
Attachment A

Notice of Preparation and Public Scoping with Comments Received

NOTICE OF PREPARATION

May 29, 2018

To:
Reviewing Agencies and Organizations

From:
Santa Clara Valley Transportation Authority
Environmental Programs
3331 North First Street, Building B-2
San Jose, CA 95134-1927

SUBJECT: Notice of Preparation of a Draft Second Supplemental Environmental Impact Report for the Eastridge to BART Regional Connector: Capitol Expressway Light Rail Project

The Santa Clara Valley Transportation Authority (VTA), as the lead agency under the California Environmental Quality Act (CEQA), will prepare a Draft Second Supplemental Environmental Impact Report (Draft SEIR-2) for the Eastridge to BART Regional Connector: Capitol Expressway Light Rail Project (EBRC-CELR or Project). We request the views of your agency as to the scope and content of the environmental information, which is germane to your agency's statutory responsibilities in connection with the proposed project. The Draft SEIR-2 will supplement the Final Environmental Impact Report (Final EIR) (SCH 2001092014), Final Supplemental Environmental Impact Report (Final SEIR-1), and the Subsequent Initial Study/Mitigation Negative Declaration (Subsequent IS/MND), which were certified by the VTA Board of Directors in May 2005, August 2007, and March 2014, respectively. Your agency may need to use the Final EIR, Final SEIR-1, and Subsequent IS/MND available here: <http://www.vta.org/projects-and-programs/transit/capitol-expressway-light-rail-project/library> as well as this SEIR-2 prepared by our agency when considering permits or other approvals for the EBRC-CELR Project.

The project description, location, overview, and potential environmental effects are contained in the attached materials. A copy of the Initial Study is is not attached.

Because of the time limits mandated by State law, your response must be sent at the earliest possible date, but no later than 30 days after receipt of this notice.

Please send your response to Christina Jaworski at the address shown above or via email at EBRC-CELR-Comments@vta.org . We request that the name for a contact person in your agency be provided with your response.

Project Title: Eastridge to BART Regional Connector: Capitol Expressway Light Rail Project (formerly named "Downtown East Valley Capitol Expressway Corridor" and "Capitol Expressway Corridor")

Project Applicant, if any: Santa Clara Valley Transportation Authority

Date: 05/29/18

Signature: Christina Jaworski

Name: Christina Jaworski

Title: Senior Environmental Planner

Telephone: (408) 321-5789

Email: EBRC-CELR-Comments@vta.org

Reference: California Code of Regulations, Title 14, (State CEQA Guidelines) Section 15082(a), 15103, 15375.

**Attachment to the Notice of Preparation of a
Draft Second Supplemental Environmental Impact Report for the
Eastridge to BART Regional Connector: Capitol Expressway Light Rail Project**

Introduction

The Santa Clara Valley Transportation Authority's (VTA's) Eastridge to BART Regional Connector: Capitol Expressway Light Rail Project (approved project) is located in the City of San José. The approved project (discussed below under *Approved Project*) would be implemented in two distinct phases. The first phase consisted of pedestrian and bus improvements, including sidewalk, landscaping, and lighting along Capitol Expressway; bus stop improvements at Story Road and Ocala Avenue; and the replacement of Eastridge Transit Center. Construction of the pedestrian and bus improvements was completed in 2012 and the replacement of Eastridge Transit Center was completed in 2015. The second phase consists of the extension of light rail along Capitol Expressway between the existing Alum Rock Light Rail Station and Eastridge Transit Center, a distance of approximately 2.4 miles.

Following project approval (discussed below under *Prior Environmental Documentation*), work began on Preliminary Engineering (PE), which advanced designs to a greater level of detail. Because of the nature of the design changes recently proposed during PE (discussed below under *Changes to the Approved Project*), VTA determined that additional environmental review is required and that a Draft Second Supplemental Environmental Impact Report (Draft SEIR-2) is the appropriate level of documentation. An SEIR is prepared only if minor additions or changes would be necessary to make the previous EIR adequately apply to the changed situation. According to Section 15163(b) of the California Environmental Quality Act (CEQA) Guidelines, the SEIR needs to only contain the information necessary to make the previous EIR adequate for the project as revised.

Prior Environmental Documentation

The federal and state environmental process for the approved project was initiated in September 2001 with the publication of a Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) in the federal register and the filing of the Notice of Preparation of an Environmental Impact Report (EIR) with the State Clearinghouse. A Draft EIS/EIR was circulated in April 2004, but only a Final EIR was completed as a result of limited opportunities for securing federal funds.

In May 2005, the VTA Board of Directors certified the Final EIR and approved the Light Rail Alternative. As a result of PE, the Light Rail Alternative was modified to address agency comments, improve operations, minimize right-of-way acquisition and lower costs. The VTA Board of Directors certified a Final Supplemental EIR (Final SEIR) and approved these modifications in August 2007.

Due to unprecedented declines in revenues beginning in 2008, the implementation plan for the Light Rail Alternative was modified to construct the project in phases. An Addendum was approved in June 2010 that included the installation of pedestrian and bus

improvements as Phase 1 and the extension of light rail along Capitol Expressway as Phase 2.

A Subsequent Initial Study/Mitigated Negative Declaration (IS/MND) was approved in March 2014 that eliminated the Ocala Station, eliminated sidewalk widening and sound wall relocation north of Ocala Avenue, and expanded the Eastridge Park-and-Ride lot.

Proposed Location

The approved project is located along Capitol Expressway, generally between Capitol Avenue and north of Quimby Road in the City of San Jose in Santa Clara County. Exhibit 1 depicts the approved project alignment and the proposed changes to the approved project (discussed below under *Approved Project* and *Changes to the Approved Project*).

