
Chapter 3

Response to Comments on the Draft Second Supplemental Environmental Impact Report

The Draft Second Supplemental Environmental Impact Report (SEIR-2) for the Eastridge to BART Regional Connector Project was made available for public review for 45 days, from October 3, 2018, to November 19, 2018. The Notice of Availability (NOA) was posted with the Santa Clara County Clerk and sent to more than 100 agencies, community organizations, residents, and businesses. A public meeting notice, with links to the Santa Clara Valley Transportation Authority's (VTA's) website to access the NOA, was mailed to more than 9,000 addresses, including residents, businesses, absentee property owners, and community organizations within 0.5 mile of the corridor.

Print advertisements were placed in the *Mercury News* and translated for print in the *El Observador* (Spanish), *Viet Nam Daily* (Vietnamese), *Philippines Today* (Tagalog), and *Sing Tao* (Chinese) newspapers.

Additional means of announcing the public meeting and NOA included the following:

- Two Nextdoor postings to neighborhoods in and surrounding the project area, reaching 3,740 residents each time.
- In-person deliveries to churches, community centers, and libraries.
- Two emails via GovDelivery to community stakeholders who subscribed to project notifications (751 records each).
- Blog posting on VTA.org under Headways.
- Social media posts on Facebook, Twitter, LinkedIn.
- Emails to more than 50 community-based organizations (Title VI).
- Notices to VTA Board of Directors and advisory committees for redistribution.

The NOA and a copy of the mailing list for the Draft SEIR-2 are included at the end of this chapter in Attachments A and B, respectively.

A public meeting/open house was held on October 18, 2018, during the public review period, to discuss proposed changes to the project and the Draft SEIR-2 with the public and receive written comments.

Table 3-1 lists the 17 comments on the Draft SEIR-2 received by VTA. In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15088, VTA has evaluated the comments on environmental issues received from persons who reviewed the Draft SEIR-2 and provided written responses.

Prior to consideration by the VTA Board of Directors, all commenting agencies and individuals will receive a copy of the Final SEIR-2, with VTA’s responses to their comments. Any additional comments on the SEIR-2 can be provided in writing or in person at the VTA Board of Directors’ meeting.

Table 3-1 Comments on the Draft SEIR-2

Letter/Speaker	Name	Date
<i>Federal Comments</i>		
None		
<i>State Comments</i>		
S1	State Clearinghouse	November 19, 2018
S2	California Transportation Commission	November 20, 2018
<i>Local Comments (Including Organizations and Individuals)</i>		
L1	City of San Jose	November 19, 2018
L2	County of Santa Clara	November 19, 2018
L3	Santa Clara Valley Water District	November 19, 2018
<i>Public</i>		
P1	Greenscope	October 1, 2018
P2	Evergreenvoice	October 11, 2018
P3	Jose Aguila	October 18, 2018
P4	Ernesto Barajas	October 18, 2018
P5	Danny Garza	October 18, 2018
P6	Victoria Partida	October 18, 2018
P7	Andres Solomonoff	October 18, 2018
P8	Patricia Roach	November 15, 2018
P9	Chris Weitsman	November 17, 2018
P10	Jose Aguila	November 19, 2018
P11	Ray Arthur Wang	November 19, 2018
P12	Russell Mancillas	November 20, 2018



STATE OF CALIFORNIA

Letter S1

GOVERNOR'S OFFICE of PLANNING AND RESEARCH



EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

November 19, 2018

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

Subject: Eastridge to BART Regional Connector: Capitol Expressway Light Rail Project
SCH#: 2001092014

Dear Christina Jaworski:

The State Clearinghouse submitted the above named Supplemental EIR to selected state agencies for review. The review period closed on November 16, 2018, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

S1-1

**Document Details Report
State Clearinghouse Data Base**

SCH# 2001092014
Project Title Eastridge to BART Regional Connector: Capitol Expressway Light Rail Project
Lead Agency Santa Clara Valley Transportation Authority

Type SIR Supplemental EIR
Description The project proposes to extend light rail along Capitol Expressway between the Alum Rock Light Rail Station and the Eastridge Transit Center, a distance of approx 2.4 miles. In addition, VTA is proposing the following changes to the approved project: extension of the aerial guideway to grade-separate the Ocala Avenue and Cunningham Avenue intersections; revisions to the Capitol Expressway roadway lane configurations; modifications to the Eastridge Station platforms and track; reduction in parking spaces at Eastridge Park-and-Ride lot; relocation of PG&E Electrical Transmission Facilities, and extension of construction duration and modification to construction scenario.

Lead Agency Contact

Name Christina Jaworski
Agency Santa Clara Valley Transportation Authority
Phone 408 321 5789 **Fax**
email
Address 3331 North First Street, Bldg B-2
City San Jose **State** CA **Zip** 95134

Project Location

County Santa Clara
City San Jose
Region
Lat / Long 37° 20' 45.2" N / 122° 49' 25.3" W
Cross Streets Capitol Expressway between Capitol Avenue and north of Quimby Road
Parcel No. Various
Township **Range** **Section** **Base**

Proximity to:

Highways Hwy 130, 680, 101
Airports Reid Hillview Airport
Railways
Waterways Silver Creek, Lake Cunningham, Thompson Creek
Schools Various
Land Use Eight-lane arterial roadway with HOV lanes, bordered by low density residential, open space, a general aviation airport, retail

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

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 3; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 4; Regional Water Quality Control Board, Region 2; Air Resources Board; Department of Toxic Substances Control; California Energy Commission; Native American Heritage Commission; Public Utilities Commission

Date Received 10/03/2018 **Start of Review** 10/03/2018 **End of Review** 11/16/2018

S1 State Clearinghouse, November 19, 2018

S1-1 The comment states that the State Clearinghouse has submitted the Draft SEIR-2 to the state agencies selected for review of the document. In addition, the comment states that no state agencies submitted comments by the close of the review period on November 16, 2018. The comment does not raise an environmental issue that requires a response.

FRAN INMAN, Chair
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STATE OF CALIFORNIA

EDMUND G. BROWN Jr., Governor

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

SUSAN BRANSEN, Executive Director



CALIFORNIA TRANSPORTATION COMMISSION

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November 20, 2018

Ms. Christina Jaworski
Senior Environmental Planner
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 the Bay Area Rapid Transit Regional Connector: Capitol Expressway Light Rail Project

The California Transportation Commission (Commission), as a Responsible Agency, received the Draft Second Supplemental Environmental Impact Report for the Eastridge to the Bay Area Rapid Transit (BART) Regional Connector: Capitol Expressway Light Rail Project (Project) in Santa Clara County. The environmental report was prepared by the Santa Clara Valley Transportation Authority.

The Project would extend the light rail along Capitol Expressway between the existing Alum Rock Light Rail Station and the Eastridge Transit Center, approximately 2.4-miles. The light rail line would operate primarily in the median of Capitol Expressway within the exclusive and semi-exclusive rights-of-way, and includes elevated tracks along Capitol Expressway, an elevated station at Story Road, and a ground-level station at Eastridge Transit Center. The total Project cost is estimated at \$453 million.

The Commission has no comments with respect to the Project purpose and need, the alternatives studied, the impacts evaluated, and the evaluation methods used to prepare the environmental document. The Commission should be notified as soon as the environmental process is finalized

Ms. Christina Jaworski

DSSIR for the Eastridge to BART Regional Connector: Capitol Expressway Light Rail Project

November 20, 2018

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since Project funds cannot be allocated for Project design, right of way or construction until the final environmental document is complete. Once the final environmental process is concluded, the Commission will consider the environmental impacts in determining whether to approve the Project for future consideration of funding.

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 appropriate Regional Transportation Plan and the Project programmed by the Commission. 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,

 Mitch Wei FOR

SUSAN BRANSEN

Executive Director

cc: Jeremiah Ketchum, Acting Chief, California Department of Transportation, Division of Environmental Analysis

S2 California Transportation Commission, November 20, 2018

S2-1 The comment states that the California Transportation Commission received the Draft SEIR-2, requests to be notified when the Final SEIR-2 is available, and requests continued coordination with VTA regarding the approved project. As requested, VTA will notify the California Transportation Commission when the Final SEIR-2 is published. In addition, VTA will continue to coordinate with the California Transportation Commission regarding the approved project and whether it is consistent with the Regional Transportation Plan.

November 19, 2018

VIA E-MAIL AND US MAIL ONLY

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

RE: City of San José's Comment Letter on VTA's Second Draft Supplemental Environmental Impact Report for the Eastridge to BART Regional Connector: Capitol Expressway Light Rail Project

Dear Ms. Jaworski,

Thank you for providing the City of San José with the opportunity to review and comment on VTA's Second Draft Supplemental Environmental Impact Report (Draft SEIR-2) for the Eastridge to BART Regional Connector: Capitol Expressway Light Rail Project.

The Draft SEIR-2 supplements 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.

Project Understanding

VTA's Eastridge to BART Regional Connector: Capitol Expressway Light Rail Project (Project) was planned to be implemented in two phases. Phase I consist 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.

Phase II 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. This Draft SEIR-2 evaluates the changes following prior project approvals and development of Preliminary Engineering to a greater level of detail.

The City fully supports the extension of Capitol Expressway Light Rail Project and recognizes the importance of completing this project while minimizing its impacts. We look forward to working with VTA to address the identified areas of concern, resolve the remaining issues, and collaborate on the Project.

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The Eastridge to BART Regional Connector: Capital Expressway Light Rail Project creates various opportunities for land uses as well as enabling intensified land uses along the corridor, particularly near the two stations, potentially including the redevelopment of Reid Hillview Airport and re-use of parcels under County's, should the County decide to pursue this. Completion of this regional connector also improves available transportation options into the Evergreen area.

L1-1
Cont.

GENERAL COMMENTS

The City's general comments below serve as a broader summary of our specific comments on the Draft SEIR-2. There are three areas of concern that we recommend be reinforced in the Draft SEIR-:

1. Construction Impact Outreach and Mitigation Plan
2. Agency Jurisdiction, Environmental Compliance and Implications for City
3. Station Access & Parking

L1-2

These comments are based on the information available at this time in the Draft SEIR-2. Although this information is not expected to alter the conclusions of the environmental impact analysis in the Draft SEIR-2, the City may adjust, revise, or provide new comments as needed after review and consideration of any additional information in future.

Construction Impact Mitigation Measures and Public Outreach Plan

For the Construction Impact Mitigation Measures and Public Outreach Plan, the Draft SEIR-2 should be expanded in detail and clarified, thus enabling the City to ensure that construction impacts are minimized to residents and workers in the City.

The San José Municipal Code requires that a Construction Impact Mitigation Plan (CIMP) be provided for a major construction project. The goal of a CIMP is to develop the best and least impactful project, particularly during construction, and establish a construction and associated outreach plan to help transition residents and businesses through the temporary disruption of this major construction projects. While a CIMP is not required for this Project, the City would like to work with VTA and the County to meet the goals of a CIMP.

L1-3

Specifically, the City recommends that VTA enter a *mutually-beneficial master cooperative agreement* with the County and the City that includes specific, proactive construction impact outreach and mitigation plan measures. For example, the measures should include:

- A traffic/transportation management plan that outlines the timing of street, trail and transit service closures and alternative routes for all travelers;
- A detailed outreach and impact mitigation approach that proactively addresses the needs of businesses, residents, employees, and other visitors, with clear, culturally competent

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and multilingual communication channels, processes and points of contacts; construction noise and vibration must be a key focus of this effort;

- Advance information about the processes for construction easements and/or damages, including for landlords and businesses that are concerned about leasing their properties in anticipation of the project; and
- Truck haul routes that avoid further exacerbating construction impacts, and mitigation for neighborhood streets that are likely to become cut-through routes during construction (for example, signage that can indicate “no through traffic” as appropriate).

The construction outreach and impact mitigation elements should be well-planned and coordinated far in advance of the start of construction, such that negative impacts, anticipated or not, can be responsibly, quickly, and thoroughly addressed. This will provide assurance and certainty for the City, the County, the community, and particularly the residents, businesses, and institutions most impacted by construction of this project.

Agency Jurisdiction, Environmental Compliance and Implications for City

The City’s intent is to provide constructive comments that will assist in the preparation of a Final SEIR that is adequate for the City’s use when taking action on the City’s discretionary approvals. The Draft SEIR-2 fails to clearly identify and explain the roles and responsibilities of various other public agencies, including the City, who will be required to issue or approve various discretionary agreements, permits or licenses as part of the Project. The City seeks certainty about which agency is intended to have jurisdiction for various aspects of the project, i.e., roles, responsibilities, and resource commitments.

The Draft SEIR-2 does not identify the City as one of the responsible agencies under CEQA for certain discretionary actions. The City has discretionary review authority over certain aspects of the Project, such as encroachment permits, temporary street closures, utility realignments, pavement repairs, and other related work outside of the Capitol Expressway but located within the City’s right-of-way. An example is the Project’s extension from Alum Rock Station to the Capitol Expressway that falls within the City’s right-of-way. Under CEQA, the City will be required to consider this SEIR prior to taking action on these discretionary approvals.

The Draft SEIR-2 does not clearly articulate the role and obligation of the City of San José for environmental compliance for the Capitol Expressway Light Rail project. To ensure systematic accountability of mitigation measures and a complete tracking of all of the mitigation measures, the City recommends establishment of an Environmental Management System. This System documents the environmental issues, mitigation measures, implementation timeframe, and responsibility and oversight. This compliance system includes the following key elements:

- Environmental mitigation measures, referred to as the Mitigation Monitoring and Reporting Program (MMRP);
- Design Requirements and Best Management Practices to avoid environmental impacts;
- Property Specific Requirements developed prior to right-of-way acquisition to minimize effects on property owners;

L1-3
Cont.

L1-4

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- Permit Compliance Monitoring, as jurisdictional agencies' permits are obtained.

A formal agreement articulating the responsibilities of the City, the County, and VTA with regard to mitigation monitoring and compliance with the environmental document is vital. A Master Cooperative Agreement or a similar agreement between the City and the VTA could be the mechanism for specifying roles and responsibilities.

Station Access and Parking

The City, the County and VTA have been working together to address Station Design and Access elements. The City requests the following considerations with respect to station access:

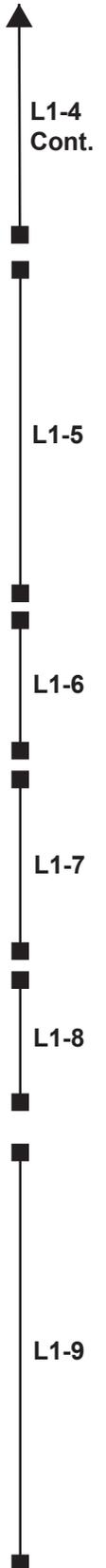
- The VTA Board and committees are currently reviewing a proposed VTA Station Access Policy to ensure that riders are able to easily and comfortably travel to and from the stations and between other transportation options makes transit attractive, convenient, and easy to use. City staff would like to see this Policy applied to the Story Road and Eastridge Transit Center Light Rail Stations.
- Specifically regarding the Story Road Station; safe access for pedestrians is undermined by the remaining presence of the Chevron driveway along Story Road, as further detailed in specific comments below. The City requests that VTA consider closing the driveway to ensure pedestrian safety and/or rethink the Chevron parcel.
- The current analysis shows that parking demand is no longer met by 2023; the Draft SEIR 2 should have discussed what additional access will be provided to address this. Given changes in transportation technologies, these needs may be met by a variety of modes (transportation network companies, shuttles, micromobility, and other options); these modes should be considered and thoughtfully designed into the station areas.
- Please clarify whether long-term parking in the project build-out condition will be consistent with the Envision San José 2040 General Plan and other applicable City policies or ordinances such as the San Jose Municipal Code, Title 20, Chapter 20.90 and City Council Policy 5-1 "Transportation Analysis Policy."

Specific Comments on Draft SEIR-2

The City of San José has the following specific comments on the Eastridge to BART Regional Connector: Capitol Expressway Light Rail Project's Draft SEIR-2. The comments are organized to coincide with the applicable document chapters and sections as far as possible.

Chapter 1: Executive Summary

The Draft SEIR-2 does not address whether there would be train movements between the hours of 1:30 a.m. and 4:30 a.m. If there are train movements at that time, the analysis must include measures to be implemented to reduce noise impacts in accordance with City noise standards.



Chapter 3: Changes to the Project, Changes in Circumstances, and Introduction of New Information

Under Section 3.3, Changes in Circumstances, the following projects have not been included and considered:

- VTA C17131F Pedestrian Connection to Eastridge Transit Center Project
- VTA C810 Capitol Expressway Light Rail Project/Pedestrian Improvements
- VTA C811 Capitol Expressway Light Rail Project/Eastridge Transit Center
- The Tully Road Vision Zero Safety Improvement Project – This project ends at Eastridge Lane before the Capitol Expressway/Tully Road intersection. The City, VTA, and County should coordinate to ensure that the two projects aligns well and include plans for the remaining segment of Tully Road between Eastridge Lane and Capitol Expressway.

Chapter 5: Environmental Setting, Impacts, and Mitigation

Chapter 5.1 Transportation

Reduction of Capitol Expressway Capacity: The City is not supportive of reducing the capacity of Capitol Expressway to one lane in either direction during construction. This would result in significant congestion and traffic diverted with cut-through traffic into the City's neighborhood streets.

Lane Closures: Any lane closures and detours where diversion and cut-through traffic through neighborhood streets must be included in the analysis. The City requests that VTA address these community issues in its Construction Outreach and Mitigation Plan and the cooperative agreement.

Operational Concerns: As described above, the driveway at 2710 Story Road (Chevron - Gas Station) on Capitol Expressway has multiple issues:

1. The driveway conflicts with and creates safety hazard for passengers using the eastern overcrossing entrance and other sidewalk users when traveling across the Chevron Driveway;
2. Negatively affects traffic flow from Capitol Expressway to Story Road and creates sight distance issues;
3. Maintaining the driveway invites people to use the Chevron lot for dropping off light rail riders; this additional traffic exacerbates pedestrian safety issues, congestion in the area, and is not an intended use of the property. How will VTA prevent this type of drop off activity?
4. Violates several of VTA's "Urban Design Principles" as detailed in Attachment B including:
 - a) Design stations to facilitate safe and convenient pedestrian access and to convey the personality and identity of adjacent neighborhoods.
 - b) Introduce special treatments along the edges of the boulevard to reduce visual and

L1-10

L1-11

L1-12

L1-13

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- noise impacts and to create a more positive relationship with adjacent neighborhoods.
- c) Promote opportunities for transit-oriented development that will enhance ridership and the quality of life of the surrounding community.

Based on these concerns, City staff requests that VTA consider transit-oriented development or a multimodal hub in this location. At a minimum, VTA should apply its proposed Station Access Policy to the stations along this corridor and reconsider the proposal to maintain vehicular access to the Chevron Gas Station from Capitol Expressway.

Pedestrian Overpass: Clarify maintenance of the pedestrian overpass (POC). Since the POC is not within the City's right of way (ROW), the City will not maintain the new pedestrian overpass. Overall, the City will not maintain any infrastructure that is not within the City's ROW.

VMT Change: The City recommends that the Draft SEIR-2 (& Appendix D) include an estimated net change in vehicle-miles traveled due to the project.

Chapter 5.2 Environmental Justice

The project area has a higher percentage of minorities than the City as a whole, and a higher percentage of people below the poverty level than the City as a whole and these populations are subject to significant levels of transportation (enumerated above), noise/vibration, air quality impacts.

Noise & Vibration: The significant and unavoidable noise and vibration impacts would predominately affect environmental justice populations. While VTA is recommending use of tire derived aggregate (TDA) on embankment sections to mitigate one operational impact, it is not recommending 5-Hertz floating slab track (FST), or a bridge bearing vibration isolation system and speed reductions from 55 mph to 35 mph as potential mitigation measures. The City urges VTA to examine these mitigation measures to reduce on-going operational impacts.

Alternative methods should be explored for pile driving to reduce noise/vibration in areas where residents have been identified to be severely impacted.

The proposed noise and vibration mitigation measures for the residence at 660 S. Capitol Avenue should be extended to other adjacent residences as well. Additionally, the back row of homes (behind homes facing Capitol Expressway) should also be evaluated in areas where significant noise and vibrations levels are expected.

Chapter 5.3: Noise and Vibration

In addition to the comments above on noise and vibration impacts, these are specific comments on the Draft SEIR-2:

p.87: Change heading to: "Pile Driving (and all Other Vibratory Construction Equipment) Noise and Vibration Impacts During Construction"



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City of San José

November 19, 2018

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p. 91: Last paragraph, first line: Change “should” to “shall” and delete text: “considered if reasonable and feasible”

p. 97: First sentence. Add line at the end of the sentence: “All structural and cosmetic damage to all adjacent structures due to construction vibration shall be repaired by VTA.”

Section 5.5: Construction

p. 127: Add the following mitigation measure: “Use Tier 3 or 4 equipment to further reduce construction related emissions where possible.”

p. 129, top: Delete text “to the extent feasible” and use “where possible”. Also add the following text at the end of the same sentence: “and all other vibratory equipment (including but not limited to vibratory compactors, jack hammers, how rams etc.)”

Other Minor Corrections/Clarifications

The City notes that bikeways represented on maps throughout the Draft SEIR-2 are not totally accurate relative to current conditions. Please make the following corrections:

1. Jackson Avenue: Extend the southern limit of the bike lane to Story Road
2. Story Road: Add existing bike lane from McLaughlin westward through the map limit
3. Ocala/Marten Avenues: Remove the bike lane on the section between Ridgemont and White
4. King Road: Add bike lane along the entire corridor
5. Cunningham Avenue: Remove the portion of bike lane west of Reid-Hillview
6. Tully Road: Remove the portion of bike lane between Capitol and Glen Hanleigh

Conclusion

We thank VTA for the opportunity to comment on the Eastridge to BART Regional Connector Draft SEIR-2. The City is committed to the project as a full partner. Our staff are available to work through the issues raised in this comment letter. Other than addressing the various issues in the Final SEIR-2, the City’s primary expectation is that commitments and assurances will be established by an equivalent of a Construction Impact Mitigation Plan and a Master Cooperative Agreement. We also expect VTA to continue working with the City and the County on Station Design and Access to maximize ridership, accessibility, and safety.



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City of San José
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The extension of Eastridge to BART Regional Connector into the east of San José advances the City’s vision of having connected and robust transportation options. The City appreciates the partnership VTA has forged to date on this project with the City and community, and looks forward to working together to make the most of this regional connector Project.

↑
L1-23
Cont.
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Sincerely,

Rosalynn Hughey, Director
Planning, Building and Code Enforcement

John Ristow, Acting Director
Department of Transportation

C: Mayor and City Council
City Manager’s Office
City Attorney
Department of Public Works

L1 City of San Jose, November 19, 2018

- L1-1 Support for the approved project and the proposed changes to the approved project is noted and will be forwarded to the VTA Board of Directors for their consideration during the decision-making process. The comment does not raise an environmental issue that requires a response.
- L1-2 The comment provides an overview of the City of San Jose’s (City’s) three areas of concern: construction impact outreach and mitigation plan; agency jurisdiction, environmental compliance, and implications for the City; and station access and parking. Each specific area of concern is addressed in the responses to comments below.
- L1-3 The comment requests that VTA prepare a Construction Impact Mitigation Plan (CIMP) and that VTA enter into a mutually beneficial cooperative agreement with the City and Santa Clara County (County). VTA would prepare a Project Communication and Outreach Plan (PCOP) prior to the start of construction that achieves the goals of a CIMP and cooperative agreement. The PCOP would include a traffic/transportation management plan and detailed outreach plan, as specified in the City of San Jose’s comment. It would also include general information about the processes for obtaining construction easements and/or addressing damages to landlords and businesses.
- L1-4 The comment states that the Draft SEIR-2 does not identify the City of San Jose as one of the responsible agencies under CEQA for certain discretionary actions. Section 2.5, *Uses of the SEIR-2*, in Chapter 2, *Introduction*, of the Draft SEIR-2 specifies the responsible agencies for the project and the specific approvals required by each agency. In response to this comment, the first paragraph of this section has been revised and this text change is documented in Chapter 4, *Major Revisions to the Draft Second Supplemental Environmental Impact Report*. In addition, the sixth bullet point in Section 2.5 has been revised in response to this comment and this text change is documented in Chapter 4.
- The comment also recommends establishment of an Environmental Management System to ensure systematic accountability of mitigation measures and a complete tracking of all mitigation measures. VTA would work with all responsible agencies to track and ensure implementation of mitigation measures and best management practices (BMPs). The tracking of all mitigation measures and BMPs would be distributed to all responsible agencies for review. As standard practice, the VTA Board of Directors would adopt a Mitigation Monitoring and Reporting Program (MMRP) for the approved project with the following elements:
- Identification of mitigation measures, as they appear in the 2005 Final EIR or as amended in the 2007 Final SEIR, 2010 Addendum, 2014 Subsequent IS/MND, and 2019 SEIR-2;

- Identification of the time frame during which each measure is to be implemented and monitored;
- Identification of the party(ies) responsible for implementing and monitoring each mitigation measure; and
- Documentation of compliance activities in quarterly MMRP Status Summary Reports.

