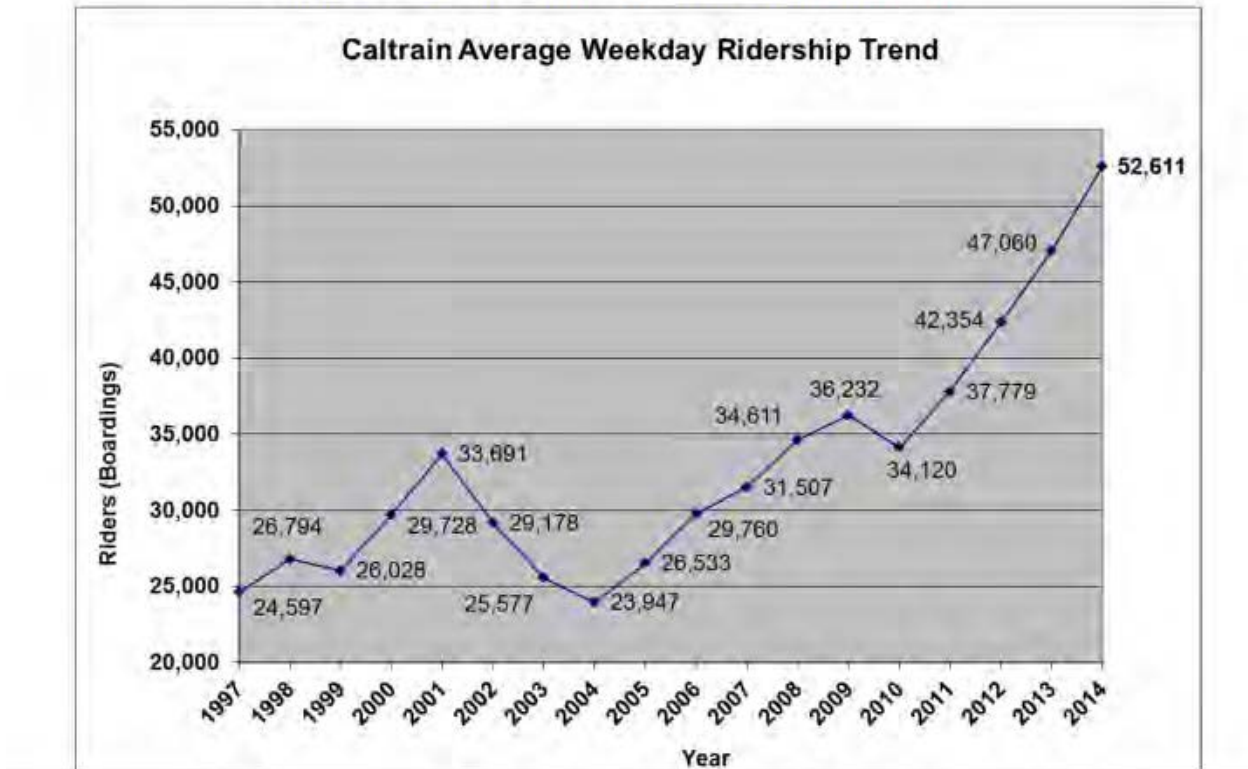
For an interactive view of the GIS analysis regarding the opportunities provided by the Alum Rock station, see: <http://cloud.ianrees.net/traveltime/bartsjx>



Caltrain ridership increase and electrification.

Since the BART-Silicon Valley was funded in 2000, Caltrain ridership has well over doubled. The introduction of the Baby Bullet in 2004, which made the train faster than driving, helped drive a rapid and continuing increase in ridership. Average weekday ridership so far in FY 2015 has been nearly 60,000.

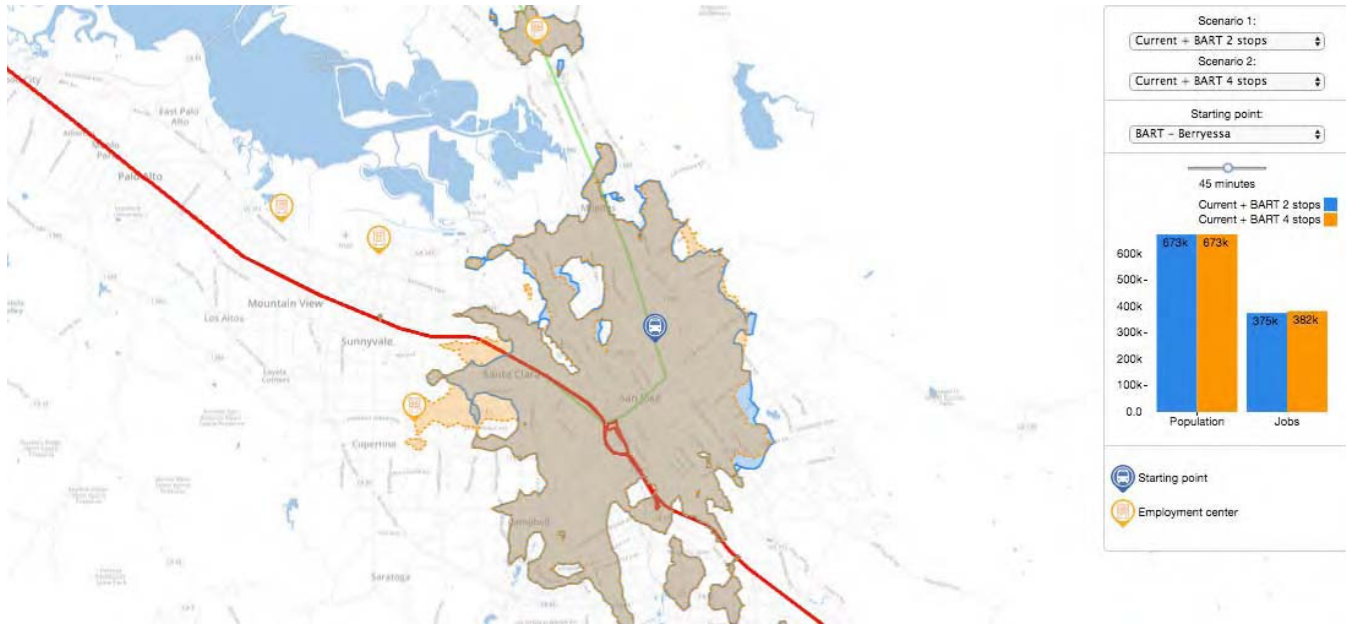
Figure 1: CALTRAIN ANNUAL WEEKDAY RIDERSHIP TREND



Caltrain electrification has been funded with contributions from local, regional, and state sources and the project is scheduled to be complete in 2020/2021, before BART will reach San Jose.

Caltrain electrification is expected to result in even faster, more frequent service, including increased service to the currently lightly-served Santa Clara station, and Caltrain will be better able to support close schedule connections with BART service at Diridon.

Even with the current Caltrain schedule, a massive investment in a BART station in Santa Clara will provide minimal additional access to jobs in Santa Clara job centers, over the access provided by Caltrain today.



California High Speed Rail.

Since the BART Silicon Valley plan was conceived and last studied, the California High Speed Rail project has been funded; the first segment has broken ground; and a plan for a “blended system” with Caltrain has been adopted to serve San Jose to San Francisco.

With High Speed Rail added into the mix, the Diridon Station will be even more of a major regional transit hub. Connections to San Jose International Airport, which were considered from the Santa Clara station years ago, may be better suited for Diridon.

Platform compatibility between High Speed Rail and Caltrain, may create opportunities for designs for the Diridon Station that provide better transit connections, and have more economic development value for the city.

Transbay and the Downtown Extension

The Transbay Terminal is under construction in San Francisco, and is planned to serve Caltrain and High Speed Rail. The Downtown Extension project to connect Caltrain from its current stopping point at 4th and King to the Transbay terminal is not yet fully funded, but a funding plan includes contributions from High Speed Rail and major new buildings that are currently being build around the station. When complete, the Downtown Extension will provide a one-seat ride between San Francisco’s financial district and downtown San Jose.

Questions for environmental review

Given all of these changes, here are questions to review for the Environmental Impact Report:

1. Assume it is possible to create a 5-minute transfer from BART to Caltrain at Diridon. What will be the difference in ridership, if those riders are provided a one seat ride to Santa Clara, rather than if they need to make a 5 minute transfer at Diridon.
2. What would the impact be on Santa Clara station ridership, assuming that Caltrain can provide four trains per hour at peak, and the BART Santa Clara station is deferred.
3. How many more jobs are accessible to low-income residents in the Alum Rock area, within a 45 minute and 60 minute transit commute, if a station is added at Alum Rock.
4. The cumulative section of the EIR should include the Downtown Extension to Transbay. For a passenger starting at Diridon station, how long will it take for them to get to Montgomery BART station at a peak travel time if they head “left” via Caltrain, or “right” via BART
5. Study alternative locations for train storage and maintenance and train reversal for the BART Silicon Valley extension if the Santa Clara extension is not built in this phase
6. If the Santa Clara extension will not be built in this phase, study alternative locations for an additional station that do not duplicate existing backbone rail service.
7. With platform compatibility between Caltrain and High Speed Rail, it may be possible to create a more compact, cost-effective station that leaves more land for economic development. Is it possible to add additional transit facilities or buildings above the BART terminus?
8. The City of San Jose has initiated a study evaluating alternatives to provide a connection from Diridon Station to San Jose International Airport. In a cumulative scenario including high speed rail, compare the airport connection ridership between SJC and Diridon, and ridership between SJC and Santa Clara.

Thank you very much for moving this project forward, and for considering the benefits and impacts based on current information and plans about transportation and land use in the project corridor.

Thanks,

Adina Levin
Friends of Caltrain - <http://greencaltrain.com>
adina.levin@friendsofcaltrain.com
[650-646-4344](tel:650-646-4344)

Transitshed Map and data by Ian Rees, with travel times calculated using Conveyal OpenTripPlanner. Additional data from OpenStreetMap, SFMTA, AC Transit, BART, SamTrans, VTA, and Caltrain.

From: [Geoffrey Hatchard](#)
To: [bartphase2eis-eir](#)
Subject: BART Silicon Valley Extension Phase II comment
Date: Monday, March 02, 2015 10:37:31 AM

Mr. Fitzwater,

I wanted to express my continued support for the construction of the BART extension that would continue from the currently under construction Berryessa station though central San José to a terminus at Santa Clara.

I have one question/concern—I would like to know what possibility there is for any of the proposed parking structures to be built underground, instead of having them use up valuable developable land above ground.

If it is not possible (logistically or financially) to place the parking underground, what will VTA and BART be doing to make sure that the parking structures are situated in a way such that the area facing city streets will be utilized for retail, office, or residential uses? I hope that parking is considered an ancillary use that should be hidden away so it doesn't disrupt a quality future streetscape.