Approved Project

The approved project would consist of the extension of light rail along Capitol Expressway between the existing Alum Rock Light Rail Station and Eastridge Transit Center, a distance of approximately 2.4 miles. Light rail would operate primarily in the median of Capitol Expressway within exclusive and semi-exclusive rights-of-way. To provide the additional right-of-way to accommodate light rail, high-occupancy vehicle lanes (HOV lanes) would be removed between Capitol Avenue and Tully Road. The alignment would include an elevated section that would extend from Capitol Avenue north of the Capitol Expressway intersection to south of Story Road, and an elevated crossing of Tully Road. The approved project would include new light rail stations at Story Road (aerial) and Eastridge Transit Center (at-grade). At Eastridge Station, the existing Park-and-Ride lot would be expanded to accommodate the project. The approved project would also include traction power substations at Ocala Avenue and Eastridge Transit Center. Five 115-kilovolt electrical transmission towers and two tubular steel poles (TSPs) would require relocation from the median of Capitol Expressway to the east side of Capitol Expressway in order to accommodate the approved project.

Changes to the Approved Project

VTA is proposing changes to certain elements of the approved project, including:

- Extension of the aerial guideway (south of Story Road) to grade-separate the Ocala Avenue and Cunningham Avenue intersections;
- Revisions to Capitol Expressway roadway lane configurations (including the conversion of the existing high-occupancy vehicle lanes to general purpose traffic lanes and maintaining eight lanes between Story Road and Capitol Avenue);
- Modifications to Eastridge Station platforms and track;
- Reduction in parking spaces at Eastridge Park-and-Ride lot;
- Modification of the Story Station pedestrian overcrossing;
- Modification to Story Station pedestrian access; and
- Relocation of a construction staging area.

Exhibit 2 provides a detailed description of the proposed changes to the approved project.

Proposed Scope and Content of the SEIR-2

The purpose of the SEIR-2 is to disclose the environmental consequences of the proposed changes to the approved project. The SEIR-2 will explore the extent to which the proposed changes will result in environmental impacts and discuss actions to reduce or eliminate such impacts. Based on the proposed changes, VTA is proposing to focus the SEIR-2 on the following topics of potential environmental effects:

- Transportation
- Noise and Vibration
- Environmental Justice

To ensure that the significant environmental issues are identified, and reasonable alternatives and mitigation measures are considered, comments and suggestions are invited from all interested parties on the scope and content of the SEIR-2. Comments or questions on the SEIR-2 should be directed to VTA as noted below.

Scoping Meeting

VTA will hold a public scoping meeting for the project. The meeting will begin with staff presentations on the project's history, proposed changes to the project, and the environmental process. The meeting will conclude with an open house where attendees can receive additional project information, ask questions, and submit written comments on the scope and content of the SEIR-2. Details of the scoping meeting are as follows:

Thursday, June 14, 2018

6:00 to 8:00 p.m.

William C. Overfelt High School

Multi-Purpose Room (Building F, Room 5F)

1835 Cunningham Avenue

San Jose, CA 95122

This location is served by VTA Bus routes 22, 70, and 77.

Individuals who require language translation, American Sign Language, or documents in accessible formats are requested to contact VTA Community Outreach at (408) 321-7575 / TTY (408) 321-2330 at least five business days before the meeting. The meeting facility is accessible to persons with disabilities.

Comment Due Date

Written scoping comments must be received by **June 28, 2018** and can be sent via the following methods to:

Mail: Christina Jaworski, Senior Environmental Planner
Santa Clara Valley Transportation Authority
Environmental Programs
3331 North First Street, Building B-2
San Jose, CA 95134-1927