Actions to be performed under the MMRP typically include:

- Actions to be taken during project design,
- Actions to be taken before construction,
- Actions to be taken during construction, and
- Actions that require monitoring following construction (operations phase).

The comment also recommends “property-specific requirements developed prior to right-of-way acquisition to minimize effects on property owners” as one of the key elements in the recommended Environmental Management System. These requirements are typically included in the legal agreements associated with the property acquisition process. As such, an Environmental Management System is not considered necessary to ensure accountability and complete tracking of the property-specific requirements.

The last paragraph of the comment recommends a formal agreement, potentially in the form of a Master Cooperative Agreement, for specifying roles and responsibilities of the City, the County, and VTA with regard to mitigation monitoring and compliance with the environmental document. Under Section 15097 (a) of CEQA, the following is stated:

In order to ensure that the mitigation measures and project revisions identified in the EIR or negative declaration are implemented, the public agency shall adopt a program for monitoring or reporting on the revisions it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects.

If the VTA Board of Directors decides to certify the environmental document and approve the proposed changes to the project, it would also be asked to adopt an MMRP. As the lead agency, VTA is responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program, even if a mitigation measure is not within VTA’s jurisdiction. As a result, VTA does not believe a Master Cooperative Agreement would be needed to articulate roles and responsibilities regarding mitigation monitoring and compliance.

- L1-5 The comment requests that the VTA Station Access Policy be applied to the Story Station and Eastridge Stations. VTA will review this policy and apply as needed during the final design phase of the project.
- L1-6 The comment requests that VTA consider closing the driveway at 2710 Story Road to ensure pedestrian safety. Please see the response to Comment L1-13 for details.
- L1-7 The comment states that the current analysis shows that parking demand is no longer met by 2023. Please see the response to Comment L2-11 for a detailed discussion on parking accommodation and meeting parking demand in 2023.
- The comment also states that, given the changes in transportation technologies, new modes need to be considered and thoughtfully designed into the station areas. VTA would prepare station plans during the final design phase of the project and modify them if needed to accommodate these new modes.
- L1-8 The comment requests clarification on whether long-term parking in the project build-out condition would be consistent with various City of San Jose policies and ordinances (e.g., Envision San José 2040 General Plan; San Jose Municipal Code, Title 20, Chapter 20.90; and City Council Policy 5-1, Transportation Analysis Policy). The City of San Jose has further clarified to VTA that there currently is no parking requirement or requirement for calculating vehicle miles traveled (VMT) from parking for transportation projects. This requirement applies mostly to development projects. VTA understands that one of the main concerns of the City of San Jose is that users who require the automobile as a first- and last-mile connection¹ to the light rail station may consider abandoning the use of light rail transit (LRT) altogether if there is insufficient parking at the stations.
- Under the Envision San José 2040 General Plan, various policies, goals, and actions not only indicate the importance of adequate parking to meet demand but also other modes of access when completing first- and last-mile connections. Although VTA is not proposing to increase the supply of parking at Alum Rock Station or provide any parking at Story Station, VTA would increase parking supply at Eastridge Station to meet demand for the opening year of the project. Please see the response to Comment L2-11 for more details regarding parking at Eastridge Station. VTA would work with the City of San Jose and the County of Santa Clara during the final design phase of the project to increase accessibility to alternative modes at all stations and ensure that parking constraints would not reduce ridership. At Story Station, VTA would explore opportunities to safely accommodate drop-offs/pickups and ridesharing.

¹ First and last-mile connections are the ways in which an individual connects from their origin location, to the core mode of transportation of their trip to their destination, and vice versa. For example, an individual may bike from their home to an LRT station to take LRT to another point along their trip, and then walk the rest of the way to their final destination.

The Eastridge Park-and-Ride lot would include drop-off areas that could be used by rideshare programs. In addition, VTA would provide two dedicated spaces for car-share programs that meet VTA’s insurance requirements and other terms and conditions of VTA’s lease agreements. Also, bicycle parking and connections would be incorporated into the Eastridge Park-and-Ride lot design to ensure comprehensive accessibility by various modes of travel.

As identified in the response to Comment L1-15, the approved project is not anticipated to increase VMT. The approved project would be identified as a transportation project that would reduce or not affect VMT (i.e., project type 6 in the project screening criteria described in Appendix B of the Transportation Analysis Policy). In terms of long-term parking, any additional parking provided at the Eastridge Park-and-Ride lot would be provided to meet parking demand from light rail users, as estimated by the VTA travel demand model. Expansion of the Eastridge Park-and-Ride lot is not anticipated to lead to a net increase in VMT because it would replace VMT with transit miles traveled by improving the accessibility of the station. Therefore, parking associated with the project would not conflict with Policy 5-1.

The San Jose Municipal Code, Title 20, Chapter 20.90, establishes parking specifications to meet the needs generated by a specific use and promotes the efficient utilization of off-street parking facilities. VTA would comply with the provisions set forth in this ordinance during the final design phase of the project.

- L1-9 The comment asks about train movements between the hours of 1:30 am and 4:30 am and indicates that, if there are train movements at that time, measures must be included to reduce noise impacts in accordance with City noise standards. Although VTA currently does not operate any light rail vehicles between the hours of 1:30 am and 4:30 am, VTA may operate vehicles during this timeframe in the future if needed to serve the connection to and from Bay Area Rapid Transit (BART). VTA would coordinate closely with the City if it plans to operate late-night service.
- L1-10 The comment requests four projects be considered “changes and circumstances” and added to Section 3.3. In response to this comment, VTA has added VTA C17131F, Pedestrian Connection to Eastridge Transit Center; VTA C810, Capitol Expressway Pedestrian/Bus Improvements; VTA C811, Capitol Expressway Light-Rail Project/Eastridge Transit Center, and Tully Road Vision Zero Safety Improvements to Section 3.3, *Changes in Circumstances*. This text change is documented in Chapter 4, *Major Revisions to the Draft Second Supplemental Environmental Impact Report*.
- L1-11 The comment states that the City of San Jose is not supportive of reducing the capacity of Capitol Expressway to one lane in either direction during construction. Although VTA would be permanently removing two lanes of Capitol Expressway

at the beginning of construction, VTA would not be closing any additional lanes or reducing the capacity of Capitol Expressway to one lane during peak hours. However, during non-peak hours, VTA would coordinate with the County of Santa Clara and the City of San Jose to establish short-term work windows for reducing lanes and performing necessary construction activities that require lane closures. The number of lanes to be closed for construction along Capitol Expressway would be based on construction requirements, physical constraints, traffic volumes, and construction duration, with the goal of minimizing overall impacts. These closures would be required primarily for the safety of the traveling public and construction personnel.

In addition, lane closure charts would be developed that specify the hours of closure and how many lanes may be closed for specific construction activities. The lane closure charts would be based on traffic volumes. A Project Communication and Outreach Plan would be developed and implemented during construction to keep the community informed of construction activities and corresponding traffic control requirements.

L1-12 The comment states that the effect of lane closures and detours on neighborhood streets as a result of diversions or cut-through traffic should be analyzed. VTA recognizes the potential for diversions and cut-through traffic during construction. During final design and construction of the approved project, VTA would work closely with the City and County to identify neighborhood streets with the potential for cut-through traffic. VTA would collect existing traffic volumes on these streets and identify measures to deter cut-through traffic when detours and lane closures are required for construction. The deterrent measures for cut-through traffic on neighborhood streets would be included in the Traffic Management Plan.

L1-13 This comment expresses concerns about the driveway at 2710 Story Road (Chevron gas station) on Capitol Expressway and requests that VTA consider transit-oriented development or a multimodal hub at this location, apply VTA's Station Access Policy, and reconsider vehicular access to the Chevron gas station from Capitol Expressway.

In response to this request from the City and a similar request from the County citing concerns about pedestrian safety, negative effects on traffic flow, and sight distant issues, VTA is proposing to close the driveway to the Chevron gas station from Capitol Expressway. VTA would also work with the City and the County to refine the station plan during the final design phase of the project and facilitate safe and convenient pedestrian access, increase ridership, and enhance the adjacent neighborhoods. VTA would not be acquiring additional property at this location for transit-oriented development or a multimodal hub.

- L1-14 The comment requests clarification regarding maintenance of the pedestrian overpass (POC) for Story Station. VTA would be responsible for maintaining the POC. Since the footprint encroaches within the County of Santa Clara’s right-of-way, a maintenance agreement would be established with the County for VTA to maintain the POC.
- L1-15 The comment recommends that the Draft SEIR-2 include an estimated net change in vehicle miles traveled (VMT) due to the project. One of the major benefits associated with the proposed changes to the approved project is providing the public with a more reliable travel time via light rail transit (LRT), which would encourage a reduction in automobile trips and increase person throughput through the use of transit. As shown in the Supplemental Transportation Analysis, the Natural Resources Agency’s Proposed Regulatory Text, new Section 15064.3(b)2, states that “Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less-than-significant transportation impact.” The approved project would likely reduce VMT because it would create an enhanced transit service that would connect to the regional BART system, which should shift some automobile trips to transit. In addition, the proposed changes to the approved project would reduce roadway capacity for a portion of the corridor by eliminating a travel lane on Capitol Expressway between Tully Road and Story Road. Based on the available literature regarding induced travel demand, this reduction in roadway capacity would likely lead to a reduction in VMT. Considering these two factors, it is likely that the EBRC project would reduce VMT compared with no-project conditions.
- The City of San Jose’s Council Policy 5-1, Transportation Analysis Policy, establishes VMT as the metric for CEQA transportation analysis in response to Senate Bill 743. The Transportation Analysis Policy provides project screening criteria to identify projects that are exempt from a detailed VMT analysis. VTA finds that the approved project would be identified as a transportation project that reduces or does not affect VMT, which is described under Project Type 6 of the “Project Screening Criteria” in Appendix B of the City’s Transportation Analysis Policy.
- VTA is in the process of creating a methodology for calculating VMT for transit projects. Providing an estimate of VMT for this project would be preliminary at this time.
- For the reasons described above, a detailed VMT analysis is not be required for the proposed changes to the approved project in the Draft SEIR-2.
- L1-16 The comment urges VTA to examine the use of a 5-Hertz floating slab track (FST), bridge-bearing vibration isolation system, or operational speed reductions to address the residual nighttime operational vibration impacts of the proposed changes to the approved project. The comment relates to the exceedance of

Federal Transit Administration (FTA) thresholds for vibration during nighttime hours (between 10:00 pm and 7:00 am) at homes within 100 feet of the proposed aerial guideway, as identified in Section 5.3, *Noise and Vibration*, of the Draft SEIR-2. If a 5-Hertz FST or a bridge-bearing vibration isolation system is included as mitigation, the nighttime impact criteria would not be exceeded at any sensitive receptor locations.

It is important to note that the Draft SEIR-2 considers receptors that experience a nighttime vibration level of 72 vibration velocity decibels (VdB) under project conditions as affected. To provide context, human perception to vibration is highly subjective and varies from person to person. The FTA Transit Noise and Vibration Impact Assessment considers 72 VdB to be generally in the “barely perceptible” range, with levels above 75 VdB considered to be the onset of annoyance for many people.. Table 10 in the *EBRC – CELR Noise and Vibration Assessment* prepared by ATS Consulting (included in Attachment E in Volume II of the Draft SEIR-2)² shows that the majority of sensitive receptors along the project corridor would experience a maximum unmitigated vibration level that would be under 75 VdB. A safety factor of +3 VdB has also been incorporated to estimate operational vibration levels, showing that the vibration levels are anticipated to be barely perceptible to not felt at all during operations.

After careful consideration and analysis in the Draft SEIR-2, VTA is not recommending to include FST or a bridge-bearing isolation system as mitigation for several reasons. Future vibration levels, which would include a +3 VdB safety factor, would be at or slightly above the nighttime vibration impact criteria at many affected locations and may not actually exceed the threshold during operations. Many affected locations would be up to 100 feet from the aerial guideway, which is much farther than the typical distance at which nighttime vibration impacts are experienced. Typically, ground vibration from aerial guideway operations is below the level of perception for residences at a distance of approximately 50 feet from the guideway columns. In addition, VTA has analyzed the design of both FST and bridge-bearing vibration isolation systems and determined that implementation of these measures would complicate the track and structural design and would not be operationally feasible because of the steepened approach grades of the track profile. Implementation of FST on an aerial structure would require raising the profile of the guideway by 4 feet for accommodation as well as increasing the size of the columns and foundation area. This would increase the zone of influence of the project and could cause additional traffic impacts by requiring further narrowing of Capitol Expressway. The current design of the track has been refined to a slope of approximately 5.5 percent in an effort to meet an optimal grade of 4 percent for light rail transit (LRT) operations. The LRT cannot operate at higher grades or over VTA’s

² This assessment was revised subsequent to the publication of the Draft SEIR-2. The revised assessment is included in Chapter 2 of this Final SEIR-2.

maximum acceptable operating grade of 6 percent because of the high-power draw that would be required for acceleration along this level of incline. At the northern end of the project corridor, the grades for a bridge-bearing vibration isolation system would exceed 6.0 percent. At the southern end, this measure would also cause Eastridge Station to be relocated south into Eastridge Loop Road. For the reasons described above, VTA is not recommending FST or bridge-bearing isolation systems, which would mitigate small exceedances of the FTA structural damage criteria while increasing the complexity of the track and structural design.

VTA is not considering speed reductions as mitigation to reduce operational vibration impacts. One of the major goals for the approved project is to provide fast, reliable, and frequent service to users; a reduction in speed would counter this goal. VTA is committed to providing an effective connection from the light rail extension to the Milpitas BART station, and any reduction in the speed of the system would degrade this connection. It should be noted that frequency and span of service on this line are directly related to planned BART service. Therefore, when BART is operating at reduced frequencies in the late-night and early-morning periods, VTA light rail would also be operating at reduced frequencies. The exception to this would be during the AM peak period of travel, from approximately 6:00 am to 7:00 am, when both BART and VTA light rail would be operating at their peak period service frequencies.

The comment also suggests that alternative pile driving methods be explored to reduce temporary construction noise and vibration for severely affected homes. The construction noise assessment (included in Attachment E in Volume II of the Draft SEIR-2) indicated that pile driving noise impacts are fully mitigated at all homes by employing an integrated pile noise shield and pile impact cushion. The construction vibration assessment indicated that there are 64 locations with predicted levels above the FTA vibration impact criteria. The construction vibration predictions include a level of conservatism. The predictions are based on a high reference level for pile drivers, given uncertainties in the specific equipment that would be used in practice. It is anticipated that the pile drivers that would be used during construction would create lower levels of vibration than estimated in the analysis. However, VTA recognizes that the homes surrounding 660 South Capitol Avenue are the most vulnerable. As a result, VTA would use the cast-in-drilled-hole (CIDH) method from the Highwood Drive intersection to just south of 660 South Capitol Avenue to reduce vibration levels to below the FTA criteria. The use of CIDH would not be feasible along the entire span of the project corridor because of the extensive lane closures that would be required, which would result in additional traffic impacts and right-of-way needs. The use of CIDH in the vicinity of 660 South Capitol Avenue would reduce the number of construction vibration impacts from 64 residences to 56 residences.

The comment states that the noise and vibration mitigation measures proposed for 660 South Capitol Avenue should be extended to adjacent homes and that second-row homes also be evaluated. The CIDH methods would be used at a number of locations and would benefit eight other residences in the vicinity of 660 South Capitol Avenue.

Second-row homes and beyond are generally too far from construction activities to experience vibration impacts. Any affected second-row home implies that the first-row home is affected to a higher degree. Therefore, if a first row home is mitigated to acceptable levels (through mitigation applied near the source of noise or vibration), the second-row home would also mitigated to an acceptable level.

- L1-17 The comment requests that the heading of the section titled “Pile Driving Noise Impacts During Construction” be revised to “Pile-Driving (and all Other Vibratory Construction Equipment) Noise and Vibration Impacts during Construction.” The Draft SEIR-2 already includes a section that addresses pile driving vibration impacts during construction. Therefore, the title of the section that addresses noise was not revised to include vibration. However, in response to this comment, the text “(and all Other Vibratory Construction Equipment)” was added to the headings of both the noise and vibration impacts sections and text regarding other vibratory construction equipment was added to both sections. This text change is documented in Chapter 4, *Major Revisions to the Draft Second Supplemental Environmental Impact Report*.
- L1-18 The comment suggests revising the first sentence under Mitigation Measure NV (CON)-2 in Section 5.3 as follows: “A combination of the following measures ~~should~~ *shall* be ~~considered if reasonable and feasible~~ to reduce noise and vibration impacts from pile driving:” The use of “should” would be consistent with the verb tense used throughout the document in order to speak in one uniform voice, and the “reasonable and feasible” wording would be necessary because some of these measures would be conditional and may require modification in practice. Therefore, the sentence remains unchanged. VTA would collaborate with the City of San Jose and County of Santa Clara to review the appropriate use of each measure listed in Mitigation Measure NV (CON)-2 along the project corridor.
- L1-19 The comment requests adding the following sentence before the last sentence on page 97 of the Draft SEIR-2: “All structural and cosmetic damage to all adjacent structures due to construction vibration shall be repaired by VTA.” In response to this comment, the Draft SEIR-2 was revised to indicate that the use of non-impact piling methods is not recommended by VTA at most locations and that damage due to construction vibration would be repaired by VTA. This text change is documented in Chapter 4, *Major Revisions to the Draft Second Supplemental Environmental Impact Report*.

- L1-20 The comment requests the following mitigation measure be added: “Use Tier 3 or 4 equipment to further reduce construction related emissions where possible.” In response to this comment, Mitigation Measure AQ (CON)-3 has been added to the SEIR-2. This text change is documented in Chapter 4, *Major Revisions to the Draft Second Supplemental Environmental Impact Report*.
- L1-21 The comment requests that VTA add stronger language regarding implementation of BMPs to reduce greenhouse gas emissions from construction equipment, especially vibratory equipment, to Mitigation Measure AQ (CON)-2. These BMPs include using at least 15 percent alternative-fueled construction vehicles/equipment, sourcing at least 10 percent of building materials locally, and recycling at least 50 percent of construction waste or demolition materials. Although VTA would investigate the feasibility of these BMPs during the final design phase of the project, VTA does not have enough information on availability and affordability to make a commitment to these measures at this time.
- L1-22 The comment requests that VTA revise bikeways represented on maps to accurately reflect current conditions. The bikeways shown in Figures 2-1 and 3-1 in the Draft SEIR-2 as well as Figures 1-1 and 2-1 from the Second Subsequent Initial Study (included in Attachment G in Volume III of the Draft SEIR-2) have been revised per the City’s comments. These figure changes are documented in Chapter 4, *Major Revisions to the Draft Second Supplemental Environmental Impact Report*.
- L1-23 The comment reiterates the City of San Jose’s request that commitments and assurances be established by a Construction Impact Mitigation Plan and a Master Cooperative Agreement. The comment also indicates the expectation that VTA work with City and County on station design and access. As described in the response to Comment L1-3, VTA would prepare a Project Communication and Outreach Plan. In addition, VTA would work with the City and the County on station access and design during the final design phase of the project.



November 19, 2018

Letter L2

Christina Jaworski
Environmental Programs and Resources Management
Santa Clara Valley Transportation Authority
3331 North First Street, Building B
San Jose, CA 95134-1927

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

Dear Ms. Jaworski:

The County of Santa Clara Roads and Airports Department appreciates the opportunity to review the Draft Second Supplemental Environmental Impact Report (SEIR2) for the Eastridge to BART Regional Connector project. We appreciate that VTA staff have been proactive in meeting with County staff during project development and geometric design. Below are overarching project comments. Specific SEIR2 comments are provided in Attachment A.

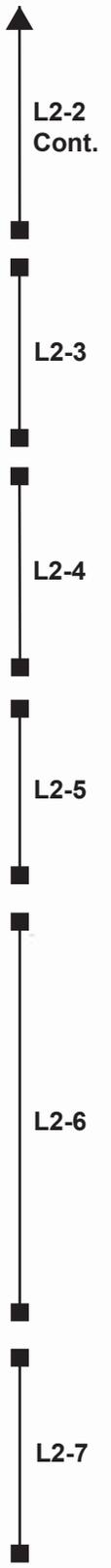
- The project reduces the number of lanes conveying vehicular traffic on Capitol Expressway from four to three in each direction between Tully Road and Story Road. Projected ridership on the new LRT extension will not reduce the peak traffic volumes enough to prevent increased congestion in the corridor. While it is understood that the investment in high quality transit for this corridor provides additional mobility options for Evergreen and East San Jose, efficient vehicular travel will still be necessary to prevent delay and air quality issues. It is therefore imperative that the project provide Intelligent Transportation System (ITS) SMART Corridor hardware and communication technology to maximize the coordinated flow of vehicles on Capitol Expressway from Highway 101 to Highway 680.
- The construction of the project will create significant traffic, noise and vibration impacts. By ordinance, the City of San Jose typically requires a Construction Impact Mitigation Plan (CIMP) for projects of this magnitude to address the various impacts. As a condition of permitting of this project, the County will require a CIMP that

L2-1

L2-2

addresses in detail how Capitol Expressway traffic will likely redistribute along relief detour routes during progressive phases of the project, and at different times of day. Different phases and subphases may have different routes and each will need to be crafted to maximize effective rerouting along arterials and major streets, and minimize residential neighborhood cut-through traffic. Certain interim improvements may be required to accomplish these goals.

- The County is requesting updated vehicle count data at key regional locations and distribution modelling including projected travel times along Capitol Expressway to assess projected traffic patterns during construction. The data should also include anticipated vehicle trip growth that will occur during the project construction period such as the Arcadia development near Capitol Expressway and Quimby Road.
- It is critical to effectively and safely accommodate bicycle and pedestrian movements in the project area during construction. As with vehicular rerouting, interim improvements may be required to accomplish these goals. Pedestrian and bicycle accommodations should be included in stage construction plans and approvals to prevent this from becoming a cost item during construction and ensure high quality, well planned temporary facilities.
- The CIMP should address noise and vibration as well as other construction-related impacts like dust and odor. Regarding noise and vibration during construction, the County is working with the City of San Jose and VTA staff and consultants to study alternatives that will yield the best balance between minimizing these impacts and maximizing construction productivity.
- The station areas at Eastridge Mall and Story Road are important multimodal operation areas located within an expressway and arterial street environment. There will be high concentrations of pedestrians and bicyclists as well as last mile providers such as docked and dockless bike share, scooters, and networked rideshare. It is critical that the project design consider all facets of interaction between modes at these locations while maintaining safe vehicle flow. The proposed pedestrian overcrossing at Story Road is an amenity that offers pedestrians an option to avoid crossing Capitol Expressway at the street level. However, the proximity of the Chevron gas station driveway near the east landing of the overcrossing is concerning. Discussion of this location is ongoing, but the County, is seeking a more effective design that reduces or eliminates right turns from the expressway across the sidewalk near the pedestrian zone.
- The construction of the project will accelerate deterioration of the pavement on Capitol Expressway from Highway 101 to Highway 680. It is essential that the project provide a new wearing course within the project limits and, if warranted, elsewhere between Highway 101 and Highway 680, using the County's minimum paving specifications for the design traffic index and loading.