Thank you,
Geoffrey Hatchard
153 S. 23rd Street
San José, CA 95116
hatchard@gmail.com

From: [Jaime Fearer](#)
To: [bartphase2eis-eir](#)
Subject: BART Phase 2 Scoping Comments
Date: Monday, March 02, 2015 11:00:47 AM

Mr. Fitzwater,

I wanted to express my continued support for the BART Silicon Valley Phase II Extension Project. In response to the scoping meeting I attended on February 19, 2015, I have the following comments:

- It is imperative that all four (4) of the originally proposed Phase II stations be included in the updated SEIS/SEIR3 - Alum Rock, Downtown San Jose, Diridon, and Santa Clara are vital connections for a more complete, sustainable rail transit network in the South Bay and across the Bay Area at large.
- Be sure to consider pedestrian and bicyclist connects at all stations; without them, we will lose the opportunity to create significant mode-shift out of single-occupancy cars, and we will face the burden of costly retrofit in later years.
- Additionally, consider connections for our seniors and people with disabilities. Of course ADA requirements will be a part of the process, and I would like to see VTA go beyond the minimum as we look to a not-too-distant future where our senior population triples while at the same time desires to age in place and remain independent. Accessible transit is key to healthy, intergenerational communities.
- For the downtown station, the eastern alignment appears to make the most sense in terms of activity nodes - it is directly adjacent to City Hall, and would connect easily with a direct walk to San Jose State University.
- In thinking toward the future, please consider underground parking structures at the stations. By doing so, we will better ensure the success of true Transit-Oriented-Development by not using the land for parking, and instead providing the opportunity for mixed-uses.
- Continue to be cognizant of rising housing costs and the real potential for displacement along and near the future BART corridor, and how the community and the city can work together to mitigate the negative consequences. Please provide current analyses and future projections of housing and commercial costs. Please also take into account that the market will not necessarily wait for the rail to be built, and that real estate speculation along the corridor is likely to start years in advance of construction or its completion, and that we must be working on this now.

I thank you for your time and dedication to the planning process.

Sincerely,
Jaime Fearer

Jaime S. Fearer, AICP
jaimefearer.com

From: [Michael Ludwig](#)
To: [bartphase2eis-eir](#)
Subject: Alum Rock, Santa Clara, and SJC Airport stations
Date: Monday, March 02, 2015 2:09:43 PM

VTA needs to better study stations in three locations - the proposed Alum Rock station, the proposed Santa Clara station (next to the Downtown of that city and the University), and at the San Jose Airport.

First off, I am appalled that the initial plans for this Phase 2 did not include a station at Alum Rock, when the city of San Jose has recently planned an Urban Village there that is dependent on the BART station to make it work. So this study definitely needs to be updated to reflect what is currently known about the Alum Rock station area (not just what was known about it in the year 2000).

Also, I have to question where the terminus for this Phase 2 will be located, for several reasons.

- It duplicates a segment of CalTrain that will be much better utilized due to recent developments, such as electrification of CalTrain, than was known in the year 2000. These developments will make the already-existing CalTrain line more appealing than the new, but expensive, BART line for this segment.
- A direct link between Diridon and the San Jose International Airport has become much more talked about recently - and more recognized as a necessary thing to meet future travel needs. I see no reason why San Francisco can have such a link, via BART, but San Jose cannot. This link will be much easier to provide if the Santa Clara (city) station is not built. In fact, one more thing this study needs to provide, but doesn't, is a comparison between the number of people who would use the Santa Clara (city) BART station vs. the number of people who would use a station at one of the Terminals of the San Jose International Airport if BART went there directly from Diridon.

So, as you can see, there are many ways that this study needs to be updated, and several of these revolve around the issue of what was known in the year 2000 vs. what is known now, in the year 2015.

- Michael Ludwig

From: [John Urban](#)
To: [bartphase2eis-eir](#); [General Manager](#); raul.peralez@sanjoseca.gov; pierluigi.oliverio@sanjoseca.gov; fred.buzo@sanjoseca.gov; cindy.chavez@bos.sccgov.org
Cc: [Matthew Bright](#)
Subject: BART Phase II Scoping Comments for Silicon Valley Rapid Transit Corridor
Date: Monday, March 02, 2015 5:12:58 PM
Attachments: [NewhallNA Letter to VTA Bart Phase II Scoping 2015-03-02.pdf](#)

Hello,

Please find attached BART Phase II Scoping Comments for Silicon Valley Rapid Transit Corridor.

John Urban
Past President Newhall Neighborhood Association

Matt Bright
President Newhall Neighborhood Association

March 2, 2015

Tom Fitzwater (BARTPhase2EIS-EIR@vta.org)
VTA Environmental Programs

Nuria Fernandez (general.manager@vta.org)
General Manager / Chief Executive Officer

Raul Peralez (raul.peralez@sanjoseca.gov)
City Councilmember, District 3, City of San Jose

Pierluigi Oliverio (pierluigi.oliverio@sanjoseca.gov)
City Councilmember, District 3, City of San Jose

Fred Buzo (fred.buzo@sanjoseca.gov)
Staff of Mayor Sam Liccardo, City of San Jose

Via Email

Mr. Fitzwater, General Manager Fernandez, and other interested persons:

Greetings from the Newhall Neighborhood Association, a community organization dedicated to building community and encouraging responsible development in the western gateway to central San José. Our approximately 3,000 residents inhabit the geographic area bounded by Coleman Ave, Interstate 880, Park Ave, and the City of Santa Clara border. The Caltrain corridor, future VTA BART corridor, and California Highway 82 are central to our community.

We write today with several scoping questions and statements related to the VTA BART Silicon Valley Extension, Phase II. To facilitate your reply, we use bullet points rather than a continuous narrative.

Requests:

- We request the study of alternative tunnel opening locations as the trains leave downtown San Jose toward Santa Clara and approach the Newhall Yard. We request a study of a tunnel location south/east of I-880 to avoid I-880 bridge footings and residences along Campbell Avenue.
- We request a study of less costly alternatives to creating a maintenance facility at Newhall Yard and tunneling approximately 1.5 miles from Diridon to Newhall Yard.
- We request a study of alternative locations between Warm Springs and Diridon stations to store 100-200 BART cars.
- We request a study of the feasibility of doing all South Bay maintenance at the Hayward facility and the ability to build the complete passenger service at a lower total construction budget than would be required to also build the proposed maintenance yard in the Newhall site. How many years would it take to justify the incremental capital cost of building a Newhall Yard maintenance facility?
- We request a study of the cost of deadheading from an Alum Rock storage facility to the Diridon station, compared to the cost of tunneling from Diridon to Santa Clara.

- We request a study of the cost of a sound absorbing barrier between the Newhall Yard tunnel opening and the residences along Campbell Avenue. As an example, the cost of conducting all operations, including washing and any other loud operations, in a completely enclosed environment
- We request a study of the disposition of the Newhall Yard property to developers who might have interest in intensifying development along the Coleman Ave corridor (residential, commercial, or mixed use).
- We request a study of an underground alternative that runs from Diridon Station directly to San Jose International Airport.
- We request a study of vehicle (VTA buses, trucks, and autos) circulation for both the West and East Santa Clara Parking Structures.
- We request a study separating bus and non-bus Santa Clara station access points. How will VTA bus route operations (run/trip time, vehicle accident frequency, pedestrian/bus patron safety etc) and automobile access time improve if the east side served primarily automobile traffic (east side parking structure, kiss n ride and potential future bus route) and the west side served primarily as the bus access point (ECR BRT, 22, 522, 10, 60, 81 and potential future route and kiss and ride).
- We request a study of the Santa Clara station revenue generation for a west parking structure and east parking structure. What will be the revenue generation for each parking structure from the sports stadium at 1123 Coleman Ave? The parking at the stadium will be \$20-30 per vehicle per event.
- We request a study of the travel time from I-880, US101, and CA-82 to the west and east parking structures. How will a four lane profile on CA-82 near I-880 affect travel time? How will the new Coleman Interchange and 6-lane profile on Coleman Ave affect travel time? How will the one lane circuitous "ramp" through the De La Cruz interchange affect access from US-101 and CA-82?
- We request a study of the effect of a Santa Clara station west parking lot, with its 500+ automobile trips inbound and 500+ outbound trips, on the region's (lead by VTA) attempt to create a successful transit oriented "Grand Boulevard" from San Jose to San Francisco?

Questions:

- If a maintenance facility must be built in Santa Clara, what is the bare minimum that can be accomplished in that facility, noting that residential uses are within a few tens of feet to a few hundred feet? What mitigations can be implemented to minimize the work done between 5pm and 9am, and also specifically to minimize noise-causing work between 5pm and 9am?
- What will be the hours of the day when loudspeakers and other amplified sound (including train horns) would be audible in and around the Newhall Yard site and Santa Clara station?
- What kind of train movement could be expected from the scale of facility proposed for the Newhall Yard? When would the earliest trains operate? When would the latest trains operate? How many at various times of day, including movements for Yard work and repositioning?
- What consideration in regard to Newhall Yard noise and hours of operation will you give future Santa Clara residences and businesses in light of the Santa Clara 2035 plan to create a large high density downtown centered around the Santa Clara (Caltrain and BART) station?
- How will VTA and the City of San Jose manage parking for the Avaya Stadium Events?

- How will VTA and the City of San Jose manage parking for the Coleman Ave recreational soccer fields project currently under construction?
- How will the west side of the Santa Clara station VTA bus routes (ECR BRT, 22, 522, 10, 60, 81 and future routes) be affected within, near and adjacent to the west side of the Santa Clara Station when there are 500+ daily inbound and 500+ daily outbound vehicles converging on Benton and Railroad Ave, the BART and Caltrain station vehicle access points.
- How will future east side of Santa Clara station VTA bus routes (currently the 10 and 304 routes traverse Coleman Ave) be affected within, near and adjacent to the east side of the Santa Clara Station when there are 500+ daily inbound and 500+ daily outbound vehicles converging on the yet to be built access road off Coleman Ave.

We look forward to your feedback regarding this important project.

Sincerely,

John Urban
Past President
Newhall Neighborhood Association
urbanjohnnewhall@yahoo.com

Matthew Bright
President
Newhall Neighborhood Association
matthew.bright@newhallna.org

From: [Peter Johnston](#)
To: [bartphase2eis-eir](#)
Subject: Attn: Tom Fitzwater: BART Phase II comments
Date: Monday, March 02, 2015 2:51:15 PM

Attn: Tom Fitzwater:

Below you will find my comments on the Phase II BART Silicon Valley project.