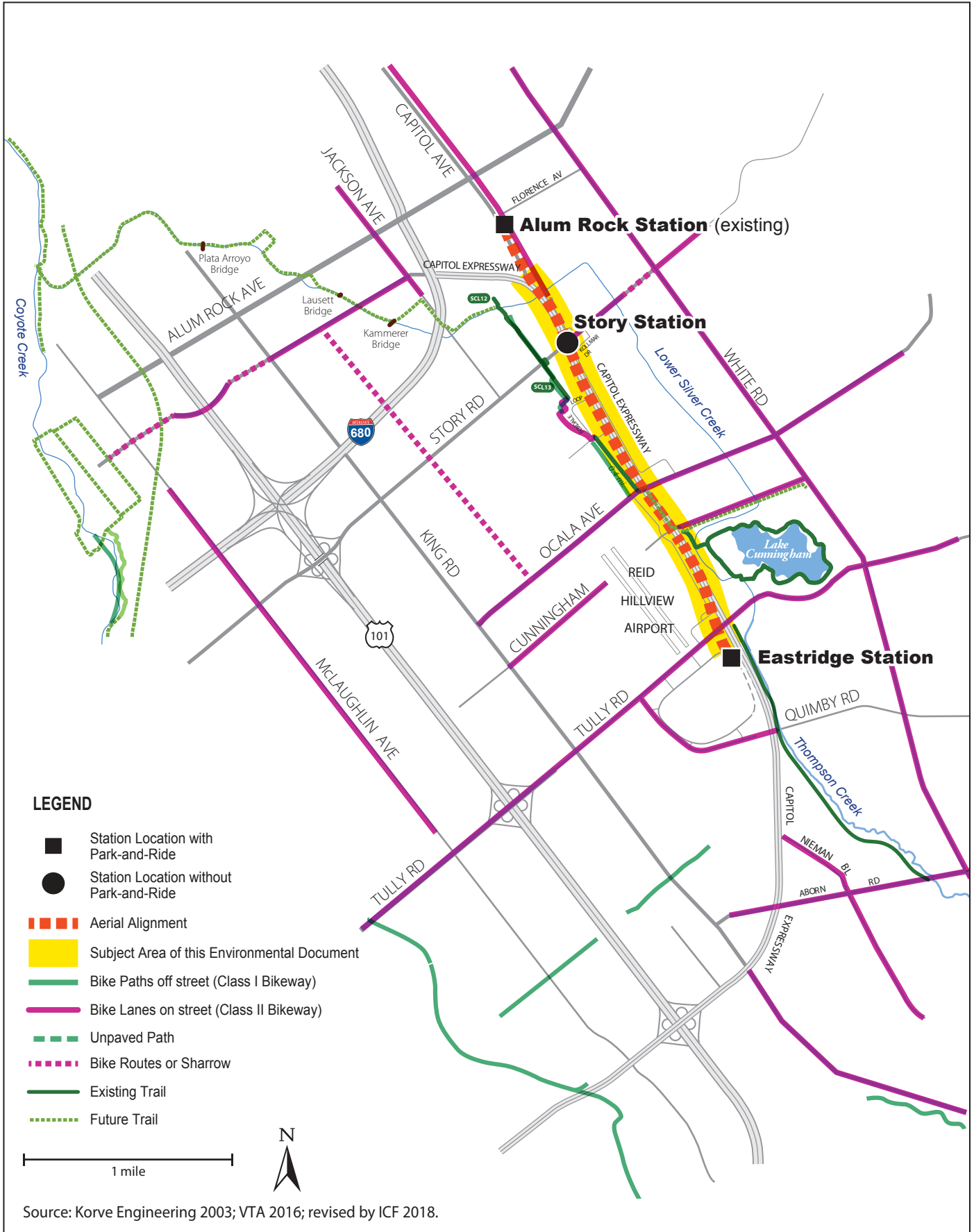
E-mail: EBRC-CELR-Comments@VTA.org

For Further Information Contact

For further information regarding the environmental process, to be included on the project mailing list, or to receive additional information about the project, please contact Christina Jaworski at (408) 321-5789. People with special needs should contact VTA Community Outreach at (408) 321-7575 / TTY (408) 321-2330.

Issued on: May 29, 2018

Signature: Christina Jaworski
Christina Jaworski
Senior Environmental Planner
Environmental Programs and Resources Management



Graphics ... 00011.08 (3/14/18) AB

Exhibit 1
Proposed Changes to Capitol Expressway Light Rail Project

Exhibit 2: Detailed Description of the Proposed Changes to Approved Project

Location	Proposed Changes to the Approved Project
Capitol Expressway, from south of Story Road to north of Tully Road	<p data-bbox="558 336 1386 403"><u>Extension of the Aerial Guideway to Grade-Separate the Ocala Avenue and Cunningham Avenue Intersections</u></p> <p data-bbox="558 411 1386 609">The proposed change to the approved project would replace the at-grade track alignment with approximately 1.25 miles of aerial guideway from south of Story Road to north of Tully Road. The aerial guideway would include concrete columns supported on pile foundations. The aerial guideway would also include aerial sound walls.</p> <p data-bbox="558 625 1386 760">As a result of an additional left turn pocket (as discussed in detail below) on Capitol Expressway at Story Road, the alignment of the aerial guideway between Story Road and Foxdale Drive would be shifted slightly west by three feet.</p>
Capitol Expressway, between Capitol Avenue and Story Road, and at Story Road, Cunningham Avenue, and Tully Road intersections	<p data-bbox="558 772 1386 806"><u>Revisions to Capitol Expressway Roadway Lane Configurations</u></p> <p data-bbox="558 814 1386 911">The proposed change to the approved project would revise the roadway lane configurations along Capitol Expressway. The proposed roadway lane configuration changes include:</p> <ul data-bbox="558 919 1386 1810" style="list-style-type: none"> <li data-bbox="558 919 1386 1184">• <i>Four traffic lanes in each direction north of Story Road.</i> Both of the existing high occupancy vehicle (HOV) lanes (one northbound and one southbound) would be converted to general purpose (GP) traffic lanes, resulting in a total of four GP lanes in each direction between Story Road and Capitol Avenue. One southbound inner GP lane would end at the introduction of the left turn pockets at Story Road. This proposed change would be accomplished by the widening of Capitol Expressway and a reduction of the median. <li data-bbox="558 1192 1386 1255">• <i>Maintain two way street on Kollmar Drive between Story Road and Sussex Drive.</i> <li data-bbox="558 1264 1386 1398">• <i>Right turn lanes.</i> Exclusive right turn lanes on southbound Capitol Expressway would be added at Story Road, Cunningham Avenue, and Tully Road intersections. Exclusive right turn lanes will be maintained on northbound Capitol Expressway at Story Road. <li data-bbox="558 1407 1386 1566">• <i>Bicycle Slot.</i> At the locations where exclusive right turn lanes are added or maintained on Capitol Expressway (as discussed in detail above), bicycle slots would be included to the left of the right turn lanes. Exhibit 3 includes pictures of a typical bicycle slot with bicycle detector. <li data-bbox="558 1575 1386 1734">• <i>Left turn lanes.</i> Longer left turn lanes on Capitol Expressway would be added at the following intersections: northbound and southbound at Story Road, northbound at Ocala Avenue, and southbound at Tully Road. At Ocala Avenue, one northbound left turn lane would be removed. <li data-bbox="558 1743 1386 1810">• <i>Left turn pocket.</i> A second left turn pocket would be maintained on northbound Capitol Expressway at Story Road.
West of the Capitol Expressway, between	<p data-bbox="558 1822 1386 1856"><u>Modifications to Eastridge Station Platforms and Track.</u></p> <p data-bbox="558 1864 1386 1894">The approved project includes two platforms, additional tail tracks,</p>