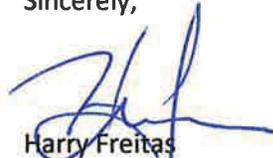


- Exhaustive public contact, communication and outreach must be provided for this project. Capitol Expressway is a key regional corridor that provides direct connectivity between Highway 101 and Highway 680, and is heavily relied upon by regional commuters, residents and businesses. There are a vast number of stakeholders who need to be continuously informed of project activities that will impact them. The project CIMP will need to include an extensive discussion of the specific approaches that will be taken. The outreach program will need to be led and staffed by the VTA and include an easily accessible project office. Other outreach tools that the project should consider include but are not limited to: issuing full media press releases to regionally significant radio, television, print, and social media resources; including roadway alerts and notifications to expressway users via changeable message signs; developing a project website distinctive and separate from the VTA website. The County will partner to provide any support with roadway alerts and notifications.

L2-8

Thank you for the opportunity to comment on the Eastridge to BART Connector Project. The County looks forward to working jointly with VTA. If you have any questions or concerns about these comments, please contact Ellen Talbo, County Transportation Planner, at (408) 573-2482 or ellen.talbo@rda.sccgov.org.

Sincerely,



Harry Freitas
Director of Roads and Airports

cc: Ven Prasad, Valley Transportation Authority
John Ristow, City of San Jose

Attachment A – CEQA EIR comments related to the Transportation Analysis (TA):

General

To understand the impacts and mitigations clearly, please provide side-by-side previously approved alternative and proposed alternative impacts and mitigations for study intersections.

Trip Distribution

1. Existing condition observation from County staff indicated that there are public transit users either get drop off/pick up by family members or ride sharing services, or park their vehicles using Eastridge Mall’s parking lot spaces. This issue is not seen discussed in the TA but these are project trips directly impact expressway intersections.
2. The TA needs to demonstrate or provide metrics as to how the project’s proposed parking is generated and distributed along the Expressway corridor. How will the VTA plan for the park and ride parking demand avoid spilling over to adjacent shopping mall parking lots, which would then result in more project trips on Capitol than anticipated?
3. Are there any parking spaces provided at the newly proposed LRT stations? Are there more parking spaces added to the Alum Rock Station Park-and-Ride Lot? If yes, provide project trip distribution for anticipated additional project trips on Capitol Expressway. Provide mentioned VTA emails on 4/20/18 and 8/15/18 regarding ridership assumptions and station ridership arrival modes in the TA.

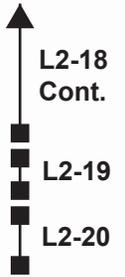
Level of Service Analysis and Travel Time

1. The TA did not use correct timing info to calculate existing LOS conditions, therefore results are not consistent with County's LOS requirements. Appendix B is still showing wrong timing on the revised report.
2. For CMP intersections, the PM existing conditions should have used the 2016 CMP approved LOS and counts. The TA's 2017 counts for SBT at Capitol Avenue and Story Road were much lower than 2016 CMP. The revised report only used volumes but not the associated timings.
3. The eastbound Excalibur approach lane configuration flow rate should be equal to only one lane instead of three lanes. Refer to approved 2016 CMP LOS analysis for eastbound. The revised report still used incorrect lane geometry on EB.
4. Provide analysis as to why existing volumes on Capitol are projected to decrease under project conditions. Provide details explaining fully all causes and assumptions. Transits users? Traffic diversions?
5. Travel Time and Average Speed calculation methodology for the post-project and during constriction conditions are not acceptable to County. The travel time and speed impacts should be for the corridor segment using a corridor analysis method and using other software such as Synchro, VISSIM, etc.
6. The TA should include Queuing Analysis at all locations for the impacted through movements and left turns. The Queuing Analysis needs to include, at a minimum,



existing and all project conditions with 50th and 95th percentile queue length calculations. Additional graphical representation of queue lengths is recommended. What is provided in the report is not complete and does not include all intersections from Excalibur Ave to Quimby Rd.

7. The TA should study impacts of turning movement lane reduction.
8. Traffix files: Some sheets have the date of count missing. Please show the date of counts used in the Volume Module field.



L2 County of Santa Clara, November 19, 2018

- L2-1 The comment requests that VTA install SMART corridor hardware and communications technology on Capitol Expressway from US 101 to Interstate 680. SMART corridor hardware and communications technology uses Intelligent Transportation Systems to optimize roadway operations, improve travel time reliability, and enhance safety. Some examples of improvements include Closed Caption Television (CCTV) cameras, bicycle capable detections at intersections, Bluetooth travel time reader, Pedestrian/Bicycle Adaptive Signal Timing, Americans with Disabilities Act (ADA) push buttons, countdown pedestrian signal heads, and ADA ramps. VTA commits to the installation of SMART corridor infrastructure and equipment (with the exception of communications connections with the Traffic Management Center) within the project limits to assist with the County’s effort to manage traffic during construction and post-construction activities. VTA understands that the implementation of SMART technology could help improve traffic flow throughout the expressway corridor. As a result, VTA would work with the County separate from the approved project to identify funding sources for implementation of SMART technology, including the 2016 Measure B program.
- L2-2 The comment states that the County would require a Construction Impact Mitigation Plan that addresses in detail how Capitol Expressway traffic would redistribute along relief detour routes during progressive phases of the project and at different times of day. VTA is committed to preparing a Project Communication and Outreach Plan (PCOP) as described in the response to Comment L1-3 and conducting an analysis of traffic redistribution during the final design phase of the project. In addition, final design would include detour, construction staging, and signage plans. The PCOP would identify measures to minimize impacts on local streets to the extent feasible during the construction phase of the project. The PCOP would also consider feasible mitigation measures to minimize noise and vibration from construction.
- L2-3 The comment states that the County is requesting updated vehicle count data at key regional locations and distribution modeling, including projected travel times along Capitol Expressway, to assess projected traffic patterns during construction of the approved project. Vehicle counts for the proposed changes to the approved project were conducted in October 2017, and additional counts were conducted in fall 2018. The vehicle counts are included in the *Eastridge to BART Regional Connector: Capitol Expressway Light Rail Project Supplemental Transportation Analysis* prepared by Hexagon Transportation Consultants, Inc. (included in Attachment D in Volume II of the Draft SEIR-2).³ During the final design phase of the project, the project team would coordinate with the County of Santa Clara

³ This analysis was revised subsequent to the publication of the Draft SEIR-2. The revised analysis is included in Chapter 2 of this Final SEIR-2.

to conduct additional traffic counts, at locations to be determined. The data would be analyzed during the design phase of the project to assess projected traffic patterns during construction.

- L2-4 The comment requests bicycle and pedestrian accommodations with high-quality, well-planned temporary facilities as part of the stage construction plans. VTA would prepare stage construction plans that would include plans for bicycle detours off Capitol Expressway. The City of San Jose and County of Santa Clara would be given an opportunity to review the plans before implementation.
- L2-5 The comment states that the Construction Impact Mitigation Plan should address noise and vibration as well as other construction-related impacts, such as dust and odor. Please see the response to Comment L1-3 regarding a Project Communication and Outreach Plan (PCOP). VTA would implement a PCOP that would address noise and vibration as well as other construction-related impacts (e.g., dust and odor).
- L2-6 The comment raises concern over pedestrian and bicycle safety at the pedestrian overcrossing on Story Road in relation to the nearby Chevron gas station driveway. Please see the response to Comment L1-13 for further details regarding the Chevron gas station driveway.
- L2-7 This comment requests that VTA provide a new wearing course within the project limits and elsewhere as needed. VTA would provide a new wearing course within the project limits between Capitol Avenue and the Eastridge access road. Outside the project limits, VTA would require the contractor to perform a preconstruction survey to document existing conditions. The contractor would be required to repair all damaged areas attributable to construction of the approved project.
- L2-8 The comment states that extensive public contact, communication, and outreach must be provided for the project. After the final design phase of the project, VTA would prepare a Project Communication and Outreach Plan (PCOP). The County and City would be given an opportunity to review and respond to the PCOP before its implementation. VTA appreciates the County's offer to provide support with roadway alerts and notifications, as stated in the comment.
- L2-9 The comment requests a side-by-side comparison of the traffic impacts and mitigations of the study intersections for the previously approved project and the proposed changes to the approved project. Table 3-2 was prepared in response to this comment, showing the previously approved alternative from the 2014 Mitigated Negative Declaration, the most recent environmental document approved for the project, and the proposed changes to the approved project analyzed in the SEIR-2. Because the build-out year in the 2014 Subsequent IS/MND is 2035, a comparison of the approved project and the proposed changes cannot be made for the same study year, since the build-out year was updated to 2043 in the SEIR-2. However, the last column shows if the LOS improved, stayed

the same, or degraded by color (green if the LOS improves, yellow if it stays the same, and red if it degrades) from the approved project build-out year to the proposed changes build-out year. The Story Road (PM), Ocala Avenue (AM), and Cunningham Avenue intersections on Capitol Expressway would have greater delay in the proposed changes build-out year of 2043 when compared to the approved project build-out year of 2035. All other intersection would improve.

Table 3-2 Summary of Traffic Impacts

Intersection	Year 2035 No-Build			Year 2043 No-Build		Year 2035 Build (Approved Project)		Year 2043 Build (Proposed Changes to Approved Project)	
	Peak Hour	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS
Capitol Expressway & Capitol Avenue	AM	106.1	F	55.9	E	172.5	F	67.5	E
	PM	116.6	F	55.5	E	86.9	F	53.8	D
Capitol Expressway & Story Road	AM	161.8	F	113.9	F	156.2	F	144.3	F
	PM	137.8	F	187.1	F	121.9	F	188.6	F
Capitol Expressway & Ocala Avenue	AM	102.9	F	101.5	F	118.1	F	131.8	F
	PM	105.4	F	101.7	F	126.6	F	97.4	F
Capitol Expressway & Cunningham Avenue	AM	12.5	B	41.9	D	12.1	B	58.9	E
	PM	10	A	14.7	B	10.4	B	16.1	B

Source: VTA 2019.

Table 3-3 compares the mitigation measures for traffic under the approved project, as identified in the approved 2005 Final EIR, 2007 SEIR, and 2014 Subsequent IS/MND, and the mitigation proposed in the SEIR-2.

Table 3-3 Summary of Traffic Mitigation Measures

Transportation Impact	Mitigation Measure Code	Mitigation Measure (2005 Final EIR and/or 2014 Subsequent IS/MND)	Mitigation Measure (SEIR-2)¹	Mitigation Measure was Modified, Stayed the Same, or Removed?
Traffic Impacts at Capitol Expressway/Story Road in 2018 (Now 2023)	TRN-2a	No mitigation feasible (2005 Final EIR) ²	No mitigation feasible	Stayed the Same
Traffic Impacts at Capitol Expressway/Ocala Avenue in 2018 (Now 2023)	TRN-2b	No mitigation feasible	No mitigation feasible	Stayed the Same
Traffic Impacts at the Capitol Expressway/Tully Road Intersection in 2018 (Now 2023)	TRN-2c	Maintain HOV Lane on Capitol Expressway as an HOV Bypass Lane	N/A	Stayed the Same. This mitigation measure was included in the 2005 Final EIR and was later removed from the 2014 Subsequent IS/MND as a mitigation measure because it was assumed as a project feature. TRN-2c was added back into the Draft SEIR-2 to be consistent with the 2005 Final EIR and the 2007 SEIR, and to ensure this measure was not overlooked in the final engineering phase.
Traffic Impacts at Capitol Expressway/ Capitol Avenue in 2035 (now 2043)	TRN-8a	Provide a straight-through lane and add a left-turn lane on westbound South Capitol Avenue and eastbound Excalibur Drive.	Provide a straight-through lane and add a left-turn lane on westbound South Capitol Avenue and eastbound Excalibur Drive.	Modified. The current configuration on westbound South Capitol Avenue is two exclusive left turns, a through/left lane, and a right turn lane. VTA would be providing three exclusive left turns, an exclusive through-lane and a right turn lane. The current configuration on eastbound Excalibur Drive is one exclusive left turn lane, an exclusive through-lane and a right turn lane. VTA is providing two exclusive

Transportation Impact	Mitigation Measure Code	Mitigation Measure (2005 Final EIR and/or 2014 Subsequent IS/MND)	Mitigation Measure (SEIR-2) ¹	Mitigation Measure was Modified, Stayed the Same, or Removed?
				<p>left turns, an exclusive through lane and a right turn lane.</p> <p>Therefore, this measure would be incorporated into the current design of the project.</p>
Traffic Impacts at Capitol Expressway/Story Road in 2035 (now 2043)	TRN-8b	No mitigation feasible (2005 Final EIR) ²	No mitigation feasible	Stayed the Same
Traffic Impacts at Capitol Expressway/Ocala Avenue in 2035 (now 2043)	TRN-8c	No mitigation feasible	No mitigation feasible	Stayed the Same
Traffic Impacts at Capitol Expressway/Tully Road in 2035 (now 2043)	TRN-8d	Maintain HOV Lane on Capitol Expressway as an HOV Bypass Lane	N/A	Stayed the Same. This mitigation measure was included in the 2005 Final EIR and was later removed from the 2014 Subsequent IS/MND as a mitigation measure because it was assumed as a project feature. TRN-2c was added back into the Draft SEIR-2 to be consistent with the 2005 Final EIR and the 2007 SEIR, and to ensure this measure was not overlooked in the final engineering phase.
Construction-Related Traffic Impacts	TRN (CON)-2a	VTA shall require its contractors to prepare and implement traffic handling plans in concert with the County of Santa Clara and the City of San Jose. Based on the Traffic Management Plan, contractors would use flagmen and follow a daily construction schedule that would restore traffic capacity during	No change to mitigation measure	Stayed the Same

Transportation Impact	Mitigation Measure Code	Mitigation Measure (2005 Final EIR and/or 2014 Subsequent IS/MND)	Mitigation Measure (SEIR-2) ¹	Mitigation Measure was Modified, Stayed the Same, or Removed?
		<p>peak periods on weekdays (the morning commute period is 7:00 to 9:00 am and the evening commute period is 4:00 to 6:00 pm). VTA would use a Construction Management contractor and assign a specific VTA Construction Management team to oversee construction. Construction equipment traffic from the contractors would be controlled by flagmen and the procedures contained in the Traffic Management Plan. For example, the use of the median to store large pieces of equipment overnight would be regulated. Traffic that may attempt to use neighborhood streets to avoid construction areas would be controlled.</p>		
Construction-Related Traffic Impacts	TRN (CON)-2b	<p>VTA shall coordinate with the appropriate local jurisdiction to provide the public with advance notice of proposed traffic detours and their duration. VTA would continue to use a team of public outreach staff who would be dedicated to the Light Rail Alternative. VTA would establish a field office along the Project that would be open to the public during specific hours of the week and be equipped with a project phone</p>	No change in mitigation measure	Stayed the Same

Transportation Impact	Mitigation Measure Code	Mitigation Measure (2005 Final EIR and/or 2014 Subsequent IS/MND)	Mitigation Measure (SEIR-2) ¹	Mitigation Measure was Modified, Stayed the Same, or Removed?
		hotline to assist with phone calls. The public outreach staff would proactively inform the public of the ongoing project progress and exceptions to the expected plans. The staff would also respond to requests for information and assistance when impacts raise special concerns. Emergency requests would be addressed within a specific time goal.		
Construction-Related Traffic Impacts	TRN (CON)-2c	VTA will provide the public and transit users with advanced notice of reroutes and changes in stops and service. The public and transit users would receive notifications of any changes in transit service due to the construction of the Light Rail Alternative. The program would be part of the Eastridge to BART Regional Connector Project public outreach effort.	No change in mitigation measure	Stayed the Same

Notes:

¹ Not Applicable = N/A. The mitigation measure is either not applicable (i.e., not required because there were no significant impacts identified for the approved project for the topic in the relevant environmental document) or the potential impact of the approved project was not analyzed in the relevant environmental document.

² No impact identified in the 2014 Subsequent IS/MND.

Source: VTA 2019.

- L2-10 The comment states that the *Eastridge to BART Regional Connector: Capitol Expressway Light Rail Project Supplemental Transportation Analysis* prepared by Hexagon Transportation Consultants, Inc. (included in Attachment D in Volume II of the Draft SEIR-2)⁴ does not address effects on expressway intersections from drop-off and pickup trips for transit users as well as rideshare trips. The existing drop-off/pickup/rideshare/Park-and-Ride trips at the Eastridge Station and the Alum Rock Station are captured in the existing expressway traffic counts. With regard to future trips, the analysis uses the VTA travel demand model, which accounts for all modes of access to bus and rail transit, including park-and-ride and kiss-and-ride trips. The kiss-and-ride mode share accounts for rideshare services (e.g., Lyft and Uber). Table 19 in the Supplemental Transportation Analysis shows the modes of access for all stations. The traffic forecasts account for park-and-ride and kiss-and-ride trips along Capitol Expressway. The one exception is Story Station where no park-and-ride or kiss-and-ride trips are anticipated because of the lack of supporting facilities. The Supplemental Transportation Analysis presents a revised analysis specific to the proposed changes to the approved project, including expressway intersections from Capitol Avenue to Cunningham Avenue. Previous iterations of the Transportation Analysis, particularly the 2013 *Addendum Supplemental Traffic Analysis for Capitol Expressway Light Rail Project EIR* in Attachment F and Section 3.1 of the 2014 Subsequent IS/MND, evaluated the effects of park-and-ride/kiss-and-ride trips on all Capitol Expressway intersections.
- L2-11 The comment states that the *Eastridge to BART Regional Connector: Capitol Expressway Light Rail Project Supplemental Transportation Analysis* prepared by Hexagon Transportation Consultants, Inc. (included in Attachment D in Volume II of the Draft SEIR-2)⁵ needs to demonstrate or provide metrics as to how the project's proposed parking would be generated and distributed along the Capitol Expressway corridor and inquires as to how VTA would accommodate parking demand to avoid spill over into the adjacent shopping mall parking lots. As stated in Section 5.1, *Transportation*, of the Draft SEIR-2, under the subheading “Impacts on Parking at Eastridge Park-and-Ride Lot,” currently, the number of parking spots has been reduced because of relocation of VTA Paratransit personnel and vehicles to a remodeled building at this location. The Draft SEIR-2 analyzed parking demand and forecasts for the opening year (2023) of the project and determined that there would be a demand for 293 parking spaces. In response to this comment, VTA would reconfigure the Eastridge Park-and-Ride lot to accommodate a demand for 293 parking spaces by the 2023 opening year, thereby reducing the probability of spillover parking into surrounding areas. The design of the Eastridge Park-and-Ride lot would also accommodate an area for drop-offs

⁴ This analysis was revised subsequent to the publication of the Draft SEIR-2. The revised analysis is included in Chapter 2 of this Final SEIR-2.

⁵ This analysis was revised subsequent to the publication of the Draft SEIR-2. The revised analysis is included in Chapter 2 of this Final SEIR-2.

and pickups to avoid this activity from occurring in neighboring areas. This text change is documented in Chapter 4, *Major Revisions to the Draft Second Supplemental Environmental Impact Report*. As part of project operations, VTA would conduct regular monitoring and parking counts at the Eastridge Park-and-Ride lot to ensure that the parking supply provided would be adequate. Should parking demand begin to exceed supply, VTA has at least 135 parking stalls that would be made available to accommodate future parking demand. Therefore, the 2023 parking demand at the Eastridge Station would be met.

L2-12 The comment requests that the Draft SEIR-2 discuss parking at the new stations and the existing Alum Rock Station. Attachment B, *Detailed Description of the Proposed Changes*, in Volume I of the Draft SEIR-2 includes a detailed description of the proposed changes to the approved project, including the proposed stations and park-and-ride facilities. The project would not include additional parking spaces at Alum Rock Station because of space constraints. In addition, the project would not include parking at Story Station to minimize property acquisition and impacts on businesses. At Eastridge Station, the project would add 122 new spaces through reconfiguration and restriping of the existing Park-and-Ride lot.

The comment also requests emails on April 20, 2018, and August 15, 2018, regarding ridership assumptions and station ridership arrival modes. These emails are included at the end of the responses to the County’s comments. Please note that the reference to the August 15, 2018, email was incorrect and should be August 14, 2018. In addition, it should be noted that the ridership forecasts in this email were subsequently updated based on the 2019 New Service Plan approved by the VTA Board of Directors in May 2019.

L2-13 The comment states that the wrong signal timing was used for the level-of-service (LOS) calculations. In response to this comment, the LOS results were revised with new signal timing provided by the County. Table 5.1-7, Table 5.1-8, and Table 5.1-9 in the Draft SEIR-2 have been revised accordingly. The revised tables are documented in Chapter 4, *Major Revisions to the Draft Second Supplemental Environmental Impact Report*. Overall, the LOS results show no new impacts, and the removal of one impact at Capitol/Ocala in 2023 during the PM peak.

L2-14 The comment states that the *Eastridge to BART Regional Connector: Capitol Expressway Light Rail Project Supplemental Transportation Analysis* prepared by Hexagon Transportation Consultants, Inc. (included in Attachment D in Volume II of the Draft SEIR-2)⁶ used only the 2016 Congestion Management Program’s approved level-of-service (LOS) and counts but not the associated timings. Please see the response to Comment L2-13 regarding the revised LOS results.

⁶ This analysis was revised subsequent to the publication of the Draft SEIR-2. The revised analysis is included in Chapter 2 of this Final SEIR-2.

- L2-15 The comment requests that the flow rate for the eastbound Excalibur approach lane configuration be equal to only one lane instead of three lanes. The level-of-service (LOS) results were revised based on the County’s comment on lane geometry. Overall, the LOS results show no new impacts at this location.
- L2-16 The comment requests further discussion of all assumptions and causes for the projected decrease in existing traffic volumes on Capitol Expressway under project conditions. Congestion Management Program legislation requires that VTA, as the congestion management agency for Santa Clara County, develop and maintain a countywide travel demand model to project future transportation conditions. VTA used the most current and approved travel demand model, which was based on the 2013 Plan Bay Area projections, as standard practice for the proposed changes to the approved project. This transportation model predicts travel patterns according to spatial relationships between the socioeconomic characteristics of the population and employment locations, trip-making and economic activities in those areas, and interconnecting transportation facilities, including roadway, transit, and bicycle and pedestrian modes of travel. The assumptions for the model can be characterized by three basic types of input data:
1. Land use and socio-economic data, including population, households, employed residents, and jobs by category;
 2. Characteristics of the transportation system, such as number of lanes, speeds, capacity, transit stops, and frequencies; and
 3. Pricing characteristics, such as parking costs, transit fares, and auto operating costs.
- Generally, because the proposed changes to the approved project would remove a high-occupancy vehicle lane in each direction between Story Road and Tully Road, the capacity of the roadway would decrease. Therefore, the volume served by the expressway would decrease. As a result, trips appear to disperse to other available routes in the traffic modeling results, especially during peak hours. Little to no dispersion is expected during off-peak hours. The model shows that traffic would disperse to a number of parallel arterials.
- The decreasing traffic volumes along Capitol Expressway would also be attributed to the change in mode split, or increase in transit share, and decrease in automobile trips as a result of improved travel time reliability through the proposed light rail transit (LRT). The project is anticipated to increase LRT ridership by providing an alternative to driving the Capitol Expressway corridor.
- L2-17 The comment expresses concern about the travel-time and average-speed calculation methodology and requests VTA to use a corridor analysis method instead. A simplified methodology was used to calculate the travel time and the average speed for illustrative purposes because travel time and speed are not

significance thresholds under CEQA. VTA would closely work with the County to determine the actual delays to improve operations on the expressway during construction and post-construction activities.

- L2-18 The comment requests that the *Eastridge to BART Regional Connector: Capitol Expressway Light Rail Project Supplemental Transportation Analysis* prepared by Hexagon Transportation Consultants, Inc. (included in Attachment D in Volume II of the Draft SEIR-2)⁷ include a queuing analysis at all locations. The queuing calculations are included in Table 3-4. As shown, most left-turn pockets would be adequate. In addition, several existing deficiencies would be improved with implementation of the approved project. However, at the intersection of Capitol Expressway/Ocala Avenue, the approved project would result in a deficiency for the northbound left-turn movement. This deficiency is created by the replacement of the existing dual left turn with a single left turn. This is because it takes longer to clear vehicles in one lane versus two lanes. During the final design phase of the project, VTA would work closely with the County of Santa Clara to identify feasible opportunities to provide additional left-turn storage capacity at the northbound approach to the Capitol Expressway/Ocala Avenue intersection.

⁷ This analysis was revised subsequent to the publication of the Draft SEIR-2. The revised analysis is included in Chapter 2 of this Final SEIR-2.