- An eight-level parking structure at Diridon sounds unnecessarily large. VTA should coordinate with the high speed rail authority and Caltrain to design an integrated structure that meets existing and foreseen needs for *all* Diridon tenant operators, not just BART. VTA should avoid a repeat of the Millbrae parking situation, which features segregated BART and Caltrain parking and excessive over-provisioning of BART parking capacity.
- Instead of turning BART service north at Diridon and duplicating existing rail service, VTA should study a westward Stevens Creek Boulevard alignment for service to Santana Row, Harker, Cupertino High School, *Apple*, and De Anza College, with a future option to extend this new rail right-of-way along existing Vasona / Foothill Expressway right-of-way.
- Duplicate Caltrain and BART service along the several mile segment between Santa Clara station and Diridon is wasteful, especially in light of Caltrain's impending electrification. It's a waste of scarce transit capital dollars to build two electric railroads next to each other. It would be much cheaper to use some of these funds for capital to support all-day 15 minute Caltrain service and coordinate a convenient transfer at Diridon; this would be more convenient for passengers traveling to points north of Santa Clara.

Thank you,

Peter Johnston
Department of Computer Science, Stanford University
Department of Civil and Environmental Engineering, Stanford University

From: [Roland Lebrun](#)
To: [bartphase2eis-eir](#)
Subject: SVBX Phase II SEIR scoping comments
Date: Monday, March 02, 2015 1:03:53 AM
Attachments: [SVBX Phase II SEIR scoping comments.pdf](#)

Dear Mr. Fitzwater,

Please find attached my SEIR coping comments.

Sincerely,

Roland Lebrun

Roland Lebrun
ccss@msn.com
28 February 2015

Tom Fitzwater
VTA Environmental Programs & Resources Management,
Building B2,
3331 North First Street, San Jose,
CA 95134
BARTPhase2EIS-EIR@vta.org

Dear Mr. Fitzwater,

Thank you for the opportunity to comment on the Silicon Valley BART Extension (SVBX) Phase II SEIR as follows:

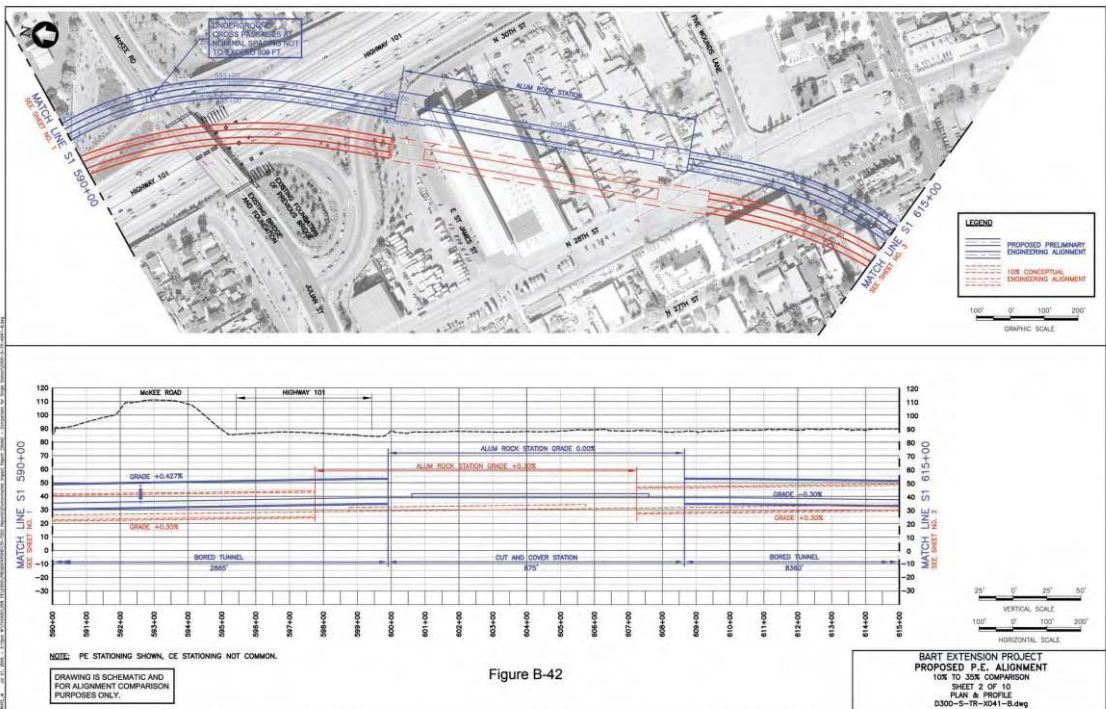
1. Stations

1.1 Alum Rock

1.1.1 23rd Street alignment
- The 23rd Street alignment should be dropped from the SEIR

1.1.2 28th Street diagonal alignment

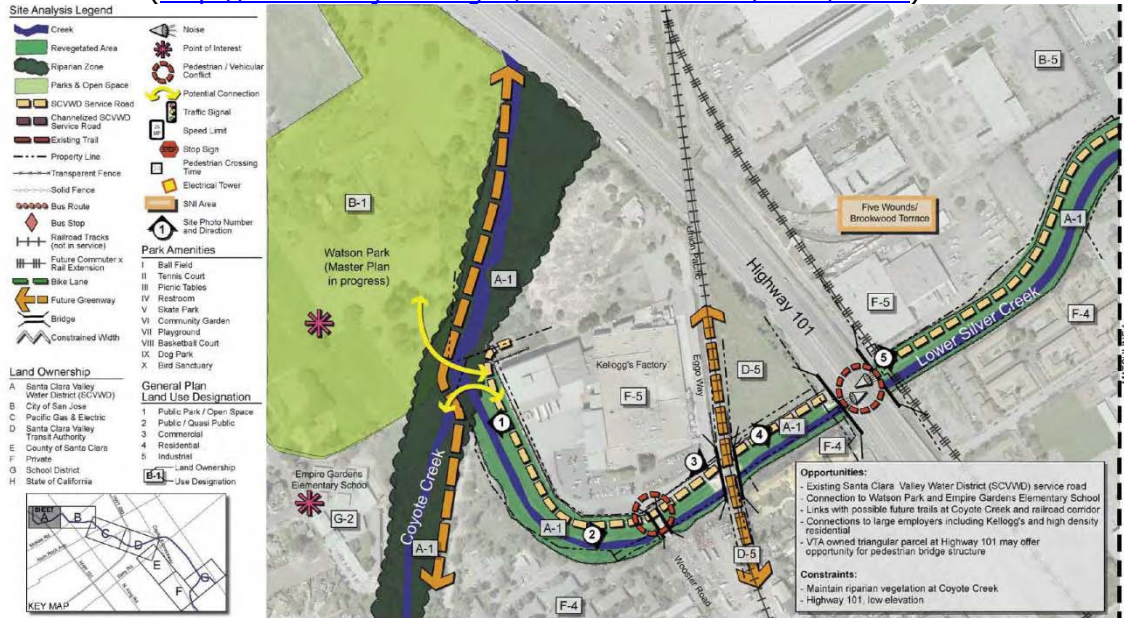
The SEIR should consider the environmentally cleared village plan for the 28th Street BART station starting with the tunnel portal on Las Plumas and the tunnel under Highway 101.



1.1.2 28th Street alignment using UPRR bridge over 101

Should the SEIR retain the 28th Street alternative, the following impacts should be analyzed and mitigated:

- Loss of north/south bike/ped access across Highway 101 on former UPRR bridge
- Permanent loss of Lower Silver Creek historic trestle
- Break in SCVWD right of way along Lower Silver Creek
- Conflict with the December 2007 environmental clearance for the Lower Silver Creek Trail (<http://www.sanjoseca.gov/DocumentCenter/View/9361>)

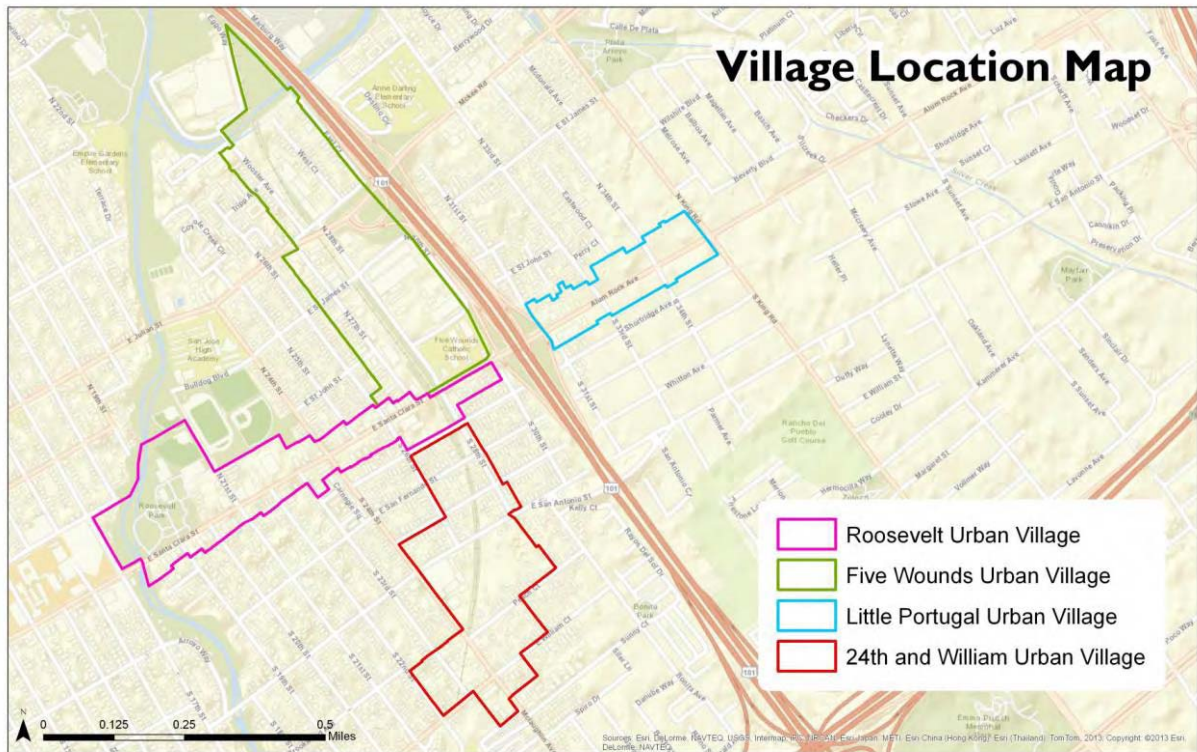


- Biological impacts on Lower Silver Creek
- Permanent loss of access (landlocking) of VTA triangular parcel on Eggo Way (northern most tip of 5-wounds Village Master Plan) and **potentially significant loss of value capture** (subject to re-/upzoning).