Location	Proposed Changes to the Approved Project
Tully Road and Eastridge Loop	<p>and one traction power substation at the Eastridge Station. The proposed changes to the project include only one, center platform at Eastridge Station, which would be adequate for the anticipated patronage.</p> <p>Additional changes to the Eastridge Station include:</p> <ul style="list-style-type: none"> • Removal of the siding track; • Reconfigure tail tracks, including the addition of a pocket track; • Diamond crossover shifted from structure to ballast; • Addition of passenger access at north end of station (adjacent to the Park-and-Ride Lot); • Shift platform to north, which would eliminate reconstruction of Eastridge Loop/Capitol Expressway intersection; • Platform would be raised on retained fill; and, • Tully Road bridge crossing would be lowered.
West of the Capitol Expressway, between Tully Road and Eastridge Loop	<p><u>Reduction in Parking Spaces at Eastridge Park-and-Ride Lot</u></p> <p>The approved project includes 445 spaces at Eastridge Station to partially address the increased demand for parking from the project. VTA is proposing to reduce the parking to approximately 200 spaces due to the relocation of VTA Paratransit staff and vehicles to a remodeled building at this location in September 2017.</p>
Capitol Expressway (northbound), south of Story Road	<p><u>Modification of the Story Station Pedestrian Overcrossing</u></p> <p>The approved project includes a pedestrian overcrossing at the Story Station. The proposed change to the project would adjust the location of the eastern and western landings of the pedestrian overcrossing. On the east side of the pedestrian overcrossing, this change would maintain an existing driveway along Capitol Expressway into the gas station located south of Story Road. On the west side of the pedestrian overcrossing, this change would provide for improved clearances at the bottom of the access stairs, the crosswalk ramps, and the waiting areas at the intersection.</p>
Capitol Expressway/ Story Road intersection	<p><u>Modification to Story Station Pedestrian Access</u></p> <p>The approved project also includes a pedestrian access point to Story Station at the median. The proposed change to the project would restrict pedestrian access to the Story Station at the median to emergency purposes only.</p>
Northwest corner of the Capitol Expressway/ Tully Road intersection	<p><u>Relocation of a Construction Staging Area</u></p> <p>The approved project includes a construction staging area at Capitol Expressway/Tully Road. The proposed change to the project would eliminate this construction staging area. Thus, the project will require additional areas for staging construction material and equipment. The actual locations and associated access remain to be identified, and it is expected that the laydown areas will be adjacent to the roadway in areas that are either vacant or available for use.</p>



a. View of an example bike slot facing west at Lawrence Expressway and Cabrillo Avenue in the City of Santa Clara.



b. View of a bike detector embedded in a bike slot. The purpose of a bike detector is to detect a bicyclist approaching an intersection and communicate with the traffic signal cabinet to provide enough time for cyclists to safely cross an intersection.

Source: VTA and ICF 2018.

Viramontes, Jessica

Subject: FW: Eastridge to BART Regional Connector: Notice of Preparation

From: Sheppard, Barry [<mailto:B2SZ@pge.com>]
Sent: Tuesday, June 26, 2018 12:51 PM
To: Jaworski, Christina
Cc: Feron, Ethan; Galicia, Mark; Liddell, Brandon; Thomas, David; Techangam, Mae
Subject: FW: Eastridge to BART Regional Connector: Notice of Preparation

Christina

Please see PG&E comments below, the scope description in the NOP page 2 does not match the planned construction scope planned by PG&E.
Please let me know if you have any questions.

Thanks
Barry
Cell 415 320 2246

From: Galicia, Mark
Sent: Thursday, June 07, 2018 4:47 PM
To: Sheppard, Barry <B2SZ@pge.com>
Cc: Purugganan, Steve <STP9@pge.com>; Techangam, Mae <C2TI@pge.com>; Liddell, Brandon <BxLg@pge.com>; Thomas, David <DLTg@pge.com>; Quach, Ted <TPQ1@pge.com>; Withrow, Kevin <KIW1@pge.com>
Subject: RE: Eastridge to BART Regional Connector: Notice of Preparation

Barry,

Page 2 of the NOP does not reflect the Tline scope per current design. Currently the documents reads:

Five 115-kilovolt electrical transmission towers and two tubular steel poles (TSPs) would require relocation from the median of Capitol Expressway to the east side of Capitol Expressway in order to accommodate the approved project.

Per our current design, six towers and two tubular steel poles (TSPs) would require relocation, and two new TSPs would be installed. There will be a total of 10 TSPs installed including both structure replacements and new structures. Of the existing structures being relocated, only 2 towers are currently located on the median.

*Mark Galicia, PE
Project Engineer
Pacific Gas & Electric Company
6111 Bollinger Canyon Rd. Room 2120-J
San Ramon, CA 94583
925-328-5340*

From: Sheppard, Barry
Sent: Tuesday, May 29, 2018 7:15 PM
To: Liddell, Brandon; Thomas, David; Quach, Ted; Galicia, Mark; Withrow, Kevin

Cc: Purugganan, Steve; Techangam, Mae
Subject: FW: Eastridge to BART Regional Connector: Notice of Preparation

All
Please let me know your comments by COB 6/8/18
Barry

From: Jaworski, Christina [<mailto:Christina.Jaworski@VTA.Org>]
Sent: Tuesday, May 29, 2018 4:18 PM
To: Sheppard, Barry <B2SZ@pge.com>
Subject: Eastridge to BART Regional Connector: Notice of Preparation

*******CAUTION:** This email was sent from an EXTERNAL source. Think before clicking links or opening attachments.*****

May 29, 2018

Eastridge to BART Regional Connector: Capitol Expressway Light Rail
Notice of Preparation of a Draft Second Supplemental Environmental Impact Report

Attached to this email is the Notice of Preparation (NOP) of a Draft Second Supplemental Environmental Impact Report (SEIR-2) for the Eastridge to BART Regional Connector: Capitol Expressway Light Rail Project (project). The project would extend light rail along Capitol Expressway between the existing Alum Rock Light Rail Station and Eastridge Transit Center in the City of San Jose.