Table 3-4 Capitol Expressway Left Turn Queuing Analysis

Intersection	Peak Hour	Existing Storage (ft/ln)	Proposed Storage (ft/ln)	95 th Percentile Queue Lengths (ft)					
				Existing (2017)		2023		2043	
				No Project	With Project	No Project	With Project	No Project	With Project
1. Capitol Expressway & Capitol Avenue									
Northbound Left Turn	AM	255	255	25	25	25	25	50	50
	PM	255	255	75	75	100	100	125	125
Southbound Left Turn	AM	345	345	450	450	475	475	500	500
	PM	345	345	550	525	550	550	550	550
2. Capitol Expressway & Story Road									
Northbound Left Turn	AM	318	645	400	375	425	400	450	400
	PM	318	645	200	200	225	225	325	325
Southbound Left Turn	AM	573	1,010	1,075	1,075	1,300	1,300	1,650	1,625
	PM	573	1,010	875	850	1,000	1,000	1,400	1,350
3. Capitol Expressway & Ocala Avenue									
Northbound Left Turn ¹	AM	325	800	250	950	350	1,150	475	1,350
	PM	325	800	200	425	250	675	525	1,475
Southbound Left Turn	AM	395	545	550	575 ²	625	625	950	900
	PM	395	545	675	600	675	625	775	750
4. Capitol Expressway & Cunningham Avenue									
Northbound Left Turn	AM	320	155	50	50	50	50	50	50
	PM	320	155	50	50	50	50	75	75
Southbound Left Turn	AM	310	300	200	200	250	225	350	300
	PM	310	300	150	150	150	150	175	150

Notes:

Bold indicates deficient left turn storage.

Light gray indicates the project would reduce vehicle queue, or improve storage.

Dark gray indicates the project queue length exceeds storage, and project causes queue to worsen.

¹ Project would convert dual left turn to single left turn lane. Left turn queues based on traffic calcs reduced based on field observations.

² Project would add 25 feet to vehicular queue, but project would add 155 feet of storage.

Source: Hexagon 2019.

- L2-19 The comment states that the *Eastridge to BART Regional Connector: Capitol Expressway Light Rail Project Supplemental Transportation Analysis* prepared by Hexagon Transportation Consultants, Inc. (included in Attachment D in Volume II of the Draft SEIR-2)⁸ should study the impacts of removal of the turning-movement lane. As described in the response to Comment L2-18, the Supplemental Transportation Analysis addresses only changes to the approved project, such as the removal of the left-turn lane at Ocala Avenue. The impacts of the removal of this turning-movement lane are described in Table 5 and page 13 of the Supplemental Transportation Analysis. Table 3-4 included in the response to Comment L2-18, which was generated in response to this comment, shows the left-turn pocket lengths at the intersections of Capitol Expressway within the project limits. The majority of the left-turn pockets would either remain unchanged or would be extended, with the exception of the Cunningham Avenue intersection left-turn lane, which would be slightly reduced because of right-of-way constraints. Because the Cunningham Avenue intersection experiences low average delay and good LOS, it is anticipated that the left-turn pocket would continue to be adequate and accommodate the 95th-percentile queue. Therefore, the proposed changes to the approved project would not adversely affect turning movements from lane reductions at the Cunningham Avenue intersection.
- L2-20 This comment requests that the TRAFFIX sheets that are missing the date of counts used in the Volume Module field be corrected. This change has been made as requested. The TRAFFIX sheets are documented in the revised *Eastridge to BART Regional Connector: Capitol Expressway Light Rail Project Supplemental Transportation Analysis* prepared by Hexagon Transportation Consultants, Inc. included in Chapter 2 of this Final SEIR-2.

⁸ This analysis was revised subsequent to the publication of the Draft SEIR-2. The revised analysis is included in Chapter 2 of this Final SEIR-2.

Jaworski, Christina

From: Jaworski, Christina
Sent: Friday, April 20, 2018 2:31 PM
To: 'Gary Black'
Cc: Eric Tse; 'Chris Adams'; Natalina Bernardi; Prasad, Ven; Basma, Hassan; Yip, Harry; Chen, Peter; Calnan, Ann
Subject: EBRC-CELR Supplemental Traffic Analysis
Attachments: Eastridge to BART REgional Connector Capitol Expressway LRT Project 3-30-18_HY_CJ_ICF.pdf; 2017_TransitbyMode_LRT_04052018.xls

Hi Gary,

Attached is the Supplemental Traffic Analysis with comments from VTA and ICF. In addition, I have enclosed the mode of access data that you requested. Please note that VTA is rerunning the model for the change from six to eight lanes between Capitol and Story with the project, so depending on the results, we may want you to redo some of the LOS calculations with the new volumes. We should have the new volumes next week.

I also wanted to mention that I had some questions about the methodology for forecasting parking demand at Eastridge Transit Center so I understand the basis for the existing plus project, 2023, and 2043. These questions are noted in the attached Supplemental Traffic Analysis.

Lastly, there was an error in the previous summary: 2017 WP Eastridge boardings should be 471; in the previous summary it shows 417.

Please let me know if you have any questions or if you would like me to set up a call to discuss.

Thanks!

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](tel:408-321-5751)



Conserve paper. Think before you print.

Jaworski, Christina

From: Jaworski, Christina
Sent: Tuesday, August 14, 2018 4:45 PM
To: Yip, Harry; Kobayashi, David; Basma, Hassan; Prasad, Ven; Sossikian, Leana; Chatradhi, Shanthi; 'Gary Black'
Cc: 'Jeff Wang'; 'Viramontes, Jessica'; Chris Adams; Luis Garcia; Natalina Bernardi
Subject: RE: EBRC Traffic Analysis Comments from County

Hi Gary,

See below for responses to action items.

If you are able to provide a revised traffic analysis by Friday, August 17, it would be much appreciated.

Thanks!

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](tel:408-321-5751)



From: Jaworski, Christina
Sent: Tuesday, August 07, 2018 4:45 PM
To: Yip, Harry; Kobayashi, David; Basma, Hassan; Prasad, Ven; Sossikian, Leana; Chatradhi, Shanthi; 'Gary Black'
Cc: 'Jeff Wang'
Subject: RE: EBRC Traffic Analysis Comments from County

Here is a summary of the action items from today's meeting:

- Christina to provide Gary with the updated ridership projections.



2018/2019/2013...

Key: More important
 Less important

2040 Transportation Network Improvements

RTPID	Improvement	Implementation Period		Anticipated Open Year	To Code in Model?	
		2025	2040			
1	17-07-0023	US 101/Zanker Rd./Skyport Dr./Fourth St. Interchange Improvements. Construct a new interchange at U.S. 101/Zanker Road/Skyport Drive/Fourth Street.	*	*	2025	Yes
2	17-07-0024	Lawrence/Stevens Creek/I-280 Interchange. Provide direct connections between Lawrence Expressway and I-280.	*	*	2025	Yes
3	17-07-0025	I-280/Winchester Blvd Interchange Improvements. Improve I-280/ Winchester Blvd Interchange to relieve congestion and improve operations and local circulation.	*	*	2023	Yes
4	17-07-0026	I-280/Wolfe Road Interchange Improvements. Modify I-280/Wolfe Road Interchange to relieve congestion and improve local circulation.	*	*	2024	Yes
5	17-07-0027	US 101/Mabury Rd./Taylor St. Interchange Improvements. Construct interchange at U.S. 101/Mabury Road/Taylor Street.	*	*	2025	Yes
6	17-07-0028	I-280 New HOV Lane from San Mateo County line to Magdalena Avenue. New HOV lane added to I-280 from existing HOV lane at Magdalena Avenue to the San Mateo County Line. Requires constructing a new lane.	*	*	2029	Yes
7	17-07-0029	I-280/Saratoga Avenue Interchange Improvements. Modify I-280/ Saratoga Avenue interchange to relieve congestion and improve local circulation.	*	*	2026	Yes
8	17-07-0030	I-280 Northbound Braided Ramps between Foothill Expressway and SR 85. Improve braided ramps on northbound I-280 between Foothill Expressway and Route 85.	*	*	2024	Yes
9	17-07-0031	US 101 Southbound/Trimble Rd./De La Cruz Blvd./Central Expwy interchange improvements - Modify existing loop cloverleaf ramp from SB US 101 to Trimble Rd. into a partial cloverleaf ramp. Modify the SB US 101 on-ramp from De La Cruz Blvd./Central Expwy to 1 mixedflow and 1 HOV lane with ramp meter. The De La Cruz Blvd. bridge to be widened from 4 to 6 lanes.	*	*	2021	Yes
10	17-07-0032	I-680/ Alum Rock/ McKee Road Interchange Improvements. Reconfigure interchange, improve access for all modes of transportation, improve traffic operations and relieve congestion at the I-680/ Alum Rock and I-680/ McKee Road interchanges. Construct an Express Bus Station in the Median of I-680 to connect buses using HOV or Express Lanes with Santa Clara Alum Rock BRT Station.	*	*	2025	Yes
11	17-07-0033	SR 237/Mathilda Ave. and US 101/Mathilda Ave. Interchange Improvement. The project proposes to improve local road operations on Mathilda Avenue in the City of Sunnyvale from Almanor Avenue to Innovation Way, including on- and off-ramp improvements at the State Route (SR) 237/Mathilda Avenue and US 101/Mathilda Avenue interchanges.	*	*	2019	Yes
12	17-07-0034	US 101 Interchanges Improvements: San Antonio Rd. to Charleston Rd./Rengstorff Ave. Improve U.S. 101 interchanges at San Antonio Road to Charleston Road/Rengstorff Avenue including new auxiliary lane.	*	*	2024	Yes
13	17-07-0035	US 101/Buena Vista Ave. Interchange Improvements. Construct a full interchange at US 101 and Buena Vista Avenue in Gilroy. The interchange includes a flyover southbound on-ramp to braid with the existing truck exit at the CHP Inspection Station. Off-ramp diagonal ramps will be constructed.	*	*	2024	Yes
14	17-07-0036	SR 85 Northbound to Eastbound SR 237 Connector Ramp and Northbound SR 85 Auxiliary Lane. Widen off-ramp from Northbound SR 85 to SR 237 Eastbound to two lanes; construct auxiliary lane on Eastbound SR 237 between SR 85 on-ramp to Middlefield Rd.; construct braid off-ramp on Eastbound SR 237 between SR 85 and Dana St.	*	*	2023	Yes
15	17-07-0037	SR 85/El Camino Real Interchange Improvements. Improve SR 85 auxiliary lanes between El Camino Real and SR 237, and SR 85/El Camino Real interchange.	*	*	2023	Yes
16	17-07-0038	US 101/Blossom Hill Rd. Interchange Improvements. Widen interchange at U.S. 101/Blossom Hill Road.	*	*	2023	Yes
17	17-07-0039	US 101/Old Oakland Rd. Interchange Improvements. Improve interchange at U.S. 101/Old Oakland Road.	*	*	2024	Yes
18	17-07-0040	US 101/Shoreline Blvd. Interchange Improvements. Interchange improvements at Shoreline Boulevard.	*	*	2025	Yes
19	17-07-0042	SR 237/Great America Parkway WB Off- Ramps Improvements. Modify WB off-ramps at the SR 237/Great America Parkway interchange to improve traffic operations and relieve congestion.	*	*	2024	Yes
20	17-07-0043	SR 237/El Camino Real/Grant Rd. Intersection Improvements. Widen Westbound SR 237 within the existing median to extend both of the left-turn lanes; lengthen the Northbound El Camino Real right-turn lane onto SR 237 starting the lane at Yuba Drive; widen the Southbound El Camino Real left-turn lane within the existing median; and construct a right-turn lane on Southbound El Camino Real for traffic accessing Westbound Grant Rd.	*	*	2023	NO
21	17-07-0044	Double Lane Southbound US 101 off-ramp to Southbound SR 87. Widen Southbound US 101 freeway connector to Southbound SR 87 to add a second lane and install TOS.	*	*	2018	Yes
22	17-07-0051	Widen Calaveras Blvd. overpass from 4 to 6 lanes. Replaces the existing four lane bridge, which currently has a single sidewalk and no bicycle lane over the Union Pacific (UP) Railroad tracks, to a six lane bridge. Project will also add sidewalks and bicycle lanes in both directions.	*	*	2021	Yes
23	17-07-0067	SR 17 Corridor Congestion Relief in Los Gatos. Operational improvements for the SR 17 Corridor, including upgrading Highway 17/Highway 9 interchange to improve pedestrian and bicycle safety, mobility, and roadway operations; deploying advanced transportation technology to reduce freeway cut thru traffic in Los Gatos, including traffic signal control system upgrades in Los Gatos, traveler information system, advanced ramp metering systems and multi-modal congestion relief solutions	*	*	2027	Yes
24	17-07-0068	237 WB Additional Lane from McCarthy to North First. Corridor Improvements in the cities of San Jose, Santa Clara and Milpitas to address mainline congestion and regional connectivity by the addition of SR 237 westbound auxiliary lane between McCarthy Boulevard and North First Street	*	*	2023	Yes
25	17-07-0069	US 101/SR 25 Interchange. The project consists of reconfiguring the interchange at US 101 and SR 25 just south of the City of Gilroy in Santa Clara County, connecting SR 25 and Santa Teresa Boulevard, and widening the existing freeway from 4 to 6 lanes from the Monterey Street interchange to the US 101/SR 25 interchange.	*	*	2023	Yes
26	17-07-0070	SR 237 Express Lanes: North First St. to Mathilda Ave. Convert HOV to express lane in both directions.	*	*	2018	Yes
27	17-07-0074	SR 85 Express Lanes: US 101 (South San Jose) to Mountain View. SR 85 typically has 1 HOV lane and 2 general purpose lanes in both directions with auxiliary lane in some segments. Project will convert existing HOV lane to express lane and add a second express lane between SR 87 and I-280 in both directions.	*	*	2025	Yes
28	17-07-0075	US 101 Express Lanes: Whipple Ave. in San Mateo County to Cochrane Road in Morgan Hill. Convert HOV Lanes to express lane and add a second express lane in some segments.	*	*	2025	Yes
29	17-07-0076	Santa Clara County Express Lanes Operations and Maintenance. This program includes operations and maintenance for the Santa Clara County (VTA) Express Lanes.	VARIES	*	On-going through 2040	No

RTPID	Improvement	Implementation Period		Anticipated Open Year	To Code in Model?
		2025	2040		
30	17-07-0081 I-880 Express Lanes: SR-237 to US-101. Convert existing HOV lane to an express lane in both directions between SR 237 and US 101.	*	*	2023	Yes
31	17-07-0082 SR-87 Express Lanes: I-880 to SR-85. Convert existing HOV lane to an express lane in both directions between I-880 and SR-85.	*	*	2024	Yes
32	17-07-0083 I-680 Express Lanes: SR-237 to US-101. Convert existing general purpose lane to an express lane in both directions between SR-237 and US-101.	*	*	2025	Yes
33	17-07-0084 I-280 Express Lanes: US-101 to Magdalena Avenue. Convert existing HOV lane to an express lane in both directions between US 101 and Magdalena Avenue.	*	*	2029	Yes
34	17-07-0087 Widen San Tomas Expressway to 8 Lanes from Stevens Creek Blvd to Campbell Ave.	*	*	2022	Yes
35	17-07-0088 Senter Road Widening from Umbarger to Lewis. Widening Senter Road between Umbarger Rd. and	*	*	2026	Yes
36	17-07-0089 South Bascom Complete Streets. On South Bascom Ave. from Parkmoor Ave. to Southwest Expressway reduce the road to two lanes and make bicycle and pedestrian improvements in the corridor.	*	*	2027	Yes
37	17-07-0091 Widen Oakland Road from 4-lanes to 6-lanes between U.S. 101 and Montague Expressway. Widens	*	*	2027	Yes
38	17-07-0005 Minor Roadway Expansions. This category includes roadway capacity increasing projects (new roadways or widening/extensions of existing roadways) on minor roads throughout Santa Clara County such as Buena Vista Avenue, bridges over US 101 in Gilroy, Blossom Hill Road, Lark Avenue, Pollard Road, Union Avenue, Butterfield Road, San Antonio Road, Charcot Avenue, King Road, Montague Expressway, San Carlos Street, Zanker Road, Coleman Avenue, Autumn Street, Winchester Boulevard, Center Avenue, DeWitt Avenue, Hill Road, Wastonville Road, Mary Avenue, and Wildwood Avenue Santa Clara Auto	VARIES	*	On-going through 2040	Yes
39	17-07-0078 Envision Expressway (Tier 1 Expressway Plan) Major and Minor Projects. Various operational and capacity improvements to expressways in Santa Clara County comprising the Tier 1 investments from the Santa Clara County Expressway Plan. These projects include capacity improvements for Almaden Expressway, Capitol Expressway, Foothill Expressway, Lawrence Expressway, Montague Expressway, Oregon-Page Mill Expressway, San Tomas Expressway, Santa Teresa Boulevard. This project also includes the following ITS/Signal upgrades: Replace/upgrade/add fiber optic lines; upgrade equipment for new technologies; systemwide pedestrian sensors; enhance/replace bicycle and vehicle detection	VARIES	*	VARIES	Yes
40	17-07-0079 Envision Highway Minor Projects. Includes: 1-280 NB Second exit lane to Foothill Expressway; SR 17 SB/Hamilton Ave Off-Ramp widening; San Tomas expressway at SR-17 Improvements; US101/SR 152 10th Street Ramp and Intersection Improvements; and Charcot Avenue Extension over I-880.	VARIES	*	On-going through 2040	Yes
41	17-07-0005, 17-07-0078 Widen Coleman Avenue from 4-lanes to 6-lanes between I-880 and Taylor Street.	*	*		Yes
42	17-07-0005, 17-07-0078 Conversion of one-way couplets to two-way streets along 10th and 11th Streets, Almaden Avenue and Vine Street, and 2nd and 3rd Streets.	*	*		Yes
43	17-07-0005, 17-07-0078 Widen Central Expressway from 4-lanes to 6-lanes between Lawrence and San Tomas Expressway.	*	*		Yes
44	17-07-0005, 17-07-0078 Conversion HOV lanes on Central Expressway to mixed-flow lanes between De La Cruz Boulevard and San Tomas Expressway.	*	*		Yes
45	17-07-0005, 17-07-0078 Widen San Tomas Expressway to 8 lanes between Williams to El Camino Real.	*	*		Yes
46	17-07-0005, 17-07-0078 Replace and widen San Carlos Street bridge at Caltrain/Vasona LRT.	*	*		Yes
47	17-07-0005, 17-07-0078 Realignment of Julian Street between SR 87 and North 1st Street to extend the downtown urban grid system.	*	*		Yes
48	17-07-0005, 17-07-0078 Conversion of St. James Street from one-way to two-way street from Notre Dame/SR 87 to Market Street (part of the Julian Realignment project).	*	*		Yes
49	17-07-0005, 17-07-0078 Complete the Autumn Street realignment and extension between St. John Street and Coleman Avenue.	*	*		Yes
50	17-07-0005, 17-07-0078 Convert Autumn Street between Santa Clara Street and Park Avenue from a one-way (northbound) street to a two-way street. Autumn Street will become a 4-lane street.	*	*		Yes
51	17-07-0005, 17-07-0078 Convert Montgomery Street between Santa Clara Street and San Fernando Street from a oneway (southbound) street to a two-way street. Montgomery Street will remain a two-lane street.	*	*		Yes
52	17-07-0005, 17-07-0078 Create cul-de-sac at southerly end of Montgomery Street, just north of Park Avenue.	*	*		Yes
53	17-07-0005, 17-07-0078 I-280 between US 101 and Leland Avenue - convert one mixed-flow lane to express lanes.	*	*		Yes
54	17-07-0005, 17-07-0078 I-680 between Montague Expressway and US 101 - convert one mixed-flow lane to express lanes.	*	*		Yes
55	17-07-0005, 17-07-0078 I-280 Downtown San Jose access improvements between 3rd and 7th Streets - reconstruct existing ramps at 7th and 4th Streets. The existing off-ramp connection at 5th Street will be eliminated.	*	*		Yes
56	17-07-0005, 17-07-0078 I-280/Senter Road interchange - extend Senter Road and construct new on-/off-ramps and modify existing on-/off-ramps into a collector/distributor ramp system.	*	*		Yes
57	17-07-0005, 17-07-0078 King Road and McKee Road (SJ) - addition of second eastbound left-turn lane.	*	*		No
58	17-07-0005, 17-07-0078 SR 87 (E) and Julian Street (SJ) - conversion of the existing northbound shared right-through lane to separate through and right-turn lanes; conversion of the existing westbound shared right through lane to a dedicated right-turn lane.	*	*		No
59	17-07-0005, 17-07-0078 Montgomery Street and Santa Clara Street (SJ) - addition of a left-turn and right turn lane on the northbound approach; elimination of one of the existing westbound left-turn lanes.	*	*		No
60	17-07-0005, 17-07-0078 Autumn Street and Santa Clara Street (SJ) - addition of a southbound through lane and conversion of the existing southbound right turn lane to shared right-through lane; addition of a eastbound right-turn lane; and addition of two westbound left-turn lanes and a separate westbound right-turn lane.	*	*		No
61	17-07-0005, 17-07-0078 Montgomery Street and San Fernando Street (SJ) - addition of an all-movement lane on the northbound approach and conversion of all intersection approaches to single all-movement lanes.	*	*		No
62	17-07-0005, 17-07-0078 Autumn Street and San Fernando Street (SJ) - conversion of the existing northbound shared left-through lane to a dedicated left-turn lane; addition of one left-turn, one through, and one shared right through lane on the southbound approach; and conversion of the existing westbound through lane to a shared left-through lane.	*	*		No
63	17-07-0005, 17-07-0078 Montgomery Street and Park Avenue (SJ) - this intersection will become Autumn/Park.	*	*		No
64	17-07-0005, 17-07-0078 Autumn Street and Park Avenue (SJ) - intersection lane configuration will include one left, one through, and one shared right-through lane on the northbound approach; one left, one through, and one shared right-through lane on the southbound approach; one left and one shared right through lane on the eastbound approach; and two left-turn and one shared right-through lane on the westbound approach.	*	*		No
65	17-07-0005, 17-07-0078 Bird Avenue and San Carlos Street (SJ) - addition of a second left-turn lane and conversion of the shared right-through lane to exclusive right-turn lane (reducing the number of through lanes by one) on the northbound approach; and elimination of one southbound through lane.	*	*		No
66	17-07-0005, 17-07-0078 Autumn Street and Julian Street (SJ) - reconfiguration of the northbound and southbound approaches to include one left-turn, one through, and one shared right-through lane.	*	*		No
67	17-07-0005, 17-07-0078 Lafayette Street and El Camino Real (SC) - addition of second left-turn lanes on both the southbound and eastbound approaches.	*	*		No
68	17-07-0005, 17-07-0078 Coleman Avenue and Brokaw Road (SC) - Widening of Coleman Avenue to accommodate a third southbound through lane.	*	*		No
69	17-07-0005, 17-07-0078 San Tomas Expressway and El Camino Real (SC) - addition of second left-turn lanes on both the eastbound and westbound approaches.	*	*		No

Source: (1) Plan Bay Area 2040 Final Supplemental Report, Transportation-Air Quality Conformity Analysis for Plan Bay Area 2040 and Amended 2017 Transportation Improvement Program, July 2017.
(2) VTA staff, Cities of San Jose and Santa Clara staff, 2008 County's Expressway Plan, and VTP 2040 (VTA 2013).
(SJ) = San Jose, (SC) = Santa Clara
(3) Projects 41-69 (local roadway and Intersection Improvements) are included in 17-07-0005, 17-07-0078, and 17-07-0079.