Lake Merritt Apartments

- **Significant impacts on the Rocketship school on Wooster Avenue**
- Significant loss of value capture north of East Julian Street
- **Significant construction impacts on McKee Road (cut & cover underpass)**
- Potential tunnel impacts on 24th and William Urban Village



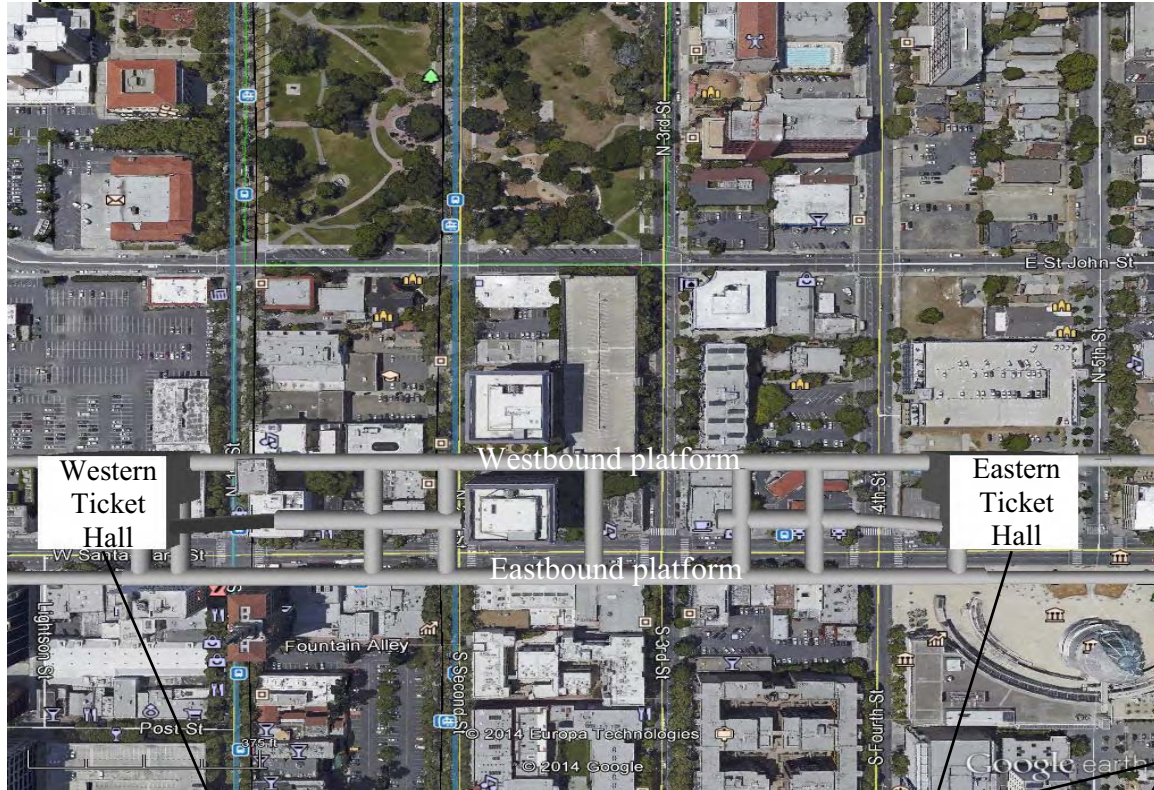
The SEIR should consider silent and vibration-free construction methods in the vicinity of the 5-wounds church: https://www.youtube.com/watch?v=M5FqzeV_bc0.

The SEIR should consider building a multi-story parking structure above the southbound 101 on/off ramps @ McKee.

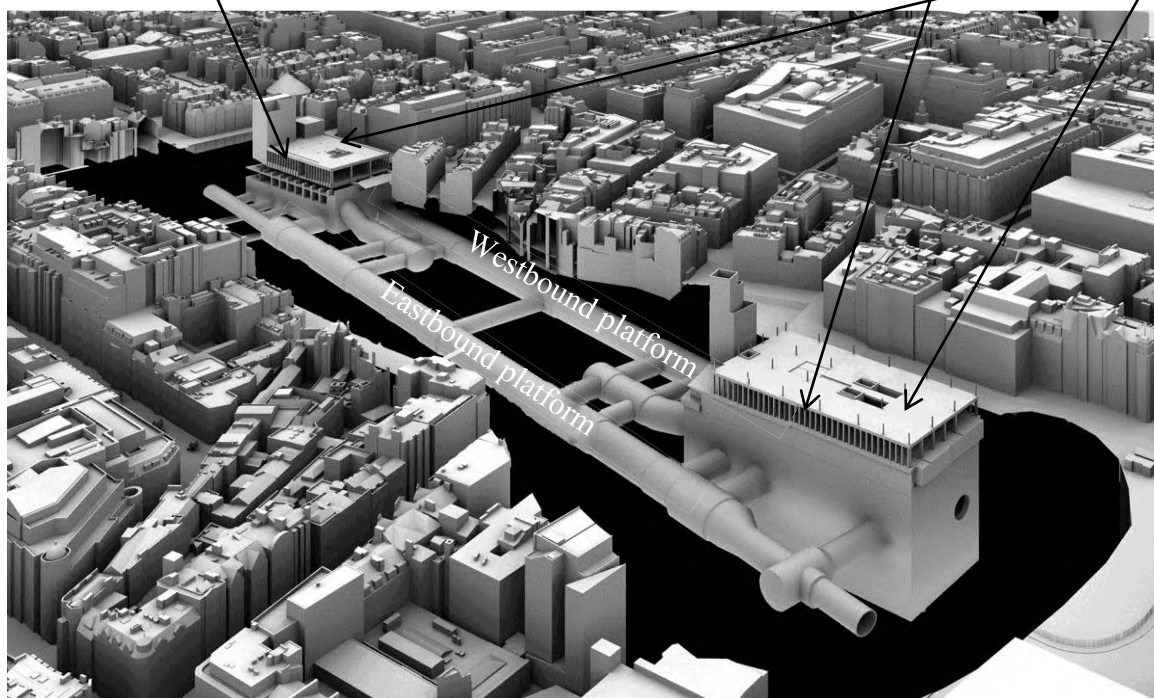
The SEIR should consider multiple parking structures at different levels with entrances designed to keep traffic originating from McKee and East Santa Clara away from the village core.

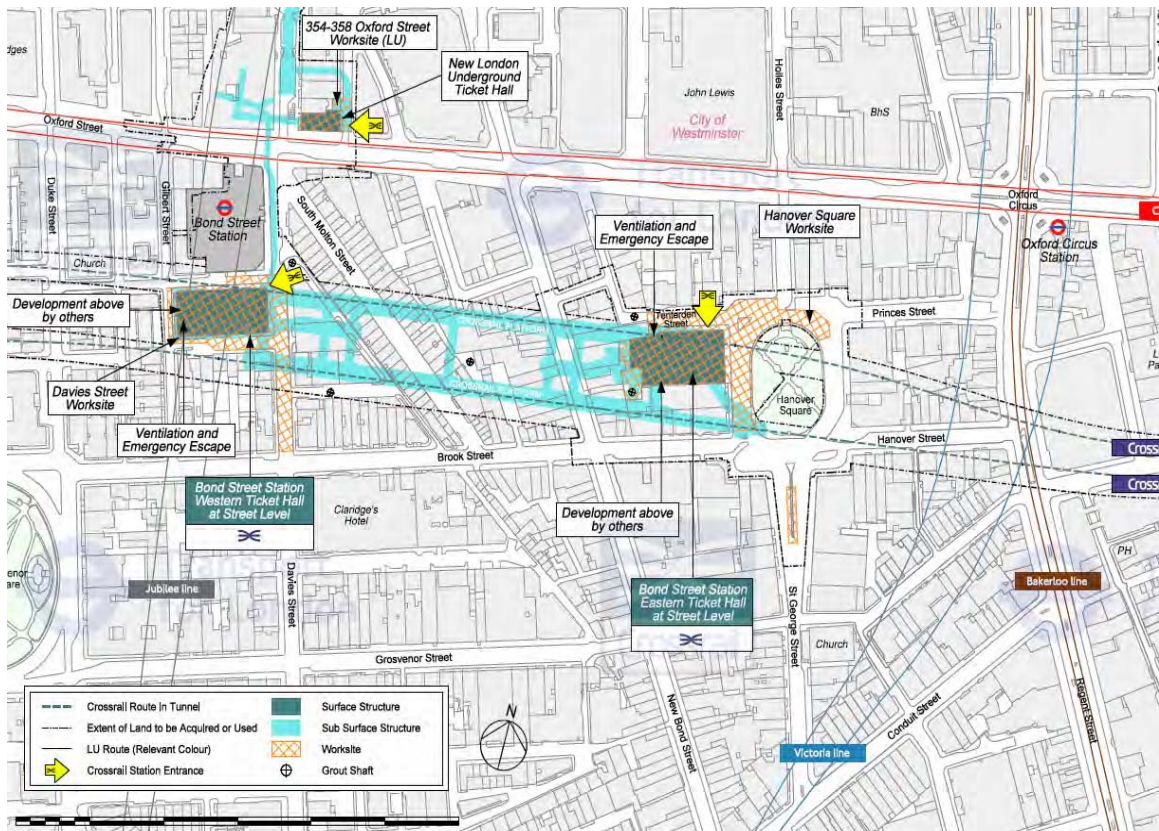
1.2 Downtown

The SEIR should consider a mined Downtown station alternative designed to mitigate construction impacts on East Santa Clara and to enhance connectivity between BART and VTA light rail and buses, City Hall, the MLK library and San Jose State via separate concourses located east of 4th Street and west of 1th Street.



P3 opportunities (additional stories)





The SEIR should fully consider the economic and socio-economic impacts of a downtown cut & cover station under East Santa Clara.

The SEIR should not consider adding any additional parking in the immediate vicinity of the Downtown BART station and should analyze traffic impacts accordingly.

The SEIR should consider deterrents to discourage BART riders from driving to the Downtown station as well as incentives to use public transit alternatives or drive to other BART stations.