A Supplemental EIR is prepared only if minor additions or changes would be necessary to make the previous EIR adequately apply to the changed situation. According to Section 15163(b) of the California Environmental Quality Act (CEQA) Guidelines, the SEIR needs to only contain the information necessary to make the previous EIR adequate for the project as revised.

The NOP describes the project location, purpose and need, approved project, proposed changes to the project, probable environmental effects, and the time and location of the public scoping meeting. Additional information on this project can be found online at www.vta.org/eastridgetobart.

VTA is seeking your comments on the scope and content of the Draft SEIR-2. Comments are due by 5:00pm on **Thursday, June 28, 2018**.

If you have any questions about the NOP, please feel free to contact Christina Jaworski, Senior Environmental Planner, at (408) 321-5751 or Christina.Jaworski@vta.org.

Sincerely,

Christina Jaworski
Senior Environmental Planner

Santa Clara Valley Transportation Authority
3331 North First Street, Building B
San Jose, CA 95134-1927
Phone **408-321-5751**



Conserve paper. Think before you print.

FRAN INMAN, Chair
JAMES EARP, Vice Chair
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LUCETTA DUNN
JAMES C. GHIEMMETTI
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STATE OF CALIFORNIA

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

SUSAN BRANSEN, Executive Director



CALIFORNIA TRANSPORTATION COMMISSION

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June 20, 2018

Ms. Christina Jaworski
Santa Clara Valley Transportation Authority
Environmental Programs
3331 North First Street, Building B-2
San Jose, CA 95134-1927

RE: Draft Second Supplemental Environmental Impact Report for the Eastridge to BART
Regional Connector: Capital Expressway Light Rail Project

The California Transportation Commission (Commission), as a Responsible Agency, received the Draft Second Supplemental Environmental Impact Report prepared by the Santa Clara Valley Transportation Authority to construct regional connector improvements in two phases. The first phase, which was already constructed in 2012 and 2015, consisted of pedestrian and bus improvements, including, sidewalk, landscaping, and lighting along Capitol Expressway; bus stop improvements at Story Road and Ocala Avenue; and the replacement of the Eastridge Transit Center. The second phase consists of the extension of light rail along Capitol Expressway between the existing Alum Rock Light Rail Station and Eastridge Transit Center, a distance of approximately 2.4 miles. The total project cost for Phase 1 and 2 is estimated at \$453,000,000.

The Commission has no comments with respect to the project purpose and need, the alternatives studied, the impacts evaluated, or the evaluation methods used. Please notify the Commission as soon as the environmental process is finalized since project funds cannot be allocated for project design, right of way, or construction until the final environmental document is complete. Once

Ms. Christina Jaworski
Draft Second Supplemental Environmental Impact Report
June 20, 2018
Page 2

the final environmental process is concluded, the Commission will consider the environmental impacts in determining whether to approve the project for future funding consideration.

Upon completion of the environmental process, please ensure the Commission is notified in writing whether the selected alternative identified in the final environmental document is consistent with the project as programmed by the Commission and included in the appropriate Regional Transportation Plan. In the absence of such assurance of consistency, the project may be considered inconsistent, and thus ineligible for funding.

If you have any questions, please contact Jose Oseguera, Assistant Deputy Director, at (916) 653-2094.

Sincerely,

Mitchell Wein FOR

SUSAN BRANSEN
Executive Director

c: Phil Stolarski, Chief, California Department of Transportation, Division of Environmental Analysis

Viramontes, Jessica

Subject: FW: Eastridge to BART Regional Connector: Capitol Expressway Light Rail Project Draft SEIR

From: Veronica Macias [<mailto:vmacias@mpesd.org>]

Sent: Tuesday, June 26, 2018 12:00 PM

To: EBRC-CELR-Comments

Subject: Eastridge to BART Regional Connector: Capitol Expressway Light Rail Project Draft SEIR

I oppose the construction of this expansion. I have a deep concern since currently on Ocala /Marten there are 5-6 schools and approximately another 8-10 schools along Story, Capital, Tully. Traffic is already an issue because of this on Capital Expressway. Losing lanes in both directions on Capital Expressway is not practical since school age children would not benefit from using the lightrail.

Veronica Macias
408-674-0174

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298



June 27, 2018

Christina Jaworski
Santa Clara Valley Transportation Authority
3331 North First Street, Bldg. B-2
San Jose, CA 95134

Re: Notice of Preparation
Eastridge to BART Regional Connector: Capitol Expressway Light Rail Project draft
Environmental Impact Report
SCH # 2001092014

Dear Ms. Jaworski:

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for construction or alteration of crossings and grants the Commission exclusive power on design, alteration, and/or closure of rail crossings in California. The Commission's Rail Crossings and Engineering Branch (RCEB) has received a copy of the *Notice of Preparation (NOP)* from the State Clearinghouse for Santa Clara Valley Transportation Authority's (VTA's) proposed Eastridge to BART Regional Connector: Capitol Expressway Light Rail project.

According to the NOP, the project proposes a light rail extension along Capitol Expressway between Alum Rock Light Rail Station and Eastridge Transit Center. The light rail extension would continue the proposed aerial guideway to grade separate the Ocala Avenue and Cunningham Avenue intersections as well as construct associated pedestrian access to Story Station. Construction of new public crossings requires a formal application to the Commission for authorization, as discussed below.

Commission Rules and Regulations

The following link provides resources on the Commission's rules and regulations in regard to rail safety: <http://www.cpuc.ca.gov/rail/>.