CJ Notes: Deleted projects that are after 2023
 Crossed out local projects that are not in San Jose
 Crossed out local projects that are after 2023

Key: More important
 Less important

2040 Transportation Network Improvements

RTPID	Improvement	Implementation Period		Anticipated Open Year	To Code in Model?	
		2025	2040			
3	17-07-0025	I-280/Winchester Blvd Interchange Improvements. Improve I-280/ Winchester Blvd Interchange to relieve congestion and improve operations and local circulation.	*	*	2023	Yes
9	17-07-0031	US 101 Southbound/Trimble Rd./De La Cruz Blvd./Central Expwy interchange improvements - Modify existing loop cloverleaf ramp from SB US 101 to Trimble Rd. into a partial cloverleaf ramp. Modify the SB US 101 on-ramp from De La Cruz Blvd./Central Expwy to 1 mixedflow and 1 HOV lane with ramp meter. The De La Cruz Blvd. bridge to be widened from 4 to 6 lanes.	*	*	2021	Yes
11	17-07-0033	SR 237/Mathilda Ave. and US 101/Mathilda Ave. Interchange Improvement. The project proposes to improve local road operations on Mathilda Avenue in the City of Sunnyvale from Almanor Avenue to Innovation Way, including on- and off-ramp improvements at the State Route (SR) 237/Mathilda Avenue and US 101/Mathilda Avenue interchanges.	*	*	2019	Yes
14	17-07-0036	SR 85 Northbound to Eastbound SR 237 Connector Ramp and Northbound SR 85 Auxiliary Lane. Widen off-ramp from Northbound SR 85 to SR 237 Eastbound to two lanes; construct auxiliary lane on Eastbound SR 237 between SR 85 on-ramp to Middlefield Rd.; construct braid off-ramp on Eastbound SR 237 between SR 85 and Dana St.	*	*	2023	Yes
15	17-07-0037	SR 85/El Camino Real Interchange Improvements. Improve SR 85 auxiliary lanes between El Camino Real and SR 237, and SR 85/El Camino Real interchange.	*	*	2023	Yes
16	17-07-0038	US 101/Blossom Hill Rd. Interchange Improvements. Widen interchange at U.S. 101/Blossom Hill Road.	*	*	2023	Yes
20	17-07-0043	SR 237/El Camino Real/Grant Rd. Intersection Improvements. Widen Westbound SR 237 within the existing median to extend both of the left-turn lanes; lengthen the Northbound El Camino Real right-turn lane onto SR 237 starting the lane at Yuba Drive; widen the Southbound El Camino Real left-turn lane within the existing median; and construct a right-turn lane on Southbound El Camino Real for traffic accessing Westbound Grant Rd.	*	*	2023	NO
21	17-07-0044	Double Lane Southbound US 101 off-ramp to Southbound SR 87. Widen Southbound US 101 freeway connector to Southbound SR 87 to add a second lane and install TOS.	*	*	2018	Yes
22	17-07-0051	Widen Calaveras Blvd. overpass from 4 to 6 lanes. Replaces the existing four lane bridge, which currently has a single sidewalk and no bicycle lane over the Union Pacific (UP) Railroad tracks, to a six lane bridge. Project will also add sidewalks and bicycle lanes in both directions.	*	*	2021	Yes
24	17-07-0068	237 WB Additional Lane from McCarthy to North First. Corridor Improvements in the cities of San Jose, Santa Clara and Milpitas to address mainline congestion and regional connectivity by the addition of SR 237 westbound auxiliary lane between McCarthy Boulevard and North First Street	*	*	2023	Yes
25	17-07-0069	US 101/SR 25 Interchange. The project consists of reconfiguring the interchange at US 101 and SR 25 just south of the City of Gilroy in Santa Clara County, connecting SR 25 and Santa Teresa Boulevard, and widening the existing freeway from 4 to 6 lanes from the Monterey Street interchange to the US 101/SR 25 interchange.	*	*	2023	Yes
26	17-07-0070	SR 237 Express Lanes: North First St. to Mathilda Ave. Convert HOV to express lane in both directions.	*	*	2018	Yes
30	17-07-0081	I-880 Express Lanes: SR-237 to US-101. Convert existing HOV lane to an express lane in both directions between SR 237 and US 101.	*	*	2023	Yes
34	17-07-0087	Widen San Tomas Expressway to 8 Lanes from Stevens Creek Blvd to Campbell Ave.	*	*	2022	Yes
38	17-07-0005	Minor Roadway Expansions. This category includes roadway capacity increasing projects (new roadways or widening/extensions of existing roadways) on minor roads throughout Santa Clara County such as Buena Vista Avenue, bridges over US 101 in Gilroy, Blossom Hill Road, Lark Avenue, Pollard Road, Union Avenue, Butterfield Road, San Antonio Road, Charcot Avenue, King Road, Montague Expressway, San Carlos Street, Zanker Road, Coleman Avenue, Autumn Street, Winchester Boulevard, Center Avenue, DeWitt Avenue, Hill Road, Wastonville Road, Mary Avenue, and Wildwood Avenue Santa Clara Auto	VARIABLES	*	On-going through 2040	Yes
39	17-07-0078	Envision Expressway (Tier 1 Expressway Plan) Major and Minor Projects. Various operational and capacity improvements to expressways in Santa Clara County comprising the Tier 1 investments from the Santa Clara County Expressway Plan. These projects include capacity improvements for Almaden Expressway, Capitol Expressway, Foothill Expressway, Lawrence Expressway, Montague Expressway, Oregon-Page Mill Expressway, San Tomas Expressway, Santa Teresa Boulevard. This project also includes the following ITS/Signal upgrades: Replace/upgrade/add fiber optic lines; upgrade equipment for new technologies; systemwide pedestrian sensors; enhance/replace bicycle and vehicle detection	VARIABLES	*	VARIABLES	Yes
40	17-07-0079	Envision Highway Minor Projects. Includes: 1-280 NB Second exit lane to Foothill Expressway; SR 17 SB/Hamilton Ave Off-Ramp widening; San Tomas expressway at SR-17 Improvements; US101/SR 152 10th Street Ramp and Intersection Improvements; and Charcot Avenue Extension over I-880.	VARIABLES	*	On-going through 2040	Yes
41	17-07-0005, 17-07-0078	Widen Coleman Avenue from 4-lanes to 6-lanes between I-880 and Taylor Street.	*	*		Yes
42	17-07-0005, 17-07-0078	Conversion of one-way couplets to two-way streets along 10th and 11th Streets, Almaden Avenue and Vine Street, and 2nd and 3rd Streets.	*	*		Yes
43	17-07-0005, 17-07-0078	Widen Central Expressway from 4 lanes to 6 lanes between Lawrence and San Tomas Expressway.	*	*		Yes

44	17-07-0005, 17-07-0078, Conversion HOV lanes on Central Expressway to mixed flow lanes between De La Cruz Boulevard and San Tomas Expressway.	*	*	Yes
45	17-07-0005, 17-07-0078, Widen San Tomas Expressway to 8 lanes between Williams to El Camino Real.	*	*	Yes
46	17-07-0005, 17-07-0078, Replace and widen San Carlos Street bridge at Caltrain/Vasona LRT.	*	*	Yes
47	17-07-0005, 17-07-0078, Realignment of Julian Street between SR 87 and North 1st Street to extend the downtown urban grid system.	*	*	Yes
48	17-07-0005, 17-07-0078, Conversion of St. James Street from one-way to two-way street from Notre Dame/SR 87 to Market Street (part of the Julian Realignment project).	*	*	Yes
49	17-07-0005, 17-07-0078, Complete the Autumn Street realignment and extension between St. John Street and Coleman Avenue.	*	*	Yes
50	17-07-0005, 17-07-0078, Convert Autumn Street between Santa Clara Street and Park Avenue from a one-way (northbound) street to a two-way street. Autumn Street will become a 4-lane street.	*	*	Yes
51	17-07-0005, 17-07-0078, Convert Montgomery Street between Santa Clara Street and San Fernando Street from a oneway (southbound) street to a two-way street. Montgomery Street will remain a two-lane street.	*	*	Yes
52	17-07-0005, 17-07-0078, Create cul de sac at southerly end of Montgomery Street, just north of Park Avenue.	*	*	Yes
53	17-07-0005, 17-07-0078, I-280 between US 101 and Leland Avenue – convert one mixed flow lane to express lanes.	*	*	Yes
54	17-07-0005, 17-07-0078, I-680 between Montague Expressway and US 101 – convert one mixed flow lane to express lanes.	*	*	Yes
55	17-07-0005, 17-07-0078, I-280 Downtown San Jose access improvements between 3rd and 7th Streets – reconstruct existing ramps at 7th and 4th Streets. The existing off ramp connection at 5th Street will be eliminated.	*	*	Yes
56	17-07-0005, 17-07-0078, I-280/Senter Road interchange – extend Senter Road and construct new on /off ramps and modify existing on /off ramps into a collector/distributor ramp system.	*	*	Yes
57	17-07-0005, 17-07-0078, King Road and McKee Road (SJ) - addition of second eastbound left-turn lane.	*	*	No
58	17-07-0005, 17-07-0078, SR 87 (E) and Julian Street (SJ) - conversion of the existing northbound shared right-through lane to separate through and right-turn lanes; conversion of the existing westbound shared right through lane to a dedicated right-turn lane.	*	*	No
59	17-07-0005, 17-07-0078, Montgomery Street and Santa Clara Street (SJ) - addition of a left-turn and right turn lane on the northbound approach; elimination of one of the existing westbound left-turn lanes.	*	*	No
60	17-07-0005, 17-07-0078, Autumn Street and Santa Clara Street (SJ) - addition of a southbound through lane and conversion of the existing southbound right turn lane to shared right-through lane; addition of an eastbound right-turn lane; and addition of two westbound left-turn lanes and a separate westbound right-turn lane.	*	*	No
61	17-07-0005, 17-07-0078, Montgomery Street and San Fernando Street (SJ) - addition of an all-movement lane on the northbound approach and conversion of all intersection approaches to single all-movement lanes.	*	*	No
62	17-07-0005, 17-07-0078, Autumn Street and San Fernando Street (SJ) - conversion of the existing northbound shared left-through lane to a dedicated left-turn lane; addition of one left-turn, one through, and one shared right-through lane on the southbound approach; and conversion of the existing westbound through lane to a shared left-through lane.	*	*	No
63	17-07-0005, 17-07-0078, Montgomery Street and Park Avenue (SJ) - this intersection will become Autumn/Park.	*	*	No
64	17-07-0005, 17-07-0078, Autumn Street and Park Avenue (SJ) - intersection lane configuration will include one left, one through, and one shared right-through lane on the northbound approach; one left, one through, and one shared right-through lane on the southbound approach; one left and one shared rightthrough lane on the eastbound approach; and two left-turn and one shared right-through lane on the westbound approach.	*	*	No
65	17-07-0005, 17-07-0078, Bird Avenue and San Carlos Street (SJ) - addition of a second left-turn lane and conversion of the shared right-through lane to exclusive right-turn lane (reducing the number of through lanes by one) on the northbound approach; and elimination of one southbound through lane.	*	*	No
66	17-07-0005, 17-07-0078, Autumn Street and Julian Street (SJ) - reconfiguration of the northbound and southbound approaches to include one left-turn, one through, and one shared right-through lane.	*	*	No
67	17-07-0005, 17-07-0078, Lafayette Street and El Camino Real (SC) – addition of second left turn lanes on both the southbound and eastbound approaches.	*	*	No
68	17-07-0005, 17-07-0078, Coleman Avenue and Brokaw Road (SC) - Widening of Coleman Avenue to accommodate a third southbound through lane.	*	*	No
69	17-07-0005, 17-07-0078, San Tomas Expressway and El Camino Real (SC) – addition of second left turn lanes on both the eastbound and westbound approaches.	*	*	No

Source: (1) Plan Bay Area 2040 Final Supplemental Report, Transportation-Air Quality Conformity Analysis for Plan Bay Area 2040 and Amended 2017 Transportation Improvement Program, July 2017

(2) VTA staff, Cities of San Jose and Santa Clara staff, 2008 County's Expressway Plan, and VTP 2040 (VTA 2013)

(SJ) = San Jose, (SC) = Santa Clara

(3) Projects 41-69 (local roadway and Intersection Improvements) are included in 17-07-0005, 17-07-0078, and 17-07-0079.

CJ Notes: Crossed out local projects that are not in San Jose

Key: More important
 Less important

2040 Transportation Network Improvements

	RTPID	Improvement	Implementation Period		Anticipated Open Year	To Code in Model?
			2025	2040		
1	17-07-0023	US 101/Zanker Rd./Skyport Dr./Fourth St. Interchange Improvements. Construct a new interchange at U.S. 101/Zanker Road/Skyport Drive/Fourth Street.	*	*	2025	Yes
2	17-07-0024	Lawrence/Stevens Creek/I-280 Interchange. Provide direct connections between Lawrence Expressway and I-280.	*	*	2025	Yes
3	17-07-0025	I-280/Winchester Blvd Interchange Improvements. Improve I-280/ Winchester Blvd Interchange to relieve congestion and improve operations and local circulation.	*	*	2023	Yes
4	17-07-0026	I-280/Wolfe Road Interchange Improvements. Modify I-280/Wolfe Road Interchange to relieve congestion and improve local circulation.	*	*	2024	Yes
5	17-07-0027	US 101/Mabury Rd./Taylor St. Interchange Improvements. Construct interchange at U.S. 101/Mabury Road/Taylor Street.	*	*	2025	Yes
6	17-07-0028	I-280 New HOV Lane from San Mateo County line to Magdalena Avenue. New HOV lane added to I-280 from existing HOV lane at Magdalena Avenue to the San Mateo County Line. Requires constructing a new lane.		*	2029	Yes
7	17-07-0029	I-280/Saratoga Avenue Interchange Improvements. Modify I-280/ Saratoga Avenue Interchange to relieve congestion and improve local circulation.		*	2026	Yes
8	17-07-0030	I-280 Northbound Braided Ramps between Foothill Expressway and SR 85. Improve braided ramps on northbound I-280 between Foothill Expressway and Route 85.	*	*	2024	Yes
9	17-07-0031	US 101 Southbound/Trimble Rd./De La Cruz Blvd./Central Expwy interchange improvements - Modify existing loop cloverleaf ramp from SB US 101 to Trimble Rd. into a partial cloverleaf ramp. Modify the SB US 101 on-ramp from De La Cruz Blvd./Central Expwy to 1 mixedflow and 1 HOV lane with ramp meter. The De La Cruz Blvd. bridge to be widened from 4 to 6 lanes.	*	*	2021	Yes
10	17-07-0032	I-680/ Alum Rock/ McKee Road Interchange Improvements. Reconfigure interchange, improve access for all modes of transportation, improve traffic operations and relieve congestion at the I-680/ Alum Rock and I-680/ McKee Road interchanges. Construct an Express Bus Station in the Median of I-680 to connect buses using HOV or Express Lanes with Santa Clara Alum Rock BRT Station.	*	*	2025	Yes
11	17-07-0033	SR 237/Mathilda Ave. and US 101/Mathilda Ave. Interchange Improvement. The project proposes to improve local road operations on Mathilda Avenue in the City of Sunnyvale from Almanor Avenue to Innovation Way, including on- and off-ramp improvements at the State Route (SR) 237/Mathilda Avenue and US 101/Mathilda Avenue interchanges.	*	*	2019	Yes
12	17-07-0034	US 101 Interchanges Improvements: San Antonio Rd. to Charleston Rd./Rengstorff Ave. Improve U.S. 101 interchanges at San Antonio Road to Charleston Road/Rengstorff Avenue including new auxiliary lane.	*	*	2024	Yes
13	17-07-0035	US 101/Buena Vista Ave. Interchange Improvements. Construct a full interchange at US 101 and Buena Vista Avenue in Gilroy. The interchange includes a flyover southbound on-ramp to braid with the existing truck exit at the CHP Inspection Station. Off-ramp diagonal ramps will be constructed.	*	*	2024	Yes
14	17-07-0036	SR 85 Northbound to Eastbound SR 237 Connector Ramp and Northbound SR 85 Auxiliary Lane. Widen off-ramp from Northbound SR 85 to SR 237 Eastbound to two lanes; construct auxiliary lane on Eastbound SR 237 between SR 85 on-ramp to Middlefield Rd.; construct braid off-ramp on Eastbound SR 237 between SR 85 and Dana St.	*	*	2023	Yes
15	17-07-0037	SR 85/El Camino Real Interchange Improvements. Improve SR 85 auxiliary lanes between El Camino Real and SR 237, and SR 85/El Camino Real interchange.	*	*	2023	Yes
16	17-07-0038	US 101/Blossom Hill Rd. Interchange Improvements. Widen interchange at U.S. 101/Blossom Hill Road.	*	*	2023	Yes
17	17-07-0039	US 101/Old Oakland Rd. Interchange Improvements. Improve interchange at U.S. 101/Old Oakland Road.	*	*	2024	Yes
18	17-07-0040	US 101/Shoreline Blvd. Interchange Improvements. Interchange improvements at Shoreline Boulevard.	*	*	2025	Yes
19	17-07-0042	SR 237/Great America Parkway WB Off- Ramps Improvements. Modify WB off-ramps at the SR 237/Great America Parkway interchange to improve traffic operations and relieve congestion.	*	*	2024	Yes
20	17-07-0043	SR 237/El Camino Real/Grant Rd. Intersection Improvements. Widen Westbound SR 237 within the existing median to extend both of the left-turn lanes; lengthen the Northbound El Camino Real right-turn lane onto SR 237 starting the lane at Yuba Drive; widen the Southbound El Camino Real left-turn lane within the existing median; and construct a right-turn lane on Southbound El Camino Real for traffic accessing Westbound Grant Rd.	*	*	2023	NO
21	17-07-0044	Double Lane Southbound US 101 off-ramp to Southbound SR 87. Widen Southbound US 101 freeway connector to Southbound SR 87 to add a second lane and install TOS.	*	*	2018	Yes
22	17-07-0051	Widen Calaveras Blvd. overpass from 4 to 6 lanes. Replaces the existing four lane bridge, which currently has a single sidewalk and no bicycle lane over the Union Pacific (UP) Railroad tracks, to a six lane bridge. Project will also add sidewalks and bicycle lanes in both directions.	*	*	2021	Yes

23	17-07-0067	SR 17 Corridor Congestion Relief in Los Gatos. Operational improvements for the SR 17 Corridor, including upgrading Highway 17/Highway 9 interchange to improve pedestrian and bicycle safety, mobility, and roadway operations; deploying advanced transportation technology to reduce freeway cut thru traffic in Los Gatos, including traffic signal control system upgrades in Los Gatos, traveler information system, advanced ramp metering systems and multi-modal congestion relief solutions	*		2027	Yes
24	17-07-0068	237 WB Additional Lane from McCarthy to North First. Corridor Improvements in the cities of San Jose, Santa Clara and Milpitas to address mainline congestion and regional connectivity by the addition of SR 237 westbound auxiliary lane between McCarthy Boulevard and North First Street	*	*	2023	Yes
25	17-07-0069	US 101/SR 25 Interchange. The project consists of reconfiguring the interchange at US 101 and SR 25 just south of the City of Gilroy in Santa Clara County, connecting SR 25 and Santa Teresa Boulevard, and widening the existing freeway from 4 to 6 lanes from the Monterey Street interchange to the US 101/SR 25 interchange.	*	*	2023	Yes
26	17-07-0070	SR 237 Express Lanes: North First St. to Mathilda Ave. Convert HOV to express lane in both directions.	*	*	2018	Yes
27	17-07-0074	SR 85 Express Lanes: US 101 (South San Jose) to Mountain View. SR 85 typically has 1 HOV lane and 2 general purpose lanes in both directions with auxiliary lane in some segments. Project will convert existing HOV lane to express lane and add a second express lane between SR 87 and I-280 in both directions.	*	*	2025	Yes
28	17-07-0075	US 101 Express Lanes: Whipple Ave. in San Mateo County to Cochrane Road in Morgan Hill. Convert HOV Lanes to express lane and add a second express lane in some segments.	*		2025	Yes
29	17-07-0076	Santa Clara County Express Lanes Operations and Maintenance. This program includes operations and maintenance for the Santa Clara County (VTA) Express Lanes.	VARIES	*	On-going through 2040	No
30	17-07-0081	I-880 Express Lanes: SR-237 to US-101. Convert existing HOV lane to an express lane in both directions between SR 237 and US 101.	*	*	2023	Yes
31	17-07-0082	SR-87 Express Lanes: I-880 to SR-85. Convert existing HOV lane to an express lane in both directions between I-880 and SR-85.	*	*	2024	Yes
32	17-07-0083	I-680 Express Lanes: SR-237 to US-101. Convert existing general purpose lane to an express lane in both directions between SR-237 and US-101.	*	*	2025	Yes
33	17-07-0084	I-280 Express Lanes: US-101 to Magdalena Avenue. Convert existing HOV lane to an express lane in both directions between US 101 and Magdalena Avenue.	*		2029	Yes
34	17-07-0087	Widen San Tomas Expressway to 8 Lanes from Stevens Creek Blvd to Campbell Ave.	*	*	2022	Yes
35	17-07-0088	Senter Road Widening from Umbarger to Lewis. Widening Senter Road between Umbarger Rd. and South Bascom Complete Streets. On South Bascom Ave. from Parkmoor Ave. to Southwest Expressway	*	*	2026	Yes
36	17-07-0089	reduce the road to two lanes and make bicycle and pedestrian improvements in the corridor.		*	2027	Yes
37	17-07-0091	Widen Oakland Road from 4-lanes to 6-lanes between U.S. 101 and Montague Expressway. Widens		*	2027	Yes
38	17-07-0005	Minor Roadway Expansions. This category includes roadway capacity increasing projects (new roadways or widening/extensions of existing roadways) on minor roads throughout Santa Clara County such as Buena Vista Avenue, bridges over US 101 in Gilroy, Blossom Hill Road, Lark Avenue, Pollard Road, Union Avenue, Butterfield Road, San Antonio Road, Charcot Avenue, King Road, Montague Expressway, San Carlos Street, Zanker Road, Coleman Avenue, Autumn Street, Winchester Boulevard, Center Avenue, DeWitt Avenue, Hill Road, Wastonville Road, Mary Avenue, and Wildwood Avenue Santa Clara Auto	VARIES	*	On-going through 2040	Yes
39	17-07-0078	Envision Expressway (Tier 1 Expressway Plan) Major and Minor Projects. Various operational and capacity improvements to expressways in Santa Clara County comprising the Tier 1 investments from the Santa Clara County Expressway Plan. These projects include capacity improvements for Almaden Expressway, Capitol Expressway, Foothill Expressway, Lawrence Expressway, Montague Expressway, Oregon-Page Mill Expressway, San Tomas Expressway, Santa Teresa Boulevard. This project also includes the following ITS/Signal upgrades: Replace/upgrade/add fiber optic lines; upgrade equipment for new technologies; systemwide pedestrian sensors; enhance/replace bicycle and vehicle detection	VARIES	*	VARIES	Yes
40	17-07-0079	Envision Highway Minor Projects. Includes: 1-280 NB Second exit lane to Foothill Expressway; SR 17 SB/Hamilton Ave Off-Ramp widening; San Tomas expressway at SR-17 Improvements; US101/SR 152 10th Street Ramp and Intersection Improvements; and Charcot Avenue Extension over I-880.	VARIES	*	On-going through 2040	Yes
41	17-07-0005, 17-07-0078	Widen Coleman Avenue from 4-lanes to 6-lanes between I-880 and Taylor Street.	*	*		Yes
42	17-07-0005, 17-07-0078	Conversion of one-way couplets to two-way streets along 10th and 11th Streets, Almaden Avenue and Vine Street, and 2nd and 3rd Streets.	*	*		Yes
43	17-07-0005, 17-07-0078	Widen Central Expressway from 4 lanes to 6 lanes between Lawrence and San Tomas Expressway.	*	*		Yes
44	17-07-0005, 17-07-0078	Conversion HOV lanes on Central Expressway to mixed flow lanes between De La Cruz Boulevard and San Tomas Expressway.	*	*		Yes
45	17-07-0005, 17-07-0078	Widen San Tomas Expressway to 8 lanes between Williams to El Camino Real.	*	*		Yes
46	17-07-0005, 17-07-0078	Replace and widen San Carlos Street bridge at Caltrain/Vasona LRT.	*	*		Yes
47	17-07-0005, 17-07-0078	Realignment of Julian Street between SR 87 and North 1st Street to extend the downtown urban grid system.	*	*		Yes
48	17-07-0005, 17-07-0078	Conversion of St. James Street from one-way to two-way street from Notre Dame/SR 87 to Market Street (part of the Julian Realignment project).	*	*		Yes
49	17-07-0005, 17-07-0078	Complete the Autumn Street realignment and extension between St. John Street and Coleman Avenue.	*	*		Yes
50	17-07-0005, 17-07-0078	Convert Autumn Street between Santa Clara Street and Park Avenue from a one-way (northbound) street to a two-way street. Autumn Street will become a 4-lane street.	*	*		Yes
51	17-07-0005, 17-07-0078	Convert Montgomery Street between Santa Clara Street and San Fernando Street from a oneway (southbound) street to a two-way street. Montgomery Street will remain a two-lane street.	*	*		Yes