1.3 Diridon

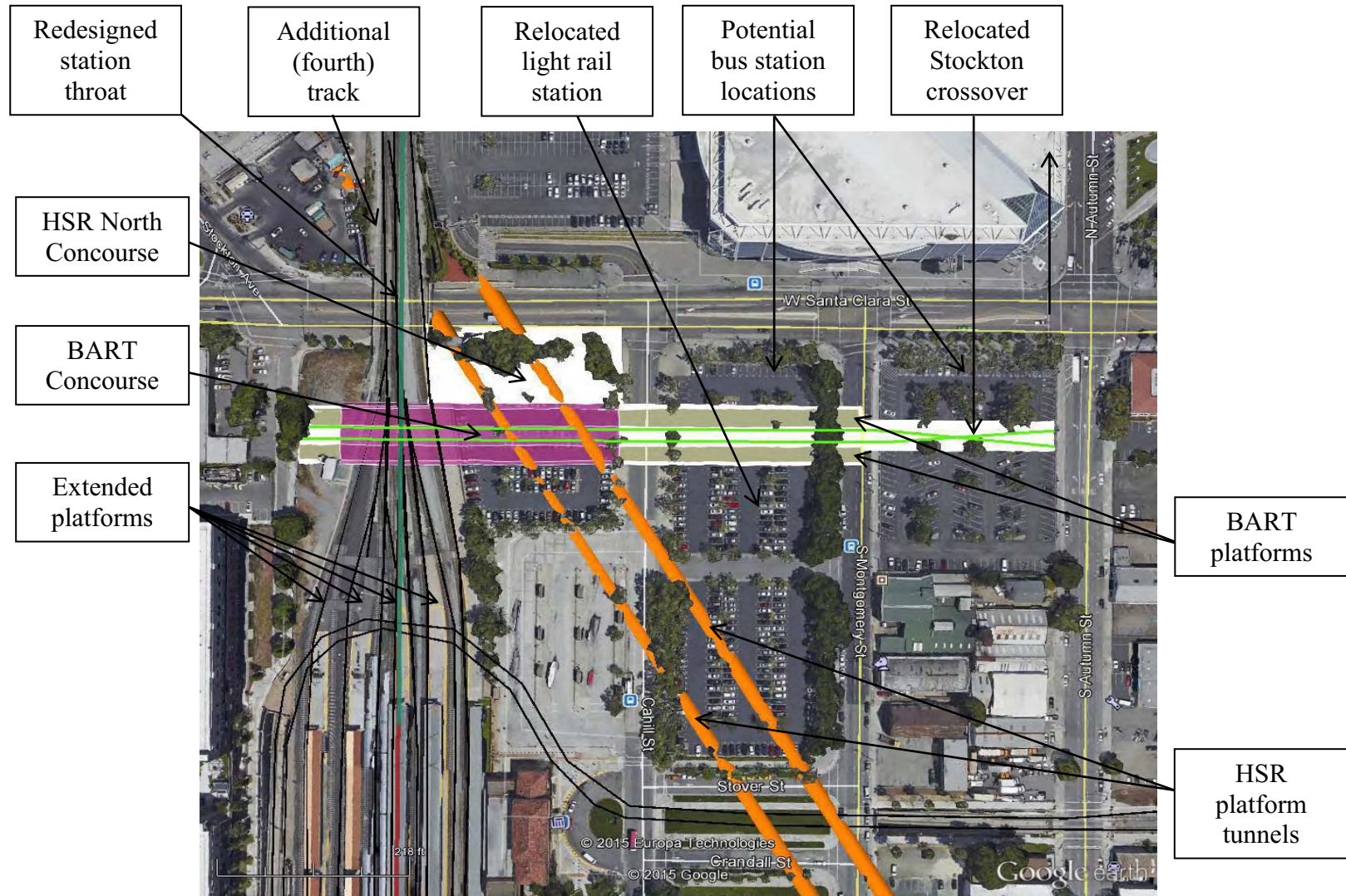
1.3.1 Capacity

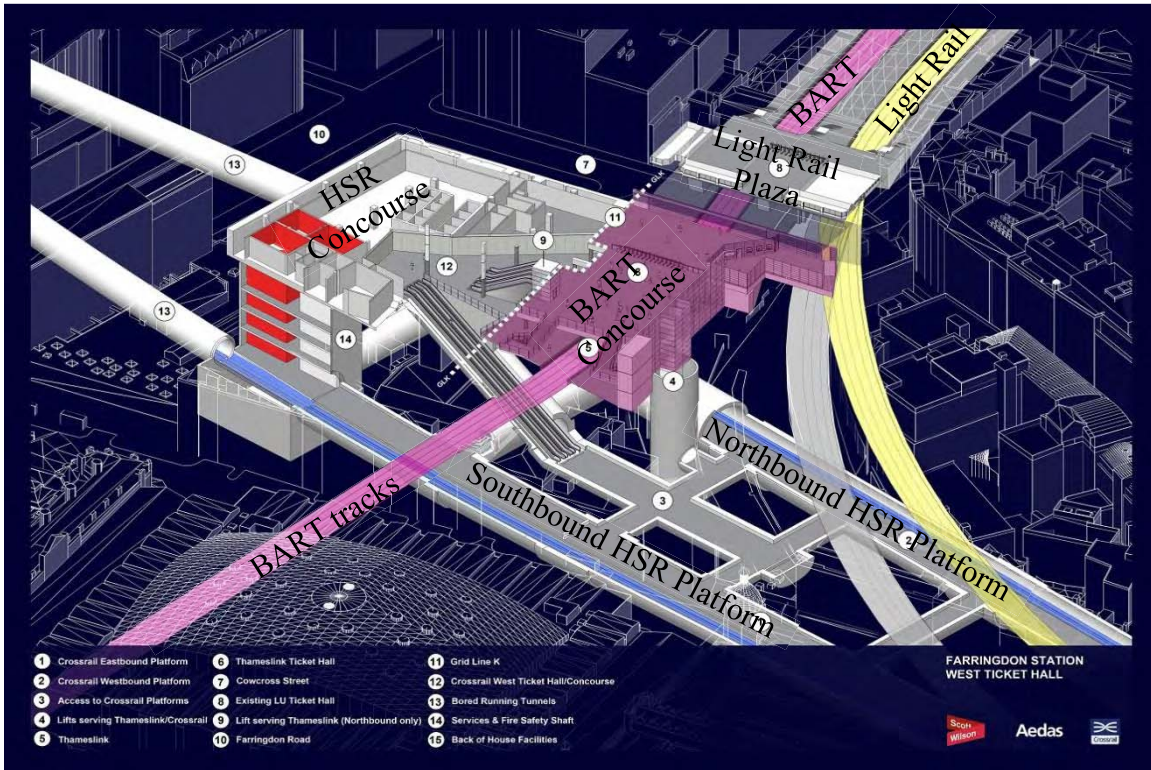
- The SEIR should consider a complete redesign of the Diridon BART station box with central tracks and separate eastbound and westbound platforms designed to preempt future congestion requiring capacity enhancements at a later date (current estimate at Montgomery and Embarcadero stations: \$900M).

1.3.2 Multimodal Transit Integration

- The SEIR should evaluate and quantify the benefits of seamless transfers between transit modes by considering an alternate design that would slide the BART station box under the railway station throat thereby integrating the BART concourse with the northern concourse of the future underground HSR station.

- The SEIR should consider relocating the Diridon VTA light rail to the east (front) of the railway station, preferably at the same level as the BART concourse, thereby contributing to the light rail efficiency program by consolidating the existing Diridon and San Fernando stations into a single station.





BART concourse



LA Union Masterplan (Grimshaw/Gruen architects)

The SEIR should consider every opportunity to mitigate or eliminate construction impacts on the activities at the SAP Arena.

1.4 Newhall Heavy Maintenance Facility

- The SEIR should consider a phased implementation alternative whereby the Newhall Yard and tunnels would be built in a later phase as and when funding becomes available.
- The SEIR should consider relocating the Stockton crossover east of the relocated Diridon station box (see relocated station box diagram in section 1.3.2 above).
- The SEIR should consider relocating the heavy maintenance facility and storage tracks to Phase 2 of the Hayward Maintenance Complex (HMC) and rezoning the land between the Union Pacific tracks and Coleman Highline for retail and high-density Transit-Oriented Development (TOD).
- The SEIR should consider the impacts of a heavy maintenance facility in the vicinity of the San Jose Earthquakes Stadium, including noise, pollution, vibrations, environmental impacts and the negative effects on adjacent property values including the impact on property and sales tax revenues and the potential for a Transit Benefit Assessment District (TBAD) around the Santa Clara station.
- The SEIR should also consider the cumulative impacts on the potential value capture and TOD potential of the Caltrain Centralized Equipment Maintenance & Operations Facility (CEMOF) after it is relocated and vacated by Caltrain.

1.5 Santa Clara Station

- The SEIR should consider a phased implementation alternative whereby the Santa Clara station would be built in a separate phase.
- The SEIR should consider leaving sufficient space for an additional track for the Capitol Corridor double-tracking project (and a northbound platform accessible via the Santa Clara pedestrian underpass extension) between the UPRR tracks and the future Santa Clara BART station.