Any modification to an existing or proposed new crossing is subject to a number of rules and regulations involving the Commission, including:

- California Public Utilities Code, Sections 1201 et al, which requires Commission authority to construct rail crossings;
- Commission's Rules of Practice and Procedure, which details the Formal Application process for construction or modification of a public crossing; and
- Commission's General Order (GO) 88-B, Rules for Altering Public Highway-Rail Crossings.

The design criteria for any proposed modification or new crossing construction shall comply with the following GOs:

- GO 26-D, Clearance on Railroads and Street Railroads as to Side and Overhead Structures, Parallel Tracks and Crossings;

- GO 72-B, Construction and Maintenance of Crossings – Standard Types of Pavement Construction at Railroad Grade Crossings;
- GO 75-D, Warning Devices for At-Grade Railroad Crossings;
- GO 118-A, Construction, Reconstruction and Maintenance of Walkways and Control, of Vegetation Adjacent to Railroad Tracks; and
- GO 128, Construction or Underground and Electrical Supply and Communication.

Federal Rules and Regulations

The project shall ensure compliance with federal regulations as well, including:

- Code of Federal Regulations, Title 49, Part 213 (49 CFR Part 213), Track Safety Standards;
- 49 CFR Part 214 Railroad Workplace Safety;
- 49 CFR Part 234, Grade Crossing Signal System;
- 49 CFR Part 236, Rules Standards and Instructions Governing the Installation, Inspection Maintenance, and Repair of Signal and Train Control Systems Devices, and Appliances.

Crossing Authorizations

RCEB staff is available for consultation on crossing safety matters. The following link provides more information on the Commission's GO 88-B and formal crossing application process:
<http://www.cpuc.ca.gov/crossings/>.

1. Formal Application

A Formal Application is required for construction of all new at-grade and grade separated crossings along the corridor in accordance with the Commission's Rules of Practice and Procedure. When the Capitol Expressway Light Rail project is clearly defined and prior to submission of a Formal Application, VTA should contact RCEB staff to arrange a diagnostic meeting with Commission staff and all interested parties to discuss relevant safety issues at each proposed crossing location, if any.

As part of its mission to reduce hazards associated with at-grade railroad crossings, the Commission's policy is to reduce the number of such crossings. New at-grade crossings would typically not be supported by Commission staff and long-term planning for the grade separation of the existing at-grade rail crossings should be considered.

2. GO 88-B Requests

Modification (including closure) of existing rail crossings is typically authorized through the Commission's GO 88-B process. If interested parties do not reach agreement regarding proposed modifications, a Formal Application to the Commission will be required in order to obtain authorization to implement the modifications.

Prior to submission of a GO 88-B request for authorization, VTA should arrange a diagnostic meeting with Commission staff and all interested parties to discuss relevant safety issues at the crossing location. Commission crossing safety web page is found at this link: <http://www.cpuc.ca.gov/crossings/>.

Christina Jaworski
SCH # 2001092014
Page 3 of 3
June 27, 2018

Thank you for your consideration of these comments. If you have any questions in this matter, please feel free to contact me at (415) 703-1327 or by email at willard.lam@cpuc.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Willard Lam', with a long, sweeping horizontal stroke extending to the left.

Willard Lam
Utilities Engineer
Rail Crossings and Engineering Branch
505 Van Ness Avenue
San Francisco, CA 94102

CC: State Clearinghouse

NATIVE AMERICAN HERITAGE COMMISSION

Environmental and Cultural Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone (916) 373-3710
Fax (916) 373-5471
Email: nahc@nahc.ca.gov
Website: <http://www.nahc.ca.gov>
Twitter: @CA_NAHC



June 27, 2018

Christina Jaworski
Santa Clara Valley Transportation Authority
3331 North First Street, Bldg B2
San Jose, CA 95134

RE: SCH#2001092014 Eastridge to Bart Regional Connector

Dear Ms. Jaworski,

The Native American Heritage Commission has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code § 21000 et seq.), specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit. 14, § 15064.5 (b) (CEQA Guidelines Section 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared. (Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd.(a)(1) (CEQA Guidelines § 15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code § 21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code § 21084.3 (a)). **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. § 800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments. **Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.**

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
 - a. A brief description of the project.
 - b. The lead agency contact information.
 - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code § 21080.3.1 (d)).
 - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code § 21073).
2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code § 21080.3.1, subs. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. (Pub. Resources Code § 21080.3.1(b)).
 - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18). (Pub. Resources Code § 21080.3.1 (b)).
3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
 - a. Alternatives to the project.
 - b. Recommended mitigation measures.
 - c. Significant effects. (Pub. Resources Code § 21080.3.2 (a)).
4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
 - a. Type of environmental review necessary.
 - b. Significance of the tribal cultural resources.
 - c. Significance of the project's impacts on tribal cultural resources.
 - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code § 21080.3.2 (a)).
5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code § 21082.3 (c)(1)).
6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
 - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
 - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code § 21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
 - a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code § 21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code § 21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code section 21084.3 (b). (Pub. Resources Code § 21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
 - a. Avoidance and preservation of the resources in place, including, but not limited to:
 - i. Planning and construction to avoid the resources and protect the cultural and natural context.
 - ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - i. Protecting the cultural character and integrity of the resource.
 - ii. Protecting the traditional use of the resource.
 - iii. Protecting the confidentiality of the resource.
 - c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - d. Protecting the resource. (Pub. Resource Code § 21084.3 (b)).
 - e. Please note that a federally recognized California Native American tribe or a nonfederally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code § 815.3 (c)).
 - f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code § 5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
 - a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
 - b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code § 21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code § 65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code § 65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code section 65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction. (Gov. Code § 65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have been already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.