52	17-07-0005, 17-07-0078, Create cul-de-sac at southerly end of Montgomery Street, just north of Park Avenue.	*		Yes
53	17-07-0005, 17-07-0078, I-280 between US 101 and Leland Avenue - convert one mixed-flow lane to express lanes.	*		Yes
54	17-07-0005, 17-07-0078, I-680 between Montague Expressway and US 101 - convert one mixed-flow lane to express lanes.	*		Yes
55	17-07-0005, 17-07-0078, I-280 Downtown San Jose access improvements between 3rd and 7th Streets - reconstruct existing ramps at 7th and 4th Streets. The existing off-ramp connection at 5th Street will be eliminated.	*		Yes
56	17-07-0005, 17-07-0078, I-280/Senter Road interchange - extend Senter Road and construct new on-/off-ramps and modify existing on-/off-ramps into a collector/distributor ramp system.	*		Yes
57	17-07-0005, 17-07-0078, King Road and McKee Road (SJ) - addition of second eastbound left-turn lane.	*	*	No
58	17-07-0005, 17-07-0078, SR 87 (E) and Julian Street (SJ) - conversion of the existing northbound shared right-through lane to separate through and right-turn lanes; conversion of the existing westbound shared right through lane to a dedicated right-turn lane.	*	*	No
59	17-07-0005, 17-07-0078, Montgomery Street and Santa Clara Street (SJ) - addition of a left-turn and right turn lane on the northbound approach; elimination of one of the existing westbound left-turn lanes.	*	*	No
60	17-07-0005, 17-07-0078, Autumn Street and Santa Clara Street (SJ) - addition of a southbound through lane and conversion of the existing southbound right turn lane to shared right-through lane; addition of an eastbound right-turn lane; and addition of two westbound left-turn lanes and a separate westbound right-turn lane.	*	*	No
61	17-07-0005, 17-07-0078, Montgomery Street and San Fernando Street (SJ) - addition of an all-movement lane on the northbound approach and conversion of all intersection approaches to single all-movement lanes.	*	*	No
62	17-07-0005, 17-07-0078, Autumn Street and San Fernando Street (SJ) - conversion of the existing northbound shared left-through lane to a dedicated left-turn lane; addition of one left-turn, one through, and one shared right-through lane on the southbound approach; and conversion of the existing westbound through lane to a shared left-through lane.	*	*	No
63	17-07-0005, 17-07-0078, Montgomery Street and Park Avenue (SJ) - this intersection will become Autumn/Park.	*	*	No
64	17-07-0005, 17-07-0078, Autumn Street and Park Avenue (SJ) - intersection lane configuration will include one left, one through, and one shared right-through lane on the northbound approach; one left, one through, and one shared right-through lane on the southbound approach; one left and one shared rightthrough lane on the eastbound approach; and two left-turn and one shared right-through lane on the westbound approach.	*	*	No
65	17-07-0005, 17-07-0078, Bird Avenue and San Carlos Street (SJ) - addition of a second left-turn lane and conversion of the shared right-through lane to exclusive right-turn lane (reducing the number of through lanes by one) on the northbound approach; and elimination of one southbound through lane.	*	*	No
66	17-07-0005, 17-07-0078, Autumn Street and Julian Street (SJ) - reconfiguration of the northbound and southbound approaches to include one left-turn, one through, and one shared right-through lane.	*	*	No
67	17-07-0005, 17-07-0078, Lafayette Street and El Camino Real (SC) - addition of second left turn lanes on both the southbound and eastbound approaches.	*	*	No
68	17-07-0005, 17-07-0078, Coleman Avenue and Brokaw Road (SC) - Widening of Coleman Avenue to accommodate a third southbound through lane.	*	*	No
69	17-07-0005, 17-07-0078, San Tomas Expressway and El Camino Real (SC) - addition of second left turn lanes on both the eastbound and westbound approaches.	*	*	No

Source: (1) Plan Bay Area 2040 Final Supplemental Report, Transportation-Air Quality Conformity Analysis for Plan Bay Area 2040 and Amended 2017 Transportation Improvement Program, July 2017

(2) VTA staff, Cities of San Jose and Santa Clara staff, 2008 County's Expressway Plan, and VTP 2040 (VTA 2013)

(SJ) = San Jose, (SC) = Santa Clara

(3) Projects 41-69 (local roadway and Intersection Improvements) are included in 17-07-0005, 17-07-0078, and 17-07-0079.

Capitol LRT Extension - Mode Split Summary for Super District Zone 12 (East San Jose and Milpitas)

	2023 NP			2023 WP		
	Total Trips	Mode Share	Transit share (1)+(2)	Total Trips	Mode Share	Transit share (1)+(2)
DA	878,788	53.85%		878,335	53.82%	
SR_2	232,566	14.25%		232,516	14.25%	
SR_3+	347,272	21.28%		347,052	21.27%	
Transit_Walk (1)	42,381	2.60%		42,871	2.63%	
Transit_Drive (2)	9,274	0.57%	3.17%	9,521	0.58%	3.21%
Bike	19,675	1.21%		19,669	1.21%	
Walk	102,035	6.25%		102,027	6.25%	
Walk_to_Bart	3,572	0.22%		3,606	0.22%	
Walk_to_Commuter_Rail	837	0.05%		825	0.05%	
Walk_to_LRT	11,791	0.72%		12,783	0.78%	
Walk_to_Express	165	0.01%		164	0.01%	
Walk_to_Local	25,985	1.59%		25,463	1.56%	
PNR	7,519	0.46%		7,732	0.47%	
KNR	1,742	0.11%		1,775	0.11%	
All	1,631,991	100.00%		1,631,992	100.00%	

	2043 NP			2043 WP		
	Total Trips	Mode Share	Transit share (1)+(2)	Total Trips	Mode Share	Transit share (1)+(2)
DA	978,906	50.77%		978,123	50.73%	
SR_2	273,438	14.18%		273,324	14.18%	
SR_3+	383,072	19.87%		382,616	19.85%	
Transit_Walk (1)	90,337	4.69%		91,360	4.74%	
Transit_Drive (2)	22,268	1.15%	5.84%	22,639	1.17%	5.91%
Bike	30,744	1.59%		30,724	1.59%	
Walk	149,190	7.74%		149,171	7.74%	
Walk_to_Bart	21,902	1.14%		21,944	1.14%	
Walk_to_Commuter_Rail	1,794	0.09%		1,781	0.09%	
Walk_to_LRT	23,440	1.22%		25,392	1.32%	
Walk_to_Express	294	0.02%		292	0.02%	
Walk_to_Local	42,866	2.22%		41,909	2.17%	
PNR	17,802	0.92%		18,137	0.94%	
KNR	4,450	0.23%		4,487	0.23%	
All	1,927,956	100.00%		1,927,956	100.00%	

Capitol LRT Extension - Mode Split Summary for Super District Zone 12 (East San Jose and Milpitas)

	2017 Existing					
	Total Trips	Mode Share	Transit share (1)+(2)			
DA	827,802	54.21%				
SR_2	218,068	14.28%				
SR_3+	327,201	21.43%				
Transit_Walk (1)	34,629	2.27%				
Transit_Drive (2)	3,981	0.26%	2.53%			
Bike	17,896	1.17%				
Walk	97,544	6.39%				
Walk_to_Bart	403	0.03%				
Walk_to_Commuter_Rail	494	0.03%				
Walk_to_LRT	9,122	0.60%				
Walk_to_Express	401	0.03%				
Walk_to_Local	24,176	1.58%				
PNR	3,306	0.22%				
KNR	666	0.04%				
All	1,527,120	100.00%				

	2023 NP			2023 WP		
	Total Trips	Mode Share	Transit share (1)+(2)	Total Trips	Mode Share	Transit share (1)+(2)
DA	878,788	53.85%		878,335	53.82%	
SR_2	232,566	14.25%		232,516	14.25%	
SR_3+	347,272	21.28%		347,052	21.27%	
Transit_Walk (1)	42,381	2.60%		42,871	2.63%	
Transit_Drive (2)	9,274	0.57%	3.17%	9,521	0.58%	3.21%
Bike	19,675	1.21%		19,669	1.21%	
Walk	102,035	6.25%		102,027	6.25%	
Walk_to_Bart	3,572	0.22%		3,606	0.22%	
Walk_to_Commuter_Rail	837	0.05%		825	0.05%	
Walk_to_LRT	11,791	0.72%		12,783	0.78%	
Walk_to_Express	165	0.01%		164	0.01%	
Walk_to_Local	25,985	1.59%		25,463	1.56%	
PNR	7,519	0.46%		7,732	0.47%	
KNR	1,742	0.11%		1,775	0.11%	
All	1,631,991	100.00%		1,631,992	100.00%	

	2043 NP			2043 WP		
	Total Trips	Mode Share	Transit share (1)+(2)	Total Trips	Mode Share	Transit share (1)+(2)
DA	978,906	50.77%		978,123	50.73%	
SR_2	273,438	14.18%		273,324	14.18%	
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Transit_Walk (1)	90,337	4.69%		91,360	4.74%	
Transit_Drive (2)	22,268	1.15%	5.84%	22,639	1.17%	5.91%
Bike	30,744	1.59%		30,724	1.59%	
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Walk_to_Bart	21,902	1.14%		21,944	1.14%	
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Walk_to_LRT	23,440	1.22%		25,392	1.32%	
Walk_to_Express	294	0.02%		292	0.02%	
Walk_to_Local	42,866	2.22%		41,909	2.17%	
PNR	17,802	0.92%		18,137	0.94%	
KNR	4,450	0.23%		4,487	0.23%	
All	1,927,956	100.00%		1,927,956	100.00%	

Eastridge to BART Regional Connector
Mode Split

Mode	Existing (2017)	2023 NP	2023 WP	2043 NP	2043 WP
Drive Alone	54.21%	53.85%	53.82%	50.77%	50.73%
Carpool	35.71%	35.53%	35.52%	34.10%	34.03%
Transit	2.53%	3.17%	3.21%	5.84%	5.91%
Bike	1.17%	1.21%	1.21%	1.59%	1.59%
Walk	6.39%	6.25%	6.25%	7.74%	7.74%
Total	100.00%	100.01%	100.01%	100.05%	100.00%

EBRC Forecast by Year, by Station

Station	Line	2017 NP	2017 WP	2023NP	2023WP*	2043NP	2043WP*
Eastridge	Blue (901)	0	495	0	562	0	961
Story	Blue (901)	0	270	0	374	0	480
Alum Rock	Blue (901)	798	574	823	448	833	431

Eastridge	Orange (903)	0	0	0	663	0	1326
Story	Orange (903)	0	0	0	403	0	560
Alum Rock	Orange (903)	0	0	922	531	1,490	777

Eastridge	Blue + Orange	0	495	0	1,224	0	2,287
Story	Blue + Orange	0	270	0	777	0	1,040
Alum Rock	Blue + Orange	781	574	1,745	979	2,322	1,207
Total		781	1,339	1,745	2,979	2,322	4,534
Difference from NP			558		1,234		2,212

Eastridge	522	209	163	896	918	966	518
	523	0	0	0	0	0	0
Story	522	263	256	379	418	472	401
	523	0	0	0	0	0	0
Alum Rock	522	359	230	862	506	1,036	659
	523	0	0	0	0	0	0
Total		831	648	2,137	1,842	2,474	1,578

LRT+BRT Total		1,612	1,987	3,882	4,821	4,796	6,111
Difference from NP			375		940		1,316

* WP: 522 ends @ Eastridge.

** WP Alt. 1: 522 ends @ Alum Rock LRT Station.

Headways:

Route 522: 12min/12 min

Route 523: 15min/15 min

LRT For 2017:

900: Ohlone Chynoweth - Almaden (15min/15min)

901: Santa Teresa - Alum Rock (15min/15min)

902: Mountain View - Winchester (15min/15min)

903: Santa Teresa - Tasman (PK only) (60min/-)

LRT For 2023 and 2043:

Purple (900): Ohlone Chynoweth - Almaden (15min/15min)

Blue (901): Santa Teresa - Alum Rock (15min/15min)

Green (902): Old Ironsides - Winchester (15min/15min)

Orange (903): Mtn View - Alum Rock, All Stops (15min/15min)

Note: these ridership forecasts were subsequently updated based on the 2019 New Service Plan approved by the VTA Board of Directors in May 2019.

EBRC Forecast by Year, by Mode

Station	2017 NP	2017 WP	2023NP	2023WP*	2023WP - Alt.1**	Compare 2023WP & WP Alt1.	2043NP	2043WP*	2043WP - Alt.1**	Compare 2043WP & WP Alt1.
VTA LRT	50,313	50,952	72,151	73,553	73,730	177	164,737	167256	167510	254
Purple (900)	656	656	959	959	960	1	1,885	1882	1881	-1
Blue (901)	26,137	26,848	31,435	32,091	32,257	166	60,911	62161	62317	156
Green (902)	22,961	22,904	21,487	21,241	21,191	-50	56,041	55740	55723	-17
Orange (903)	559	544	18,270	19,262	19,322	60	45,900	47473	47589	116
Difference from NP		639		1,402	1,579			2,519	2,773	
						0				0
VTA BRT	14,788	14,566	25,162	24,361	21,968	-2,393	36,014	34,968	33,322	-1,646
Route 522	12,670	12,448	12,057	11,279	8,891	-2,388	19,066	17,985	16,344	-1,641
Route 523 (Route 3)	2,118	2,118	13,105	13,082	13,077	-5	16,948	16,983	16,978	-5
Difference from NP		-222		-801	-3,194			-1,046	-2,692	
VTA Local Bus (BRT)	133,430	133,142	187,127	186,239	185,950	-289	318,345	316750	316883	133
Difference from NP		-288		-888	-1,177			-1,595	-1,462	
VTA Express	6,817	6,815	2,443	2,438	2,436	-2	3,979	3983	3982	-1
Difference from NP		-2		-5	-7			4	3	
VTA Shuttle	8,942	9,042				0				0
Difference from NP		100								
VTA System	199,502	199,951	261,721	262,230	262,116	-114	487,061	487,989	488,375	386
Difference from NP		449		509	395			928	1,314	
BART	418,246	418,248	480,547	480,354	480,372	18	726,883	726296	726352	56
Caltrain	47,351	47,340	71,207	71,170	71,137	-33	129,755	129714	129705	-9
Subtotal	465,597	465,588	551,754	551,524	551,509	-15	856,638	856,010	856,057	47
Difference from NP		-9		-230	-245			-628	-581	

* WP: 522 ends @ Eastridge.

** WP Alt. 1: 522 ends @ Alum Rock LRT Station.

Headways:

Route 522: 12min/12 min

Route 523: 15min/15 min

LRT For 2017:

900: Ohlone Chynoweth - Almaden (15min/15r Purple (900): Ohlone Chynoweth - Almaden (15min/15min)

901: Santa Teresa - Alum Rock (15min/15min) Blue (901): Santa Teresa - Alum Rock (15min/15min)

902: Mountain View - Winchester (15min/15mi Green (902): Old Ironsides - Winchester (15min/15min)

903: Santa Teresa - Tasman (PK only) (60min, Orange (903): Mtn View - Alum Rock, All Stops (15min/15min)

LRT For 2023 and 2043:

Model Assumption Changes since the previous summary (presented in the meeting on June 4)	
1	BART transfer fare has \$0.5 discount to VTA LRT and Bus.
2	In 2017, Route 522 frequency is 12min/12min and Route 22 frequency is 15min/15min.
3	In 2017, LRT 902 (Mountain View to Winchester) has 15min/15min frequency, instead of the previous 15min/30min.
4	In 2023, Route 500 serves as a connector between San Jose Downtown and Berryessa BART Station. In 2043, there is no Route 500 due to BART extension to Santa Clara.
5	In 2023, Route 523 is from Sunnyvale/Lockheed Martin LRT Station to Berryessa BART Station. In 2043, Route 523 is from Sunnyvale/Lockheed Martin LRT Station to San Jose Downtown.
6	In both 2023 and 2043, there is no Express service for Santa Teresa/Alum Rock(Eastridge) Line
7	In 2023 LRT has no Vasona Extension. In 2043, Vasona Extension includes in VTA LRT system.
8	In 2017, total employment in City Place (north of Levis Stadium) is changed from 2000 to 300.

File: 28140
Various

Letter L3

November 19, 2018

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

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

Dear Ms. Jaworski:

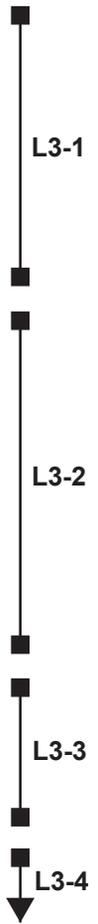
The Santa Clara Valley Water District (District) has reviewed the Draft Second Supplemental Environmental Impact Report (SEIR) for the Eastridge to BART Regional Connector: Capitol Expressway Light Rail (LR) Project dated October 2018 and received by the District on October 3, 2018.

The proposed LR extension will cross two District facilities, Lower Silver Creek and Thompson Creek and proposes to utilize the District's property for the construction staging area and the relocation of Pacific Gas and Electric (PG&E) electrical transmission facilities. These proposed improvements require issuance of District encroachment permit per the District's Water Resources Protection Ordinance and potential land rights transactions subject to approval by our Board of Directors, if acceptable. The Draft Second SEIR does not note that the District is a responsible agency under CEQA for this project and should be revised to reflect the District's role as a responsible agency under CEQA.

The Draft Second SEIR also does not include a discussion of the District's use of the site, potential impacts to District operations due to loss of a portion of or all of the site, and potential mitigation measures and should be revised to include these issues. The District maintenance activities within this reach include vegetation management / removal in and adjacent to the creek and sediment removal from the top of bank using various equipment, including but not limited to excavators, long-reach excavators, scrapers, and front-end loaders, that are designed to restore the flood capacity and minimize the flood hazard. To prevent impacts to the District's existing maintenance operations of the channel, the foundations for the towers / tubular steel poles should be located outside the District's Lower Silver / Thompson Creek fee title right of way. Maintenance of these facilities should also be accessed from Capitol Expressway.

In Attachment C Detailed Plans for the Proposed Changes, it is unclear where the proposed aerial guideway concrete columns will be located when crossing over the District's Lower Silver Creek. The aerial guideway's concrete columns should be located outside of Lower Silver Creek's three (3) box culverts on Capitol Expressway.

We request that VTA continue project design coordination with the District to prevent any impacts to the District's existing maintenance operations and future flood improvement projects.



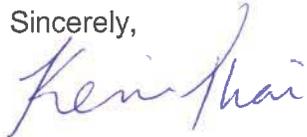
Ms. Jaworski
Page 2
November 8, 2018

Please forward a copy of the final SEIR to the District for review and comment when available. Reference District File No. 28140 on further correspondence regarding this project.

↑
L3-4
Cont.
■

If you have any questions or need further information, you can reach me at (408) 630-3157.

Sincerely,



Kevin Thai
Assistant Engineer II
Community Projects Review Unit

cc: U. Chatwani, C. Grande, J. Codianne, A. Hunt, E. Gabrielsen, K. Thai, File

L3 Santa Clara Valley Water District, November 19, 2018

- L3-1 The comment requests that the Santa Clara Valley Water District be identified as a responsible agency under CEQA because the project proposes to use the district's property for construction staging and because the project crosses through Lower Silver Creek and Thompson Creek. Section 2.5, *Uses of the SEIR-2*, in Chapter 2, *Introduction*, of the Draft SEIR-2 specifies the responsible agencies for the project and the specific approvals required by each agency. In response to this comment, the first paragraph of this section has been revised and this text change is documented in Chapter 4, *Major Revisions to the Draft Second Supplemental Environmental Impact Report*. Section 2.5 also contains a reference to the Santa Clara Valley Water District and indicates that an encroachment permit for use of district right-of-way and issuance of a construction permit are district discretionary actions that would be required during construction of the approved project.
- L3-2 The comment requests that the foundations for the towers/tubular steel poles (TSPs) be located outside the Santa Clara Valley Water District's Lower Silver/Thompson Creek fee title right-of-way. The Santa Clara Valley Water District also requests in this comment that maintenance of the facilities be accessed from Capitol Expressway. Based on VTA's review of the option of relocating the TSPs to the County right-of-way, it is not possible to relocate the TSPs because of Pacific Gas and Electric (PG&E) and County design standards. In addition, it is not possible for the TSPs to be maintained from Capitol Expressway for safety reasons.
- L3-3 The comment is related to Attachment C, *Detailed Plans for the Proposed Changes*, in Volume I of the Draft SEIR-2. The comment states that it is unclear if the proposed aerial guideway would cross over the Santa Clara Valley Water District's Lower Silver Creek. The comment also requests that the aerial guideway's concrete columns be placed outside Lower Silver Creek's three box culverts on Capitol Expressway. The aerial guideway's columns would be located outside the Lower Silver Creek box culverts. VTA would provide the Santa Clara Valley Water District with the 65 percent design plans, which show the structural foundation footprints relative to the box culverts. In addition, VTA would require the contractor to install shoring around the foundation excavation to ensure that excavation does not affect the structural integrity of the box culverts.
- L3-4 The comment requests that the Santa Clara Valley Water District receive a copy of the Final SEIR-2 and requests continued coordination with VTA regarding the approved project. As requested, the Santa Clara Water District will receive a copy of the Final SEIR-2, and VTA will continue to coordinate with the Santa Clara Valley Water District regarding the design of the approved project. In addition, VTA will reference File No. 28140 in further correspondence regarding the approved project.

From: NICE IMPROVEMENTS [REDACTED]
Sent: Monday, October 01, 2018 4:48 PM
To: EBRC-CELR-Comments
Subject: Two Light rail stations underserved / not used

You need to discontinue and close for good old ironsides and tasman station, they are not needed just as much as the express trains. And after eastridge light rail have an station at silver creek. This is needed. More people will ride to and from baypointe and great america station than what is listed above. Those stations are under served just as much as the express trains and they need to be closed. This over all helps out all of the system not just those station areas. There would be better boardings at the river oaks and champion stations even though most people would make their transfer at baypointe. Make all of vta light rail better and close these two stations. After silver creek make station at monterey shut these two stations down before this extension opens vta this will really help and those stations are not needed just as much as the express trains you discontinued

P1-1

P1 Greenscope, October 1, 2018

P1-1 The comment requests VTA to close Old Ironsides and Tasman Stations because they would not be necessary once Eastridge Station is completed and they are currently underserved. According to 2018 ridership data, Old Ironsides Station has an average weekday ridership of 281 boardings per day, which is average for VTA’s light rail system. According to 2018 ridership data, Tasman Station has an average weekday ridership of 1,702 boardings, which is the second highest in VTA’s light rail system. Ridership at Old Ironsides and Tasman Stations is not anticipated to decrease once the Eastridge Station is completed. The comment also requests that VTA open a station at Silver Creek. Currently, there is no funding available to extend the alignment farther south to Silver Creek. The approved proposes to terminate the alignment at the Eastridge Transit Center.

From: Sossikian, Leana
Sent: Thursday, October 11, 2018 7:57 AM
To: EBRC-CELR-Comments
Subject: Fw: Eastridge to BART Regional Connector: Notice of Availability of Draft SEIR-2

From: [REDACTED]
Sent: Thursday, October 11, 2018 7:28:07 AM
To: Sossikian, Leana
Subject: Re: Eastridge to BART Regional Connector: Notice of Availability of Draft SEIR-2

Greetings. What are the changes? 

Sent from my iPad

On Oct 3, 2018, at 12:43 PM, Sossikian, Leana <Leana.Sossikian@vta.org> wrote:

October 3, 2018

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

Attached to this email is the Notice of Availability (NOA) 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 NOA contains the project description, location, public review period dates, public meeting information, summary of significant impacts, presence of hazardous materials sites within the project area pursuant to California Government Code Section 65962.5, and information on where the draft document can be found for review. Additional information on this project, including the Draft SEIR-2 and previous environmental documents, can be found online at www.vta.org/eastridgetobart.