2. North South DMU overlay alternative

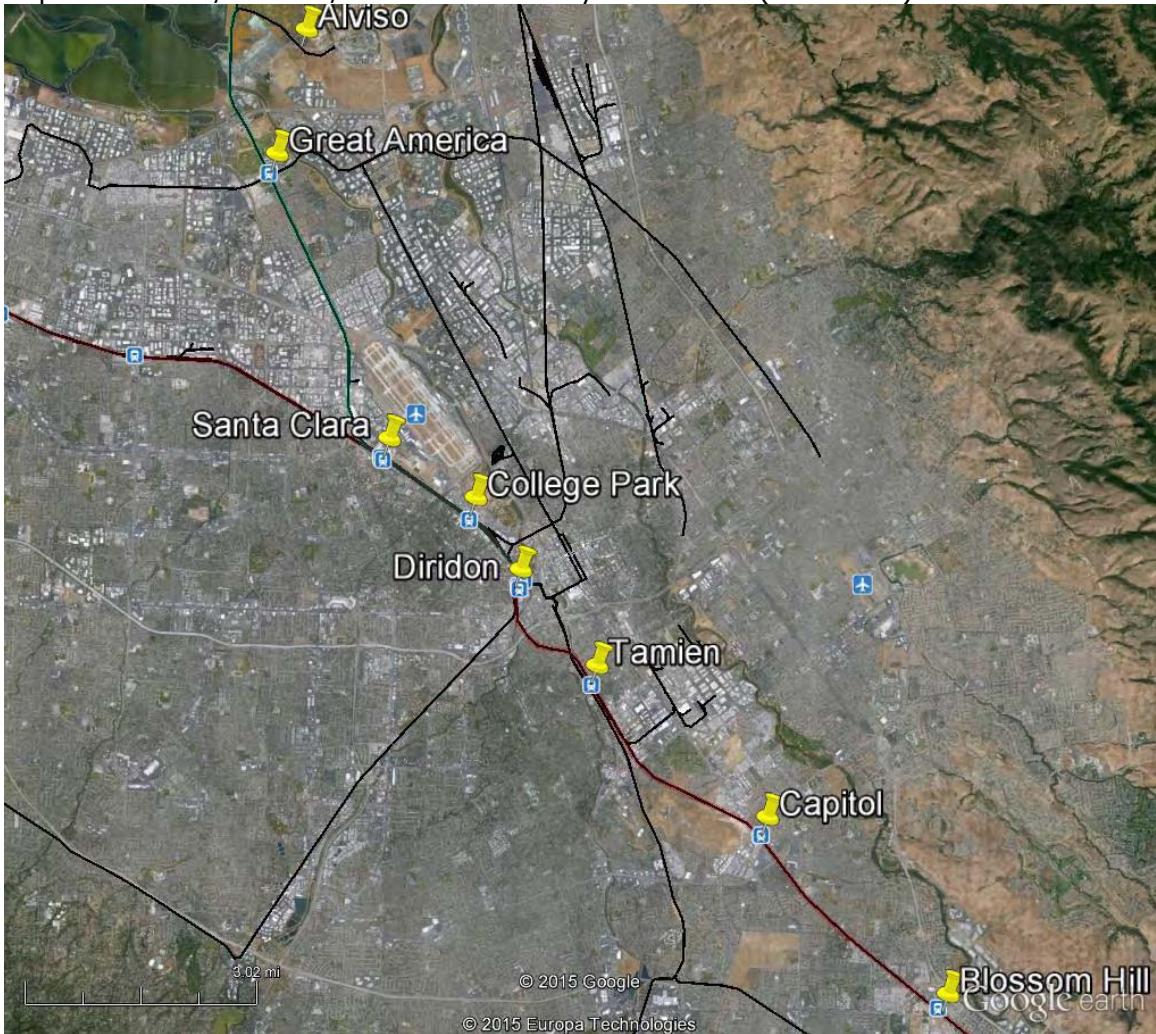
- The SEIR should consider a "BART on non-BART technology" alternative that would provide service between south San Jose and Alviso similar to SMART, eBART, wBART and BART's plans to provide a Capitol Corridor Diesel Multiple Unit (DMU) overlay between Oakland and Martinez: <http://www.bart.gov/about/planning/strategic>



Proposed eBART train sets



Capitol Corridor/Caltrain/UPRR DMU overlay alternative (8 stations)



San Diego's Sprinter DMU

3. Tunnels

- Tunnels are a 150-year investment. The SEIR should consider increasing tunnel diameters from 17 feet 6 inches to 20 feet (same as the Central Subway) to enable support for rolling stock equipped with overhead catenaries at a later date.

- The SEIR should consider using floating slab tracks in the San Jose tunnels to eliminate vibrations.

Thank you in advance for your consideration.

Sincerely,

Roland Lebrun

From: [Scott Lane](#)
 To: [vtabart@vta.org](#)
 Subject: VTA BART SV - Phase II - SCOPING Comments and Questions - Email #1
 Date: Monday, March 02, 2015 6:09:25 PM

Tom,

Here are some comments about your page:

Nowhere does this state that these comments are due at 5:00pm, which I only found on the [Scoping Presentation \(PDF\)](#).

Thank you,

Scott Lane

[Here is your website page for Phase II:](#)

or

<http://www.vta.org/bart/stationsphaseII#comments>

The screenshot shows the VTA BART Silicon Valley website. At the top, there are navigation tabs: OVERVIEW, CONSTRUCTION, COMMUNICATIONS, FINANCIAL, STATIONS, and ENVIRONMENTAL. Below these are various links and content sections. A prominent section titled "Future BART Stations" is visible, detailing the plans for four stations: Alum Rock Station, Downtown San Jose Station, Diridon Station, and Santa Clara Station. Each station description includes its location, key features, and links to site plan documents. The website also features a "To Submit Comments" section with a deadline of March 2, 2015, and contact information for Tom Fitzwater.

From: [Scott Lane](#)
To: [bartphase2eis-eir](#)
Subject: Fwd: VTA BART SV - Phase II - SCOPING Comments and Questions - Email #2 (page 9 - 14 of Scoping Presentation)
Date: Monday, March 02, 2015 4:39:25 PM

Tom,

Here are SCOPING comments/questions regarding the [Scoping Presentation \(PDF\)](#).

Page 5:
Scoping period January 30, 2015 - March 2, 2015

Why wasn't this a 45-day comment period?

Page 9:

Newhall Yard: This may not make it into the Newhall facility...

can't there be places to store the trains in Union City or another location?
I've been told that you're already doing this to support the Berryessa BART station.

Page 10:

Project Purpose:

Improve public transit service • Enhance regional connectivity • Increase transit ridership

Alum Rock"@ 28th St

All of these will benefit with an enhanced BART Alum Rock station.
West and East of Hwy 101 will benefit
Adding a dedicated Bike/Ped Bridge over Hwy 101 will make it easier for people to get to the station without driving

Downtown & Diridon:

Both will benefit greatly from these stations
These stations are close by - do we need both?
Ideally we do, but if one of the three stations has to be removed, Downtown can be serviced by the Diridon station if necessary.

Santa Clara Station/Newhall Train Facility

This is much less evident for the Santa Clara Station.
It is not at the airport, it is a small university.

Support local and regional land use plans ---

This first urban village planned was at Five Wounds
Yet VTA management wanted to scrap this if it was not for the public grass roots support

that made VTA BART SV revert to the original proposal

Support transportation solutions that will maintain the economic vitality and continuing development of Silicon Valley

All four stations will benefit

Alum Rock:

The 28th St location does not have restrictions and has a footprint to add tall buildings that are not restricted by the FAA. Further the tall buildings will have Hwy 101 as a buffer that can aid in parking garage locations as well as minimizing the shadows caused by a tall building.

Downtown SJ:

Limited by FAA height regulations of nearby buildings.
BART will aid significantly in viability of adding office space/retail

Diridon:

Limited by FAA height regulations of nearby buildings.
BART will aid significantly in viability of adding office space/retail

Improve mobility options

Alum Rock -

East Side SJ has the highest usage of bicycles, pedestrians and transit to get to work in San Jose. A bicycle and pedestrian friendly facility and roadwork/pathways to get to and from the BART station will have significant assistance to people getting to work. Many people can not afford cars, so this is key!

Enhance level and quality of transit service to areas of existing and planned affordable housing

Alum Rock, Downtown, Diridon:

Affordable housing and office/retail are key to these plans

Improve regional air quality

East side San Jose bears the brunt of smog because the pollution from the peninsula and the Santa Clara Valley get stuck against the East San Jose foothills.

For this reason more people not driving are key.

Electrifying CalTrain is key as well to reducing pollution and increasing the number of CalTrain service... to meet the projected demand of doubling the ridership of CalTrain.

Support local and regional land use plans

Alum Rock @ 28th St

The most extensive planning for the San Jose Urban Villages
These have been approved by SJ City Council

Downtown:

Extensive planning for San Jose overall (Envision 2040, Downtown Specific Area Plan)
and many other documents have been produced.

BART is key to helping developers with "infill" development for the many parking lots and under utilized spaces
in downtown San Jose.

Diridon:

a 4+ year process to develop the Diridon Area Plan has been approved by SJ City Council

PAGE 11:

Alternatives to be Evaluated:

2nd option should include several combinations:

- Alum Rock @ 28th St, Downtown, Diridon, Santa Clara
- Alum Rock @ 28th St, Diridon, Santa Clara
- Alum Rock @ 28th St, Downtown, Diridon,

PAGE 12:

4 stations:

Santa Clara (at-grade)

But while the station is at grade, the lead up from downtown SJ is a tunnel ??

Can there be another location in Santa Clara?

How about San Carlos St out along Stevens Creek with a station near
Valley Fair/Santana Row??

Page 14:

Graphic -

This clearly shows an underground tunnel thru western SJ into Santa Clara!

This is key - please show the cost of the tunneling! and any key intersections that
might be affected.

Thanks very much,

Scott Lane

From: [Scott Lane](#)
To: [bartphase2eis-eir](#)
Subject: VTA BART SV - Phase II - SCOPING Comments and Questions - Email #3 (page 15 - 20 of Scoping Presentation)
Date: Monday, March 02, 2015 4:59:56 PM

Tom,

Here are SCOPING comments/questions regarding the [Scoping Presentation \(PDF\)](#).

Page 15:

Alum Rock Station

This should be entitled Alum Rock @ 28th St. location!

This graphic shows the underground tunnel coming across the lot at a diagonal. Presumably this will entail tunneling under Hwy 101 and Julian near the intersection.

Better, less expensive way to traverse Hwy 101

Please consider using the alignment at/near the Union Pacific RR bridge that crosses Hwy 101 north of that Julian /Hwy 101 intersection. This is near the EGGO factory.

Note: What will happen to the very old wooden Western Pacific Train Trestle that is still standing across the creek and had railroad ties and tracks on it?

Station UNDER 28th Street instead of under the proposed site.

There are many advantages to performing it this way:

- 1) alignment with the UPRR train bridge mentioned above
- 2) a more straight alignment leading up to Hwy 101
- 3) uses space under 28th st, which is very accessible
- 4) using space under 28th St will allow more space on the site that has been proposed for underground parking (can more than two levels be used?)
- 5) There is a longer space that can be used for trains and station underneath.
- 6) The Five Wounds space that is the existing Union Pacific RR right of way is to the west of 28th ST and can be used underneath this section as well as east of the 28th St road footprint.
- 7) VTA owns the UPRR ROW to the west of 28th St
- 8) VTA does NOT own the space to the east of 28th St.
- 9) Designing in building development under the proposed location could save money

if the station and buildings are designed in parallel.

Downtown SJ - West Option:

Entry exit on Market and 2nd ST near Santa Clara ST.

The location near Market St, just to the west will be INSIDE a future development?!?

Whose development is this?

Include entrances off of 1st street!

Downtown SJ - East Option

2nd, 3rd, 4th St/City Hall access

Great for the City Hall access,
however transit mall access should be more important.

Any way to have a longer connection between City Hall and the West Option?
(ie a longer "Cut and Cover" but would be more expensive)

Diridon Station:

Two entry/exit entrances -

Only two entry/exits?!?

There will be extensive development to the south, and entrance on the south side is important

Santa Clara Station

The entry/exits look weird, not extensive on the East side
West side, parking lot?

How does this affect the old train station

PAGE 20:

Project Delivery -

Specified timelines - Scoping Period is restrictive

This should have had a 45-day period, not a 30 day Scoping period!