Viramontes, Jessica

Subject: FW: City of San Jose EBRC-CELR Comments

From: Nguyen, Joe D [<mailto:joed.nguyen@sanjoseca.gov>]

Sent: Thursday, June 28, 2018 3:28 PM

To: EBRC-CELR-Comments

Cc: Kimura, Josephine; Nguyen, Thuy (DOT); Gulzadah, Zahir

Subject: City of San Jose EBRC-CELR Comments

Hi Christina,

Please see attached for an Excel Sheet containing comments/concerns from City of San Jose Staff. Please note that these comments have been discussed with the County and they may be submitting similar comments.

Thank you,

Joe Nguyen

City of San José | Department of Transportation

200 E. Santa Clara St. 8th Floor

San José, CA 95113

P: (408) 794-7514

E: joed.nguyen@sanjoseca.gov

Comm	Comment
1	Remove driveway at station 997+00 on the eastside where Chevron Gas station is.
2	Driveway at Chevron by station 997+00 presents sight distance issues, will need to be eliminated.
3	Design at southeast corner of Story/Capitol Ex seems suboptimal; appears to prioritize maintaining gas station. Have you considered TOD opportunities? Also, ped access to POC could be improved.
4	Consider implementing a pick up & drop off zone or park & ride zone at the Story station
5	The plans appear to prioritize driveway access at the expense of station access and TOD opportunities as well as traffic operations (e.g. Story Rd intersection).
6	Where will the parking right lot be located for the Story Station? Potential neighborhood intrusion if parking is not available.
7	Extend bike lane along SB Capitol Ave up to Capitol Av/Capitol Expy intersection.
8	<p>Provide Class IV Separated Bike Lane on Capitol Expressway. The #1 lanes along Capitol Expressway can be decreased from 13' to 11' to increase the 8' bike lane to 10'. This will allow 2' of protection by installing k-rail for physical separation. Once the bike lane reaches the portion where the left turn pockets begin (where we no longer have the extra 2' from the #1 lane), bike lane will be brought up onto the sidewalk and converted to Class I Shared-use Path which would be shared with pedestrians through the intersection and the Class IV Separated Bike Lane will continue when the extra 2' is available again. The crosswalk through the intersection would have to be widened to accommodate the bicyclists and pedestrians.</p> <p>At south of Tully Rd/Capitol Expy intersection, remove the median island at the entrance to In-N-Out Burger plaza, eliminate the dedicated right turn lane, widen sidewalk between south of the median island and intersection to bring Class IV bike lane to sidewalk south of plaza entrance.</p>
9	<p>Narrow travel lanes to 11' generally, and 12' inside lane (#1/next to median). Use extra space to provide better bike and ped accommodation. As a standard through the corridor, include Class IV one-way protected bikeway (6'+3' separation).</p> <ul style="list-style-type: none"> -Where not feasible due to ROW constraints, maintain minimum 6' wide Class II bike lane -Where not feasible due to right turn lanes or large/busy driveways, use Green Pavement Enhancement (GPE) in transition area to highlight conflict zone -Do not exceed 7' width bike lane (if wider, it looks like travel lane and cars drive in)
10	Add two-stage left turn boxes for bikes at all signalized intersections (to facilitate left turn from Capitol onto cross street).
11	Where bike lane and parking are not present, provide 12' curb lane width as gutter does not serve as driving space. (i.e, SB Capitol Av right turn movement to WB Capitol Expy).
12	Apply Green Pavement Enhancement (GPE) to bikeways at signalized intersection approaches/departures, per DOT standards.
13	Provide Class II or IV Bikeways into/out of Eastridge entrance.

Comm	Comment
14	Include secure bike parking at LRT station area (e.g. electronic bike lockers, bike racks)
15	How will people with bikes get their bike up onto elevated platforms? -Include bike stair channels in stairs to platform.
16	Include ped median harbors with push button at all controlled, marked ped crossings of Capitol. (Currently plans have some, but not all. Use extra ROW from (1) above to fit.) Capitol is hugely wide and difficult for elderly or disabled to cross in one signal cycle.
17	Maintain bike/ped Neighborhood Access Points to Capitol (e.g., east side of Capitol, 400' north of Ocala, at S. Capitol Ave). Add more near bus and LRT stops on Capitol where neighborhood streets have only a fence (no buildings, etc.) separating them from Capitol.
18	NB Capitol Exp to NB Capitol Ave Right Turn: Square up corner and add stop control (remove free merging RTOL).
19	Excalibur at Capitol - Excalibur/Bambi/S.Capitol Ave will be a neighborhood bikeway connector south and west from Capitol to Jackson, Lower Silver Creek Trail, Goss School, Capitol Park. - Add Right, Thru, Left bike lanes.
20	At station 1073+00, add a teardrop island at the crosswalk on the west side of Capitol Expressway.
21	At station 1080+00 on the east side of Capitol Expressway, straighten the curb and sidewalk.
22	At stations 994+00, realign the crosswalk from median island of Capitol Expressway to the west side so that the crosswalk is closer to the intersection and will end closer to the center of the curb return.
23	At stations 982+00 to 984+00, new sidewalk on the east side should be 10' consistently and tree wells should be added to this new sidewalk.
24	At station 1084+00 to 1085+00 on the east side of Capitol Expressway, tighten the curb returns. The crosswalk should connect to the Thompson
25	As described in the NOP, Phase 1 of the Project includes bus stop improvements at Story Road and Ocala Avenue. Consider to include the following improvements at these bus stops: - ADA accessibility improvements - Construction/replacement of bus stop pavement pads, passenger waiting pads, and shelter pads - Addition or relocation of lighting - Crosswalk improvements such as special pavement, bollards, pedestrian-activated in-pavement lights, countdown signals, narrowing pedestrian crossing distance including reduced curve radii and/or curb bulbouts, etc.
26	Design of cul-de-sac at northwest corner of Story/Capitol Ex seems suboptimal. Consider redesigning. Provide pedestrian/bike access from S Capitol Ave frontage Rd (north of Story Rd) to the main street in order to provide access to the light rail station.