VTA is seeking your comments on the Draft SEIR-2. Comments are due by 5:00pm on **Monday, November 19, 2018**.

If you have any questions about the Draft SEIR-2, please feel free to contact Christina Jaworski, Senior Environmental Planner, at (408) 321-5789 or Christina.Jaworski@vta.org.

Sincerely,

Leana Sossikian

Environmental Planner

Santa Clara Valley Transportation Authority
3331 North First Street, Building B
San Jose, CA 95134-1927
Phone [408-321-5705](tel:408-321-5705)

<image001.png>

Conserve paper. Think before you print.

<EBRC_Notice_of_Availability_100318_web.pdf>

P2 Evergreenvoice, October 11, 2018

P2-1 The comment requests a description of the proposed changes to the approved project. As discussed in detail in Section 3.2 of Chapter 3, *Changes to the Approved Project, Changes in Circumstances, and Introduction of New Information*, in the Draft SEIR-2, VTA is proposing changes to certain elements of the approved project, including:

- Extension of the aerial guideway to grade separate the Ocala Avenue and Cunningham Avenue intersections;
- Revisions to Capitol Expressway roadway lane configurations, including converting 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 planned parking spaces;
- Minor shift in the location and straightening of the Story Station pedestrian overcrossing;
- Modification to Story Station pedestrian access;
- Relocation of a construction staging area;
- Relocation of PG&E electrical transmission facilities; and
- Extension of construction duration and modification to the construction scenario.

YOUR OPINION COUNTS

Letter P3

Date: 10-14-18 Name of Project: Eastridge Extension

I have a question/comment about:

Will VTA provide new
sound proof walls for people
whose houses are adjacent
to project?
(Important)

P3-1

I would like more information about:

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Design Features | <input checked="" type="checkbox"/> Community Meetings | <input checked="" type="checkbox"/> Funding |
| <input checked="" type="checkbox"/> Property Acquisition | <input checked="" type="checkbox"/> Environmental Effects | <input checked="" type="checkbox"/> Schedule |
| <input checked="" type="checkbox"/> Construction Impacts | <input type="checkbox"/> 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.

0806-6409

P3 Jose Aguila, October 18, 2018

P3-1 The comment requests VTA to confirm if the agency is considering providing sound-proof walls for residences adjacent to the project. In Section 5.5 of Chapter 5, *Environmental Setting, Impacts, and Mitigation*, VTA proposes to construct temporary noise barriers for residential and commercial buildings where construction noise impacts exceed FTA thresholds of significance. With implementation of Mitigation Measures NV (CON)-1b (Construct Temporary Noise Barriers During Construction) and NV (CON)-1h (Use Impact Cushions), construction noise impacts would be reduced to less than significant. In addition, in Section 5.3 of Chapter 5, *Environmental Setting, Impacts, and Mitigation*, VTA proposes to construct permanent soundwalls on the aerial guideway where residences may experience operational noise impacts in exceedance of FTA operational noise criteria. Implementation of Mitigation Measure NV-1a (Construct Soundwalls) would reduce operational noise impacts to less than significant. As a result, VTA is not proposing to provide new or replace existing soundwalls for residences adjacent to the approved project.

YOUR OPINION COUNTS

Letter P4

Date: 10/15/18 Name of Project: _____

I have a question/comment about:

this project supost be
finish 30 years ago.
Way they use the money
to the extention to
Los Gatos.

P4-1

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.

0806-6409

P4 Ernesto Barajas, October 18, 2018

P4-1 The commenter states that the approved project was supposed to be completed 30 years ago and asks why the funding for the project was not committed to an extension of the light rail to Los Gatos. Beginning in 2008, VTA experienced unprecedented declines in revenue. In response to the severe decline in revenue, VTA modified the approved project to be constructed in phases. In 2012, VTA completed pedestrian and bus improvements along Capitol Expressway. In 2015, VTA completed replacement of the Eastridge Transit Center. In 2016, the VTA Board of Directors approved a full funding plan for the light rail extension to the Eastridge Station through use of 2000 Measure A funds and Regional Measure 3 funds. With the approval of Regional Measure 3 in June 2018, the approved project is considered to have full funding. Regarding the Vasona light rail project, the VTA Board of Directors authorized funding in April 2018 for a study to double track the remaining sections of single track; study the freight track configurations, including potential temporal separation of freight and LRT operations; and prepare conceptual engineering plans for the light rail extension to Vasona Junction.

YOUR OPINION COUNTS

Letter P5

Date: 10-18-11 Name of Project: Capitol Exp

I have a question/comment about:

① Construction Safety
meeting ahead of
Construction P5-1

② Child & Senior Safety
During Construction P5-2

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.

YOUR OPINION COUNTS

Date: 10-18-18 Name of Project: Capital Exp. Light Rail

I have a question/comment about:

① I would like to be included in the ART, Community Art Requests for this project

P5-3

I would like more information about:

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

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.

P5 Danny Garza, October 18, 2018

- P5-1 The commenter requests confirmation that VTA would hold a construction safety meeting prior to the beginning of construction. VTA would conduct community outreach, which would provide information to the public prior to and during construction. Information on construction safety is VTA standard practice during outreach efforts. Construction would be primarily within the central median of Capitol Expressway. Construction on the sidewalk would be limited, thereby reducing impacts on public safety. VTA would also develop stage construction plans, detailing appropriate pedestrian and bicycle detours, along with appropriate signage. VTA standard practice calls for safety oversight by a contractor safety officer and VTA resident engineer.
- P5-2 The commenter has questions regarding child and senior safety impacts during construction. Please see the response to Comment P5-1. Although VTA would hold a community construction safety meeting prior to the beginning of construction, there is no current plan to conduct specialized outreach campaigns regarding safety during construction for children and seniors.
- P5-3 The commenter’s request to be involved in the community art process associated with the approved project is noted and will be provided to the VTA Board of Directors for their consideration during the decision-making process. If the environmental document is approved, VTA would retain the services of an artist who would create artwork that would be installed at appropriate locations within the project limits.

YOUR OPINION COUNTS

Letter P6

Date: 10/18/18 Name of Project: _____

I have a question/comment about:

How will you get community members to ride the light rail?

P6-1

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.

0806-6409

P6 **Victoria Partida, October 18, 2018**

P6-1 The commenter requests information regarding how VTA would encourage community members to ride light rail. Increasing ridership for the VTA system, including light rail, is a priority for VTA. Because of the upcoming changes for light rail and bus service with integration of the BART connection to Milpitas and San Jose, VTA is planning outreach regarding these service changes in the fall or late 2019. Further outreach is planned once the extension of light rail to the Eastridge Station is complete.

YOUR OPINION COUNTS

Letter P7

Date: 10/18/18 Name of Project: CAPITAL EXPRESSWAY

I have a question/comment about: LIGHT RAIL

1. ESTIMATED TRAVEL TIME FROM EASTRIDGE

TO: A. SJO?

B. DOWNTOWN SJ?

P7-1

2. WORK WILL CONTINUE THROUGH FUTURE
RECESSION?

P7-2

3. NOISE LEVEL OF OPERATING LIGHT RAIL?

P7-3

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.

4. WILL THIS PROJECT RAISE OR LOWER
ADJACENT HOME PROPERTY VALUES?

Name _____

P7-4

0806-6409

P7 Andres Solomonoff, October 18, 2018

P7-1 The comment asks the estimated travel time from Eastridge Station to downtown San Jose and San Jose International Airport. Using light rail, the estimated travel time from Eastridge Station to downtown San Jose is approximately 55 minutes on a typical weekday. Using a combination of light rail and Rapid 522, estimated travel time to downtown San Jose is approximately 30 minutes on a typical weekday. Using a combination of light rail and the Airport Flyer, the estimated travel time from Eastridge Station to San Jose International Airport is approximately 53 minutes on a typical weekday.

P7-2 The comment asks if construction would continue through future recessions. The project has dedicated funds that are anticipated to support the project through construction completion. However, funding is subject to change depending on the severity and duration of future recessions.

P7-3 The commenter requests information about the noise level of the proposed changes to the approved project during operation. Table 5.3-1 in Section 5.3, *Noise and Vibration*, of the Draft SEIR-2, summarizes the anticipated operational transit noise impacts generated by the proposed changes to the approved project in 2017 and 2043. The table indicates the number of impacts for both years under the following conditions:

- Without the proposed aerial guideway soundwalls and without the proposed open-graded asphalt concrete (OGAC),
- With only the proposed aerial guideway soundwalls, and
- With both the proposed aerial guideway soundwalls and the proposed OGAC.

With only the proposed aerial soundwalls, the proposed changes would result in 45 moderate and 0 severe noise impacts in 2017 as well as 116 moderate and 0 severe noise impacts in 2043. With both the proposed aerial guideway soundwalls and the proposed OGAC, all moderate and severe impacts would be eliminated in 2017 and 2043. With implementation of Mitigation Measure NV-1a (Construct Soundwalls) and Mitigation Measure NV-1c (Provide Quiet Pavement), operational noise impacts would be reduced to less than significant. The *EBRC – CELR Noise and Vibration Assessment* (included in Attachment E in Volume II of the Draft SEIR-2)⁹ includes a detailed analysis of the potential noise and vibration impacts of the proposed changes to the approved project.

P7-4 The comment asks if the project would raise or lower adjacent home property values. The economic impacts of a project, such as changes in property values, are subject to CEQA only if the economic impacts themselves result in potentially

⁹ This assessment was revised subsequent to the publication of the Draft SEIR-2. The revised assessment is included in Chapter 2 of this Final SEIR-2.

significant impacts on the physical environment. Based on studies of property values near transit stations prepared for BART, the U.S. Department of Transportation, FTA, and American Public Transportation Association, in partnership with the National Association of Realtors, home value depreciation is unlikely.

From: Patricia Martinez-Roach [REDACTED]
Sent: Thursday, November 15, 2018 11:54 PM
To: EBRC-CELR-Comments
Subject: Questions

What disruptive construction will take place between Alum Rock to Capitol Expressway; How will homeowners be affected; What will noise level be mitigated due to construction and operation of trains; How will traffic be mitigated; How will student crossing at Ocala be addressed?

■
|
P8-1
|
■

Sincerely,

Sent from my iPhone

P8 Patricia Roach, November 15, 2018

P8-1 The commenter inquires about any proposed disruptive construction between Alum Rock and Capitol Expressway, the effects of the proposed changes to the approved project on homeowners, noise levels and noise mitigation during construction and operation, traffic mitigation, and students crossing at Ocala Avenue.

Construction of the approved project would take approximately five years. The most disruptive phase of construction would be the pile driving for the foundations of the aerial structure because of the noise and vibration. In addition, there would be some nighttime construction required when full or major traffic lane closures are needed for safety reasons. Full intersection closures would be required to install and remove falsework for the construction of the aerial structure. Other construction that could be considered disruptive involves concrete pours, which involve major construction equipment, truck traffic, and potential lane closures.

A description of the nighttime construction scenario is included in Section 5.5, *Construction*, in the Draft SEIR-2. Table 5.3-3 in Section 5.3, *Noise and Vibration*, of the Draft SEIR-2 summarizes the anticipated pile driving noise impacts generated by the proposed changes to the approved project during construction.

A description of the proposed changes to the approved project is included in Section 3.2 in Chapter 3, *Changes to the Approved Project, Changes in Circumstances, and Introduction of New Information*, of the Draft SEIR-2. Regarding the effect of the proposed changes on homeowners, the extension of the aerial guideway to grade separate Ocala Avenue and Cunningham Avenue would have the biggest effect on homeowners. This proposed change to the approved project would increase the number of homes that would be affected by noise and vibration during construction and operation of the approved project. Although most of the noise impacts during construction and operation would be mitigated to less than significant, some vibration impacts would remain significant and unavoidable during construction and operation of the approved project. The extension of the aerial guideway would also increase the number of homes where views would be degraded.

Noise levels during construction of the proposed changes to the approved project would be below FTA's recommended daytime limits of 80 A-weighted decibels (dBA), equivalent sound level (L_{eq}) (8-hour standard), for residential land uses and 85 dBA L_{eq} for commercial land uses with inclusion of mitigation. Noise levels during operation of the proposed changes would also be below FTA's noise impact criteria with the incorporation of mitigation. Mitigation for noise impacts during construction and operation would consist of the following: NV-1a

(Construct Aerial Soundwalls), NV-1c (Provide Quiet Pavement), NV (CON)-1b (Construct Temporary Noise Barriers During Construction), NV (CON)-1c (Restrict Pile Driving), NV (CON)-1d (Use Noise Suppression Devices), NV (CON)-1e (Locate Stationary Construction Equipment as Far as Possible from Sensitive Receptors), NV (CON)-1f (Reroute Construction-Related Truck Traffic), NV (CON)-1g (Develop Construction Noise Mitigation Plan), NV (CON)-2 (Combination of Measures to Reduce Pile Driving Noise and Vibration), and NV (CON)-1h (Use Impact Cushions).

Regarding traffic impacts, significant and unavoidable impacts are anticipated at Capitol Expressway and the intersections at Story Road and Ocala Avenue. Significant and unavoidable traffic impacts are also anticipated during construction as a result of temporary lane closures. There is no feasible mitigation for these impacts.

Regarding safe student crossings at Ocala Avenue, the proposed grade separation at Ocala Avenue would greatly decrease the potential for conflicts between pedestrians and light rail vehicles and therefore could be considered a measure that would increase safety. With the proposed grade separation, impacts on pedestrian crossings would be less than significant.

From: Chris Weitsman [REDACTED]
Sent: Saturday, November 17, 2018 10:56 PM
To: EBRC-CELR-Comments
Subject: Eastridge to BART Regional Connector: Capitol Expressway Light Rail Project Draft SEIR

I support this project I will help us get to eastridge faster

■
|
P9-1
■

P9 **Chris Weitsman, November 17, 2018**

P9-1 Support for the changes to the approved project is noted and will be provided to the VTA Board of Directors for their consideration during the decision-making process. The comment does not raise an environmental issue that requires a response.

To Whom It Concerns:

Project Title: Eastridge to Bart Regional Connector: Capitol Expressway Light Rail Project

Comments:

① The fences adjacent to the project should be made sound proof at projects' expense with (technology) the best available (modern) materials

The actual tracks and aerial section should include all the latest ways to make them sound proof. This includes the methods you claim to not understand and refuse to use. The reason being that once this project is completed; sound proofing for people's peace and quiet can no longer be done. This project is expected to last a lifetime.

You must think of the people affected after the project is completed.

Don't skimp and be cheap. Use all available technology for sound proofing. People's enjoyment of their homes should be a priority. This is San Jose tech capital of the world.

P10-1

P10-2

If you don't use the best and all technology available for soundproofing; The World will laugh if your soundproofing is ineffective and you failed to do everything possible

Comments:

② The aerial section of the track is ugly and will affect property values. Homeowners should be compensated at a premium level financially. People's homes are their main financial asset and they will be affected adversely in the long term (at retirement).

②a.

People's views from their backyard will be adversely affected (enjoyment of view from own home). I would prefer that the aerial section not be done. If it is, people's yards^{who} are adjacent to the aerial section must be compensated. This is California, ~~California~~ One's enjoyment of the views from one's home is considered a basic right.

Thank you for your attention: Jose Angel Aguila
Jose Angel Aguila

P10 Jose Aguila, November 19, 2018

- P10-1 The comment requests VTA to erect sound-proof fences with the best available material for residences adjacent to the project. Please see the response to Comment P3-1.
- P10-2 The comment requests VTA to use the latest sound-proofing technology with the best material available. The commenter expresses concern about the long-term effect of noise impacts on the residences adjacent to the aerial guideway. Please see the response to Comment P3-1.
- P10-3 The commenter states that the aerial guideway would block individuals' views from backyards and affect property values. Therefore, homeowners adjacent to the guideway should be compensated properly. A description of the potential impacts on visual character and quality is included in Section 3.16 of Chapter 3, *Environmental Setting, Impacts, and Mitigation*, of the Second Subsequent Initial Study (included in Attachment G in Volume III of the Draft SEIR-2). The introduction of the aerial guideway into the visual setting would result in a major change in views from the residences along the Capitol Expressway corridor and diminish the privacy of the residences, which would be visible from the aerial guideway. Specifically, the sensitive visual receptors in the adjacent residences would most likely experience an invaded sense of privacy from light rail users being able to look down and into their backyards and upper levels of their residences. In addition, the proposed aerial guideway would dominate the landscape within the Capitol Expressway corridor by creating a less suburban neighborhood feeling and more of an urban neighborhood feeling compared with the approved project because the aerial guideway would introduce large-scale elevated transportation structure into the landscape. In addition, the landscape would be more visually cluttered because of the proposed aerial guideway compared with the approved project. With implementation of Mitigation Measure VQ-3 (Refine Project Design for Consistency with the Community) and Mitigation Measure VQ-4 (Incorporate Landscaping in the Project Design), operational visual quality impacts would be reduced to less than significant.
- The remaining comment is related to property values and compensation for homeowners. Please see the response to Comment P7-4 regarding the effect of the project on property values. Regarding compensation for homeowners for the negative effect of the aerial structure on views, VTA provides compensation only for property or property interests required to construct a project.

From: Ray Arthur Wang [REDACTED]
Sent: Monday, November 19, 2018 4:59 PM
To: EBRC-CELR-Comments
Subject: Comment on the Draft SEIR-2

To Whom It May Concern:

As owner of house at 1049 S. Capitol Ave., San Jose, CA, I read that written comments must be received by 5:00 p.m. on November 19, hence this email before the deadline.

We may lose part of land in the front yard for vta to expand capitol ave.

From the vta map, it looks like vta will turn the store next to our Capitol house into a cul de sac as extention of capitol ave. currently, capitol ave ends at our property. The map shows that the street will be extended into our neighbor store and becomes a circular shaped cul de sac (end of a street). They may remove the tree in front of our property. The only thing is that many lightrail riders probably will park here because the rail station is right next to it at the corner of story rd and create traffic problem. Map also shows vta will take away a small part of our front yard near the tree for widening capitol ave. We ask for compensation for loss of our lot. We ask for compensation of tree removal. We like the tree which gives us privacy. about cmpensation on our loss of property.

P11-1

P11 Ray Arthur Wang, November 19, 2018

P11-1 The comment expresses concern about Story Station light rail riders parking on the commenter’s residential street. The commenter describes impacts on his property at 1049 South Capitol Avenue from acquisition of a portion of his lot and removal of one tree. The commenter requests that VTA compensate him for the loss of land and removal of the tree.

Light rail riders are not anticipated to use South Capitol Avenue in the vicinity of the commenter’s property for Story Station parking. With the closest access being a pedestrian overcrossing on the southwest corner of Capitol Expressway and Story Road, South Capitol Avenue is not only less convenient but also lacking with respect to on-street parking at the southern end of the street (approximately 200 feet).

VTA’s compensation policy for homeowners during property acquisition is detailed below.

If and when it is determined that specific property or property interests are required to construct the project, VTA would hire an independent licensed appraiser to determine the fair market value of the proposed acquisition. The appraisal typically occurs after environmental clearance is complete and after the engineering team confirms the boundaries and nature of the needed property interest. VTA would then prepare an offer, based on just compensation (fair market value, as defined under California law), and present the offer to the property owner. The property owner can accept the offer or make a counter offer to VTA. If the property owner desires to hire his/her own appraiser, VTA would reimburse the owner for his/her costs for the appraisal, up to \$5,000. After VTA and the property owner agree on the purchase price and other terms and conditions, a contract would be signed between the parties, and escrow would be opened. During escrow, issues affecting the title would need to be resolved. Upon close of escrow, the property owner would be paid the agreed-upon purchase price, and the property would be conveyed to VTA.

Property owners must be given “just compensation” for their properties. This means that property owners should receive the fair market value, as defined under California law, for their properties. VTA’s appraiser is required to identify the fair market value of a property but ignore any increase or decrease in the value of the property that results from the project. If VTA acquires only a portion of an owner’s property, VTA is required to pay severance damages if the proposed project decreases the value of the remainder of the property. In addition, businesses may be eligible for compensation for damages related to loss of goodwill if they can demonstrate such losses, as required under state law.

From: Russell Mancillas [REDACTED]
Sent: Tuesday, November 20, 2018 6:14 PM
To: EBRC-CELR-Comments
Subject: Eastridge to BART Regional Connector: Capitol Expressway Light Rail Project Draft SEIR

This extension is a long time coming and should only be the start of more rail line buildup. This extension is a positive aspect and should go forward, I endorse this connection.

P12-1

Russ Mancillas

[REDACTED]

P12 Russell Mancillas, November 20, 2018

P12-1 Support for the approved project and the proposed changes is noted and will be provided to the VTA Board of Directors for their consideration during the decision-making process. The comment does not raise an environmental issue that requires a response.

Attachment A

Notice of Completion and Notice of Availability for the Draft Second Supplemental EIR

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #2001092014

Project Title: Eastridge to BART Regional Connector: Capitol Expressway Light Rail Project

Lead Agency: Santa Clara Valley Transportation Authority (VTA)

Contact Person: Christina Jaworski

Mailing Address: Env. Programs, 3331 North First Street, Building B-2

Phone: (408) 321-5789

City: San Jose

Zip: 95134-1927

County: Santa Clara

Project Location: County: Santa Clara City/Nearest Community: City of San Jose

Cross Streets: Capitol Expressway between Capitol Avenue and Quimby Road Zip Code: Various

Longitude/Latitude (degrees, minutes and seconds): 37 ° 20 ' 45.2 " N / 122 ° 49 ' 25.3 " W Total Acres: _____

Assessor's Parcel No.: Various Section: _____ Twp.: _____ Range: _____ Base: _____

Within 2 Miles: State Hwy #: 130, 680, 101 Waterways: Silver Creek, Lake Cunningham, Thompson Creek

Airports: Reid Hillview Airport Railways: N/A Schools: Various

Document Type:

- CEQA: NOP Draft EIR NEPA: NOI Other: Joint Document
 Early Cons Supplement/Subsequent EIR EA Final Document
 Neg Dec (Prior SCH No.) _____ Draft EIS Other: _____
 Mit Neg Dec Other: _____ FONSI

State Clearinghouse Planning & Research

OCT 03 2018

Local Action Type:

- General Plan Update Specific Plan Rezone Annexation
 General Plan Amendment Master Plan Prezone Redevelopment
 General Plan Element Planned Unit Development Use Permit Coastal Permit
 Community Plan Site Plan Land Division (Subdivision, etc.) Other: Transit Improvement

STATE CLEARINGHOUSE 10:30 AM

Development Type:

- Residential: Units _____ Acres _____
 Office: Sq.ft. _____ Acres _____ Employees _____
 Commercial: Sq.ft. _____ Acres _____ Employees _____
 Industrial: Sq.ft. _____ Acres _____ Employees _____
 Educational: _____
 Recreational: _____
 Water Facilities: Type _____ MGD _____
 Transportation: Type Transit Improvement
 Mining: Mineral _____
 Power: Type _____ MW _____
 Waste Treatment: Type _____ MGD _____
 Hazardous Waste: Type _____
 Other: _____

Project Issues Discussed in Document:

- Aesthetic/Visual Fiscal Recreation/Parks Vegetation
 Agricultural Land Flood Plain/Flooding Schools/Universities Water Quality
 Air Quality Forest Land/Fire Hazard Septic Systems Water Supply/Groundwater
 Archeological/Historical Geologic/Seismic Sewer Capacity Wetland/Riparian
 Biological Resources Minerals Soil Erosion/Compaction/Grading Growth Inducement
 Coastal Zone Noise Solid Waste Land Use
 Drainage/Absorption Population/Housing Balance Toxic/Hazardous Cumulative Effects
 Economic/Jobs Public Services/Facilities Traffic/Circulation Other: Construction, EJ

Present Land Use/Zoning/General Plan Designation:

Eight lane arterial roadway with HOV lanes, bordered by low density residential, open space, a general aviation airport, & retail

Project Description: (please use a separate page if necessary)

The project proposes to extend light rail along Capitol Expressway between the Alum Rock Light Rail Station and the Eastridge Transit Center, a distance of approximately 2.4 miles. In addition, VTA is proposing the following changes to the approved project: extension of the aerial guideway to grade-separate the Ocala Avenue and Cunningham Avenue intersections; revisions to the Capitol Expressway roadway lane configurations; modifications to the Eastridge Station platforms and track; reduction in parking spaces at Eastridge Park-and-Ride lot; relocation of the Story Station pedestrian overcrossing; modification to Story Road Station pedestrian access; relocation of a construction area; relocation of Pacific Gas and Electric (PG&E) Electrical Transmission Facilities, and extension of construction duration and modification to construction scenario.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X".
If you have already sent your document to the agency please denote that with an "S".