On a Facebook page VTA BART SV has misrepresented what the scoping

It stated that the effort was to narrow it
it should be to cast the widest net,
narrowing comes later

thanks,
Scott Lane

From: [Eloy Wouters](#)
To: [bartphase2eis-eir](#)
Cc: [Pierluigi Oliverio](#); [president@shpna.org](#); [secretary@shpna.org](#); [pluc@shpna.org](#)
Subject: S/HPNA Comments on the NOP for the scoping BART Draft SEIS/SEIR3
Date: Monday, March 02, 2015 4:37:41 PM
Attachments: [2015.03 SHPNA BART EIS-SEIR scoping.pdf](#)

Dear Mr. Fitzwater,
please find attached the scoping comments from the Shasta/Hanchett Park Neighborhood Association on the NOP for the scoping of the combined Supplemental Draft Environmental Impact Statement and 3rd Supplemental Draft Environmental Impact Report on VTA's BART Silicon Valley Phase II Extension Project.

We formally request a written response to these questions and consideration of our suggestions for the proposed mitigations.

We would appreciate it if you could confirm the transmittal of this message.

Best regards,

Eloy Wouters
Vice-President
Shasta/Hanchett Park Neighborhood Association



Shasta/Hanchett Park Neighborhood Association
P.O. Box 28634 • San José, CA 95159 • info@shpna.org • www.shpna.org

March 2, 2015

Mr. Tom Fitzwater

VTA Environmental Programs & Resources Management, Bldg B-2,

3331 North First Street

San Jose, CA 95134

Email: BARTPhase2EIS-EIR@vta.org

Re: Comments on the NOP for the scoping of the combined Supplemental Draft Environmental Impact Statement and 3rd Supplemental Draft Environmental Impact Report on VTA's BART Silicon Valley Phase II Extension Project.

Dear Mr. Fitzwater,

The Shasta/Hanchett Park Neighborhood Association ("S/HPNA") represents 1,400 households in the City of San Jose in the Shasta/Hanchett Park, St. Leo's, Garden Alameda, and Cahill Park neighborhoods, immediately West of the Diridon Station in San Jose and the UPRR corridor. S/HPNA fully supports a vibrant and thriving Diridon Station Area that entirely integrates all modes of transportation and activity. S/HPNA board members and neighbors have served on the Diridon Station Area Good Neighbor Committee as well as on the Community Working Group for Visual Design Guidelines of the California High Speed Rail project.

We would like to submit the following comments and questions that we have collected from residents in response to the Notice of Preparation (NOP) for the scoping for the combined Supplemental Draft Environmental Impact Statement and 3rd Supplemental Draft Environmental Impact Report on VTA's BART Silicon Valley Phase II Extension Project ("Draft SEIS/SEIR3").

We formally request a written response to these questions and consideration of our suggestions for the proposed mitigations:

1. The current planned alignment of BART travels due West of Diridon Station below century old single family homes in the St Leo's and Garden Alameda neighborhoods (e.g. below Morrison Avenue), as well as several condominium and apartment complexes of a more recent vintage. While the tunneling rights under the recent buildings were negotiated before they were built, and presumably these buildings were designed to withstand tunneling, the Draft SEIS/SEIR3 should include the impact of tunneling (e.g. vibrations) on

the older and/or historic structures. It is from these structures that our neighborhood derives its distinctive character.

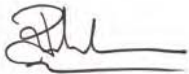
2. The Draft SEIS/SEIR3 should include test reports for buried hazardous materials, given that the previous uses of the proposed sites include an old PG&E substation, and that the Arena/HP Pavilion EIR study documented findings include hazardous materials in the soil leading to various mitigations including capping of the parking lots immediately adjacent to the UPRR right of way.
3. Along Stockton Avenue, BART plans to build “cross-over tracks” which allow the trains to switch from one tunnel to the other. This requires a big open pit during construction affecting Garden Alameda residents. The Draft SEIS/SEIR3 should address the following questions and their impacts:
 - a. Will the construction be 24/7 or time limited?
 - b. How many months?
 - c. Will there be Road closures--complete or partial?
 - d. What are the impacts of road closures during the “crush” season on the active J. Lohr Winery on Lenzen Avenue that hauls barrels between their two sites on opposite sides of the UPRR tracks?
 - e. What are the impacts of potential sidewalk closures?
 - f. Will there be loss of trees along Stockton?
 - g. Will there be a temporary closure of Theodore Lenzen Park?
 - h. What will be the Maximum construction noise? Average construction noise? Noise should be measured at residences.
 - i. Will there be Noise barriers? Where?
 - j. Noise of the water pumps during construction, given that Stockton Avenue is the alignment of a historic creek and has a very high water table – most likely these pumps will have to run 24/7.
 - k. Where will that water go?
 - l. How much dust will be generated and how will this be mitigated?
 - m. Air filtration systems for adjacent properties? Also given our Question/Comment No. 2 about hazardous materials in the soils in this area and that the single family homes in this area are of older vintage and not well insulated, dust will creep into people’s homes.
 - n. Where will the “spoils” go? (Spoils defined as the excavated dirt etc.)
 - o. Where will the soil come from, that will be used to cover up the tunnel after it is installed?

more

- p. Will some of the spoils be temporarily stored in the neighborhood to be used to cover up the tunnel? Will this be classified and handled as toxic waste?
 - q. How will the spoils be hauled away?
 - r. What routes will be used to haul the spoils?
 - s. Study of the impact of heavy truck traffic on the already lamentable road conditions e.g. on Lenzen Avenue?
 - t. During construction, what mitigations are being proposed?
4. Somewhere along Stockton Avenue there will be an air shaft to vent the tunnel. Location? How will the impact of noise from passing BART trains on nearby residences be mitigated?
5. Cumulative impact to be studied: the BART tunnel and BART station "box" in the Diridon Station Area on the location and depth of the High Speed Rail tunnel (preferred option per San Jose City Council) given the high water table tunneling under the Guadalupe River and Los Gatos Creek.

We look forward to your response as well as the opportunity to have these and other community concerns addressed as we participate in the evaluation of this proposed project in the Draft SEIS/SEIR3.

Respectfully submitted,



Dr. Eloy Wouters
Vice-President
Shasta/Hanchett Park Neighborhood Association
P O Box 28 634, San Jose CA 95159-8634

CC: San Jose City Councilmember Pierluigi Oliverio, District 6

From: [tommy.t](#)
To: [bartphase2eis-eir](#)
Subject: EIS comment
Date: Monday, March 02, 2015 4:07:53 PM

The Alum Rock station is critically important as the closest station to all of east and southeast San Jose. Already, the decision to eliminate the SJSU station was a huge mistake and will cost BART thousands of riders who will resist walking 5 additional blocks to get to the downtown station. The Alum Rock station will connect directly with multiple bus lines without need for inconvenient and time-consuming re-routings. It is conveniently served by two freeway exits on Hwy 101. Without it, the downtown, Diridon, and Berryessa station areas will see too much congestion.

It is profoundly dishonest for the VTA to lump the Alum Rock and the Santa Clara stations together as a means of saving money. Clearly, the cost of laying tracks to Santa Clara and building the station together would be exponentially higher than building the Alum Rock station on a line that will already be there. Furthermore, the justification of the Santa Clara station is questionable since it will require a transfer to a bus (or future people mover) to get to the airport. The easier, cheaper, and faster alternative to get to the airport is to provide an express bus from Diridon to the terminals.

If BART ever continues beyond Diridon, the more logical extension would be to City College, Valley Medical Center, Valley Fair, and Santana Row. These are four areas that would generate extremely high numbers of riders, especially since Hwy 280 is today completely gridlocked between Hwys 87 and 880/17.

Thomas Travers

From: [David Schonbrunn](mailto:David.Schonbrunn@vta.org)
To: [bartphase2eis-eir](mailto:bartphase2eis-eir@vta.org)
Subject: TRANSDEF Scoping Comments--incorrect webpage cite corrected
Date: Monday, March 02, 2015 11:24:23 AM

[Note: TRANSDEF sent these comments Sunday night to eir@vta.org, which is what was generated by the mailto: that is embedded on the webpage <http://www.vta.org/sfc/servlet.shepherd/document/download/06912000001gBVjAAM>. That bounced back late last night.]

TRANSDEF offers a few scoping comments:

Given San Jose's nature as a bedroom community, with a significant out-commute of residents in the morning (see this Business Times article: <http://www.bizjournals.com/sanfrancisco/blog/techflash/2015/02/san-jose-city-tax-revenue-shortfall-police-fire.html?page=all>), we suggest that the current project is not a good fit for the existing city. Decisions made by the city in planning its future do not give a basis for optimism that things will change to the point where a subway is really needed. For example, the Diridon Station Area Plan was far more auto-oriented than a 21st Century city should be.

We believe that a far better approach than the frightfully expensive tunnel to Diridon would be to reconsider Phase 2. We request that two alternatives be studied:

1. the line should either terminate in Berryessa, with its passengers distributed via light rail, or
2. the line should aim for the highest concentration of employment in the North First Street neighborhood. If a viable route can be found, a line like this would have substantially better ridership than service to downtown--it would get used. While a connection to Caltrain is needed, it doesn't have to be at Diridon station, as that area won't have enough ridership to be worthwhile.

It is important for the future of the county to not sink all available transportation funds into this project. Santa Clara County desperately needs a cleverly designed transit network that can counteract the current sprawled-out dependence on automobiles. New thinking is needed, as current trends are heading straight for gridlock, and this project will not have any beneficial impacts on local congestion. In addition, the county needs a well-financed Caltrain connection to SF. None of this will be possible if the BART project sucks up all the money.

Thank you for considering these comments,

--David

David Schonbrunn, President
Transportation Solutions Defense and Education Fund (TRANSDEF)
P.O. Box 151439
San Rafael, CA 94915-1439

415-331-1982

David@Schonbrunn.org
www.transdef.org

From: [Pete Rasmussen](#)
To: [bartphase2eis-eir](#)
Subject: Comments on Phase 2 BART to San Jose
Date: Tuesday, March 03, 2015 12:00:08 AM

The Alum Rock station should be kept in the next phase - the community has advocated for it, and the community has been the focus of community plans as part of San Jose's General Plan update, which emphasizes small villages which facilitate mobility by transit, walking, and biking. The Santa Clara station, on the other hand, will be redundant to existing service provided by Caltrain, ACE, Capitol Corridor, and VTA buses. Limited funding can be saved by deferring or eliminating this last station.

Making the investment in a tunnel section can be justified in a downtown setting, because it preserves valuable real estate for more productive uses, and keeps intact the fabric of an urban setting. However, if a 9 story parking garage is constructed, it defeats the purpose of an underground right of way. The Diridon BART station should be without a parking structure, just as the downtown San Francisco stations (the highest ridership stations in the system) lack parking.

Land adjacent to the station should be for offices, housing, retail, and community use.