Comm	Comment
27	The Emergency access on the north side of the Story Rd intersection should be reoriented to the crosswalk and a made a general access entrance which can also serve emergency access.
28	The existing 8' to 10' sidewalk/path/trail must be sustained between Ocala and Tully. This alignment is defined as part of the Council-approved Lower Silver Creek Trail Master Plan. That does appear to occur with this plan, but We want to insure that the width of this facility is not compromised as the plans develop further.
29	On the northeast corner of Capitol Ave/Capitol Expressway, align crosswalk to the neighborhood path and sidewalk.
30	At stations 972+00 through 974+00, keep SB through/right turn lane all the way to intersection and remove pork chop island.
31	At station 1072+00 to 1072+50 on the east side of Capitol Expressway, tighten the curb returns.
32	At the northwest and southwest corners of Tully Rd/Capitol Expressway, tighten the curb returns.
33	Remove pork chop islands in the intersection of Capitol Ave & Capitol Expressway and tighten curb returns.
34	Evaluate curb return radii at T-intersection. The large curb radii cannot effectively slow down the turning movement from Capitol Expy to side streets (i.e, NB Capitol Expy Sta 1072+00, SB Capitol Expy Sta 1073+00, SB Capitol Expy Sta 1095+00, etc.)
35	At intersection of Story Rd/Capitol, the northeast and southwest curb returns should be tightened. On Story Rd, add a dedicated westbound right turn lane and eastbound right turn lane.
36	Since this is a Second Supplemental EIR for proposed changes to the already-approved project, include an analysis of both the approved project and the proposed changes for comparison.
37	Despite not a CEQA metric, consider to include a travel time analysis in the EIR and/or the appended transportation analysis report. Travel time by mode on Capitol Expressway between Existing and Project conditions can be roughly estimated using existing travel time data and intersection delay calculations.
38	Despite not a CEQA metric, consider to include estimated absolute and relative amount of mode shift to transit due to the Project, as well as the associated reduction in vehicle-miles traveled in the proximate area.
39	Consider to include complete street elements on Capitol Expressway (e.g. enhanced crossing, signage, and other bus stop improvements besides Ocala) to improve last-mile connection for transit riders.
40	Incorporate City's complete street design for the roadway. This is a transit corridor; people being able to access the transit particularly by non-vehicular modes, is important to the success of this project.
41	The Tully Road Vision Zero Safety Improvement Project has a project area on Tully Road that ends at Eastridge Lane before the Capitol/Tully intersection. The City, VTA, and the County should coordinate to ensure that the Project aligns well with the safety improvement project on Tully Road, including plans for the remaining segment of Tully Road between Eastridge Lane and Capitol Expressway.

Comm	Comment
42	Extend the second SB left turn queue lane at Story Rd and Capitol Expressway further north by cutting into the median. Light rail aerial alignment would have to be reworked between stations 979+00 and 982+00 in order to have the columns land further east on the median to create room for the lane extension.
43	Per Highway Design Manual 309.2 (2), " Pedestrian over-crossings shall have a minimum vertical clearance 2 feet greater than the standard for major structures for the State facility in question. " 15.5' vertical clearance is required for major structure for this project, therefore 17.5' vertical clearance is required for pedestrian overcrossing. It currently shows 17' in the minimum vertical clearance table.
44	Please evaluate if ROW take is required between north of Tully Rd/Capitol Expy intersection and end of project.
45	Please provide: a. Horizontal clearance between face of column and median face of curb on cross sections. Provide design standard where this horizontal clearance refers to. b. Design standard where the pedestrian vertical clearance refers to. It currently shows a 9' in the minimum vertical clearance table.
46	At stations 974+00 to 975+00 close off Highwood Dr that connects to NB Capitol Avenue.
47	On NB Excalibur Dr entering Capitol Ave/Capitol Expressway intersection, City do not support double left turn lanes. Roadway should be narrow
48	At station 1000+50, on the east side on Kollmar Dr, there is no need to convert to one-way. This will cut off access to high density residential apartments.
49	Kollmar Dr at station 998+00, street is too narrow.
50	At stations 997+00 to 997+50, on the west side of Capitol Expressway, do not bulbout sidewalk south of the elevator in order to provide deceleration area to the driveway. Also narrow and realign the driveway to the end of the bus pad.
51	Provide CCTV at Capitol Ave and Capitol Expressway.
52	Provide CCTV at Ocala and Capitol Expressway.
53	Provide CCTV at Story and Capitol Expressway.
54	Provide CCTV at Cunningham Ave and Capitol Expressway.
55	Provide CCTV at Tully and Capitol Expressway.
56	Provide conduit for communication between Capitol Ave & Capitol Expressway to Eastridge Transit Center.
57	Provide fiber optic cable from Alum Rock & Capitol Ave to Eastridge Transit Center.
58	Install 3" conduit for ITS (video surveillance and TSP)
59	Install PTZ cameras as part of traffic signal modifications for Capitol Ave/Capitol Exp, Story Rd/Capitol Exp, Ocala Ave/Capitol Exp, and Cunnigham Ave/Capitol Exp
60	Consider implementing new technology suitable for LRT priority, more advanced TSP.

Comm	Comment
61	Consider complete streets concept along corridor. Consider streetlights to be installed on Capitol Expressway beyond project limits.
62	Keep HOV lanes. Do not convert to mixed flow. This is contrary to CSJ GP mode shift goals.