- | | |
|---|---|
| <input checked="" type="checkbox"/> Air Resources Board | <input checked="" type="checkbox"/> Office of Historic Preservation |
| <input type="checkbox"/> Boating & Waterways, Department of | <input type="checkbox"/> Office of Public School Construction |
| <input type="checkbox"/> California Emergency Management Agency | <input checked="" type="checkbox"/> Parks & Recreation, Department of |
| <input checked="" type="checkbox"/> California Highway Patrol | <input type="checkbox"/> Pesticide Regulation, Department of |
| <input checked="" type="checkbox"/> Caltrans District #4 | <input checked="" type="checkbox"/> Public Utilities Commission |
| <input checked="" type="checkbox"/> Caltrans Division of Aeronautics | <input checked="" type="checkbox"/> Regional WQCB #2 |
| <input type="checkbox"/> Caltrans Planning | <input checked="" type="checkbox"/> Resources Agency |
| <input type="checkbox"/> Central Valley Flood Protection Board | <input type="checkbox"/> Resources Recycling and Recovery, Department of |
| <input type="checkbox"/> Coachella Valley Mtns. Conservancy | <input type="checkbox"/> S.F. Bay Conservation & Development Comm. |
| <input type="checkbox"/> Coastal Commission | <input type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy |
| <input type="checkbox"/> Colorado River Board | <input type="checkbox"/> San Joaquin River Conservancy |
| <input type="checkbox"/> Conservation, Department of | <input type="checkbox"/> Santa Monica Mtns. Conservancy |
| <input type="checkbox"/> Corrections, Department of | <input type="checkbox"/> State Lands Commission |
| <input type="checkbox"/> Delta Protection Commission | <input type="checkbox"/> SWRCB: Clean Water Grants |
| <input type="checkbox"/> Education, Department of | <input type="checkbox"/> SWRCB: Water Quality |
| <input type="checkbox"/> Energy Commission | <input type="checkbox"/> SWRCB: Water Rights |
| <input checked="" type="checkbox"/> Fish & Game Region #3 | <input type="checkbox"/> Tahoe Regional Planning Agency |
| <input type="checkbox"/> Food & Agriculture, Department of | <input checked="" type="checkbox"/> Toxic Substances Control, Department of |
| <input type="checkbox"/> Forestry and Fire Protection, Department of | <input checked="" type="checkbox"/> Water Resources, Department of |
| <input type="checkbox"/> General Services, Department of | <input checked="" type="checkbox"/> Other: California Transportation Commission |
| <input type="checkbox"/> Health Services, Department of | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Housing & Community Development | |
| <input checked="" type="checkbox"/> Native American Heritage Commission | |

Local Public Review Period (to be filled in by lead agency)

Starting Date October 3, 2018 Ending Date November 19, 2018

Lead Agency (Complete if applicable):

Consulting Firm: <u>ICF</u>	Applicant: <u>Santa Clara Valley Transportation Authority</u>
Address: <u>201 Mission Street, Suite 1500</u>	Address: <u>3331 North First Street, Building B-2</u>
City/State/Zip: <u>San Francisco, CA 94105</u>	City/State/Zip: <u>San Jose, CA 95134-1927</u>
Contact: <u>Jessica Viramontes</u>	Phone: <u>(408) 321-5789</u>
Phone: <u>(415) 677-7108</u>	

 Signature of Lead Agency Representative: Christina Jaworski Date: 10/03/18

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

County of Santa Clara
Office of the County Clerk-Recorder
Business Division



County Government Center
70 West Hedding Street, E. Wing, 1st Floor
San Jose, California 95110 (408) 299-5688

File Number: ENV21799

ENVIRONMENTAL FILING

No. of Pages: 9

Total Fees: \$0.00

File Date: 10/03/2018

Expires: 11/17/2018

REGINA ALCOMENDRAS, Clerk-Recorder

By: Nina Khamphilath, Deputy Clerk-Recorder

CEQA DOCUMENT DECLARATION

ENVIRONMENTAL FILING FEE RECEIPT

PLEASE COMPLETE THE FOLLOWING:

- LEAD AGENCY: Santa Clara Valley Transportation Authority
- PROJECT TITLE: Eastridge to BART Regional Connector: Capitol Expressway Light Rail Project
- APPLICANT NAME: Christina Jaworski PHONE: 408-321-5789
- APPLICANT ADDRESS: 3331 North First Street, Bldg B-2, San Jose, CA 95134-1927
- PROJECT APPLICANT IS A: Local Public Agency School District Other Special District State Agency Private Entity
- NOTICE TO BE POSTED FOR 45 DAYS.
- CLASSIFICATION OF ENVIRONMENTAL DOCUMENT**

a. PROJECTS THAT ARE SUBJECT TO DFG FEES

<u>NA</u> <input checked="" type="checkbox"/> 1. <u>ENVIRONMENTAL IMPACT REPORT (PUBLIC RESOURCES CODE §21152)</u>	\$ 3,168.00	\$ 3,168.00 <u>0.00</u> <i>cg</i>
<input type="checkbox"/> 2. <u>NEGATIVE DECLARATION (PUBLIC RESOURCES CODE §21080(C))</u>	\$ 2,280.75	\$ 0.00
<input type="checkbox"/> 3. <u>APPLICATION FEE WATER DIVERSION (STATE WATER RESOURCES CONTROL BOARD ONLY)</u>	\$ 850.00	\$ 0.00
<input type="checkbox"/> 4. <u>PROJECTS SUBJECT TO CERTIFIED REGULATORY PROGRAMS</u>	\$ 1,077.00	\$ 0.00
<u>NA</u> <input checked="" type="checkbox"/> 5. <u>COUNTY ADMINISTRATIVE FEE (REQUIRED FOR a-1 THROUGH a-4 ABOVE)</u> Fish & Game Code §711.4(e)	\$ 50.00	\$ 50.00 <u>0.00</u> <i>cg</i>

b. PROJECTS THAT ARE EXEMPT FROM DFG FEES

1. NOTICE OF EXEMPTION (\$50.00 COUNTY ADMINISTRATIVE FEE REQUIRED) \$ 50.00 \$ 0.00
2. A COMPLETED "CEQA FILING FEE NO EFFECT DETERMINATION FORM" FROM THE DEPARTMENT OF FISH & GAME, DOCUMENTING THE DFG'S DETERMINATION THAT THE PROJECT WILL HAVE NO EFFECT ON FISH, WILDLIFE AND HABITAT, OR AN OFFICIAL, DATED RECEIPT / PROOF OF PAYMENT SHOWING PREVIOUS PAYMENT OF THE DFG FILING FEE FOR THE "SAME" PROJECT IS ATTACHED (\$50.00 COUNTY ADMINISTRATIVE FEE REQUIRED)
- DOCUMENT TYPE: ENVIRONMENTAL IMPACT REPORT NEGATIVE DECLARATION \$ 50.00 \$ 0.00

c. NOTICES THAT ARE NOT SUBJECT TO DFG FEES OR COUNTY ADMINISTRATIVE FEES

- NOTICE OF PREPARATION NOTICE OF INTENT NO FEE \$ NO FEE
8. OTHER: Notice of Availability FEE (IF APPLICABLE): \$ No Fee *cg*
9. TOTAL RECEIVED..... \$ ~~3,218.00~~ 0.00 *cg*

*NOTE: "SAME PROJECT" MEANS NO CHANGES. IF THE DOCUMENT SUBMITTED IS NOT THE SAME (OTHER THAN DATES), A "NO EFFECT DETERMINATION" LETTER FROM THE DEPARTMENT OF FISH AND GAME FOR THE SUBSEQUENT FILING OR THE APPROPRIATE FEES ARE REQUIRED.

THIS FORM MUST BE COMPLETED AND ATTACHED TO THE FRONT OF ALL CEQA DOCUMENTS LISTED ABOVE (INCLUDING COPIES) SUBMITTED FOR FILING. WE WILL NEED AN ORIGINAL (WET SIGNATURE) AND TWO (2) COPIES. IF THERE ARE ATTACHMENTS, PLEASE PROVIDE THREE (3) SETS OF ATTACHMENTS FOR SUBMISSION. (YOUR ORIGINAL WILL BE RETURNED TO YOU AT THE TIME OF FILING.)

CHECKS FOR ALL FEES SHOULD BE MADE PAYABLE TO: SANTA CLARA COUNTY CLERK-RECORDER

PLEASE NOTE: FEES ARE ANNUALLY ADJUSTED (Fish & Game Code §711.4(b)); PLEASE CHECK WITH THIS OFFICE AND THE DEPARTMENT OF FISH AND GAME FOR THE LATEST FEE INFORMATION.

... NO PROJECT SHALL BE OPERATIVE, VESTED, OR FINAL, NOR SHALL LOCAL GOVERNMENT PERMITS FOR THE PROJECT BE VALID, UNTIL THE FILING FEES REQUIRED PURSUANT TO THIS SECTION ARE PAID. Fish & Game Code §711.4(c)(3)

(Fees Effective 01-01-2018)



NOTICE OF AVAILABILITY

October 3, 2018

To:
Reviewing Agencies, Organizations, and
Individuals

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

SUBJECT: Notice of Availability 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), has prepared 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 content of the Draft SEIR-2, 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/Mitigated 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 access the Draft SEIR-2, Final EIR, Final SEIR-1, and Subsequent IS/MND at the following link: <http://www.vta.org/projects-and-programs/transit/capitol-expressway-light-rail-project/library>.

The project description, location, public review period dates, public meeting information, summary of significant impacts, presence of hazardous materials sites within the project area pursuant to California Government Code Section 65962.5, and information on where the draft document can be found for review are contained in the attached materials. A copy of the Draft SEIR-2 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 45 days after receipt of this notice. Comments are respectfully requested by Monday, November 19, 2018.

Please send your written comments to Christina Jaworski at the address shown above. 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: 10/03/18

Signature:

Name: Christina Jaworski
Title: Senior Environmental Planner
Telephone: (408) 321-5789



October 3, 2018

Notice of Availability: 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), has prepared 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) located in the City of San José. The Draft SEIR-2 supplements the Final Environmental Impact Report (Final EIR) (SCH 2001092014), Final Supplemental Environmental Impact Report (Final SEIR-1), and the Subsequent Initial Study/Mitigated Negative Declaration (Subsequent IS/MND), which were certified by the VTA Board of Directors in May 2005, August 2007, and March 2014, respectively. The Draft SEIR-2 as well as the Final EIR, Final SEIR-1, and Subsequent IS/MND are available at: www.vta.org/eastridgetobart. The project, as described in these previous environmental documents, is known as the "approved project".

The approved project (discussed below under *Approved Project*) was to be implemented in two distinct phases. Phase 1 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. Phase 2 consisted 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 project elements included in Phase 2 have not been implemented.

Following project approval (discussed below under *Prior Environmental Documents*), work began on Preliminary Engineering (PE) for Phase 2, 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 was required and that a Supplemental Environmental Impact Report was the appropriate level of documentation (SEIR). 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 CEQA Guidelines, the SEIR needs to only contain the information necessary to make the previous EIR adequate for the project as revised.

The Second Subsequent IS serves to focus the analysis in the Draft SEIR-2 on the potential for new significant impacts or a substantial increase in the severity of previously identified significant effects that would result from the proposed changes to the approved project. As such, the potential transportation, environmental justice, noise and vibration, air quality and climate change, and construction impacts associated with the proposed changes to the approved project are the subject of the Draft SEIR-2. Other environmental resource areas, where there are no impacts or where impacts can be mitigated to a less than significant level, are the subject of the Second Subsequent IS. The resource areas analyzed in the Second Subsequent IS include Biological Resources, Community Services, Cultural Resources, Electromagnetic

Fields, Energy, Geology/Soils/Seismicity, Hazardous Materials, Hydrology & Water Quality, Land Use, Safety & Security, Socioeconomics, Utilities, and Visual Quality.

Prior Environmental Documents

The federal and state environmental process for the approved project was initiated in September 2001 with the publication of a Notice of Intent 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 (hereafter referred to as the "2005 Final EIR") and approved the Light Rail Alternative. As a result of Preliminary Engineering, the Light Rail Alternative was modified to address agency comments, improve light rail operation, minimize right-of-way acquisition, and lower costs. To address these modifications, the VTA Board of Directors prepared and certified a Final Supplemental EIR (Final SEIR) and approved the modifications in August 2007 (hereafter referred to as the "2007 Final SEIR").

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 to the Final SEIR 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.

In addition to the state environmental process, VTA reinitiated the federal environmental process on September 9, 2009, with a Notice of Intent to prepare a Supplemental Draft EIS. The Supplemental Draft EIS was circulated on May 18, 2012, for 45 days with comments due on July 3, 2012. The federal environmental process under the National Environmental Policy Act (NEPA) was suspended in 2017 as a result of limited opportunities for securing federal funds.

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

Project Location

The approved project is located along Capitol Expressway, generally between Capitol Avenue and Quimby Road in the City of San José in Santa Clara County. Exhibit 1 depicts the project alignment with the proposed changes to the approved project (discussed below under *Approved Project* and *Proposed 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, HOV lanes would be removed

between Capitol Avenue and Tully Road. The alignment would include an elevated section that would extend north of Capitol Avenue 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 Mall, the Park-and-Ride lot would be expanded to accommodate parking. 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 would be relocated from the median of Capitol Expressway to the east side of Capitol Expressway in order to accommodate the approved project.

Proposed Changes to the Approved Project

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

- Extension of the aerial guideway to grade-separate the Ocala Avenue and Cunningham Avenue intersections;
- Revisions to Capitol Expressway roadway lane configurations (including the conversion of the existing HOV 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;
- Minor shift in the location and straightening of the Story Station pedestrian overcrossing;
- Modification to Story Station pedestrian access;
- Relocation of a construction staging area;
- Relocation of Pacific Gas and Electric (PG&E) electrical transmission facilities; and
- Extension of construction duration and modification to the construction scenario.

The approved project with the proposed changes is anticipated to have 2,980 boardings in 2023 and 4,534 boardings in 2043. Travel time for the Light Rail Alternative between Alum Rock Station and Eastridge Transit Center is estimated to be 4.3 minutes. The capital cost of the approved project with the proposed changes is projected to be \$453.

Significant Environmental Impacts

The Second Subsequent IS and Draft SEIR-2 identify significant impacts to the following resources: transportation, air quality and climate change, biological resources, energy, environmental justice, geology, hazardous materials, hydrology and water quality, noise and vibration, safety and security, socioeconomics, utilities, visual quality, and cumulative effects. Many of these impacts can be fully mitigated but some cannot. The impacts that would remain significant and unavoidable, as discussed in the Draft SEIR-2, are listed below:



Source: Korve Engineering 2003; VTA 2016; revised by ICF 2018.

Exhibit 1
Proposed Changes to Capitol Expressway Light Rail Project

Graphics: 0901:08 (5/27/18) AE

Transportation (Operation and Construction)

- **Capitol Expressway and Story Road intersection.** The proposed changes to the approved project would result in a significant impact under existing (2017), year 2023, and year 2043 conditions, caused by the removal of the HOV lanes and the addition of HOV lane traffic into the remaining general purpose lanes. No feasible mitigation was identified for these impacts.
- **Capitol Expressway and Ocala Avenue intersection.** The proposed changes to the approved project would result in a significant impact at this intersection under existing (2017), year 2023, and year 2043 conditions, caused by the removal of the HOV lanes, the removal of a northbound left-turn lane on Capitol Expressway, and the addition of HOV lane traffic into the remaining general purpose lanes. No feasible mitigation was identified for these impacts.
- **Transportation impacts during construction.** The proposed changes to the approved project would require lane closures on Capitol Expressway during construction, which may cause select study intersections to temporarily operate at LOS F, impacting passenger vehicles, buses, and trucks. The proposed changes to the approved project may also result in the temporary closures of bikeways, bus stops, and sidewalks in the corridor during construction. The duration, times, and locations of temporary closures during construction cannot be predicted with certainty. As a result, this impact would be "Significant and Unavoidable".

Noise and Vibration (Operation and Construction):

- **Nighttime exceedance (10:00 pm to 7:00 am) of the Federal Transit Administration (FTA) vibration levels from light rail operation at homes within 100 feet of the proposed aerial guideway.** The proposed aerial guideway and ballasted track on embankment sections would cause an exceedance of the nighttime impact criteria of 72 vibration decibels (VdB) at 73 sensitive receiver locations during light rail operation. Most of the impacts are anticipated to occur between 6:00 am and 7:00 am when VTA would be operating at peak service levels. VTA identified tire derived aggregate (TDA), 5-Hertz floating slab track (FST) or bridge bearing vibration isolation system, and speed reductions from 55 mph to 35 mph as potential mitigation measures. VTA is recommending to include TDA on embankment sections to mitigate one impact. However, VTA is not recommending to include FST, bridge bearing vibration isolation, or implement nighttime speed restrictions to eliminate the other 72 impacts. As a result, this impact would be "Significant and Unavoidable".
- **Daytime exceedance of the Federal Transit Administration (FTA) construction noise criteria from pile driving activity at unobstructed homes and businesses that are within 300 feet of pile driving activity.** The noise impacts from pile driving would have a duration of 8 to 15 days per sensitive receiver. Pile driving would exceed the construction noise impact criteria of 80 Leq at residences and 85 Leq at commercial properties at 156 sensitive receiver locations. Mitigation consisting of noise cushions and temporary noise barriers would be implemented; however, noise impacts from pile driving would remain "Significant and Unavoidable" at 2 residences.

- **Homes within 100 feet of pile driving activity may exceed FTA construction vibration criteria.** There are 64 predicted unmitigated construction vibration impacts, and 0 impacts with the use of non-impact piling methods. However, VTA is not recommending the use of non-impact piling methods at any locations. Therefore, this impact would be “Significant and Unavoidable.”

Air Quality (Construction)

- **Cumulative air quality impacts during construction.** The approved project plus the proposed changes to the approved project would cause further exceedances of existing pollutant concentrations, worsening the cumulative exposure of sensitive receptors to toxic air contaminant concentrations primarily from roadway traffic. Although the contribution of the approved project plus the proposed changes to the approved project to existing pollutant concentrations would not be substantial, there would nevertheless be a worsening of an already cumulatively significant impact. Even with inclusion of mitigation measures to reduce particulate matter and greenhouse gas emissions from construction equipment, this impact would be “Significant and Unavoidable.”

Environmental Justice (Operation and Construction)

- **The proposed changes to the approved project would result in new or more severe significant and unavoidable impacts to environmental justice populations related to transportation, noise and vibration, and cumulative air quality impacts during construction.** Disproportionate and adverse environmental effects to environmental justice populations would result from noise during construction, vibration during construction and operation, and cumulative air quality impacts during construction.

Hazardous Materials Sites

Pursuant to California Government Code Section 65962.5, the lead agency is disclosing that the proposed changes to the approved project are located in an area where there are 27 hazardous materials sites listed on State databases. More information on these sites can be found in Section 3.9 of the Second Subsequent IS, which is located in Volume III.

To Obtain a Copy of the Draft SEIR-2

A copy of the document is available online at www.vta.org/eastridgetobart, and at the following locations:

- VTA, River Oaks Building B Lobby, 3331 North First Street, San José, CA 95134
- VTA, Downtown Customer Service Center, 55-A W. Santa Clara Street, San José, CA 95113
- Reid-Hillview Airport Terminal Building Lobby, 2500 Cunningham Avenue, San José, CA 95122
- San José Public Library, Hillview Branch, 1600 Hopkins Dr., San José, CA 95122
- Dr. Roberto Cruz – Alum Rock Branch Library, 3090 Alum Rock Avenue, San José, CA 95127
- Tully Community Branch Library, 880 Tully Road, San José, CA 95121
- Village Square Branch Library, 4001 Evergreen Village Square, San José, CA 95135

A hardcopy or CD can also be obtained by contacting VTA at (408) 321-5789.

To learn more about the Project and Draft SEIR-2, please attend the following Public Meeting:

October 18, 2018, 6 p.m.
Hank Lopez Center, Multi-Purpose Room
1694 Adrian Way, San José, CA 95122
(This location is served by VTA Transit bus lines 70 and 522.)

To Comment on the Draft SEIR-2

Written comments must be received by 5:00 p.m. on Monday, November 19, 2018. Comments will be accepted at the meeting or 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 José, CA 95134-1927

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

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. Individuals with special needs should contact VTA Community Outreach at (408) 321-7575/TTY (408) 321-2330.

¿Puede usted leer este documento? Si no, nosotros podemos ayudarlo a leerlo. Para recibir asistencia gratuita, por favor llámenos al Departamento de Relaciones con la Comunidad de VTA al (408) 321-7575.

您能看懂本文件嗎？

如您不能，我們可以請人幫助您。如需幫助，請致電 VTA 社區外展部，電話是：(408) 321-7575。

이 문서를 읽으실 수 있습니까?

그렇지 못하실 경우, 읽으실 수 있도록 도와드릴 사람이 있습니다. 무료로 도움을 받으시려면 VTA 지역봉사부 (408) 321-7575 로 전화 주십시오.

Mababasa mo ba ang dokumentong ito? Kung hindi, maari kaming kumuha ng taong tutulong sa iyo na basahin ito. Para sa libheng tulong, mangyaring tumawag sa VTA Community Outreach sa (408) 321-7575.

Attachment B

Mailing List for the Draft Second Supplemental EIR

Distribution List for the Notice of Availability of the Draft SEIR-2

Category	Document	Media	Mail	Name	Title	Organization	Address	City	State	Zip	Email	Telephone	Fax
E	None	Email	Regular	Mr. David Cortese	Chair	EBRC PAB					Board.Secretary@vta.org	408.535.4908	
E	None	Email	Regular	Ms. Cindy Chavez	Member	EBRC PAB					Board.Secretary@vta.org	408.535.4905	408.995.0827
E	None	Email	Regular	Ms. Magdalena Carrasco	Vice Chair	EBRC PAB					Board.Secretary@vta.org	408.535.4903	
E	None	Email	Regular	Ms. Sylvia Arenas	Member	EBRC PAB					Board.Secretary@vta.org	408.299.5020	408.295.8642
E	NOA	Mail	Regular	The Honorable Dianne Feinstein	U.S. Senator	San Francisco Office	One Post Street, Suite 2450	San Francisco	CA	94104		415.393.0707	
E	NOA	Mail	Regular	The Honorable Kamala Harris	U.S. Senator	San Francisco Office	333 Bush Street, Suite 3225	San Francisco	CA	94104		415.403.0100	415.956.6701
E	NOA	Mail	Regular	The Honorable Zoe Lofgren	U.S. Congresswoman	San Jose District 19 Office	635 N. First Street, Suite B	San Jose	CA	95112		408.271.8700	408.271.8713
E	None	Email	Regular	VTA Board of Directors							Board.Secretary@vta.org		
F	All	CD	Certified	Juan Brown	Acting Manager	Federal Aviation Administration, San Francisco Airports District Office	1000 Marina Boulevard, Suite 220	Brisbane	CA	94005-1835		650-827-7601	
F	None	Email	Regular	Ms. Candice Hughes		Federal Transit Administration		Los Angeles	CA		candice.hughes@dot.gov		
F	None	Email	Regular	Ms. Dominique M. Kraft	Community Planner	Federal Transit Administration	90 Seventh Street, Suite 15-300	San Francisco	CA	94103-6701	Domonique.Kraft@dot.gov		
F	All	CD	Certified	Mr. Craig Erickson	Regional Manager	U.S. Fish and Wildlife Service, Sacramento Fish and Wildlife Office	2800 Cottage Way, Rm W-2605	Sacramento	CA	95825		(916) 414-6600	
F	None	Email	Read Receipt	Dr. Katerina Galacatos	South Branch Chief	U.S. Army Corps of Engineers	1455 Market Street	San Francisco	CA	94103-1398	katerina.galacatos@usace.army.mil	415-503-6778	
F	None	Email	Read Receipt	Connell Dunning		U.S. Environmental Protection Agency Region IX	75 Hawthorne Street	San Francisco	CA	94105	Dunning.connell@Epa.gov	415.947.4161	
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