Pete Rasmussen

From: [Charisse Ma Lebron](#)
To: [bartphase2eis-eir](#)
Cc: [Charisse Ma Lebron](#)
Subject: RE: WPUSA Comments on BART Phase II Scoping FINAL ELECTRONIC VERSION - scanned signed copy on letterhead soon to follow
Date: Tuesday, March 03, 2015 12:30:09 AM
Importance: High

Hello Mr. Fitzwater,

Please use this electronic version of my scoping comments below. I will be providing a scanned version on letterhead with my signature tomorrow, which is the version we would want shared with the public and policymakers---should a hard copy version be made available by VTA.

Please confirm that you have received this message. I apologize for the inconvenience.

March 2, 2015

Mr. Tom Fitzwater

Environmental Programs and Resources Management, Bldg B-2

Valley Transportation Authority

3331 North First Street

San Jose, CA 95134

**RE: Scoping Comments for the BART Silicon Valley Phase II Extension Project
Environmental Impact Report**

Dear Mr. Fitzwater:

Working Partnerships USA (WPUSA) appreciates the opportunity to provide comments to inform the development of the required environmental impact report for the BART Silicon Valley Phase II Extension Project. Our comments and questions focus on the proposed 28th Street BART Station and the topical areas related to Air Quality, Community Services, Land Use, Socioeconomic, and Transportation that should be included in the scoping

Working Partnerships USA is a community-labor organization with a vision for an inclusive regional economy where workers and communities of color thrive. We employ research and policy advocacy to advance innovative campaigns for equitable growth, healthy communities, and quality jobs.

The City of San Jose's General Plan, Envision 2040, advances a vision for the comprehensive integration of land use planning, housing development, and transportation infrastructure--- with employment growth as a critical component and emphasis of higher density development.

- **Describe how 28th Street BART will impact East San Jose. Specifically, describe the opportunities for job growth and affordable housing that may be able to contribute to an improved quality of life. In particular, identify the anticipated number and types of jobs created, the approximate new affordable housing units built, and the general distribution of the population impacted (including race/ethnicity, age, and income information).**
- **Similarly, describe the adverse impacts that may be anticipated if 28th Street BART is NOT built. Please include the anticipated number of jobs and types of employment unrealized, the anticipated and growing traffic congestion and its impact to neighborhoods, and the anticipated increase in greenhouse gas emissions. Please also describe the potentially anticipated decline in health outcomes as a result of increased emissions.**
- **Describe the analysis and mitigation measures that would be considered to prevent displacement of community members and potential reduction in affordable housing stock if 28th Street BART is built.**
- **Specifically describe the various options and strategies considered to ensure affordable housing sites at, along, or near the 28th Street BART Station. How will the presence of the station reconcile/or fail to reconcile the jobs-housing imbalance within the City of San Jose?**
- **Higher density and transit-oriented development are anticipated to reduce vehicle miles traveled (VMT) and greenhouse gas emissions (GHG). Specifically identify the opportunities for VMT and GHG reduction in East San Jose as a result of 28th Street BART. What is this measure in the short and long-term (e.g. 5 years, 15 years, 20 years). How will 28th Street BART bring VTA closer to meeting its responsibilities as a Congestion Management Agency?**
- **How does the Five Wounds Urban Village Plans and 28th Street BART align with VTA's overall vision and goals outlined within its Joint Development Policy, adopted in 2009?**
- **Describe the numbers and types of jobs/industries anticipated to be located near or along 28th Street BART.**
- **Specifically describe the overall anticipated impact to economic development and the City of San Jose's tax base as a result of 28th Street BART, as well as the other station alternatives considered.**
- **Please describe the various options and scenarios considered in building 28th Street BART that would allow for cost reductions/savings.**

- The current (2012) ridership modeling does not look at race/ethnicity (only income), yet the considerations of Title VI for federal funding do take into account impact on racial/ethnic populations. In order to complement the efforts to seek federal funding, **include ridership modeling that also consider the racial makeup of anticipated ridership, with and without the 28th Street BART Station.**
- Background:

The current (2012) ridership modeling considers fare sensitivity. Current fare and transfer policies as a starting point may serve to depress ridership among lower income workers. We know metro San Jose has the highest car ownership rate in the US, at 94%, including many low-income households that may be priced out of transit. Currently, BART is conducting a pilot test, assessing the effect on ridership of providing transfers with AC Transit. Also currently, Seattle is introducing a low-income fare discount (the eligible income for a family of 4 is \$47,700.)
<http://metro.kingcounty.gov/programs-projects/orca-lift/#to-qualify>.

Specifically, study the impact on ridership of providing transfers between VTA bus/light rail and BART; and of providing a low-income fare similar to the Seattle program. Such programs may require funding. If the programs increase ridership and reduce greenhouse gas emissions, they may be eligible for funding from Cap and Trade and other sources dedicated to reducing carbon emissions. By studying the ridership benefits of fare integration and fare equity, BART-SV may be able to increase ridership, and fund any costs through existing funding sources.

In the interest of advancing transit equity and access, as well as reducing duplicative services, and increasing ridership, a comprehensive and community-informed EIR report is critical to ensuring that the south bay makes the optimum decisions related to necessary transportation investments. Working Partnerships submits the aforementioned comments and questions in the hopes of contributing to an informed and robust environmental impact report. Thank you for the opportunity to provide comments on the development of the environmental impact report for the BART Silicon Valley Phase II Extension Project. WPUSA looks forward to working with VTA, policymakers, and community members to ensure that the BART Silicon Valley Extension Project will support a thriving local economy, vibrant and complete streets, and equitable access to fast, reliable, and efficient transit.

Respectfully,

Charisse Ma Lebron

Director of Community Development and Health Policy

Working Partnerships USA

From: bartphase2eis-eir [bartphase2eis-eir@vta.org]
Sent: Tuesday, March 03, 2015 12:03 AM
To: Charisse Ma Lebron
Subject: Automatic reply: WPUSA Comments on BART Phase II Scoping

Thank you for submitting your comments on VTA's BART Silicon Valley Phase II Extension Project during the scoping period. Your comments have been received. All comments received during the scoping period will be consolidated into a formal Scoping Report that will be made available to the public after the scoping period ends.

From: [rollomay_rollomay](#)
To: [bartphase2eis-eir](#)
Subject: Proposed VTA BART PARKING STRUCTURE!
Date: Tuesday, March 03, 2015 1:23:18 PM

I'M DEFINITELY OPPOSED TO THE PARKING STRUCTURE THAT IS SUPPOSED TO BE BUILT BY THE SANTA CLARA BART STATION!
WE HAVE ENOUGH TRAFFIC AND CONGESTION IN OUR NEIGHBORHOOD AND SHOULD NOT BE BUILT BY THE POLICE STATION!
BETTER PLACE IF IT HAS TO BE BUILT IS THE "EAST PARKING OPTION" ON COLEMAN! I LIVE ON MISSION STREET AND THERE IS SO MUCH TRAFFIC COMING OFF THE ALAMEDA AND EL CAMINO AS IT IS SO I'M ASKING YOU TO PLEASE CONSIDER THE "EAST PARKING OPTION" INSTEAD!

THANK YOU,

JUDY LEGOS

From: [Joe Hastings](#)
To: [bartphase2eis-eir](#)
Subject: Santa Clara East Parking option
Date: Thursday, March 05, 2015 10:49:00 AM

To:
Tom Fitzwater
VTA Environmental Programs & Resources Management, Building B-2
3331 North First Street
San Jose, CA 95134

Dear Mr. Fitzwater,

We in Santa Clara are very excited about the proposed BART extension in phase II.

I would also like to express our support for the East parking option. This parking location makes the most sense given the existing roadway infrastructure. Most notably, Coleman Avenue offers much more proximate access to highways 101 and 280, in comparison to The Alameda on the west side of the station. In addition, by shunting traffic along Coleman Avenue, we will take advantage of a wide thoroughfare that traverses a mostly industrial and commercial area, rather than the pedestrian-friendly locales of Santa Clara University and the surrounding residential neighborhoods.

Kindest regards,

Joe Hastings
748 Hilmar Street
Santa Clara, CA 95050
408-318-4496

3-5-2015

BART Phase II

I think it will be enough to have BART to go to Alumrock ave. and stop there, then the passengers can transfer to the new VTA BRT bus system with the special bus only lanes, It may be just as fast to get through Downtown San Jose. This will eliminate the very large billions of dollars expense of having to dig out a long tunnel under Downtown. The businesses and traffic won't be disrupted for a long time from construction for an underground BART tunnel. And also the Federal Government will save billions of dollars that could be put toward the very very large Trillion dollar debt that needs to be paid back someday. Cutting back needs to be done through out the whole country to try to eliminate and or keep the Trillion dollar debt from getting any larger.

I'm a long time San Jose residence.

I would like more information about Design features, Community meetings, Funding

I would like to here you response

Rick Devries

83 Castlebridge Drive

San Jose Ca. 95116

408 821 4760

Email RickyDevries1957@Gmail.com

From: Robert Allen <robertseeallen@gmail.com>

Sent: Thursday, March 05, 2015 12:47 AM

To: Gonzalez-Estay, Manolo R; Podrasky, Kathleen; Roecks, Erica; Kurimoto, Kevin; Pearse, Brent; Childress, Brandi; Winston, Ethan; Collins, Gail; Robert Allen

Subject:Phase II BART

I again urge you to consider splitting Phase II into two sub-Phases:

II(a): One station (Alum Rock) pre-subway; on line and profile of former WP; Over US 101, with Julian Street in an underpass and Santa Clara Street on an overpass. Tail tracks beyond the station near a joint busway intermodal station near the McDonalds. This would show motorists on 101 that BART had found the way to San Jose. Provide lots of parking, with good access from the McKee Road and Alum Rock Avenue US 101 interchanges. Aim the tail tracks into a future San Fernando Street subway to downtown and Diridon.

This would greatly shorten the length and cost of the subway, Phase II(b). Subway will cost much more and take far longer to do. A joint busway/BART Alum Rock station would provide transit access to BART from Diridon, Downtown, and SJSU much sooner than if the subway had to be completed first.

II(b) Re-consider having the subway under San Fernando instead of Santa Clara Street, with an SJSU station near 10th and San Fernando Streets. End the subway near a Diridon/Arena station with BART at grade beside Caltrain from Diridon to the end of the line in Santa Clara. It should fit well, further shorten the length (and cost) of subway excavation, and keep BART and Caltrain in a joint trainway beyond Diridon.

Aim the tail tracks beyond Santa Clara station along the E (Caltrain) line rather than the L (Alviso) line. Ultimately BART might extend further along the Caltrain corridor toward Millbrae.

